

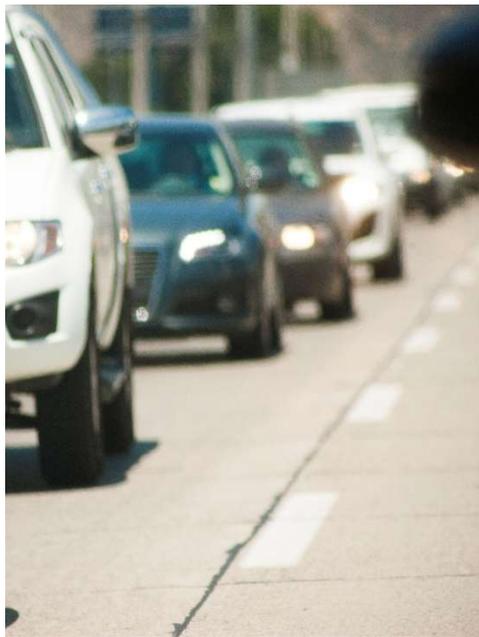
Bingle Road Traffic Study

(DRAFT)

March 2025

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BINGLE ROAD TRAFFIC STUDY

(DRAFT)

FOR SUBMITTAL TO:



MARCH 2025

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TEXAS PE No. 98414

EXECUTIVE SUMMARY

Cobb, Fendley & Associates, Inc. (CobbFendley) has been contracted by Spring Valley Village to perform a traffic engineering study along Bingle Rd from W Memorial Park Dr to Westview Dr (approximately 0.53 miles). For all intents and purposes, this existing segment of Bingle Rd is a 4-lane undivided roadway with two (2) thru lanes in each direction. The main purpose of this study is to determine if one (1) thru lane in each direction is feasible along this segment of Bingle Rd to give it more of a residential area type feel.

Analysis Scenarios:

- Existing 4-Lane Undivided Scenario
- Existing 2-Lane Undivided Scenario (Road Closure)
- Proposed 3-Lane "Road Diet" Scenario

Intersections Analyzed:

- Bingle Rd at Westview Dr
- Bingle Rd at Merlin Dr
- Bingle Rd at Burkhart Rd
- Bingle Rd at Winningham Ln
- Bingle Rd at W Memorial Park Dr

Traffic capacity analyses were performed on the study intersections according to Highway Capacity Manual 6th Edition methodologies.

Results Summary:

As mentioned previously, based on the analysis, the "Road Diet" seems to be a favorable option to implement since all cross streets that feed into Bingle Rd between Westview Dr and W Memorial Park Dr are fully built out and are not expected to experience any future growth. The intersections of Bingle Rd at both Westview Dr and W Memorial Park Dr (ends of study limits) are in locations where the roadway footprint would generally not be affected by the 3-lane section (Road Diet) since it is wider in both places before transitioning to the 44 feet wide 4-lane undivided section.

Recommendation:

As a short-term improvement, it is recommended to consider implementing Option 1 on Bingle Rd between Westview Dr and W Memorial Park Dr. This option would generally consist of reconfiguring the vehicular lanes and adding in bike lanes on the existing pavement footprint. There would not be any modifications required to the pavement nor drainage. Traffic signals would need signal head and traffic signal timings adjustments. In the event that it would be desired to revert back to a 4-lane undivided roadway section, this could still be achieved since the roadway footprint itself would be unaltered. Any plan sheets would be produced in a detailed design process.

As a long-term improvement, it is recommended to consider implementing either Option 2 or Option 3 depending on the goals and desires of Spring Valley Village.

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1.0 INTRODUCTION

Cobb, Fendley & Associates, Inc. (CobbFendley) has been contracted by Spring Valley Village to perform a traffic engineering study along Bingle Rd from W Memorial Park Dr to Westview Dr (approximately 0.53 miles). For all intents and purposes, this existing segment of Bingle Rd is a 4-lane undivided roadway with two (2) thru lanes in each direction. The main purpose of this study is to determine if one (1) thru lane in each direction is feasible along this segment of Bingle Rd to give it more of a residential area type feel. A site location map is shown in **Figure 1.1** below.



Figure 1.1: Study Location

This traffic engineering study examines the following intersections:

- Bingle Rd at Westview Dr
- Bingle Rd at Merlin Dr
- Bingle Rd at Burkhart Rd
- Bingle Rd at Winningham Ln
- Bingle Rd at W Memorial Park Dr

Traffic capacity analyses were performed according to Highway Capacity Manual 6th Edition methodologies.

2.0 STUDY AREA

The land use in the vicinity of the study limits is primarily single-family residential. It should be noted that some homes front Bingle Rd itself. **Figure 2.1** below shows the study limits of this traffic engineering study.



Figure 2.1: Traffic Study Limits

Figure 2.2 (next page) shows the intersections included as part of this traffic engineering study.



Figure 2.2: Study Intersections

EXISTING ROADWAY CONDITIONS

The segment of Bingle Rd within the study site is a four-lane undivided roadway with curb and gutter. During rain events, water runoff sheet flows to drainage inlets that feed into a storm sewer system. Sidewalks are present on both sides of the roadway and vary in proximity to the roadway. Based on field observations, the right of way (ROW) is estimated at 60 feet. The posted speed limit is 30 mph. No bus stops are present in the segment. An existing typical section is shown in **Figure 2.3** on the next page.

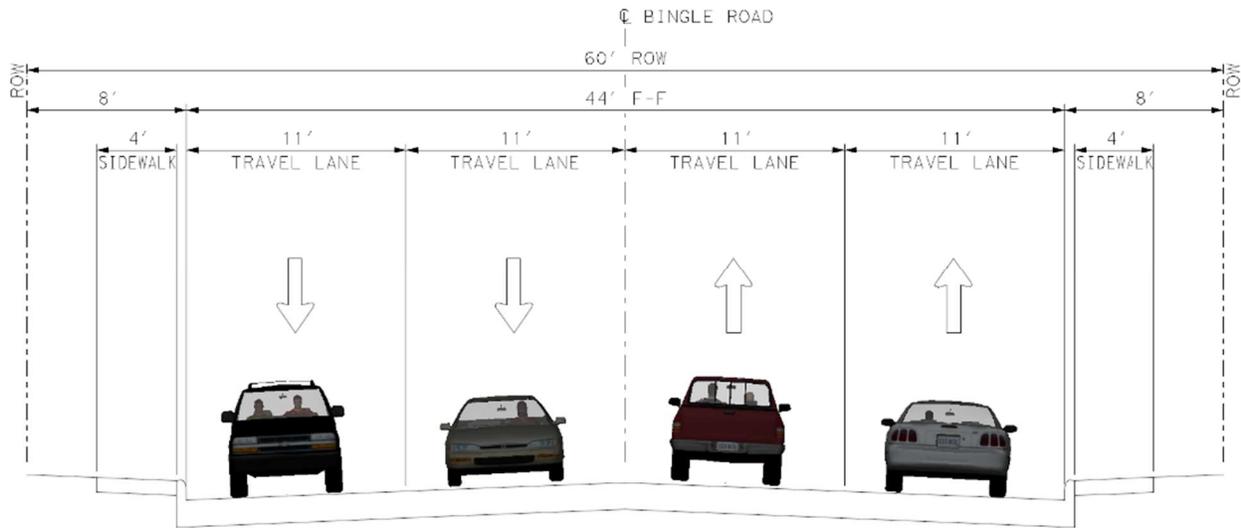


Figure 2.3: Existing Typical Section

Westview Dr intersects Bingle Rd at the north end of the study area. It is a three-lane roadway with a two-way left turn lane (TWLTL) in the center and one (1) thru lane in each direction. There is existing curb and gutter drainage with storm sewer. The posted speed limit is 30 mph. This intersection is traffic signal controlled. There are currently dedicated left turn lanes for all approaches. Bingle Rd at this intersection is a five (5) lane section with two (2) thru lanes in each direction with dedicated left turn lanes.

Merlin Dr intersects Bingle Rd within the study area as a “T” intersection. It is a two-lane residential street with one (1) thru lane assumed in each direction. There is existing curb and gutter drainage with storm sewer. The posted speed limit is 25 mph. This intersection is stop controlled on the Merlin Dr approach. Bingle Rd at this intersection is a four (4) lane section with two (2) thru lanes in each direction. There is a pedestrian crosswalk with RRFBs on the north side of the intersection. Merlin Dr has speed humps.

Burkhart Rd intersects Bingle Rd within the study area as a “T” intersection. It is a two-lane residential street with one (1) thru lane assumed in each direction. There is open ditch drainage with grate inlets that feed into a storm sewer system. The speed limit is not posted. This intersection is stop controlled on the Burkhart Rd approach. Bingle Rd at this intersection is a four (4) lane section with two (2) thru lanes in each direction. Burkhart Rd is a “dead end” street.

Winningham Ln intersects Bingle Rd within the study area as a 4-leg intersection. It is generally a two-lane residential street with one (1) thru lane assumed in each direction. The westbound approach is assumed to be two (2) lanes. There is existing curb and gutter drainage with storm sewer. The speed limit is not posted. This intersection is traffic signal controlled. Bingle Rd at this intersection is a four (4) lane section with two (2) thru lanes in each direction. There are pedestrian crosswalks present at the intersection.

W Memorial Park Dr intersects Bingle Rd at the south end of the study area, essentially as a “T” intersection since there is minimal traffic from the property to the west. It is a four-lane local street with two (2) thru lanes assumed in each direction. There is existing curb and gutter drainage with storm sewer. The speed limit is not posted. This intersection is traffic signal controlled. There are pedestrian crosswalks present at the intersection.

A field visit was performed in March of 2025. Existing site photographs are shown in **Appendix A**.

TURNING MOVEMENT COUNTS

Bingle Rd had a traffic control plan implemented in late 2024 / early 2025 with one (1) thru lane closed in each direction for NB and SB. This essentially forced the operation of Bingle Rd as a 2-lane undivided roadway. With area drivers acclimated to the situation, it was decided to perform 24-hour turning movement counts (TMCs) during this condition as well as when Bingle Rd was fully open and drivers reacclimated. 24-hour TMCs were conducted on the following days:

- With one (1) lane closed in each direction - Tuesday, December 3, 2024
- No lane closures – Wednesday, February 12, 2025

The TMCs can be found in **Appendix B-1** and **Appendix B-2**.

3.0 TRAFFIC VOLUME COMPARISON

PEAK HOUR

It is assumed that the thru traffic volumes on Bingle Rd are going to be the only intersection volumes affected by the lane closure since vehicles turning to and from the cross streets are residents and they will be traveling on Bingle Rd no matter what the situation. The Northbound Thru (NBT) and Southbound Thru (SBT) AM Peak Hour and PM Peak Hour for each intersection are shown in the **Table 3.1** and **Table 3.2** below.

Table 3.1: AM Peak Hour Volume Comparison (Veh / Hr)

AM Peak Hour Volumes						
Intersection	Without Lane Closure		With Lane Closure		Percent Change	
	SBT	NBT	SBT	NBT	SBT	NBT
Bingle Rd at Westview Dr	900	449	811	472	-9.9%	+5.1%
Bingle Rd at Merlin Dr	1283	633	1183	648	-7.8%	+2.4%
Bingle Rd at Burkhardt Rd	1319	679	1259	657	-4.5%	-3.2%
Bingle Rd at Winningham Ln	1338	668	1280	676	-4.3%	+1.2%
Bingle Rd at W Memorial Park Dr	1343	676	1295	694	-3.6%	+2.7%

Table 3.2: PM Peak Hour Volume Comparison (Veh / Hr)

PM Peak Hour Volumes						
Intersection	Without Lane Closure		With Lane Closure		Percent Change	
	SBT	NBT	SBT	NBT	SBT	NBT
Bingle Rd at Westview Dr	659	766	685	853	+3.9%	+11.4%
Bingle Rd at Merlin Dr	918	960	892	1109	-2.8%	+15.5%
Bingle Rd at Burkhardt Rd	980	1033	926	1162	-5.5%	+12.5%
Bingle Rd at Winningham Ln	957	1061	942	1162	-1.6%	+9.5%
Bingle Rd at W Memorial Park Dr	960	1014	946	1046	-1.5%	+3.2%

Based on the comparison, it seems that during the AM Peak, the SBT volumes decrease up to about 10% but the NBT volumes increase slightly. For the PM Peak, the SBT volumes decrease slightly but the NBT volumes increase significantly, by up to about 15%. The increase could be due to Bingle Rd being the path of least resistance even with a lane closure on the day the TMCs were performed. Since the lane closure data collection occurred first, it could be as time went on with the lane closure, some traffic left and did return after finding alternate routes. The data collection was carefully coordinated with Spring Valley Village staff to allow for traffic to be “normalized” for both scenarios.

The Northbound and Southbound Bingle Rd average daily traffic (ADT) vehicles per day (veh/day) was compared for without and with a lane closure. This is depicted in **Table 3.3** below.

Table 3.3: ADT Volume Comparison (Veh / Day)

ADT Comparison Existing									
Location	Without Lane Closure			With Lane Closure			Percent Change		
	SB	NB	Total	SB	NB	Total	SB	NB	Total
Bingle Rd South of Westview Dr	12012	10580	22592	11867	11071	22938	-1.2%	+4.6%	+1.5%
Bingle Rd North of W Memorial Park Dr	13130	11575	24705	13204	12130	25334	+0.6%	+4.8%	+2.5%

As shown above, there is negligible change for SB and a slight increase for NB. The overall ADT is only about a 2% difference between scenarios. With only one data set for each scenario, it appears that for a full 24-hours, the amount of traffic present is about the same with or without a lane closure.

In March of 2021, a previous study was performed that included these same study limits and data collection was performed almost exactly four (4) years to the date. The 2021 data was collected when COVID-19 was still affecting traffic numbers. However, a comparison was still made for the two data sets in **Table 3.4** below.

Table 3.4: 2021 vs 2025 ADT Volume Comparison (Veh / Day)

ADT Comparison Original Study vs Existing									
Location	2021			2025			Percent Change		
	SB	NB	Total	SB	NB	Total	SB	NB	Total
Bingle Rd South of Merlin Dr	9398	9221	18619	12483	11045	23528	+32.8%	+19.8%	+26.4%
Bingle Rd North of W Memorial Park Ln	9921	9337	19258	13130	12012	25142	+32.3%	+28.6%	+30.6%

Year 2025 shows roughly a 30 percent increase in daily traffic in comparison to Year 2021.

PEAK HOUR DETERMINATION

The AM and PM Peak Hours were determined from the 24-hour TMCs, as shown below in **Table 3.5**.

Table 3.5: AM and PM Peak Hour Determination

Direction	AM Peak Hour	PM Peak Hour
Bingle Rd at Burkhart Rd	7:30AM – 8:30AM	5:00PM – 6:00PM
Bingle Rd at Merlin Drive	7:30AM – 8:30AM	5:00PM – 6:00PM
Bingle Rd at W Memorial Park Drive	7:30AM – 8:30AM	4:30PM – 5:30PM
Bingle Rd at Westview Drive	7:00AM – 8:00AM	5:00PM – 6:00PM
Bingle Rd at Winningham Lane	7:30AM – 8:30AM	5:00PM – 6:00PM

4.0 POTENTIAL TYPICAL SECTIONS

As part of this study, potential typical sections to improve Bingle Rd operations were developed. Two possible upgrades to a 4-lane undivided roadway are as follows:

- Convert to a 3-lane section with one (1) thru lane in each direction and a TWLTL / dedicated left turn lanes at intersections – also known as a “Road Diet”
- Convert to a 4-lane boulevard section with two (2) thru lanes in each direction and a raised median / left turn lanes at intersections

A 3-lane section can typically fit within existing 60 feet ROW. However, a 4-lane boulevard section typically cannot fit within existing 60 feet ROW and typically requires a minimum of 80 feet of ROW. For the purpose of this study and the development of potential options on Bingle Rd, focus will be centered on various options of a 3-lane section as

noted above. Based on pavement condition, it is assumed that a complete roadway reconstruction is not a feasible option at this time.

Per the FHWA, typically, a “Road Diet” is implemented on a roadway with a current and future ADT of 25,000 or less. This segment of Bingle Rd is right at about 25,000 ADT. It should be noted that in the previous study from 2021, a “Road Diet” was recommended as a long term planning consideration.

Three variations of the “Road Diet” have been developed as follows:

- Option 1: This keeps the existing pavement footprint as is and implements new pavement markings along Bingle Rd. This allows for on-street bike lanes to be added in each direction. Traffic signals would need signal head and traffic signal timings adjustments. “Armadillos” could be added in the buffer zone to help maintain vehicle / bicycle separation.
- Option 2: This keeps the existing pavement in a reduced footprint. The pavement would be sawcut to reduce the width and new curb would be installed on each side of Bingle Rd. Drainage inlets would be adjusted to utilize the same laterals and existing storm sewer system. New pavement markings would be implemented along Bingle Rd. A side path 8 feet in width on each side of Bingle Rd would be installed.
- Option 3: This keeps the existing pavement in a reduced footprint. The pavement would be sawcut to reduce the width and new curb would be installed on each side of Bingle Rd. Drainage inlets would be adjusted to utilize the same laterals and existing storm sewer system. New pavement markings would be implemented along Bingle Rd. A sidewalk 5 feet in width on each side of Bingle Rd would be installed. A landscaping buffer between the back of curb and edge of sidewalk would allow for landscaping and hardscaping opportunities.

These typical sections are shown in **Figure 4.1** to **Figure 4.3** below along with pros and cons for each. Full versions of these typical sections are found in **Appendix C**.

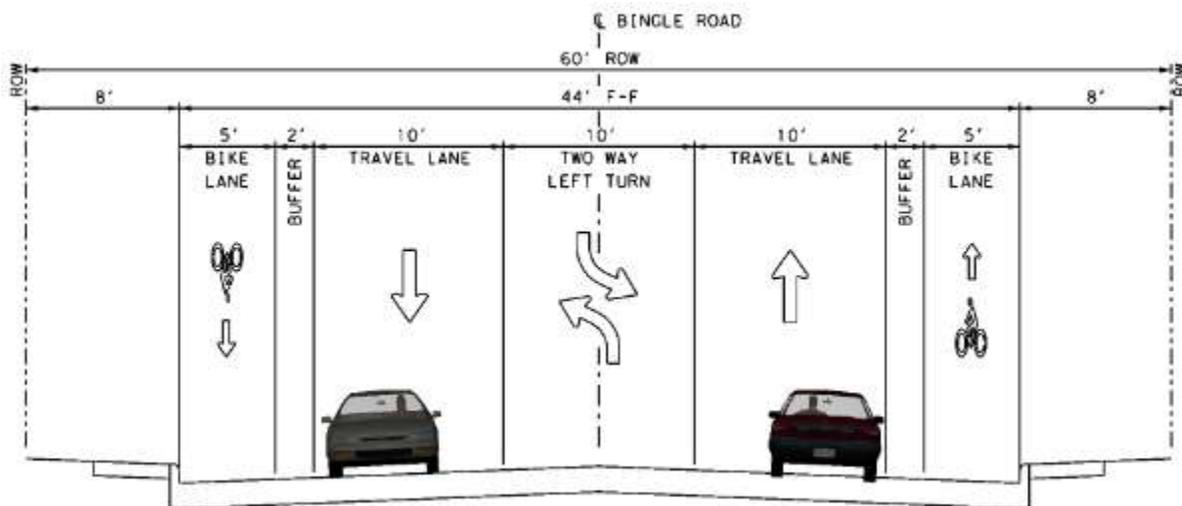


Figure 4.1: (Option 1) Proposed 3-Lane Section with Bike Lanes (Existing Pavement Width)

Pros: Lowest cost option, does not require pavement modifications, adds bike lanes

Cons: Sidewalks remain as is (4 feet), bike lanes are on street

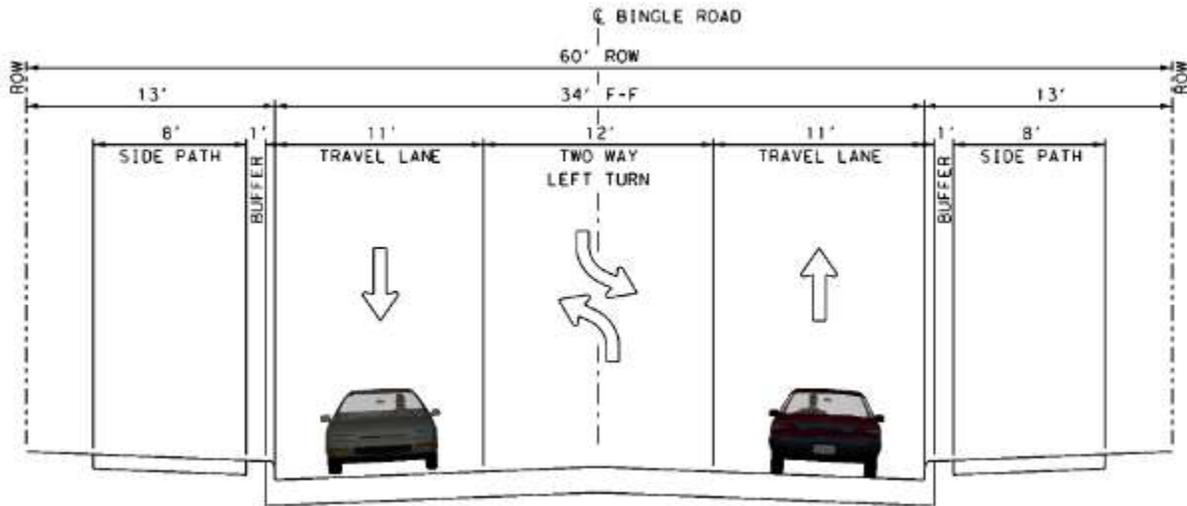


Figure 4.2: (Option 2) Proposed 3-Lane Section (Reduce Existing Pavement Width, Add Side Paths)

Pros: Side path 8 feet in width allows for pedestrians and bicyclists to be separated from vehicular traffic

Cons: Most expensive option, cannot be converted back to a 4-lane section if needed

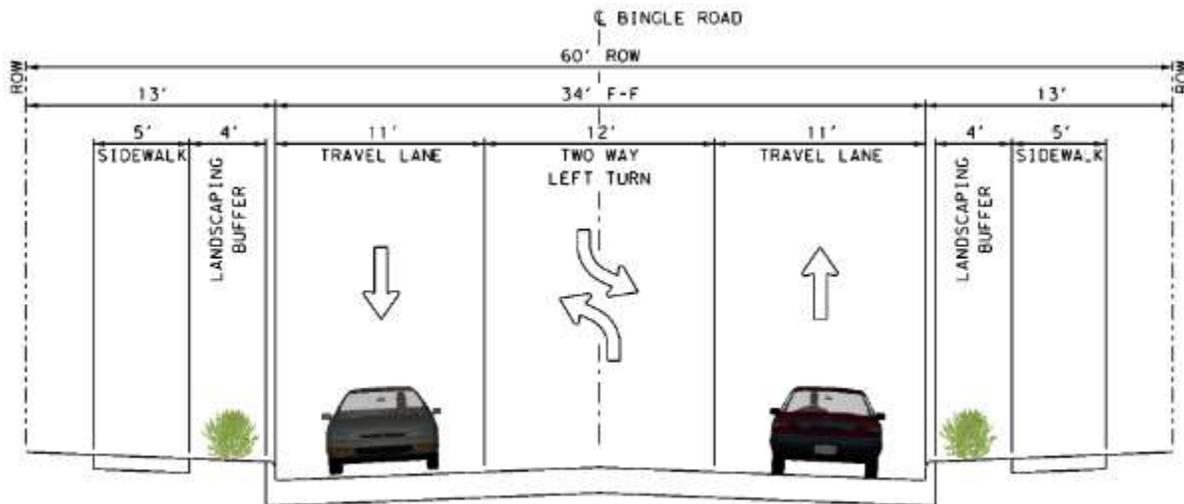


Figure 4.3: (Option 3) Proposed 3-Lane Section (Reduce Existing Pavement Width, Add Landscaping)

Pros: Provides a wider sidewalk than existing, provides landscaping / hardscaping opportunities

Cons: Does not provide for bicyclists, cannot be converted back to a 4-lane section if needed

Some homes do front Bingle Rd. In the event of a delivery there could be a temporary blockage of bike / thru lane but this is expected to be a minimal occurrence. Option 1 would be least impacted by this scenario assuming the delivery driver would block the buffer / bike lane temporarily. To consider implementing any new typical section, it needs to be analyzed and this is done so in the next section of this study.

5.0 TRAFFIC ANALYSIS

An intersection LOS analysis provides a measure of delay and service condition for all approaches of the intersection. The *Highway Capacity Manual (HCM)* uses LOS as a qualitative measure to describe the operating conditions at signalized and unsignalized intersections. The LOS ranges from A through F which represents driving conditions from best to worst, respectively. LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion with significant delays. In general, an intersection operating at LOS D or better in an urban area is characterized as having acceptable delays. **Tables 5.1** and **5.2** present the LOS thresholds for signalized and unsignalized intersections, respectively, per the 6th edition of the HCM.

Table 5.1: LOS Thresholds: Signalized Intersections

LOS	Control Delay/Vehicle (s/veh)
A	≤10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Table 5.2: LOS Thresholds: Unsignalized Intersections

LOS	Control Delay/Vehicle (s/veh)
A	< 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Capacity analyses were performed for the 2025 Existing Conditions, 2025 Existing Conditions with Lane Closure and 2025 Proposed Conditions with “Road Diet” applied. Existing traffic signal timings were assumed to be optimized for the existing 4-lane undivided scenario. These same timings were used in the lane closure scenario. For the proposed “Road Diet” scenario, traffic signal timings were optimized.

HCM 6th Edition was used for the analysis for this project. Synchro reports can be found in **Appendix D**. The LOS results from the existing and proposed scenarios are shown in **Table 5.3** to **Table 5.7**. Green cells identify LOS of A, B and C while yellow cells identify LOS D, E and F.

Table 5.3 Intersection Bingle Rd and Westview Drive Delay and LOS Results

Scenario	Analysis	Delay (s/veh) and Level of Service by Movement											Int	
		Bingle Road						Westview Drive						
		Northbound			Southbound			Eastbound			Westbound			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru		Right
Bingle Road at Westview Drive														
AM Peak Hour (Normal Conditions)	Control Delay	19.8	25.6	25.9	16.5	38.7	38.6	22.1	0.0	68.9	40.9	0.0	31.7	38.0
	LOS	B	C	C	B	D	D	C	A	E	D	A	C	D
	V/C Ratio	0.220	0.580	0.590	0.140	0.860	0.860	0.160	0.000	0.970	0.830	0.000	0.700	-
AM Peak Hour (With Lane Closure)	Control Delay	21.9	0.0	109.6	22.2	0.0	362.7	22.9	0.0	94.5	44.2	0.0	31.4	176.8
	LOS	C	A	F	C	A	F	C	A	F	D	A	C	F
	V/C Ratio	0.240	0.000	1.140	0.260	0.000	1.730	0.220	0.000	1.070	0.860	0.000	0.690	-
AM Peak Hour (3-Lane Section)	Control Delay	43.8	23.7	23.9	17.8	69.2	20.1	44.2	0.0	142.2	115.1	0.0	51.0	67.0
	LOS	D	C	C	B	E	C	D	A	F	F	A	D	E
	V/C Ratio	0.420	0.410	0.410	0.130	1.020	0.180	0.300	0.000	1.130	1.060	0.000	0.700	-
PM Peak Hour (Normal Conditions)	Control Delay	18.7	35.2	35.4	18.4	26.8	26.8	22.4	0.0	44.7	28.2	0.0	36.0	32.6
	LOS	B	D	D	B	C	C	C	A	D	C	A	D	C
	V/C Ratio	0.360	0.830	0.830	0.230	0.670	0.670	0.340	0.000	0.860	0.590	0.000	0.780	-
PM Peak Hour (With Lane Closure)	Control Delay	23.2	0.0	384.7	21.0	0.0	187.8	21.6	0.0	37.1	22.9	0.0	38.2	202.4
	LOS	C	A	F	C	A	F	C	A	D	C	A	D	F
	V/C Ratio	0.400	0.000	1.790	0.280	0.000	1.340	0.280	0.000	0.770	0.430	0.000	0.810	-
PM Peak Hour (3-Lane Section)	Control Delay	24.4	37.3	37.3	17.4	36.8	13.9	34.2	0.0	59.6	40.8	0.0	75.8	43.6
	LOS	C	D	D	B	D	B	C	A	E	D	A	E	D
	V/C Ratio	0.380	0.700	0.700	0.220	0.900	0.090	0.440	0.000	0.900	0.640	0.000	0.990	-

Table 5.4 Intersection Bingle Rd and Merlin Drive Delay and LOS Results

Scenario	Analysis	Delay (s/veh) and Level of Service by Movement											Int	
		Bingle Road						Merlin Drive						
		Northbound			Southbound			Eastbound			Westbound			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru		Right
Bingle Road at Merlin Drive														
AM Peak Hour (Normal Conditions)	Control Delay	-	0.0	0.0	9.2	0.1	-	-	-	-	101.6	-	101.6	4.7
	LOS	-	A	A	A	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.005	0.000	-	-	-	-	0.817	-	0.817	-
AM Peak Hour (With Lane Closure)	Control Delay	-	0.0	0.0	9.2	0.0	-	-	-	-	376.4	-	376.4	18.8
	LOS	-	A	A	A	A	-	-	-	-	F	-	F	C
	V/C Ratio	-	0.000	0.000	0.009	0.000	-	-	-	-	1.488	-	1.488	-
AM Peak Hour (3-Lane Section)	Control Delay	-	0.0	0.0	9.2	0.0	-	-	-	-	366.8	-	366.8	18.4
	LOS	-	A	A	A	A	-	-	-	-	F	-	F	C
	V/C Ratio	-	0.000	0.000	0.009	0.000	-	-	-	-	1.468	-	1.468	-
PM Peak Hour (Normal Conditions)	Control Delay	-	0.0	0.0	10.7	0.1	-	-	-	-	56.0	-	56.0	1.4
	LOS	-	A	A	B	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.006	0.000	-	-	-	-	0.431	-	0.431	-
PM Peak Hour (With Lane Closure)	Control Delay	-	0.0	0.0	11.4	0.0	-	-	-	-	174.1	-	174.1	3.7
	LOS	-	A	A	B	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.007	0.000	-	-	-	-	0.801	-	0.801	-
PM Peak Hour (3-Lane Section)	Control Delay	-	0.0	0.0	11.4	0.0	-	-	-	-	168.7	-	168.7	3.6
	LOS	-	A	A	B	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.007	0.000	-	-	-	-	0.788	-	0.788	0.000

Table 5.5 Intersection Bingle Rd and Burkhart Rd Delay and LOS Results

Scenario	Analysis	Delay (s/veh) and Level of Service by Movement											Int	
		Bingle Road						Burkhart Road						
		Northbound			Southbound			Eastbound			Westbound			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru		Right
Bingle Road at Burkhart Road														
AM Peak Hour (Normal Conditions)	Control Delay	-	0.0	0.0	9.1	0.2	-	-	-	-	40.1	-	40.1	0.8
	LOS	-	A	A	A	A	-	-	-	-	E	-	E	A
	V/C Ratio	-	0.000	0.000	0.009	0.000	-	-	-	-	0.261	-	0.261	-
AM Peak Hour (With Lane Closure)	Control Delay	-	0.0	0.0	9.3	0.0	-	-	-	-	169.5	-	169.5	3.5
	LOS	-	A	A	A	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.014	0.000	-	-	-	-	0.764	-	0.764	-
AM Peak Hour (3-Lane Section)	Control Delay	-	0.0	0.0	9.3	0.0	-	-	-	-	154.4	-	154.4	3.2
	LOS	-	A	A	A	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.014	0.000	-	-	-	-	0.727	-	0.727	-
PM Peak Hour (Normal Conditions)	Control Delay	-	0.0	0.0	10.9	0.2	-	-	-	-	57.2	-	57.2	1.3
	LOS	-	A	A	B	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.013	0.000	-	-	-	-	0.395	-	0.395	-
PM Peak Hour (With Lane Closure)	Control Delay	-	0.0	0.0	11.7	0.0	-	-	-	-	338.5	-	338.5	8.7
	LOS	-	A	A	B	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.029	0.000	-	-	-	-	1.230	-	1.230	-
PM Peak Hour (3-Lane Section)	Control Delay	-	0.0	0.0	11.7	0.0	-	-	-	-	314.6	-	314.6	8.1
	LOS	-	A	A	B	A	-	-	-	-	F	-	F	A
	V/C Ratio	-	0.000	0.000	0.029	0.000	-	-	-	-	1.182	-	1.182	-

Table 5.6 Intersection Bingle Rd and Winningham Lane Delay and LOS Results

Scenario	Analysis	Delay (s/veh) and Level of Service by Movement											Int	
		Bingle Road						Winningham Lane						
		Northbound			Southbound			Eastbound			Westbound			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru		Right
Bingle Road at Winningham Lane														
AM Peak Hour (Normal Conditions)	Control Delay	8.6	0.0	8.9	15.5	0.0	17.6	15.1	0.0	0.0	16.1	0.0	14.9	14.1
	LOS	A	A	A	B	A	B	B	A	A	B	A	B	B
	V/C Ratio	0.360	0.000	0.390	0.750	0.000	0.790	0.040	0.000	0.000	0.150	0.000	0.030	-
AM Peak Hour (With Lane Closure)	Control Delay	4.5	0.0	0.0	162.8	0.0	0.0	15.0	0.0	0.0	16.2	0.0	14.9	101.8
	LOS	A	A	A	F	A	A	B	A	A	B	A	B	F
	V/C Ratio	0.740	0.000	0.000	1.320	0.000	0.000	0.040	0.000	0.000	0.150	0.000	0.020	-
AM Peak Hour (3-Lane Section)	Control Delay	56.8	0.0	7.4	10.2	0.0	40.2	39.4	0.0	0.0	43.0	0.0	39.1	29.2
	LOS	E	A	A	B	A	D	D	A	A	D	A	D	C
	V/C Ratio	0.060	0.000	0.570	0.010	0.000	1.010	0.070	0.000	0.000	0.280	0.000	0.040	-
PM Peak Hour (Normal Conditions)	Control Delay	3.2	0.0	4.5	11.4	0.0	12.2	12.8	0.0	0.0	12.8	0.0	12.6	7.6
	LOS	A	A	A	B	A	B	B	A	A	B	A	B	A
	V/C Ratio	0.640	0.000	0.690	0.540	0.000	0.580	0.040	0.000	0.000	0.050	0.000	0.020	-
PM Peak Hour (With Lane Closure)	Control Delay	159.0	0.0	0.0	52.2	0.0	0.0	12.6	0.0	0.0	13.6	0.0	12.8	107.0
	LOS	F	A	A	D	A	A	B	A	A	B	A	B	F
	V/C Ratio	1.310	0.000	0.000	1.040	0.000	0.000	0.020	0.000	0.000	0.130	0.000	0.050	-
PM Peak Hour (3-Lane Section)	Control Delay	22.2	0.0	38.9	47.5	0.0	14.4	29.1	0.0	0.0	31.5	0.0	29.6	28.2
	LOS	C	A	D	D	A	B	C	A	A	C	A	C	C
	V/C Ratio	0.070	0.000	1.000	0.100	0.000	0.800	0.030	0.000	0.000	0.210	0.000	0.080	-

Table 5.7 Intersection Bingle Rd and W Memorial Park Drive Delay and LOS Results

Scenario	Analysis	Delay (s/veh) and Level of Service by Movement											Int	
		Bingle Road						W Memorial Park Drive						
		Northbound			Southbound			Eastbound			Westbound			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru		Right
Bingle Road at W Memorial Park Drive														
AM Peak Hour (Normal Conditions)	Control Delay	0.0	6.4	0.0	20.5	3.9	-	0.0	0.0	0.0	16.0	0.0	16.1	5.6
	LOS	A	A	A	C	A	-	A	A	A	B	A	B	A
	V/C Ratio	0.000	0.450	0.000	0.530	0.650	-	0.000	0.000	0.000	0.210	0.000	0.230	-
AM Peak Hour (With Lane Closure)	Control Delay	0.0	7.3	0.0	28.7	7.9	-	0.0	0.0	0.0	28.2	0.0	28.7	8.7
	LOS	A	A	A	C	A	-	A	A	A	C	A	C	A
	V/C Ratio	0.000	0.600	0.000	0.590	0.960	-	0.000	0.000	0.000	0.210	0.000	0.240	-
AM Peak Hour (3-Lane Section)	Control Delay	0.0	6.4	0.0	9.5	35.1	-	0.0	0.0	0.0	45.7	0.0	44.6	25.5
	LOS	A	A	A	A	D	-	A	A	A	D	A	D	C
	V/C Ratio	0.000	0.520	0.000	0.100	0.990	-	0.000	0.000	0.000	0.150	0.000	0.080	-
PM Peak Hour (Normal Conditions)	Control Delay	0.0	12.3	0.0	6.5	2.0	-	0.0	0.0	0.0	17.0	0.0	13.1	8.7
	LOS	A	B	A	A	A	-	A	A	A	B	A	B	A
	V/C Ratio	0.000	0.620	0.000	0.220	0.580	-	0.000	0.000	0.000	0.470	0.000	0.190	-
PM Peak Hour (With Lane Closure)	Control Delay	0.0	129.6	0.0	38.6	96.2	-	0.0	0.0	0.0	16.7	0.0	13.1	97.0
	LOS	A	F	A	D	F	-	A	A	A	B	A	B	F
	V/C Ratio	0.000	1.240	0.000	0.460	1.150	-	0.000	0.000	0.450	0.000	0.190	0.000	-
PM Peak Hour (3-Lane Section)	Control Delay	0.0	22.9	0.0	38.7	18.0	-	0.0	0.0	0.0	38.4	0.0	27.4	23.2
	LOS	A	C	A	D	B	-	A	A	A	D	A	C	C
	V/C Ratio	0.000	0.910	0.000	0.360	0.850	-	0.000	0.000	0.000	0.680	0.000	0.300	-

Existing 4-Lane Undivided Scenario

All signalized intersections operate at LOS D or better in both the AM and PM Peak Hours. The only movement that operates below LOS D is for the EB right turn movement on Westview Dr in the AM Peak.

As expected, all unsignalized intersections operate at LOS A in both the AM and PM Peak Hours. However, this is largely based on the majority of traffic being on Bingle Rd and having a free movement. For two-way stop controlled intersections, it is subjective as to what drivers are willing to consider an acceptable gap in traffic. The 95% queues are shown below:

- Merlin Dr - 5 vehicles AM Peak, 2 vehicle PM Peak
- Burkhart Rd - 1 vehicles AM Peak, 2 vehicles PM Peak

Basically, at its worst (95% queue) in the AM Peak, Merlin Dr is expected to have a 5 vehicle queue. In the PM Peak, the worst is expected to be 2 vehicles. At Burkhart Rd, for either peak, the queue is expected to be 2 vehicles or less.

Existing 2-Lane Undivided Scenario (Road Closure)

All signalized intersections generally operate at LOS F in both the AM and PM Peak Hours. While some movements are LOS D or better, some are LOS F.

As expected, all unsignalized intersections operate at LOS C or better in both the AM and PM Peak Hours. However, this is largely based on the majority of traffic being on Bingle Rd and having a free movement. For two-way stop controlled intersections, it is subjective as to what drivers are willing to consider an acceptable gap in traffic. The 95% queues are shown below:

- Merlin Dr - 9 vehicles AM Peak, 4 vehicles PM Peak
- Burkhart Rd - 4 vehicles AM Peak, 6 vehicles PM Peak

Basically, at its worst (95% queue) in the AM Peak, Merlin Dr is expected to have a 9 vehicle queue. In the PM Peak, the worst is expected to be 4 vehicles. At Burkhart Rd, in the AM Peak it is expected to have a 4 vehicle queue. For the PM Peak, it is expected to have a 6 vehicle queue.

The queues increase with the reduced thru lane in each direction but they are not expected to back up into the next intersection of either roadway (Neely Dr on Merlin Dr and Burkhart Dr on Burkhart Rd). Merlin Dr has 44 left turns in the AM Peak and Burkhart Rd has 23 left turns in the PM Peak.

In order to push all of that traffic through the respective intersections and assuming there are ample gaps for right turning traffic, a gap needs to exist about every 80 seconds on Bingle Rd to clear the Merlin Dr left turning traffic and a gap needs to exist about every 160 seconds on Bingle Rd to clear the Burkhard Rd left turning traffic. This seems feasible in keeping the queue lower than what is shown in the Synchro results since it is not modeling the exact behavior of Houston Area drivers.

Proposed 3-Lane "Road Diet" Scenario

The Willingham Ln and W Memorial Park Dr signalized intersections operate at LOS C or better with all movements operating at LOS D or better for both the AM Peak and the PM Peak except the NB left at Willingham Ln which is in the LOS E range by only 1.8 seconds.

At Westview Dr, AM Peak LOS is E with some movements experiencing LOS E and LOS F. In the PM Peak, LOS is D with some movements experiencing LOS E. It should be noted at the Westview Dr intersection, this assumes a SB right and one (1) SB thru with one (1) receiving lane for SB on Bingle Rd. If it is maintained as is today with two (2) thru lanes for SB and two (2) receiving lanes for SB on the departure side, the LOS would improve for the intersection and all movements. However, there would be a merge for SB traffic required south of Westview Dr instead of the lane reduction occurring as a lane drop for SB in the form of a SB right turn lane.

As expected and nearly identical to the above lane closure scenario, all unsignalized intersections operate at LOS C or better in both the AM and PM Peak Hours. However, this is largely based on the majority of traffic being on Bingle Rd and having a free movement. For two-way stop controlled intersections, it is subjective as to what drivers are willing to consider an acceptable gap in traffic. The 95% queues are shown below:

- Merlin Dr - 9 vehicles AM Peak, 4 vehicles PM Peak
- Burkhart Rd - 4 vehicles AM Peak, 6 vehicles PM Peak

Basically, at its worst (95% queue) in the AM Peak, Merlin Dr is expected to have a 9 vehicle queue. In the PM Peak, the worst is expected to be 4 vehicles. At Burkhart Rd, in the AM Peak it is expected to have a 4 vehicle queue. For the PM Peak, it is expected to have a 6 vehicle queue. This is identical to the lane closure scenario since both scenarios have traffic interacting with one thru lane in each direction and there are minimal left turning vehicles on Bingle Rd conflicting with cross street traffic.

The queues increase with the reduced thru lane in each direction but they are not expected to back up into the next intersection of either roadway (Neely Dr on Merlin Dr and Burkhart Dr on Burkhart Rd). Merlin Dr has 44 left turns in the AM Peak and Burkhart Rd has 23 left turns in the PM Peak. This is nearly identical to the lane closure scenario.

In order to push all of that traffic through the respective intersections and assuming there are ample gaps for right turning traffic, a gap needs to exist about every 80 seconds on Bingle Rd to clear the Merlin Dr left turning traffic and a gap needs to exist about every 160 seconds on Bingle Rd to clear the Burkhard Rd left turning traffic. This seems

feasible in keeping the queue lower than what is shown in the Synchro results since it is not modeling the exact behavior of Houston Area drivers. This nearly identical to the lane closure scenario.

Based on the analysis, the “Road Diet” seems to be a favorable option to implement since all cross streets that feed into Bingle Rd between Westview Dr and W Memorial Park Dr are fully built out and are not expected to experience any future growth. The intersections of Bingle Rd at both Westview Dr and W Memorial Park Dr (ends of study limits) are in locations where the roadway footprint would generally not be affected by the 3-lane section (Road Diet) since it is wider in both places before transitioning to the 44 feet wide 4-lane undivided section.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The following is a summary of findings and recommendations based on analyses of multiple scenarios for the AM and PM Peak Hours.

Intersections Analyzed:

2

- Bingle Rd at Westview Dr
- Bingle Rd at Merlin Dr
- Bingle Rd at Burkhart Rd
- Bingle Rd at Winningham Ln
- Bingle Rd at W Memorial Park Dr

Results Summary:

As mentioned previously, based on the analysis, the “Road Diet” seems to be a favorable option to implement since all cross streets that feed into Bingle Rd between Westview Dr and W Memorial Park Dr are fully built out and are not expected to experience any future growth. The intersections of Bingle Rd at both Westview Dr and W Memorial Park Dr (ends of study limits) are in locations where the roadway footprint would generally not be affected by the 3-lane section (Road Diet) since it is wider in both places before transitioning to the 44 feet wide 4-lane undivided section.

Recommendations:

As a short-term improvement, it is recommended to consider implementing Option 1 on Bingle Rd between Westview Dr and W Memorial Park Dr. This option would generally consist of reconfiguring the vehicular lanes and adding in bike lanes on the existing pavement footprint. There would not be any modifications required to the pavement nor drainage. Traffic signals would need signal head and traffic signal timings adjustments. In the event that it would be desired to revert back to a 4-lane undivided roadway section, this could still be achieved since the roadway footprint itself would be unaltered. Any plan sheets would be produced in a detailed design process.

As a long-term improvement, it is recommended to consider implementing either Option 2 or Option 3 depending on the goals and desires of Spring Valley Village.

7.0 APPENDIX

Appendix A: Field Observation



Figure 7.1 Bingle Rd



Figure 7.2 Burkhart Rd Intersection



Figure 7.3 Merlin Dr Intersection



Figure 7.4 W Memorial Park Dr Intersection



Figure 7.5 Westview Dr Intersection



Figure 7.6 Winningham Ln Intersection

Appendix B-1: Traffic Volumes (Existing, With Lane Closure)

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255881, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 12:00AM	0	9	0	0	9	0	1	0	0	0	1	0	0	17	1	0	18	0	1	0	0	0	1	0	29
12:15AM	2	14	0	0	16	0	0	0	3	0	3	0	3	16	0	0	19	0	0	1	0	0	1	0	39
12:30AM	0	12	0	0	12	0	1	0	1	0	2	0	2	9	2	0	13	0	0	1	0	0	1	0	28
12:45AM	2	12	0	0	14	0	0	1	0	0	1	0	0	7	0	0	7	0	0	0	1	0	1	0	23
Hourly Total	4	47	0	0	51	0	2	1	4	0	7	0	5	49	3	0	57	0	1	2	1	0	4	0	119
1:00AM	0	13	0	0	13	0	0	0	1	0	1	0	1	4	1	0	6	0	0	0	1	0	1	0	21
1:15AM	0	9	1	0	10	0	0	2	0	0	2	0	1	10	0	0	11	0	0	1	0	0	1	0	24
1:30AM	0	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	0	11
1:45AM	0	4	0	0	4	0	0	0	0	0	0	0	1	3	0	0	4	0	0	1	0	0	1	0	9
Hourly Total	0	34	1	0	35	0	0	2	1	0	3	0	3	19	1	0	23	0	0	3	1	0	4	0	65
2:00AM	0	2	0	0	2	0	0	1	0	0	1	0	1	7	0	0	8	0	0	0	0	0	0	0	11
2:15AM	0	2	0	0	2	0	0	1	1	0	2	0	0	4	0	0	4	0	0	1	0	0	1	0	9
2:30AM	0	4	0	0	4	0	0	0	0	0	0	0	2	5	0	0	7	0	0	1	0	0	1	0	12
2:45AM	0	8	0	0	8	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	2	0	2	0	15
Hourly Total	0	16	0	0	16	0	0	2	2	0	4	0	3	20	0	0	23	0	0	2	2	0	4	0	47
3:00AM	0	4	0	0	4	0	0	0	1	0	1	0	0	6	0	0	6	0	0	1	0	0	1	0	12
3:15AM	0	5	0	0	5	0	0	1	0	0	1	0	1	6	0	0	7	0	0	2	0	0	2	0	15
3:30AM	0	4	0	0	4	0	0	1	1	0	2	0	0	5	0	0	5	0	1	0	0	0	1	0	12
3:45AM	0	6	1	0	7	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	1	0	12
Hourly Total	0	19	1	0	20	0	0	2	2	0	4	0	1	21	0	0	22	0	1	4	0	0	5	0	51
4:00AM	0	11	1	0	12	0	0	0	1	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	19
4:15AM	0	10	0	0	10	0	0	2	2	0	4	0	0	8	1	0	9	0	0	1	0	0	1	0	24
4:30AM	1	15	1	0	17	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	29
4:45AM	0	41	0	0	41	0	0	2	1	0	3	0	1	18	0	0	19	0	3	0	0	0	3	0	66
Hourly Total	1	77	2	0	80	0	0	4	4	0	8	0	1	44	1	0	46	0	3	1	0	0	4	0	138
5:00AM	0	34	0	0	34	0	0	2	2	0	4	0	1	19	0	0	20	0	3	1	1	0	5	0	63
5:15AM	0	57	0	0	57	0	3	1	3	0	7	0	3	27	1	0	31	0	2	6	0	0	8	0	103
5:30AM	0	64	2	0	66	0	0	2	5	0	7	0	7	42	1	0	50	0	8	2	1	0	11	0	134
5:45AM	2	69	3	0	74	0	0	3	7	0	10	0	8	75	0	0	83	0	9	4	0	0	13	0	180
Hourly Total	2	224	5	0	231	0	3	8	17	0	28	0	19	163	2	0	184	0	22	13	2	0	37	0	480
6:00AM	3	98	1	0	102	0	0	5	11	0	16	0	19	66	1	0	86	0	8	11	2	0	21	2	225
6:15AM	3	108	2	0	113	1	0	2	8	0	10	0	14	76	3	0	93	0	13	6	3	0	22	0	238
6:30AM	4	150	4	0	158	0	3	7	13	0	23	0	19	91	3	0	113	3	8	13	5	0	26	0	320
6:45AM	5	155	7	0	167	13	5	12	16	0	33	0	28	97	4	0	129	1	21	31	7	0	59	1	388
Hourly Total	15	511	14	0	540	14	8	26	48	0	82	0	80	330	11	0	421	4	50	61	17	0	128	3	1171
7:00AM	15	180	13	0	208	4	11	36	51	0	98	0	41	118	11	0	170	0	26	73	8	0	107	0	583
7:15AM	15	218	13	0	246	2	16	79	71	0	166	0	31	111	7	0	149	0	36	52	17	0	105	1	666
7:30AM	36	237	9	0	282	3	5	44	59	0	108	0	46	130	12	0	188	1	25	38	13	0	76	0	654
7:45AM	15	176	11	0	202	1	4	55	59	0	118	2	38	113	10	0	161	0	25	47	6	0	78	0	559
Hourly Total	81	811	46	0	938	10	36	214	240	0	490	2	156	472	40	0	668	1	112	210	44	0	366	1	2462
8:00AM	19	226	12	0	257	0	6	27	48	0	81	0	39	118	10	0	167	1	13	33	4	0	50	0	555
8:15AM	12	207	7	0	226	0	14	39	53	0	106	0	36	109	7	0	152	0	29	32	5	0	66	0	550
8:30AM	10	210	12	0	232	0	11	25	26	0	62	0	38	91	7	0	136	0	25	36	5	0	66	1	496
8:45AM	9	214	10	0	233	1	8	21	36	0	65	0	33	113	5	0	151	0	25	38	6	0	69	1	518
Hourly Total	50	857	41	0	948	1	39	112	163	0	314	0	146	431	29	0	606	1	92	139	20	0	251	2	2119
9:00AM	7	167	13	0	187	0	3	22	21	0	46	0	24	125	8	0	157	0	27	33	7	0	67	0	457
9:15AM	6	166	9	0	181	2	9	29	22	0	60	0	30	113	9	0	152	0	24	37	4	0	65	0	458
9:30AM	10	190	8	0	208	1	9	21	22	0	52	0	19	98	9	0	126	0	20	31	1	0	52	1	438
9:45AM	8	147	7	0	162	0	10	32	26	0	68	0	21	108	9	0	138	0	20	33	8	0	61	0	429
Hourly Total	31	670	37	0	738	3	31	104	91	0	226	0	94	444	35	0	573	0	91	134	20	0	245	1	1782
10:00AM	13	137	7	0	157	1	9	28	15	0	52	0	29	98	5	0	132	2	13	25	8	0	46	0	387
10:15AM	9	112	7	0	128	2	4	38	30	0	72	0	24	101	10	0	135	0	21	20	10	0	51	0	386
10:30AM	14	127	6	0	147	1	8	34	17	0	59	0	20	113	7	0	140	0	19	42	10	0	71	0	417
10:45AM	10	121	4	0	135	2	7	28	25	0	60	0	21	108	8	0	137	0	14	40	7	0	61	1	393
Hourly Total	46	497	24	0	567	6	28	128	87	0	243	0	94	420	30	0	544	2	67	127	35	0	229	1	1583
11:00AM	9	120	6	0	135	2	8	31	19	0	58	0	28	118	9	0	155	0	24	41	5	0	70	0	418
11:15AM	8	123	7	0	138	0	6	42	20	0	68	0	23	101	4	0	128	0	20	40	8	0	68	0	402
11:30AM	3	132	7	0	142	0	4	23	29	0	56	0	36	123	4	0	163	0	11	39	7	0	57	0	418
11:45AM	10	119	8	0	137	0	9	21	25	0	55	0	35	96	9	0	140	0	17	43	4	0	64	0	396

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
Hourly Total	30	494	28	0	552	2	27	117	93	0	237	0	122	438	26	0	586	0	72	163	24	0	259	0	1634
12:00PM	10	136	10	0	156	0	11	46	36	0	93	0	38	122	11	0	171	1	16	35	9	0	60	0	480
12:15PM	14	109	11	0	134	0	12	38	29	0	79	0	24	123	8	0	155	0	16	26	12	0	54	0	422
12:30PM	8	132	6	0	146	0	4	37	24	0	65	0	37	121	7	0	165	0	21	31	10	0	62	0	438
12:45PM	7	127	2	0	136	0	9	33	19	0	61	0	23	115	14	0	152	0	19	44	8	0	71	1	420
Hourly Total	39	504	29	0	572	0	36	154	108	0	298	0	122	481	40	0	643	1	72	136	39	0	247	1	1760
1:00PM	8	113	8	0	129	0	11	32	28	0	71	0	44	132	14	0	190	0	10	34	6	0	50	0	440
1:15PM	12	121	7	0	140	0	8	28	31	0	67	0	25	123	7	0	155	1	14	35	8	0	57	0	419
1:30PM	10	107	7	0	124	0	4	38	22	0	64	0	34	127	10	0	171	0	16	26	9	0	51	0	410
1:45PM	12	104	5	0	121	1	14	34	26	0	74	0	31	127	6	0	164	0	10	60	13	0	83	0	442
Hourly Total	42	445	27	0	514	1	37	132	107	0	276	0	134	509	37	0	680	1	50	155	36	0	241	0	1711
2:00PM	13	128	2	0	143	0	5	40	26	0	71	0	43	137	8	0	188	0	17	34	6	0	57	0	459
2:15PM	16	128	12	0	156	1	8	38	25	0	71	0	37	133	14	0	184	0	25	48	10	0	83	0	494
2:30PM	14	138	9	0	161	11	14	57	40	0	111	0	48	131	17	0	196	0	11	57	14	0	82	0	550
2:45PM	12	137	13	0	162	0	16	48	47	0	111	1	35	141	11	0	187	0	23	41	11	0	75	0	535
Hourly Total	55	531	36	0	622	12	43	183	138	0	364	1	163	542	50	0	755	0	76	180	41	0	297	0	2038
3:00PM	10	146	6	0	162	0	4	41	41	0	86	0	37	131	13	0	181	0	14	36	13	0	63	0	492
3:15PM	10	139	6	0	155	0	12	55	37	0	104	0	38	112	12	0	162	1	13	53	13	0	79	0	500
3:30PM	16	141	7	0	164	14	7	54	53	0	114	2	41	172	16	0	229	1	22	55	5	0	82	1	589
3:45PM	18	185	7	0	210	4	14	56	34	0	104	0	33	158	9	0	200	0	24	56	9	0	89	0	603
Hourly Total	54	611	26	0	691	18	37	206	165	0	408	2	149	573	50	0	772	2	73	200	40	0	313	1	2184
4:00PM	12	159	7	0	178	2	18	52	41	0	111	2	47	164	12	0	223	0	20	46	12	0	78	0	590
4:15PM	10	189	17	0	216	0	18	59	29	0	106	0	53	159	9	0	221	0	15	70	14	0	99	0	642
4:30PM	7	149	16	0	172	2	12	63	33	0	108	0	32	196	9	0	237	0	19	49	17	0	85	0	602
4:45PM	14	144	12	0	170	0	9	68	31	0	108	0	51	194	12	0	257	1	20	68	13	0	101	0	636
Hourly Total	43	641	52	0	736	4	57	242	134	0	433	2	183	713	42	0	938	1	74	233	56	0	363	0	2470
5:00PM	13	185	3	0	201	0	25	49	35	0	109	0	48	198	9	0	255	0	19	62	20	0	101	0	666
5:15PM	17	195	9	0	221	0	14	76	31	0	121	0	48	227	20	0	295	0	16	64	14	0	94	1	731
5:30PM	16	146	15	0	177	0	22	64	31	0	117	0	48	196	22	0	266	0	20	66	17	0	103	0	663
5:45PM	16	159	9	0	184	0	17	53	26	0	96	0	44	232	20	0	296	0	19	70	15	0	104	0	680
Hourly Total	62	685	36	0	783	0	78	242	123	0	443	0	188	853	71	0	1112	0	74	262	66	0	402	1	2740
6:00PM	10	137	8	0	155	0	22	52	24	0	98	0	60	213	8	0	281	0	25	52	14	0	91	0	625
6:15PM	14	121	10	0	145	0	11	62	33	0	106	0	38	182	18	0	238	0	10	46	12	0	68	0	557
6:30PM	6	96	4	0	106	0	8	30	15	0	53	0	25	167	23	0	215	0	11	39	11	0	61	0	435
6:45PM	12	106	8	0	126	0	10	37	20	0	67	0	27	163	12	0	202	0	8	33	5	0	46	0	441
Hourly Total	42	460	30	0	532	0	51	181	92	0	324	0	150	725	61	0	936	0	54	170	42	0	266	0	2058
7:00PM	8	85	5	0	98	0	11	40	18	0	69	0	28	156	10	0	194	0	11	34	10	0	55	0	416
7:15PM	5	85	4	0	94	0	9	23	10	0	42	0	29	126	12	0	167	0	14	34	4	0	52	0	355
7:30PM	3	68	5	0	76	0	6	20	8	0	34	0	26	83	4	0	113	0	27	38	9	0	74	0	297
7:45PM	4	65	6	0	75	0	10	14	21	0	45	0	32	88	7	0	127	0	15	26	9	0	50	0	297
Hourly Total	20	303	20	0	343	0	36	97	57	0	190	0	115	453	33	0	601	0	67	132	32	0	231	0	1365
8:00PM	3	72	3	0	78	0	5	29	22	0	56	0	18	85	9	0	112	0	10	19	5	0	34	0	280
8:15PM	3	53	4	0	60	0	6	13	10	0	29	0	15	78	8	0	101	0	5	23	2	0	30	0	220
8:30PM	0	49	0	0	49	0	5	17	7	0	29	0	13	66	5	0	84	0	3	16	0	0	19	0	181
8:45PM	2	60	2	0	64	0	5	8	15	0	28	0	19	59	7	0	85	0	3	10	5	0	18	0	195
Hourly Total	8	234	9	0	251	0	21	67	54	0	142	0	65	288	29	0	382	0	21	68	12	0	101	0	876
9:00PM	2	58	3	0	63	0	2	14	10	0	26	0	12	54	3	0	69	0	8	12	7	0	27	0	185
9:15PM	4	38	1	0	43	0	4	9	7	0	20	0	8	56	4	0	68	0	19	16	2	0	37	0	168
9:30PM	2	31	3	0	36	0	2	3	4	0	9	0	6	45	2	0	53	0	4	10	0	0	14	0	112
9:45PM	3	30	3	0	36	0	6	12	2	0	20	0	6	53	2	0	61	0	1	12	5	0	18	0	135
Hourly Total	11	157	10	0	178	0	14	38	23	0	75	0	32	208	11	0	251	0	32	50	14	0	96	0	600
10:00PM	0	22	3	0	25	0	5	2	4	0	11	0	8	40	0	0	48	0	2	6	0	0	8	0	92
10:15PM	0	24	1	0	25	0	4	1	1	0	6	0	7	34	3	0	44	0	1	0	2	0	3	0	78
10:30PM	2	19	1	0	22	0	1	7	3	0	11	0	3	31	1	0	35	0	3	3	3	0	9	0	77
10:45PM	0	18	1	0	19	0	1	2	2	0	5	0	2	23	0	0	25	0	2	1	1	0	4	0	53
Hourly Total	2	83	6	0	91	0	11	12	10	0	33	0	20	128	4	0	152	0	8	10	6	0	24	0	300
11:00PM	0	16	1	0	17	0	3	0	1	0	4	0	4	29	1	0	34	0	1	2	0	0	3	0	58
11:15PM	2	22	0	0	24	0	1	2	3	0	6	0	3	26	0	0	29	0	1	1	0	0	2	0	61
11:30PM	1	19	0	0	20	0	0	1	3	0	4	0	2	18	0	0	20	0	1	0	1	0	2	0	46
11:45PM	0	14	0	0	14	0	0	1	0	0	1	0	1	12	0	0	13	0	0	1	0	0	1	0	29
Hourly Total	3	71	1	0	75	0	4	4	7	0	15	0	10	85	1	0	96	0	3	4	1	0	8	0	194
Total	641	8982	481	0	10104	71	599	2278	1770	0	4647	7	2055	8409	607	0	11071	13	1115	2459	551	0	4125	11	29947
% Approach	6.3%	88.9%	4.8%	0%	-	-	12.9%	49.0%	38.1%	0%	-	-	18.6%	76.0%	5.5%	0%	-	-	27.0%	59.6%	13.4%	0%	-	-	-
% Total	2.1%	30.0%																							

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
% Articulated Trucks	0%	0.6%	0%	0%	0.5%	-	0%	0.1%	0%	0%	0%	-	0.1%	0.4%	0%	0%	0.3%	-	0.2%	0%	0.4%	0%	0.1%	-	0.3%
Buses and Single-Unit Trucks	14	155	11	0	180	-	12	48	28	0	88	-	21	145	8	0	174	-	11	47	21	0	79	-	521
% Buses and Single-Unit Trucks	2.2%	1.7%	2.3%	0%	1.8%	-	2.0%	2.1%	1.6%	0%	1.9%	-	1.0%	1.7%	1.3%	0%	1.6%	-	1.0%	1.9%	3.8%	0%	1.9%	-	1.7%
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	-36.6%	-	-	-	-	-	-71.4%	-	-	-	-	-	-30.8%	-	-	-	-	-	-72.7%	-
Bicycles on Crosswalk	-	-	-	-	-	45	-	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-63.4%	-	-	-	-	-	-28.6%	-	-	-	-	-	-69.2%	-	-	-	-	-	-27.3%	-

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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

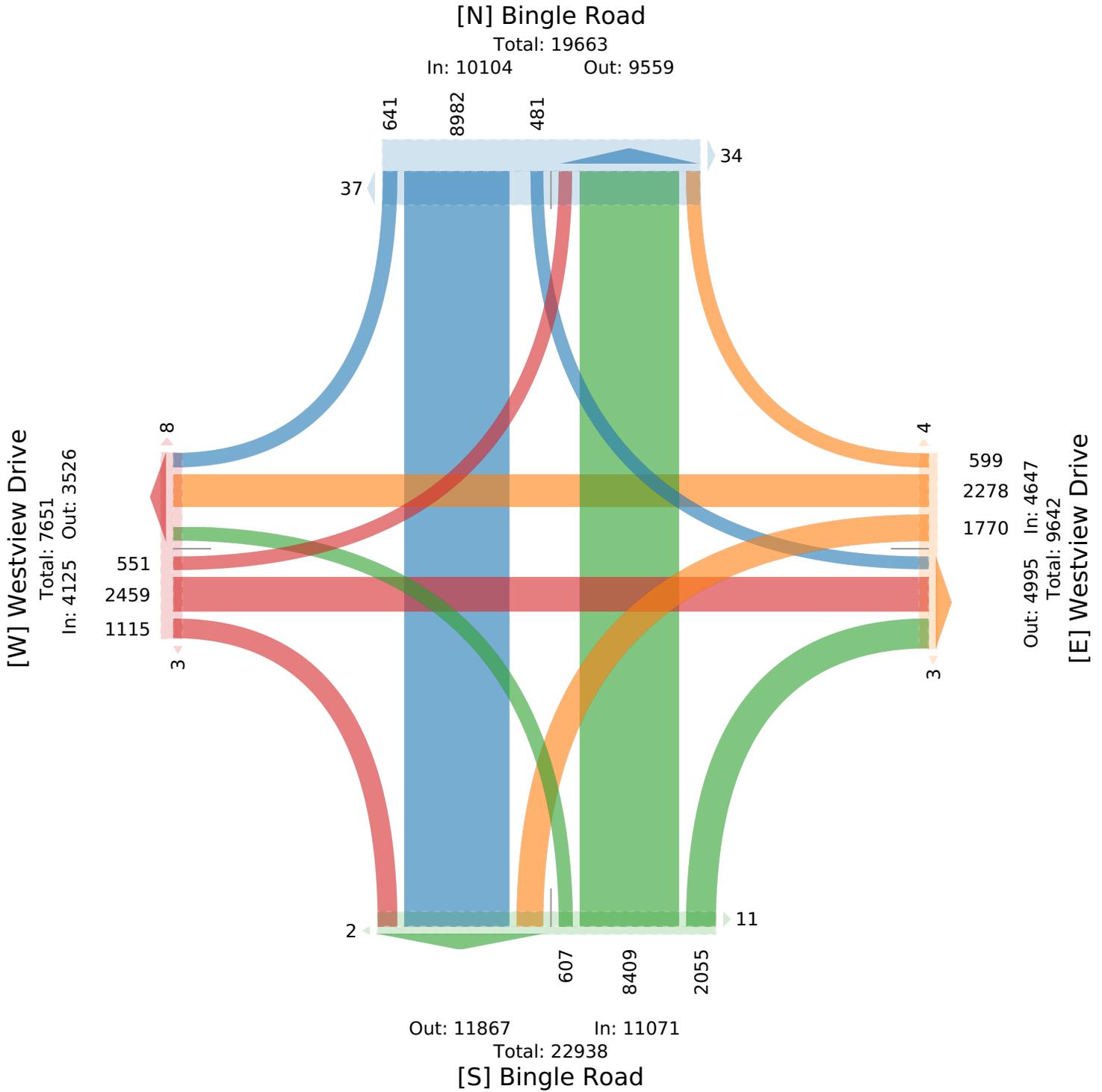
All Movements

ID: 1255881, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-12-03 7:00AM	15	180	13	0	208	4	11	36	51	0	98	0	41	118	11	0	170	0	26	73	8	0	107	0	583
7:15AM	15	218	13	0	246	2	16	79	71	0	166	0	31	111	7	0	149	0	36	52	17	0	105	1	666
7:30AM	36	237	9	0	282	3	5	44	59	0	108	0	46	130	12	0	188	1	25	38	13	0	76	0	654
7:45AM	15	176	11	0	202	1	4	55	59	0	118	2	38	113	10	0	161	0	25	47	6	0	78	0	559
Total	81	811	46	0	938	10	36	214	240	0	490	2	156	472	40	0	668	1	112	210	44	0	366	1	2462
% Approach	8.6%	86.5%	4.9%	0%	-	-	7.3%	43.7%	49.0%	0%	-	-	23.4%	70.7%	6.0%	0%	-	-	30.6%	57.4%	12.0%	0%	-	-	-
% Total	3.3%	32.9%	1.9%	0%	38.1%	-	1.5%	8.7%	9.7%	0%	19.9%	-	6.3%	19.2%	1.6%	0%	27.1%	-	4.5%	8.5%	1.8%	0%	14.9%	-	-
PHF	0.563	0.855	0.885	-	0.832	-	0.563	0.677	0.845	-	0.738	-	0.848	0.908	0.833	-	0.888	-	0.778	0.719	0.647	-	0.855	-	0.924
Lights	79	791	45	0	915	-	35	210	235	0	480	-	153	466	40	0	659	-	111	208	39	0	358	-	2412
% Lights	97.5%	97.5%	97.8%	0%	97.5%	-	97.2%	98.1%	97.9%	0%	98.0%	-	98.1%	98.7%	100%	0%	98.7%	-	99.1%	99.0%	88.6%	0%	97.8%	-	98.0%
Articulated Trucks	0	4	0	0	4	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	6
% Articulated Trucks	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	2	16	1	0	19	-	1	4	5	0	10	-	3	4	0	0	7	-	1	2	5	0	8	-	44
% Buses and Single-Unit Trucks	2.5%	2.0%	2.2%	0%	2.0%	-	2.8%	1.9%	2.1%	0%	2.0%	-	1.9%	0.8%	0%	0%	1.0%	-	0.9%	1.0%	11.4%	0%	2.2%	-	1.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	10.0%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	90.0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

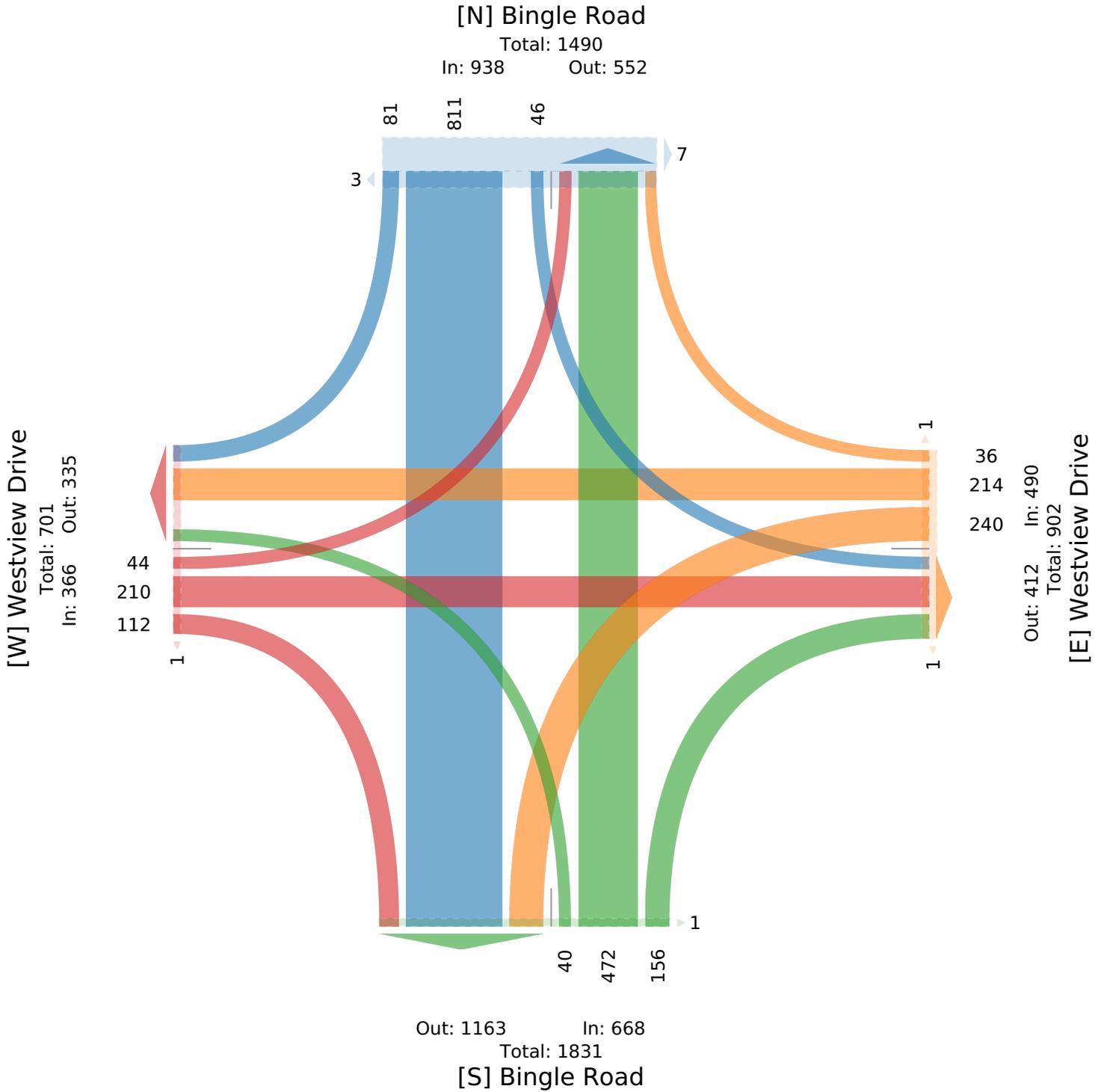
All Movements

ID: 1255881, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255881, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-12-03 12:00PM	10	136	10	0	156	0	11	46	36	0	93	0	38	122	11	0	171	1	16	35	9	0	60	0	480
12:15PM	14	109	11	0	134	0	12	38	29	0	79	0	24	123	8	0	155	0	16	26	12	0	54	0	422
12:30PM	8	132	6	0	146	0	4	37	24	0	65	0	37	121	7	0	165	0	21	31	10	0	62	0	438
12:45PM	7	127	2	0	136	0	9	33	19	0	61	0	23	115	14	0	152	0	19	44	8	0	71	1	420
Total	39	504	29	0	572	0	36	154	108	0	298	0	122	481	40	0	643	1	72	136	39	0	247	1	1760
% Approach	6.8%	88.1%	5.1%	0%	-	-	12.1%	51.7%	36.2%	0%	-	-	19.0%	74.8%	6.2%	0%	-	-	29.1%	55.1%	15.8%	0%	-	-	-
% Total	2.2%	28.6%	1.6%	0%	32.5%	-	2.0%	8.8%	6.1%	0%	16.9%	-	6.9%	27.3%	2.3%	0%	36.5%	-	4.1%	7.7%	2.2%	0%	14.0%	-	-
PHF	0.696	0.926	0.659	-	0.917	-	0.750	0.837	0.750	-	0.801	-	0.803	0.978	0.714	-	0.940	-	0.857	0.773	0.813	-	0.870	-	0.917
Lights	39	493	28	0	560	-	36	152	108	0	296	-	121	469	39	0	629	-	71	135	38	0	244	-	1729
% Lights	100%	97.8%	96.6%	0%	97.9%	-	100%	98.7%	100%	0%	99.3%	-	99.2%	97.5%	97.5%	0%	97.8%	-	98.6%	99.3%	97.4%	0%	98.8%	-	98.2%
Articulated Trucks	0	4	0	0	4	-	0	0	0	0	0	-	0	4	0	0	4	-	0	0	1	0	1	-	9
% Articulated Trucks	0%	0.8%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.6%	-	0%	0%	2.6%	0%	0.4%	-	0.5%
Buses and Single-Unit Trucks	0	7	1	0	8	-	0	2	0	0	2	-	1	8	1	0	10	-	1	1	0	0	2	-	22
% Buses and Single-Unit Trucks	0%	1.4%	3.4%	0%	1.4%	-	0%	1.3%	0%	0%	0.7%	-	0.8%	1.7%	2.5%	0%	1.6%	-	1.4%	0.7%	0%	0%	0.8%	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-

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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

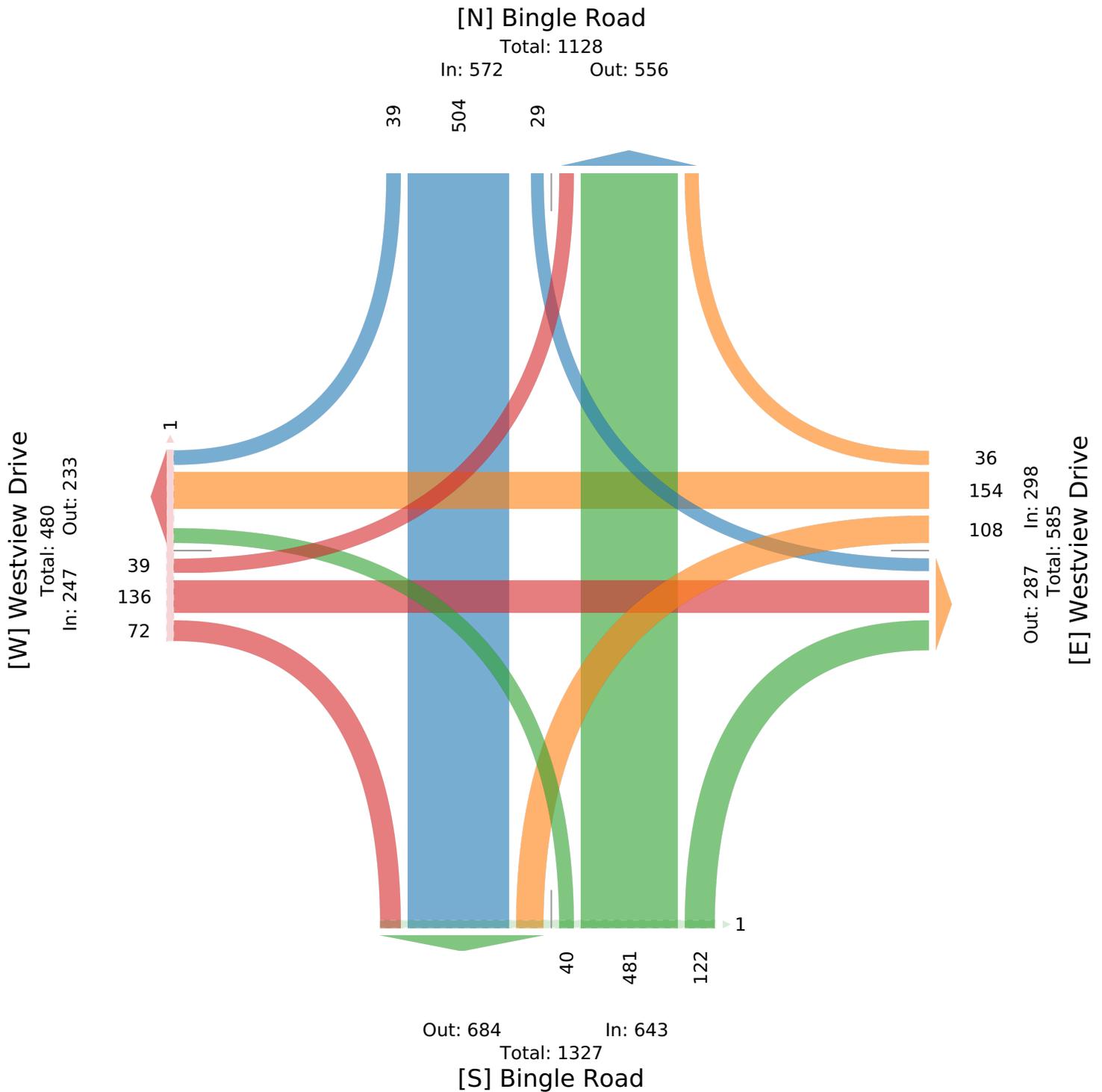
All Movements

ID: 1255881, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

Leg Direction	Bingle Road Southbound					Westview Drive Westbound					Bingle Road Northbound					Westview Drive Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-12-03 5:00PM	13	185	3	0	201	0	25	49	35	0	109	0	48	198	9	0	255	0	19	62	20	0	101	0	666
5:15PM	17	195	9	0	221	0	14	76	31	0	121	0	48	227	20	0	295	0	16	64	14	0	94	1	731
5:30PM	16	146	15	0	177	0	22	64	31	0	117	0	48	196	22	0	266	0	20	66	17	0	103	0	663
5:45PM	16	159	9	0	184	0	17	53	26	0	96	0	44	232	20	0	296	0	19	70	15	0	104	0	680
Total	62	685	36	0	783	0	78	242	123	0	443	0	188	853	71	0	1112	0	74	262	66	0	402	1	2740
% Approach	7.9%	87.5%	4.6%	0%	-	-	17.6%	54.6%	27.8%	0%	-	-	16.9%	76.7%	6.4%	0%	-	-	18.4%	65.2%	16.4%	0%	-	-	-
% Total	2.3%	25.0%	1.3%	0%	28.6%	-	2.8%	8.8%	4.5%	0%	16.2%	-	6.9%	31.1%	2.6%	0%	40.6%	-	2.7%	9.6%	2.4%	0%	14.7%	-	-
PHF	0.912	0.878	0.600	-	0.886	-	0.780	0.796	0.879	-	0.915	-	0.979	0.919	0.807	-	0.939	-	0.925	0.936	0.825	-	0.966	-	0.937
Lights	61	682	35	0	778	-	77	238	123	0	438	-	187	848	71	0	1106	-	74	260	64	0	398	-	2720
% Lights	98.4%	99.6%	97.2%	0%	99.4%	-	98.7%	98.3%	100%	0%	98.9%	-	99.5%	99.4%	100%	0%	99.5%	-	100%	99.2%	97.0%	0%	99.0%	-	99.3%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	1	0	1	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	1.5%	0%	0.2%	-	0.1%
Buses and Single-Unit Trucks	1	3	1	0	5	-	1	4	0	0	5	-	1	3	0	0	4	-	0	2	1	0	3	-	17
% Buses and Single-Unit Trucks	1.6%	0.4%	2.8%	0%	0.6%	-	1.3%	1.7%	0%	0%	1.1%	-	0.5%	0.4%	0%	0%	0.4%	-	0%	0.8%	1.5%	0%	0.7%	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	1	-
% 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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

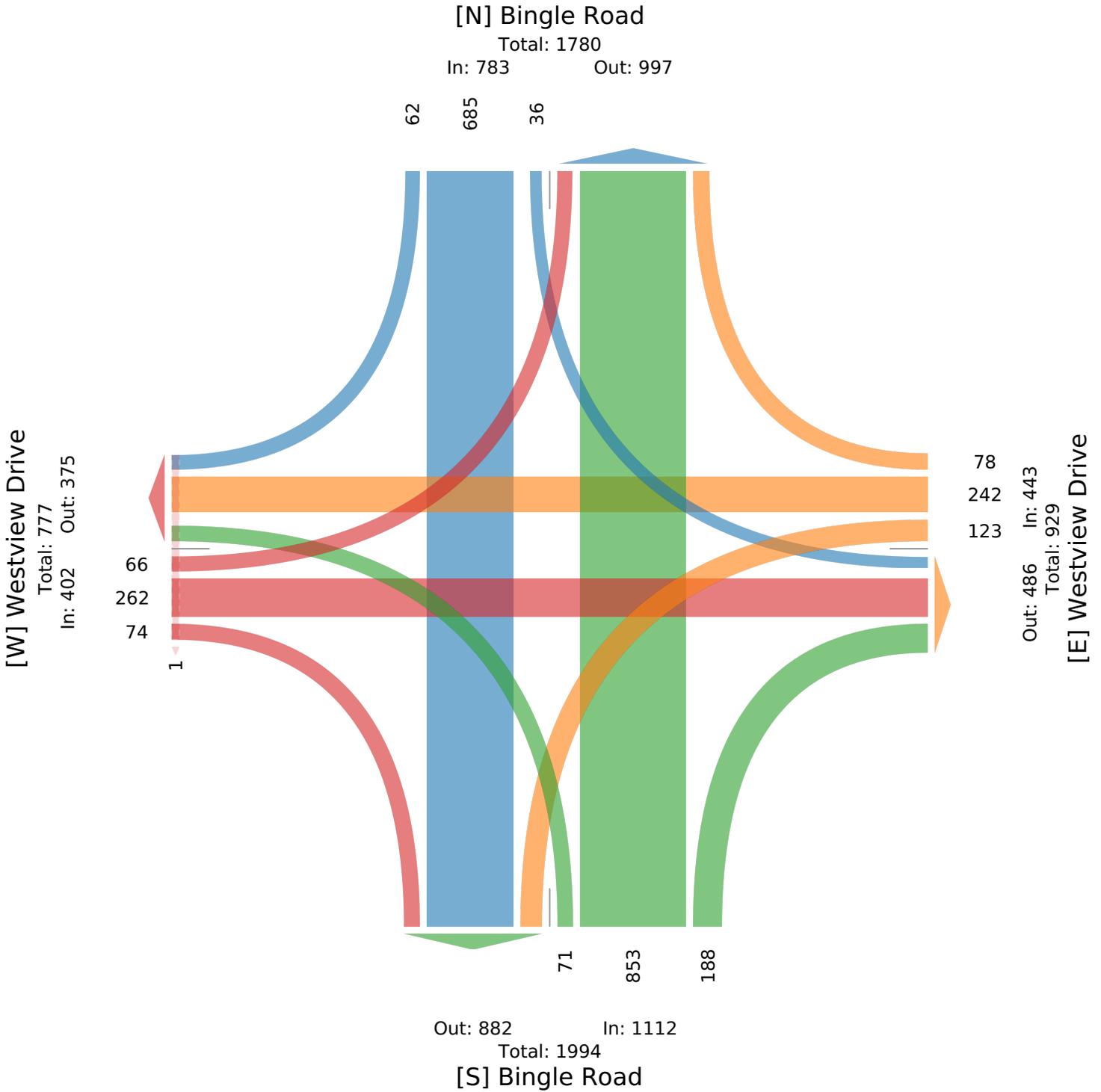
All Movements

ID: 1255881, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255882, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						Merlin Drive Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 12:00AM	0	11	0	0	11	0	1	0	0	0	1	0	0	17	0	0	17	0	0	0	0	0	0	0	29
12:15AM	0	17	0	0	17	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	36
12:30AM	0	9	0	1	10	0	0	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	0	0	23
12:45AM	0	14	0	0	14	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	21
Hourly Total	0	51	0	1	52	0	1	0	0	0	1	0	2	54	0	0	56	0	0	0	0	0	0	0	109
1:00AM	0	14	0	0	14	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	20
1:15AM	0	9	0	0	9	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	20
1:30AM	0	9	0	0	9	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	11
1:45AM	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	8
Hourly Total	0	36	0	0	36	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	59
2:00AM	0	2	0	0	2	0	0	0	1	0	1	0	0	8	0	0	8	0	0	0	0	0	0	0	11
2:15AM	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	6
2:30AM	0	4	0	0	4	0	0	0	1	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	12
2:45AM	0	8	0	0	8	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	12
Hourly Total	0	17	0	0	17	0	0	0	2	0	2	0	0	22	0	0	22	0	0	0	0	0	0	0	41
3:00AM	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	13
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	13
3:30AM	0	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	0	13
3:45AM	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	11
Hourly Total	0	25	0	0	25	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	1	1	0	0	50
4:00AM	0	12	0	0	12	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	18
4:15AM	0	11	0	0	11	0	1	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	19
4:30AM	0	15	0	0	15	0	0	0	1	0	1	0	0	13	0	0	13	0	0	0	0	0	0	0	29
4:45AM	0	42	0	0	42	0	0	0	5	0	5	0	1	18	0	0	19	0	0	0	0	0	0	0	66
Hourly Total	0	80	0	0	80	0	1	0	6	0	7	0	1	44	0	0	45	0	0	0	0	0	0	0	132
5:00AM	0	41	0	0	41	0	0	0	6	0	6	0	0	20	0	0	20	0	0	0	0	0	0	3	67
5:15AM	0	57	0	0	57	0	1	0	1	0	2	0	1	28	0	0	29	0	0	0	0	0	0	0	88
5:30AM	0	81	0	0	81	0	0	0	1	0	1	0	0	54	0	0	54	0	0	0	0	0	0	0	136
5:45AM	0	85	0	0	85	0	0	0	4	0	4	0	3	84	0	0	87	0	0	0	0	0	0	0	176
Hourly Total	0	264	0	0	264	0	1	0	12	0	13	0	4	186	0	0	190	0	0	0	0	0	0	3	467
6:00AM	0	116	0	0	116	0	0	0	5	0	5	0	4	85	0	0	89	0	0	0	0	0	0	1	210
6:15AM	0	132	0	0	132	0	0	0	2	0	2	0	3	93	0	0	96	0	0	0	0	0	0	0	230
6:30AM	0	169	0	0	169	0	0	0	1	0	1	0	1	116	0	0	117	0	0	0	0	0	0	0	287
6:45AM	0	192	0	0	192	0	0	0	14	0	14	0	5	139	0	0	144	0	0	0	0	0	0	0	350
Hourly Total	0	609	0	0	609	0	0	0	22	0	22	0	13	433	0	0	446	0	0	0	0	0	0	1	1077
7:00AM	0	248	0	0	248	0	0	0	12	0	12	0	6	165	0	0	171	0	0	0	0	0	0	0	431
7:15AM	0	319	0	0	319	2	6	0	21	0	27	0	3	151	0	0	154	0	0	0	0	0	0	0	500
7:30AM	0	330	2	0	332	0	2	0	11	0	13	0	7	175	0	0	182	0	0	0	0	0	0	1	527
7:45AM	0	270	1	0	271	0	2	0	9	0	11	2	12	165	0	0	177	0	0	0	0	0	0	1	459
Hourly Total	0	1167	3	0	1170	2	10	0	53	0	63	2	28	656	0	0	684	0	0	0	0	0	0	2	1917
8:00AM	0	264	2	0	266	4	2	0	3	0	5	0	4	157	0	0	161	0	0	0	0	0	0	0	432
8:15AM	0	269	0	0	269	2	3	0	9	0	12	0	8	148	0	0	156	0	0	0	0	0	0	0	437
8:30AM	0	233	2	0	235	0	0	0	13	0	13	0	12	138	0	0	150	0	0	0	0	0	0	0	398
8:45AM	0	249	0	0	249	0	0	0	11	0	11	0	12	145	0	0	157	0	0	0	1	1	1	1	418
Hourly Total	0	1015	4	0	1019	6	5	0	36	0	41	0	36	588	0	0	624	0	0	0	1	1	1	1	1685
9:00AM	0	231	0	0	231	0	1	0	10	0	11	0	6	160	0	0	166	0	0	0	0	0	0	0	408
9:15AM	0	211	0	0	211	0	0	0	9	0	9	0	9	155	0	0	164	0	0	0	0	0	0	0	384
9:30AM	0	246	1	0	247	0	0	0	6	0	6	0	6	126	0	0	132	0	0	0	0	0	0	0	385
9:45AM	0	194	2	0	196	0	1	0	12	0	13	0	3	134	0	0	137	0	0	0	0	0	0	0	346
Hourly Total	0	882	3	0	885	0	2	0	37	0	39	0	24	575	0	0	599	0	0	0	0	0	0	0	1523
10:00AM	0	170	1	0	171	0	2	0	6	0	8	1	6	135	0	0	141	0	0	0	0	0	0	2	320
10:15AM	0	170	0	0	170	0	0	0	9	0	9	0	4	128	0	0	132	0	0	0	0	0	0	0	311
10:30AM	0	164	0	1	165	0	4	0	6	0	10	2	12	135	0	0	147	0	0	0	0	0	0	0	322

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						Merlin Drive Eastbound						Int			
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*				
10:45AM	0	167	1	0	168	1	0	0	15	0	15	0	8	144	0	0	152	0	0	0	0	0	0	0	0	0	0	335
Hourly Total	0	671	2	1	674	1	6	0	36	0	42	3	30	542	0	0	572	0	0	0	0	0	0	0	0	0	0	1288
11:00AM	0	165	2	0	167	0	2	0	3	0	5	0	8	154	0	0	162	0	0	0	0	0	1	1	0	0	0	335
11:15AM	0	162	1	0	163	2	0	0	6	0	6	2	8	145	0	0	153	0	0	0	0	0	0	0	0	0	0	322
11:30AM	0	180	1	0	181	0	2	0	5	0	7	0	7	154	0	0	161	0	0	0	0	0	0	0	0	0	0	349
11:45AM	0	164	0	0	164	0	0	0	9	0	9	0	2	148	0	0	150	0	0	0	0	0	0	0	0	0	0	323
Hourly Total	0	671	4	0	675	2	4	0	23	0	27	2	25	601	0	0	626	0	0	0	0	1	1	0	0	0	0	1329
12:00PM	0	180	1	0	181	0	0	0	9	0	9	0	4	176	0	0	180	0	0	0	0	0	0	0	0	0	0	370
12:15PM	0	162	0	0	162	0	0	0	5	0	5	1	8	153	0	0	161	0	0	0	0	0	0	0	0	0	0	328
12:30PM	0	171	2	0	173	0	2	0	9	0	11	0	11	156	0	0	167	0	0	0	0	0	0	0	0	0	0	351
12:45PM	0	162	0	0	162	1	2	0	9	0	11	0	8	152	0	0	160	0	0	0	0	0	0	0	0	0	0	333
Hourly Total	0	675	3	0	678	1	4	0	32	0	36	1	31	637	0	0	668	0	0	0	0	0	0	0	0	0	0	1382
1:00PM	0	151	0	0	151	0	3	0	3	0	6	0	8	190	0	0	198	1	0	0	0	1	1	0	0	0	0	356
1:15PM	0	170	3	0	173	0	1	0	6	0	7	0	12	161	0	0	173	0	0	0	0	0	0	0	0	0	0	353
1:30PM	0	155	0	0	155	0	2	0	7	0	9	0	10	169	0	0	179	0	0	0	0	0	0	0	0	0	0	343
1:45PM	0	145	3	0	148	0	2	0	7	0	9	0	6	170	0	0	176	0	0	0	0	0	0	0	0	0	1	333
Hourly Total	0	621	6	0	627	0	8	0	23	0	31	0	36	690	0	0	726	1	0	0	0	1	1	1	0	0	1	1385
2:00PM	0	175	0	0	175	0	0	0	3	0	3	0	8	193	0	0	201	0	0	0	0	0	0	0	0	0	0	379
2:15PM	0	175	1	0	176	0	5	0	12	0	17	0	11	184	0	0	195	0	0	0	0	0	0	0	0	0	1	388
2:30PM	0	181	2	0	183	0	2	0	5	0	7	0	15	203	0	0	218	0	0	0	0	0	0	0	0	0	0	408
2:45PM	0	221	2	0	223	1	2	0	13	0	15	1	3	191	0	0	194	0	0	0	0	0	0	0	0	0	0	432
Hourly Total	0	752	5	0	757	1	9	0	33	0	42	1	37	771	0	0	808	0	0	0	0	0	0	0	0	0	1	1607
3:00PM	0	211	0	0	211	0	2	0	15	0	17	0	6	182	0	0	188	0	0	0	0	0	0	0	0	0	0	416
3:15PM	0	174	3	0	177	0	4	0	8	0	12	0	12	171	0	0	183	0	0	0	0	0	0	0	0	0	0	372
3:30PM	0	234	0	0	234	1	2	0	2	0	4	2	17	228	0	0	245	0	0	0	0	0	0	0	0	0	1	483
3:45PM	0	242	1	0	243	0	3	0	8	0	11	0	10	202	0	0	212	0	0	0	0	0	0	0	0	0	0	466
Hourly Total	0	861	4	0	865	1	11	0	33	0	44	2	45	783	0	0	828	0	0	0	0	0	0	0	0	0	1	1737
4:00PM	0	222	0	0	222	0	1	0	6	0	7	0	13	220	0	0	233	0	0	0	0	0	0	0	0	0	0	462
4:15PM	0	232	1	0	233	0	1	0	6	0	7	0	11	215	0	0	226	0	0	0	0	0	0	0	0	0	0	466
4:30PM	0	215	0	0	215	0	2	0	7	0	9	2	12	238	0	0	250	0	0	0	0	0	0	0	0	0	0	474
4:45PM	0	197	1	0	198	0	3	0	8	0	11	0	13	266	0	0	279	0	0	0	0	0	0	0	0	0	0	488
Hourly Total	0	866	2	0	868	0	7	0	27	0	34	2	49	939	0	0	988	0	0	0	0	0	0	0	0	0	0	1890
5:00PM	0	251	0	0	251	0	3	0	6	0	9	0	15	261	0	0	276	0	0	0	0	0	0	0	0	0	2	536
5:15PM	0	236	1	0	237	0	2	0	9	0	11	0	17	289	0	0	306	0	0	0	0	0	0	0	0	0	0	554
5:30PM	0	201	0	0	201	0	2	0	9	0	11	0	13	274	0	0	287	0	0	0	0	0	0	0	0	0	0	499
5:45PM	0	204	0	0	204	0	1	0	6	0	7	0	12	285	0	0	297	0	0	0	0	0	0	0	0	0	0	508
Hourly Total	0	892	1	0	893	0	8	0	30	0	38	0	57	1109	0	0	1166	0	0	0	0	0	0	0	0	0	2	2097
6:00PM	0	201	0	0	201	0	1	0	8	0	9	0	12	280	0	0	292	0	0	0	0	0	0	0	0	0	0	502
6:15PM	0	160	0	0	160	0	2	0	6	0	8	0	10	241	0	0	251	0	0	0	0	0	0	0	0	0	0	419
6:30PM	0	127	1	0	128	0	2	0	7	0	9	0	16	219	0	0	235	0	0	0	0	0	0	0	0	0	0	372
6:45PM	0	129	0	0	129	0	4	0	2	0	6	0	13	178	0	0	191	0	0	0	0	0	0	0	0	0	0	326
Hourly Total	0	617	1	0	618	0	9	0	23	0	32	0	51	918	0	0	969	0	0	0	0	0	0	0	0	0	0	1619
7:00PM	0	116	1	0	117	1	0	0	4	0	4	0	11	191	0	0	202	0	0	0	0	0	0	0	0	0	0	323
7:15PM	0	110	0	0	110	0	1	0	4	0	5	0	10	172	0	0	182	0	0	0	0	0	0	0	0	0	0	297
7:30PM	0	108	0	0	108	0	1	0	2	0	3	0	7	113	0	0	120	0	0	0	0	0	0	0	0	0	0	231
7:45PM	0	101	1	0	102	0	1	0	5	0	6	0	5	136	0	0	141	0	0	0	0	0	0	0	0	0	0	249
Hourly Total	0	435	2	0	437	1	3	0	15	0	18	0	33	612	0	0	645	0	0	0	0	0	0	0	0	0	0	1100
8:00PM	0	105	4	0	109	0	1	0	1	0	2	0	11	118	0	0	129	0	0	0	0	0	0	0	0	0	0	240
8:15PM	0	72	0	0	72	0	1	0	1	0	2	0	12	106	0	0	118	0	0	0	0	0	0	0	0	0	0	192
8:30PM	0	64	0	0	64	1	0	0	3	0	3	0	4	85	0	0	89	0	0	0	0	0	0	0	0	0	0	156
8:45PM	0	88	0	0	88	1	1	0	1	0	2	1	5	92	0	0	97	0	0	0	0	0	0	0	0	0	0	187
Hourly Total	0	329	4	0	333	2	3	0	6	0	9	1	32	401	0	0	433	0	0	0	0	0	0	0	0	0	0	775
9:00PM	0	70	0	0	70	0	0	0	5	0	5	0	4	67	0	0	71	0	0	0	0	0	0	0	0	0	0	146
9:15PM	0	70	0	0	70	0	1	0	1	0	2	0	4	68	0	0	72	0	0	0	0	0	0	0	0	0	0	144
9:30PM	0	38	1	0	39	0	0	0	3	0	3	0	4	54	0	0	58	0	0	0	0	0	0	0	0	0	0	100
9:45PM	0	33	1	0	34	0	0	0	4	0	4	0	2	65	0	0	67	0	0	0	0	0	0	0	0	0	0	105
Hourly Total	0	211	2	0	213	0	1	0	13	0	14	0	14	254	0	0	268	0	0	0	0	0	0	0	0	0	0	495
10:00PM	0	28	0	0	28	0	0	0	8	0	8	0	0	46	0	0	46	0	0	0	0	0	0	0	0	0	0	82
10:15PM	0	26	0	0	26	0	0	0	1	0	1	0	2	44	0	0	46	0	0	0	0	0	0	0	0	0	0	73
10:30PM	0	28	0	0	28	0	0	0	0	0	0	0	1	35	0	0	36	0	0									

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						Merlin Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
11:00PM	0	18	1	0	19	0	1	0	1	0	2	0	0	33	0	0	33	0	0	0	0	0	0	0	54
11:15PM	0	27	1	0	28	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	0	55
11:30PM	0	20	1	0	21	0	0	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	0	41
11:45PM	0	16	0	0	16	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	0	30
Hourly Total	0	81	3	0	84	0	1	0	1	0	2	0	2	92	0	0	94	0	0	0	0	0	0	0	180
Total	0	11931	49	2	11982	17	94	0	472	0	566	14	553	11108	0	0	11661	1	0	0	0	4	4	14	24213
% Approach	0%	99.6%	0.4%	0%	-	-	16.6%	0%	83.4%	0%	-	-	4.7%	95.3%	0%	0%	-	-	0%	0%	0%	100%	-	-	-
% Total	0%	49.3%	0.2%	0%	49.5%	-	0.4%	0%	1.9%	0%	2.3%	-	2.3%	45.9%	0%	0%	48.2%	-	0%	0%	0%	0%	0%	-	-
Lights	0	11684	48	2	11734	-	92	0	464	0	556	-	542	10910	0	0	11452	-	0	0	0	3	3	-	23745
% Lights	0%	97.9%	98.0%	100%	97.9%	-	97.9%	0%	98.3%	0%	98.2%	-	98.0%	98.2%	0%	0%	98.2%	-	0%	0%	0%	75.0%	75.0%	-	98.1%
Articulated Trucks	0	49	0	0	49	-	0	0	1	0	1	-	0	37	0	0	37	-	0	0	0	0	0	-	87
% Articulated Trucks	0%	0.4%	0%	0%	0.4%	-	0%	0%	0.2%	0%	0.2%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.4%
Buses and Single-Unit Trucks	0	198	1	0	199	-	2	0	7	0	9	-	11	161	0	0	172	-	0	0	0	1	1	-	381
% Buses and Single-Unit Trucks	0%	1.7%	2.0%	0%	1.7%	-	2.1%	0%	1.5%	0%	1.6%	-	2.0%	1.4%	0%	0%	1.5%	-	0%	0%	0%	25.0%	25.0%	-	1.6%
Pedestrians	-	-	-	-	-	16	-	-	-	-	-	11	-	-	-	-	-	1	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	-	-94.1%	-	-	-	-	-	-78.6%	-	-	-	-	-	-100%	-	-	-	-	-	-92.9%	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-5.9%	-	-	-	-	-	-21.4%	-	-	-	-	-	0%	-	-	-	-	-	-7.1%	

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

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

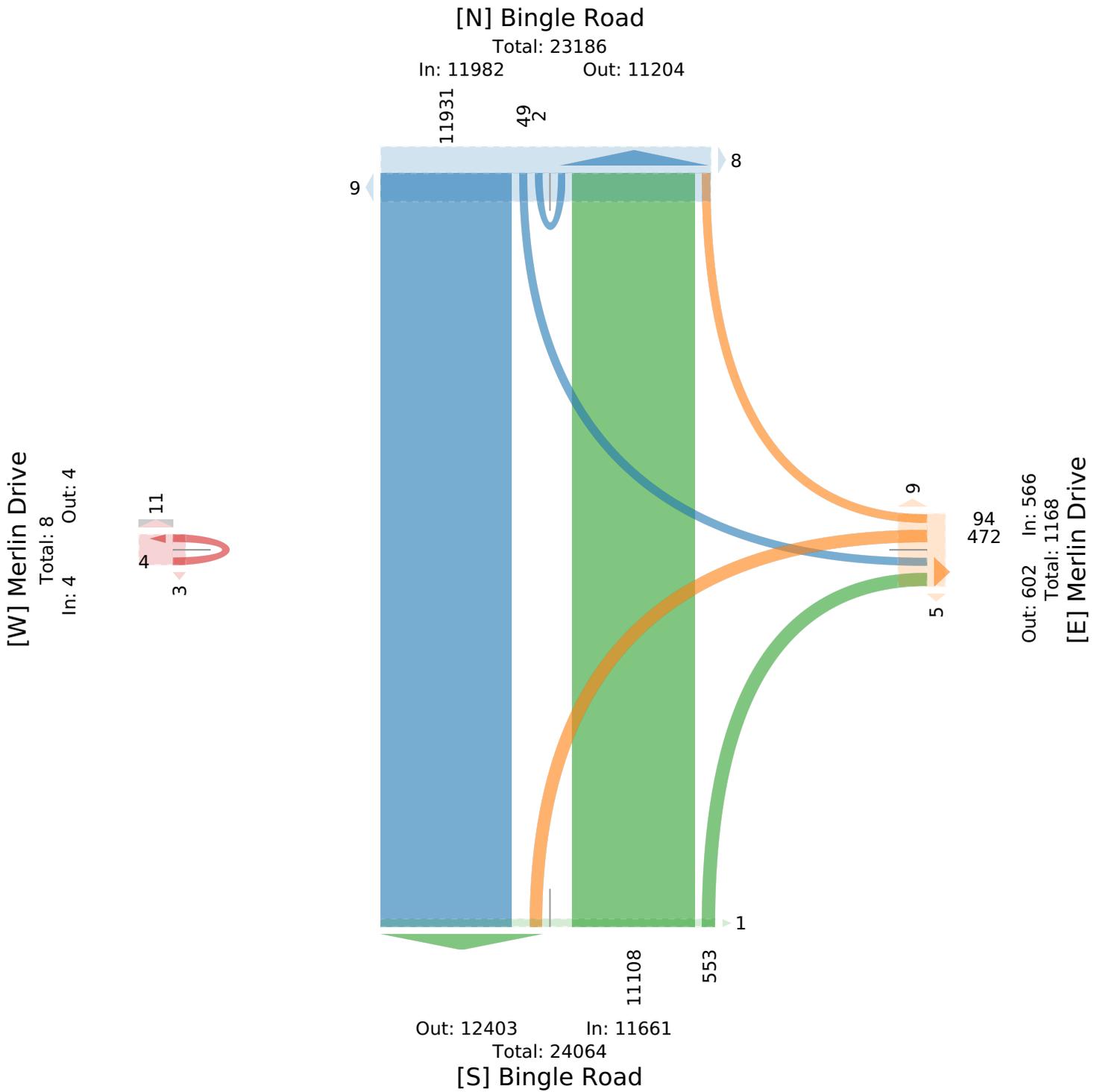
All Movements

ID: 1255882, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255882, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						Merlin Drive Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 7:15AM	0	319	0	0	319	2	6	0	21	0	27	0	3	151	0	0	154	0	0	0	0	0	0	0	500
7:30AM	0	330	2	0	332	0	2	0	11	0	13	0	7	175	0	0	182	0	0	0	0	0	0	0	1
7:45AM	0	270	1	0	271	0	2	0	9	0	11	2	12	165	0	0	177	0	0	0	0	0	0	0	1
8:00AM	0	264	2	0	266	4	2	0	3	0	5	0	4	157	0	0	161	0	0	0	0	0	0	0	0
Total	0	1183	5	0	1188	6	12	0	44	0	56	2	26	648	0	0	674	0	0	0	0	0	0	0	2
% Approach	0%	99.6%	0.4%	0%	-	-	21.4%	0%	78.6%	0%	-	-	3.9%	96.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	61.7%	0.3%	0%	61.9%	-	0.6%	0%	2.3%	0%	2.9%	-	1.4%	33.8%	0%	0%	35.1%	-	0%	0%	0%	0%	0%	0%	-
PHF	-	0.896	0.625	-	0.895	-	0.500	-	0.524	-	0.519	-	0.542	0.926	-	-	0.926	-	-	-	-	-	-	-	0.910
Lights	0	1160	5	0	1165	-	12	0	43	0	55	-	25	637	0	0	662	-	0	0	0	0	0	-	1882
% Lights	0%	98.1%	100%	0%	98.1%	-	100%	0%	97.7%	0%	98.2%	-	96.2%	98.3%	0%	0%	98.2%	-	0%	0%	0%	0%	-	-	98.1%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	5
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	-	-	0.3%
Buses and Single-Unit Trucks	0	20	0	0	20	-	0	0	1	0	1	-	1	9	0	0	10	-	0	0	0	0	0	-	31
% Buses and Single-Unit Trucks	0%	1.7%	0%	0%	1.7%	-	0%	0%	2.3%	0%	1.8%	-	3.8%	1.4%	0%	0%	1.5%	-	0%	0%	0%	0%	-	-	1.6%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	0%	

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

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

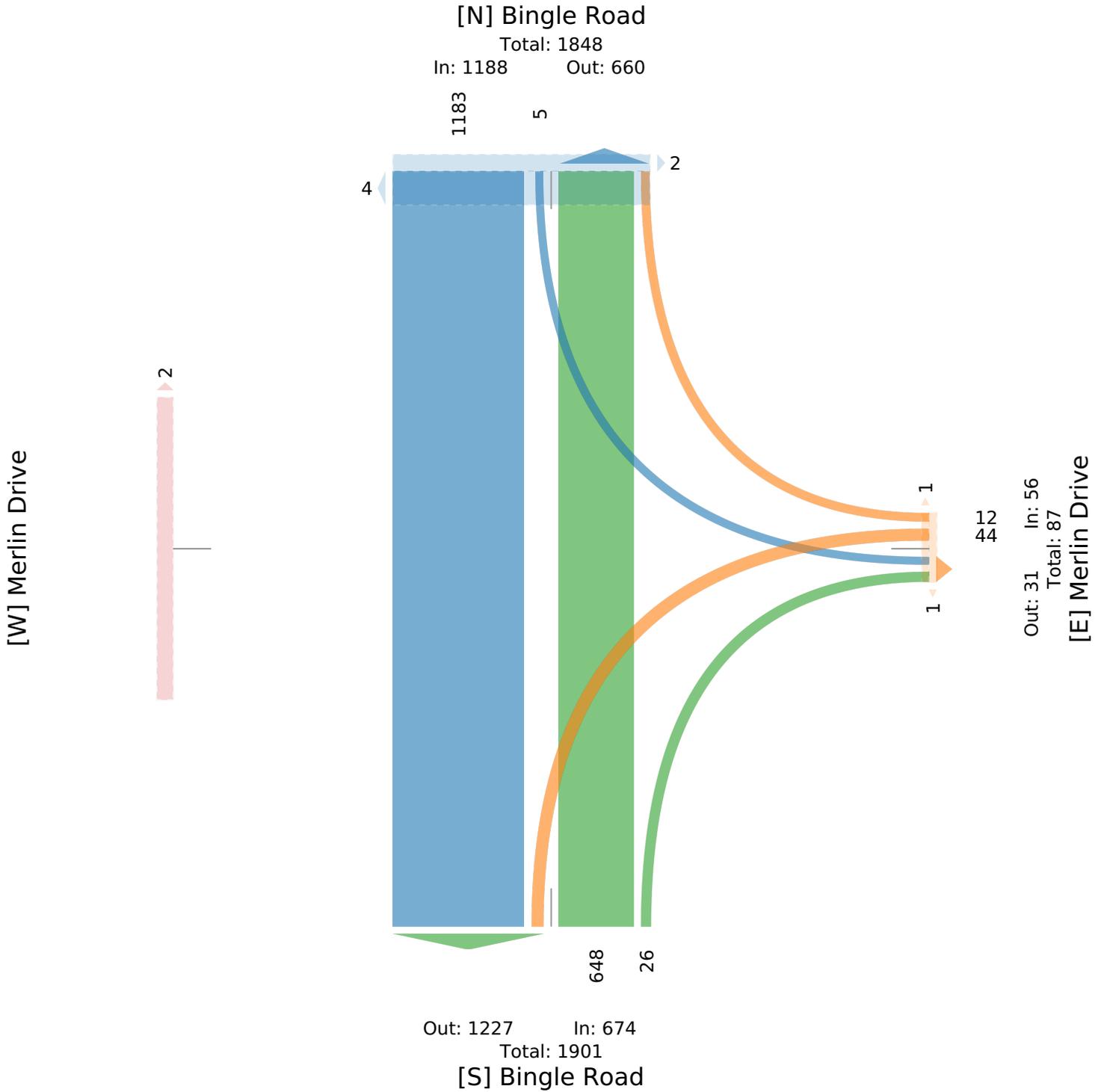
All Movements

ID: 1255882, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

Midday Peak (12:30 PM - 1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255882, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						Merlin Drive Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 12:30PM	0	171	2	0	173	0	2	0	9	0	11	0	11	156	0	0	167	0	0	0	0	0	0	0	351
12:45PM	0	162	0	0	162	1	2	0	9	0	11	0	8	152	0	0	160	0	0	0	0	0	0	0	333
1:00PM	0	151	0	0	151	0	3	0	3	0	6	0	8	190	0	0	198	1	0	0	0	1	1	0	356
1:15PM	0	170	3	0	173	0	1	0	6	0	7	0	12	161	0	0	173	0	0	0	0	0	0	0	353
Total	0	654	5	0	659	1	8	0	27	0	35	0	39	659	0	0	698	1	0	0	0	1	1	0	1393
% Approach	0%	99.2%	0.8%	0%	-	-	22.9%	0%	77.1%	0%	-	-	5.6%	94.4%	0%	0%	-	-	0%	0%	0%	100%	-	-	-
% Total	0%	46.9%	0.4%	0%	47.3%	-	0.6%	0%	1.9%	0%	2.5%	-	2.8%	47.3%	0%	0%	50.1%	-	0%	0%	0%	0.1%	0.1%	-	-
PHF	-	0.956	0.417	-	0.952	-	0.667	-	0.750	-	0.795	-	0.813	0.867	-	-	0.881	-	-	-	-	0.250	0.250	-	0.978
Lights	0	635	5	0	640	-	8	0	27	0	35	-	39	640	0	0	679	-	0	0	0	1	1	-	1355
% Lights	0%	97.1%	100%	0%	97.1%	-	100%	0%	100%	0%	100%	-	100%	97.1%	0%	0%	97.3%	-	0%	0%	0%	100%	100%	-	97.3%
Articulated Trucks	0	6	0	0	6	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	9
% Articulated Trucks	0%	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.6%
Buses and Single-Unit Trucks	0	13	0	0	13	-	0	0	0	0	0	-	0	16	0	0	16	-	0	0	0	0	0	-	29
% Buses and Single-Unit Trucks	0%	2.0%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	-	0%	2.4%	0%	0%	2.3%	-	0%	0%	0%	0%	0%	-	2.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	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

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

Midday Peak (12:30 PM - 1:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

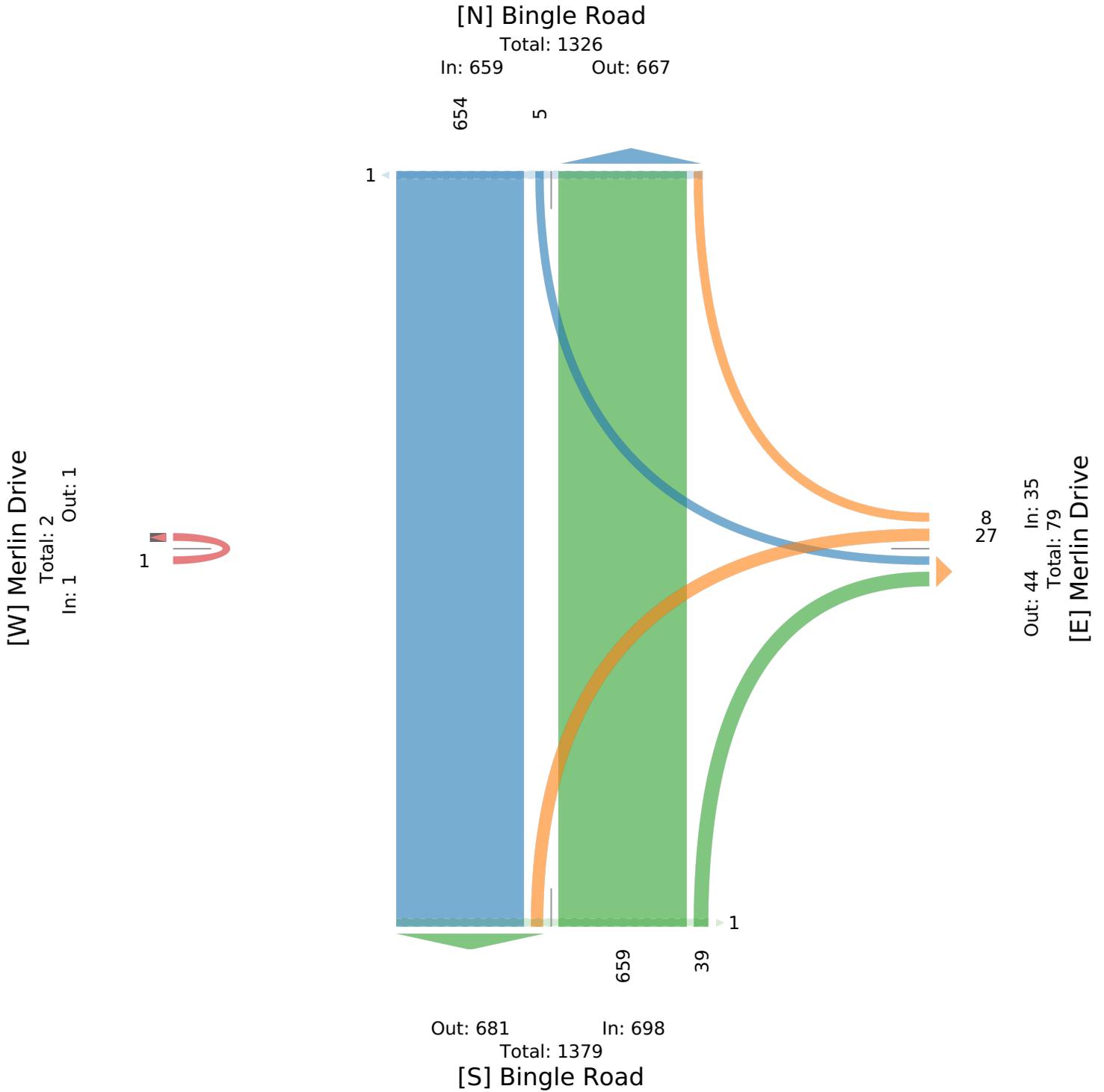
All Movements

ID: 1255882, Location: 29.792024, -95.500501



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2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255882, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						Merlin Drive Eastbound						Int	
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*		
2024-12-03 5:00PM	0	251	0	0	251	0	3	0	6	0	9	0	15	261	0	0	276	0	0	0	0	0	0	0	2	536
5:15PM	0	236	1	0	237	0	2	0	9	0	11	0	17	289	0	0	306	0	0	0	0	0	0	0	0	554
5:30PM	0	201	0	0	201	0	2	0	9	0	11	0	13	274	0	0	287	0	0	0	0	0	0	0	0	499
5:45PM	0	204	0	0	204	0	1	0	6	0	7	0	12	285	0	0	297	0	0	0	0	0	0	0	0	508
Total	0	892	1	0	893	0	8	0	30	0	38	0	57	1109	0	0	1166	0	0	0	0	0	0	0	2	2097
% Approach	0%	99.9%	0.1%	0%	-	-	21.1%	0%	78.9%	0%	-	-	4.9%	95.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	-	-
% Total	0%	42.5%	0%	0%	42.6%	-	0.4%	0%	1.4%	0%	1.8%	-	2.7%	52.9%	0%	0%	55.6%	-	0%	0%	0%	0%	0%	0%	-	-
PHF	-	0.888	0.250	-	0.889	-	0.667	-	0.833	-	0.864	-	0.838	0.959	-	-	0.953	-	-	-	-	-	-	-	-	0.946
Lights	0	889	1	0	890	-	8	0	29	0	37	-	57	1102	0	0	1159	-	0	0	0	0	0	0	-	2086
% Lights	0%	99.7%	100%	0%	99.7%	-	100%	0%	96.7%	0%	97.4%	-	100%	99.4%	0%	0%	99.4%	-	0%	0%	0%	0%	-	-	-	99.5%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	-	-	-	0.2%
Buses and Single-Unit Trucks	0	2	0	0	2	-	0	0	1	0	1	-	0	4	0	0	4	-	0	0	0	0	0	0	-	7
% Buses and Single-Unit Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	3.3%	0%	2.6%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	-	-	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-
% 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. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

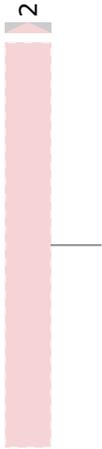
ID: 1255882, Location: 29.792024, -95.500501



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[W] Merlin Drive



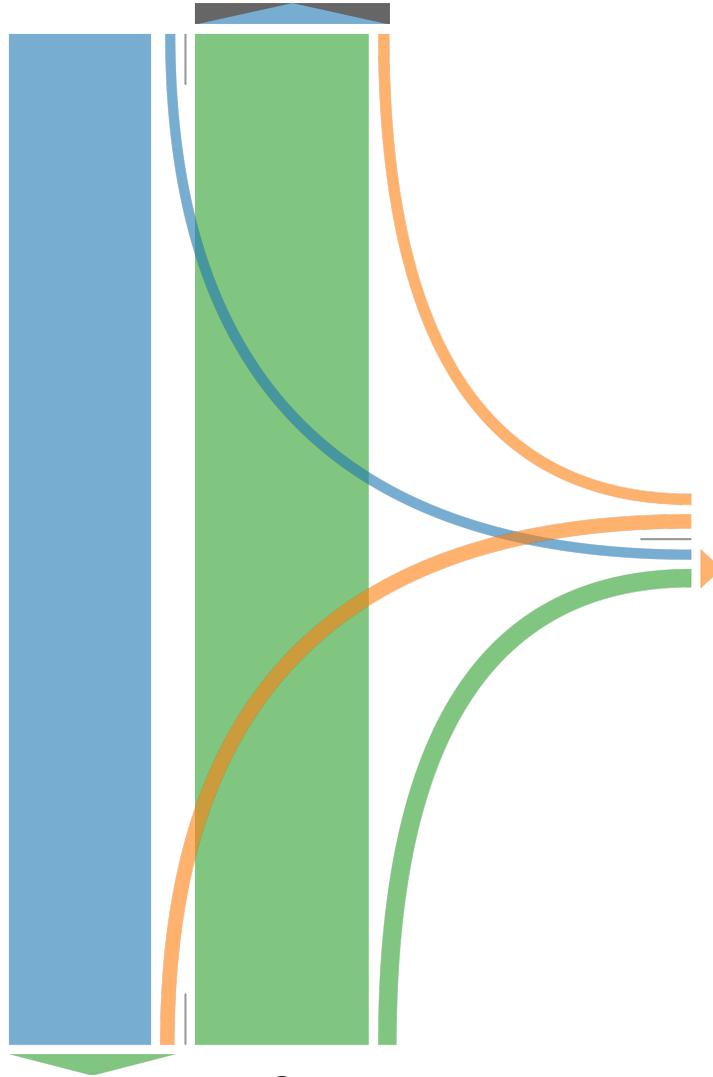
[N] Bingle Road

Total: 2010

In: 893 Out: 1117

892

1



30

Out: 58 In: 38

Total: 96

[E] Merlin Drive

Out: 922

In: 1166

Total: 2088

[S] Bingle Road

1109

57

3. Bingle Road at Burkhart Road (off-set) - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255883, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound							Burkhart Road Westbound							Bingle Road Northbound							Burkhart Road Eastbound							Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*					
2024-12-03 12:00AM	0	10	0	0	10	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	27				
12:15AM	0	17	0	0	17	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	36				
12:30AM	0	9	0	0	9	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	22				
12:45AM	0	14	0	0	14	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	21				
Hourly Total	0	50	0	0	50	0	0	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	0	0	106				
1:00AM	0	12	0	0	12	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	18				
1:15AM	0	9	0	0	9	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	20				
1:30AM	0	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	10				
1:45AM	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	9				
Hourly Total	0	34	0	0	34	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	57				
2:00AM	0	3	0	0	3	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	12				
2:15AM	0	3	0	0	3	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	7				
2:30AM	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	12				
2:45AM	0	8	0	0	8	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	12				
Hourly Total	0	19	0	0	19	0	0	0	1	0	1	0	0	23	0	0	23	0	0	0	0	0	0	0	43				
3:00AM	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	13				
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	13				
3:30AM	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	13				
3:45AM	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	9				
Hourly Total	0	24	0	0	24	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	48				
4:00AM	0	13	0	0	13	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	19				
4:15AM	0	12	0	0	12	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	20				
4:30AM	0	16	0	0	16	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	29				
4:45AM	0	50	0	0	50	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	68				
Hourly Total	0	91	0	0	91	0	0	0	0	0	0	0	1	44	0	0	45	0	0	0	0	0	0	0	136				
5:00AM	0	47	0	0	47	0	0	0	1	0	1	0	0	20	0	0	20	0	0	0	0	0	0	0	68				
5:15AM	0	59	0	0	59	0	0	0	0	0	0	0	2	33	0	0	35	0	0	0	0	0	0	0	94				
5:30AM	0	83	0	0	83	0	1	0	0	0	1	0	2	54	0	0	56	0	0	0	0	0	0	0	140				
5:45AM	0	85	0	0	85	0	0	0	2	0	2	0	3	91	0	0	94	0	0	0	0	0	0	0	181				
Hourly Total	0	274	0	0	274	0	1	0	3	0	4	0	7	198	0	0	205	0	0	0	0	0	0	0	483				
6:00AM	0	115	1	0	116	0	0	0	3	0	3	0	0	83	0	0	83	0	0	0	0	0	0	0	202				
6:15AM	0	133	1	0	134	0	1	0	3	0	4	0	6	98	0	0	104	0	0	0	0	0	0	0	242				
6:30AM	0	162	0	0	162	0	0	0	1	0	1	0	3	118	0	0	121	0	0	0	0	0	0	0	284				
6:45AM	0	225	0	0	225	0	0	0	1	0	1	0	0	151	0	0	151	0	0	0	0	0	0	0	377				
Hourly Total	0	635	2	0	637	0	1	0	8	0	9	0	9	450	0	0	459	0	0	0	0	0	0	0	1105				
7:00AM	0	252	1	0	253	0	4	0	6	0	10	1	3	157	0	0	160	0	0	0	0	0	0	0	423				
7:15AM	0	320	3	0	323	0	3	0	5	0	8	0	0	140	0	0	140	0	0	0	0	0	0	1	471				
7:30AM	0	349	1	0	350	0	1	0	1	0	2	0	4	176	0	0	180	0	0	0	0	0	0	0	532				
7:45AM	0	302	0	0	302	0	0	0	5	0	5	2	5	182	0	0	187	0	0	0	0	0	0	1	494				
Hourly Total	0	1223	5	0	1228	0	8	0	17	0	25	3	12	655	0	0	667	0	0	0	0	0	0	2	1920				
8:00AM	0	288	1	0	289	0	0	0	8	0	8	3	5	159	0	0	164	0	0	0	0	0	0	0	461				
8:15AM	0	289	1	0	290	0	1	0	2	0	3	0	3	157	0	0	160	0	0	0	0	0	0	0	453				
8:30AM	0	286	5	0	291	0	1	0	10	0	11	0	3	152	0	0	155	0	0	0	0	0	0	0	457				
8:45AM	0	297	1	0	298	0	2	0	7	0	9	0	2	162	0	0	164	0	0	0	0	0	0	1	471				
Hourly Total	0	1160	8	0	1168	0	4	0	27	0	31	3	13	630	0	0	643	0	0	0	0	0	0	1	1842				
9:00AM	0	230	0	0	230	0	0	0	1	0	1	1	0	159	0	0	159	0	0	0	0	0	0	0	390				
9:15AM	0	220	2	0	222	0	0	0	2	0	2	0	5	167	0	0	172	0	0	0	0	0	0	0	396				
9:30AM	0	247	1	0	248	0	0	0	5	0	5	0	3	132	0	0	135	0	0	0	0	0	0	0	388				
9:45AM	0	211	1	0	212	0	0	0	1	0	1	0	3	140	0	0	143	0	0	0	0	0	0	0	356				
Hourly Total	0	908	4	0	912	0	0	0	9	0	9	1	11	598	0	0	609	0	0	0	0	0	0	0	1530				
10:00AM	0	177	0	0	177	0	1	0	4	0	5	1	2	151	0	0	153	0	0	0	0	0	0	0	335				
10:15AM	0	179	1	0	180	0	2	0	6	0	8	0	5	129	0	0	134	0	0	0	0	0	0	0	322				
10:30AM	0	175	0	0	175	0	1	0	2	0	3	2	3	148	0	0	151	0	0	0	0	0	0	0	329				
10:45AM	0	177	1	0	178	0	2	0	6	0	8	0	3	157	0	0	160	0	0	0	0	0	0	0	346				

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Hourly Total	0	708	2	0	710	0	6	0	18	0	24	3	13	585	0	0	598	0	0	0	0	0	0	1332	
11:00AM	0	171	2	0	173	0	0	0	4	0	4	0	3	159	0	0	162	0	0	0	0	0	0	339	
11:15AM	0	170	1	0	171	0	2	0	2	0	4	0	5	148	0	0	153	0	0	0	0	0	0	328	
11:30AM	0	181	3	0	184	0	2	0	2	0	4	0	6	167	0	0	173	0	0	0	0	0	0	361	
11:45AM	0	176	0	0	176	0	3	0	5	0	8	0	4	150	0	0	154	0	0	0	0	0	0	338	
Hourly Total	0	698	6	0	704	0	7	0	13	0	20	0	18	624	0	0	642	0	0	0	0	0	0	1366	
12:00PM	0	195	3	0	198	0	1	0	1	0	2	0	4	181	0	0	185	0	1	0	0	0	1	386	
12:15PM	0	166	0	0	166	0	1	0	4	0	5	1	5	154	0	0	159	0	0	0	0	0	0	330	
12:30PM	0	183	2	0	185	0	3	0	4	0	7	0	3	160	0	0	163	0	0	0	0	0	0	355	
12:45PM	0	177	0	0	177	0	4	0	1	0	5	0	8	158	1	0	167	0	0	0	0	0	2	349	
Hourly Total	0	721	5	0	726	0	9	0	10	0	19	1	20	653	1	0	674	0	1	0	0	0	1	1420	
1:00PM	1	160	0	0	161	0	0	0	4	0	4	0	3	195	0	0	198	0	0	0	0	0	0	363	
1:15PM	0	164	2	0	166	1	4	0	6	0	10	1	9	173	0	0	182	0	2	0	0	0	2	360	
1:30PM	0	170	0	0	170	0	3	0	6	0	9	0	3	180	0	0	183	0	0	0	0	0	0	362	
1:45PM	0	153	2	0	155	0	1	0	6	0	7	0	6	177	1	0	184	0	0	0	0	0	0	346	
Hourly Total	1	647	4	0	652	1	8	0	22	0	30	1	21	725	1	0	747	0	2	0	0	2	0	1431	
2:00PM	0	172	2	0	174	0	0	0	5	0	5	1	6	211	0	0	217	0	0	0	0	0	0	396	
2:15PM	0	190	0	0	190	0	4	0	5	0	9	0	2	194	0	0	196	0	1	0	0	0	1	396	
2:30PM	0	197	3	0	200	0	3	0	2	0	5	0	2	210	1	0	213	0	1	0	0	0	1	419	
2:45PM	0	227	2	0	229	0	2	0	5	0	7	0	4	193	0	0	197	0	0	0	0	0	0	433	
Hourly Total	0	786	7	0	793	0	9	0	17	0	26	1	14	808	1	0	823	0	2	0	0	2	1	1644	
3:00PM	0	238	2	0	240	0	0	0	4	0	4	0	6	190	0	0	196	0	0	0	0	0	0	440	
3:15PM	0	182	0	0	182	0	5	0	3	0	8	0	6	177	0	0	183	0	0	0	0	0	0	373	
3:30PM	0	232	3	0	235	0	2	0	2	0	4	0	3	249	0	0	252	0	0	0	0	0	0	491	
3:45PM	0	243	3	0	246	0	2	0	4	0	6	1	4	212	0	0	216	0	0	0	0	0	0	468	
Hourly Total	0	895	8	0	903	0	9	0	13	0	22	1	19	828	0	0	847	0	0	0	0	0	0	1772	
4:00PM	0	243	0	1	244	0	3	0	1	0	4	0	5	234	0	0	239	0	0	0	0	0	0	487	
4:15PM	0	234	3	0	237	0	2	0	1	0	3	1	4	225	0	0	229	0	0	0	0	0	0	469	
4:30PM	0	221	0	0	221	0	3	0	6	0	9	0	5	255	0	0	260	0	0	0	0	0	0	490	
4:45PM	0	198	1	0	199	0	3	0	4	0	7	0	6	269	0	0	275	0	0	0	0	0	0	481	
Hourly Total	0	896	4	1	901	0	11	0	12	0	23	1	20	983	0	0	1003	0	0	0	0	0	0	1927	
5:00PM	0	262	0	0	262	0	3	0	7	0	10	0	5	271	0	0	276	0	0	0	0	0	0	548	
5:15PM	0	241	2	0	243	0	4	0	2	0	6	0	7	307	0	0	314	0	0	0	0	0	0	563	
5:30PM	0	206	4	0	210	0	3	0	11	0	14	0	2	290	0	0	292	0	0	0	0	0	0	516	
5:45PM	0	217	2	0	219	0	3	0	3	0	6	0	4	294	0	0	298	0	0	0	0	0	0	523	
Hourly Total	0	926	8	0	934	0	13	0	23	0	36	0	18	1162	0	0	1180	0	0	0	0	0	0	2150	
6:00PM	0	214	2	0	216	0	2	0	3	0	5	0	3	285	0	0	288	0	0	0	0	0	0	509	
6:15PM	0	157	1	0	158	0	2	0	5	0	7	0	4	251	0	0	255	0	0	0	0	0	0	420	
6:30PM	0	145	0	0	145	0	0	0	0	0	0	0	2	237	0	0	239	0	0	0	0	0	0	384	
6:45PM	0	124	1	0	125	0	0	0	1	0	1	0	6	218	0	0	224	0	0	0	0	0	0	350	
Hourly Total	0	640	4	0	644	0	4	0	9	0	13	0	15	991	0	0	1006	0	0	0	0	0	0	1663	
7:00PM	0	126	0	0	126	0	1	0	2	0	3	0	1	196	0	0	197	0	0	0	0	0	0	326	
7:15PM	0	114	0	0	114	0	1	0	1	0	2	0	3	177	0	0	180	0	0	0	0	0	0	296	
7:30PM	0	105	1	0	106	0	1	0	1	0	2	0	4	121	0	0	125	0	0	0	0	0	0	233	
7:45PM	0	107	0	0	107	0	2	0	0	0	2	0	4	140	0	0	144	0	0	0	0	0	0	253	
Hourly Total	0	452	1	0	453	0	5	0	4	0	9	0	12	634	0	0	646	0	0	0	0	0	0	1108	
8:00PM	0	110	1	0	111	0	1	0	2	0	3	0	1	121	0	0	122	0	0	0	0	0	0	236	
8:15PM	0	73	0	0	73	0	0	0	2	0	2	1	3	124	0	0	127	0	0	0	0	0	0	202	
8:30PM	0	57	0	0	57	0	1	0	0	0	1	1	3	92	0	0	95	0	0	0	0	0	0	153	
8:45PM	0	88	1	0	89	0	0	0	1	0	1	1	2	95	0	0	97	0	0	0	0	0	0	187	
Hourly Total	0	328	2	0	330	0	2	0	5	0	7	3	9	432	0	0	441	0	0	0	0	0	0	778	
9:00PM	0	78	0	0	78	0	0	0	0	0	0	0	3	71	0	0	74	0	0	0	0	0	0	152	
9:15PM	0	74	0	0	74	0	0	0	0	0	0	0	2	71	0	0	73	0	0	0	0	0	0	147	
9:30PM	0	45	0	0	45	0	0	0	1	0	1	0	2	54	0	0	56	0	0	0	0	0	0	102	
9:45PM	0	36	0	0	36	0	1	0	0	0	1	0	1	68	0	0	69	0	0	0	0	0	0	106	
Hourly Total	0	233	0	0	233	0	1	0	1	0	2	0	8	264	0	0	272	0	0	0	0	0	0	507	
10:00PM	0	36	0	0	36	0	0	0	0	0	0	0	2	50	0	0	52	0	0	0	0	0	0	88	
10:15PM	0	30	0	0	30	0	0	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	75	
10:30PM	0	27	0	0	27	0	0	0	0	0	0	0	1	35	0	0	36	0	0	0	0	0	0	63	
10:45PM	0	22	0	0	22	0	1	0	0	0	1	0	1	28	0	0	29	0	0	0	0	0	0	52	
Hourly Total	0	115	0	0	115	0	1	0	0	0	1	0	4	158	0	0	162	0	0	0	0	0	0	278	
11:00PM	0	19	0	0	19	0	0	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	53	

Leg Direction	Bingle Road Southbound							Burkhart Road Westbound							Bingle Road Northbound							Burkhart Road Eastbound							
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int				
11:15PM	0	26	0	0	26	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	0	53				
11:30PM	0	19	0	0	19	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	38				
11:45PM	0	16	0	0	16	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	30				
Hourly Total	0	80	0	0	80	0	0	0	0	0	0	0	0	94	0	0	94	0	0	0	0	0	0	0	174				
Total	1	12543	70	1	12615	1	99	0	212	0	311	18	244	11642	3	0	11889	0	5	0	0	0	5	6	24820				
% Approach	0%	99.4%	0.6%	0%	-	-	31.8%	0%	68.2%	0%	-	-	2.1%	97.9%	0%	0%	-	-	100%	0%	0%	0%	-	-	-				
% Total	0%	50.5%	0.3%	0%	50.8%	-	0.4%	0%	0.9%	0%	1.3%	-	1.0%	46.9%	0%	0%	47.9%	-	0%	0%	0%	0%	0%	-	-				
Lights	1	12280	69	1	12351	-	95	0	191	0	286	-	222	11438	3	0	11663	-	5	0	0	0	5	-	24305				
% Lights	100%	97.9%	98.6%	100%	97.9%	-	96.0%	0%	90.1%	0%	92.0%	-	91.0%	98.2%	100%	0%	98.1%	-	100%	0%	0%	0%	100%	-	97.9%				
Articulated Trucks	0	57	0	0	57	-	0	0	0	0	0	-	0	34	0	0	34	-	0	0	0	0	0	-	91				
% Articulated Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.4%				
Buses and Single-Unit Trucks	0	206	1	0	207	-	4	0	21	0	25	-	22	170	0	0	192	-	0	0	0	0	0	-	424				
% Buses and Single-Unit Trucks	0%	1.6%	1.4%	0%	1.6%	-	4.0%	0%	9.9%	0%	8.0%	-	9.0%	1.5%	0%	0%	1.6%	-	0%	0%	0%	0%	0%	-	1.7%				
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	4					
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	88.9%	-	-	-	-	-	-	-	-	-	-	-	66.7%					
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2					
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	11.1%	-	-	-	-	-	-	-	-	-	-	-	33.3%					

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

3. Bingle Road at Burkhart Road (off-set) - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

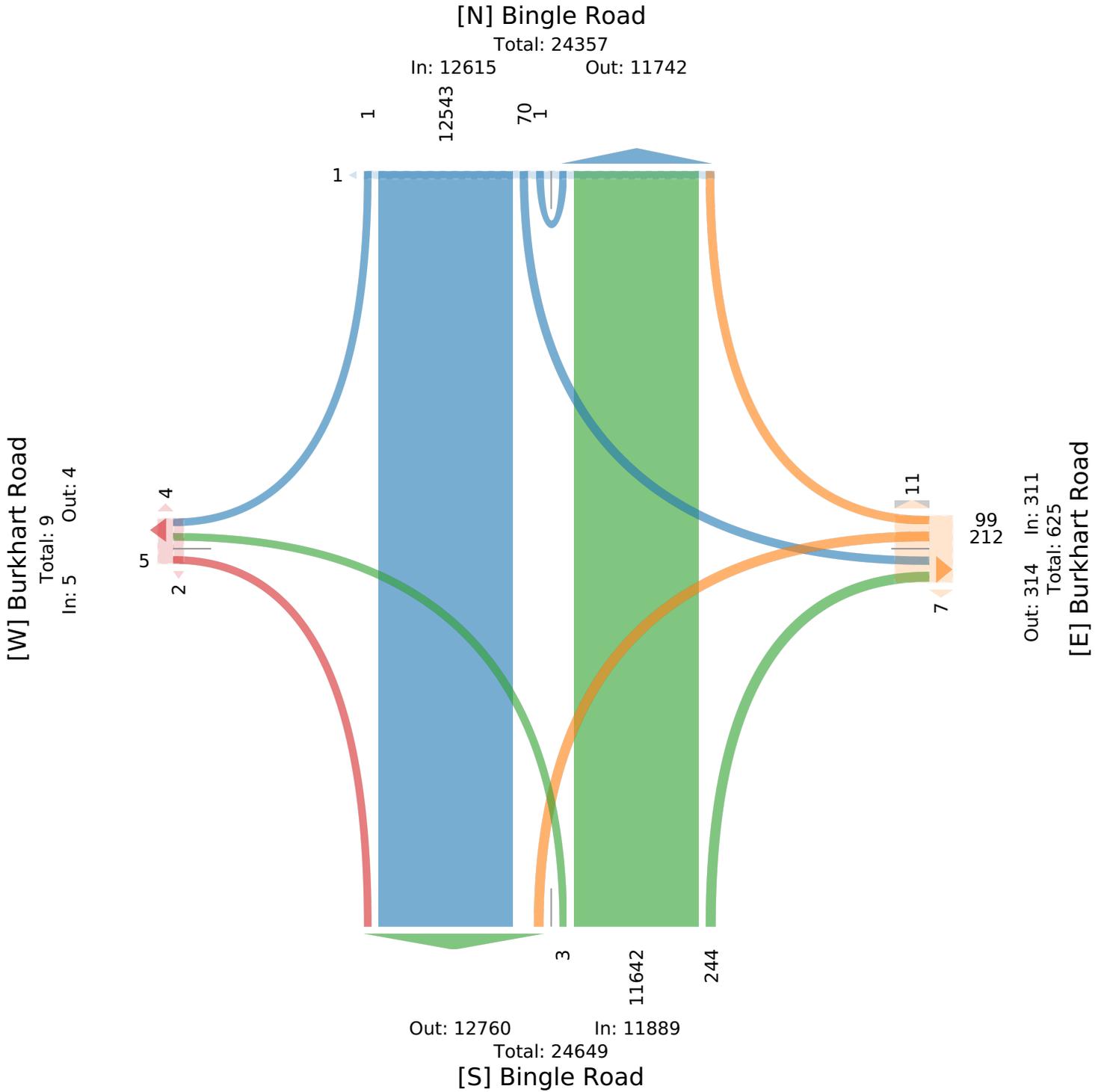
All Movements

ID: 1255883, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



3. Bingle Road at Burkhart Road (off-set) - TMC

Tue Dec 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255883, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-12-03 7:15AM	0	320	3	0	323	0	3	0	5	0	8	0	0	140	0	0	140	0	0	0	0	0	1	471	
7:30AM	0	349	1	0	350	0	1	0	1	0	2	0	4	176	0	0	180	0	0	0	0	0	0	532	
7:45AM	0	302	0	0	302	0	0	0	5	0	5	2	5	182	0	0	187	0	0	0	0	0	1	494	
8:00AM	0	288	1	0	289	0	0	0	8	0	8	3	5	159	0	0	164	0	0	0	0	0	0	461	
Total	0	1259	5	0	1264	0	4	0	19	0	23	5	14	657	0	0	671	0	0	0	0	0	2	1958	
% Approach	0%	99.6%	0.4%	0%	-	-	17.4%	0%	82.6%	0%	-	-	2.1%	97.9%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	64.3%	0.3%	0%	64.6%	-	0.2%	0%	1.0%	0%	1.2%	-	0.7%	33.6%	0%	0%	34.3%	-	0%	0%	0%	0%	-	-	-
PHF	-	0.902	0.417	-	0.903	-	0.333	-	0.594	-	0.719	-	0.700	0.902	-	-	0.897	-	-	-	-	-	-	-	0.920
Lights	0	1229	5	0	1234	-	4	0	16	0	20	-	12	645	0	0	657	-	0	0	0	0	-	-	1911
% Lights	0%	97.6%	100%	0%	97.6%	-	100%	0%	84.2%	0%	87.0%	-	85.7%	98.2%	0%	0%	97.9%	-	0%	0%	0%	0%	-	-	97.6%
Articulated Trucks	0	6	0	0	6	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	-	-	8
% Articulated Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	-	-	0.4%
Buses and Single-Unit Trucks	0	24	0	0	24	-	0	0	3	0	3	-	2	10	0	0	12	-	0	0	0	0	-	-	39
% Buses and Single-Unit Trucks	0%	1.9%	0%	0%	1.9%	-	0%	0%	15.8%	0%	13.0%	-	14.3%	1.5%	0%	0%	1.8%	-	0%	0%	0%	0%	-	-	2.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	-	2
% 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

3. Bingle Road at Burkhart Road (off-set) - TMC

Tue Dec 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

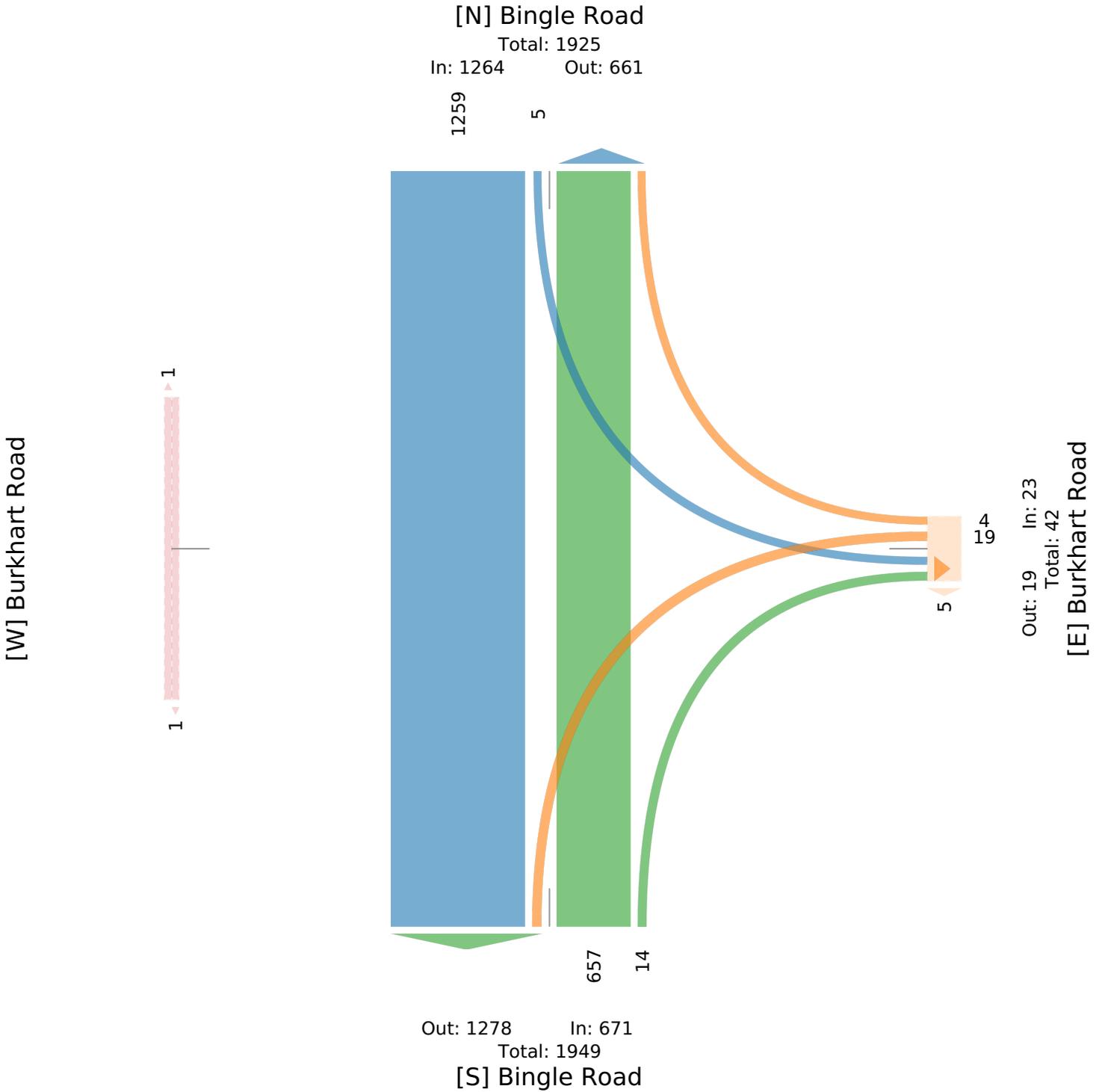
All Movements

ID: 1255883, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Bingle Road at Burkhart Road (off-set) - TMC

Tue Dec 3, 2024

Midday Peak (12:45 PM - 1:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255883, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-12-03 12:45PM	0	177	0	0	177	0	4	0	1	0	5	0	8	158	1	0	167	0	0	0	0	0	0	0	2
1:00PM	1	160	0	0	161	0	0	0	4	0	4	0	3	195	0	0	198	0	0	0	0	0	0	0	0
1:15PM	0	164	2	0	166	1	4	0	6	0	10	1	9	173	0	0	182	0	2	0	0	0	0	2	0
1:30PM	0	170	0	0	170	0	3	0	6	0	9	0	3	180	0	0	183	0	0	0	0	0	0	0	0
Total	1	671	2	0	674	1	11	0	17	0	28	1	23	706	1	0	730	0	2	0	0	0	0	2	2
% Approach	0.1%	99.6%	0.3%	0%	-	-	39.3%	0%	60.7%	0%	-	-	3.2%	96.7%	0.1%	0%	-	-	100%	0%	0%	0%	-	-	-
% Total	0.1%	46.8%	0.1%	0%	47.0%	-	0.8%	0%	1.2%	0%	2.0%	-	1.6%	49.2%	0.1%	0%	50.9%	-	0.1%	0%	0%	0%	0.1%	-	-
PHF	0.250	0.948	0.250	-	0.952	-	0.688	-	0.708	-	0.700	-	0.639	0.905	0.250	-	0.922	-	0.250	-	-	-	0.250	-	0.988
Lights	1	651	2	0	654	-	11	0	15	0	26	-	21	685	1	0	707	-	2	0	0	0	2	-	1389
% Lights	100%	97.0%	100%	0%	97.0%	-	100%	0%	88.2%	0%	92.9%	-	91.3%	97.0%	100%	0%	96.8%	-	100%	0%	0%	0%	100%	-	96.9%
Articulated Trucks	0	9	0	0	9	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	12
% Articulated Trucks	0%	1.3%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.8%
Buses and Single-Unit Trucks	0	11	0	0	11	-	0	0	2	0	2	-	2	18	0	0	20	-	0	0	0	0	0	-	33
% Buses and Single-Unit Trucks	0%	1.6%	0%	0%	1.6%	-	0%	0%	11.8%	0%	7.1%	-	8.7%	2.5%	0%	0%	2.7%	-	0%	0%	0%	0%	0%	-	2.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

3. Bingle Road at Burkhart Road (off-set) - TMC

Tue Dec 3, 2024

Midday Peak (12:45 PM - 1:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

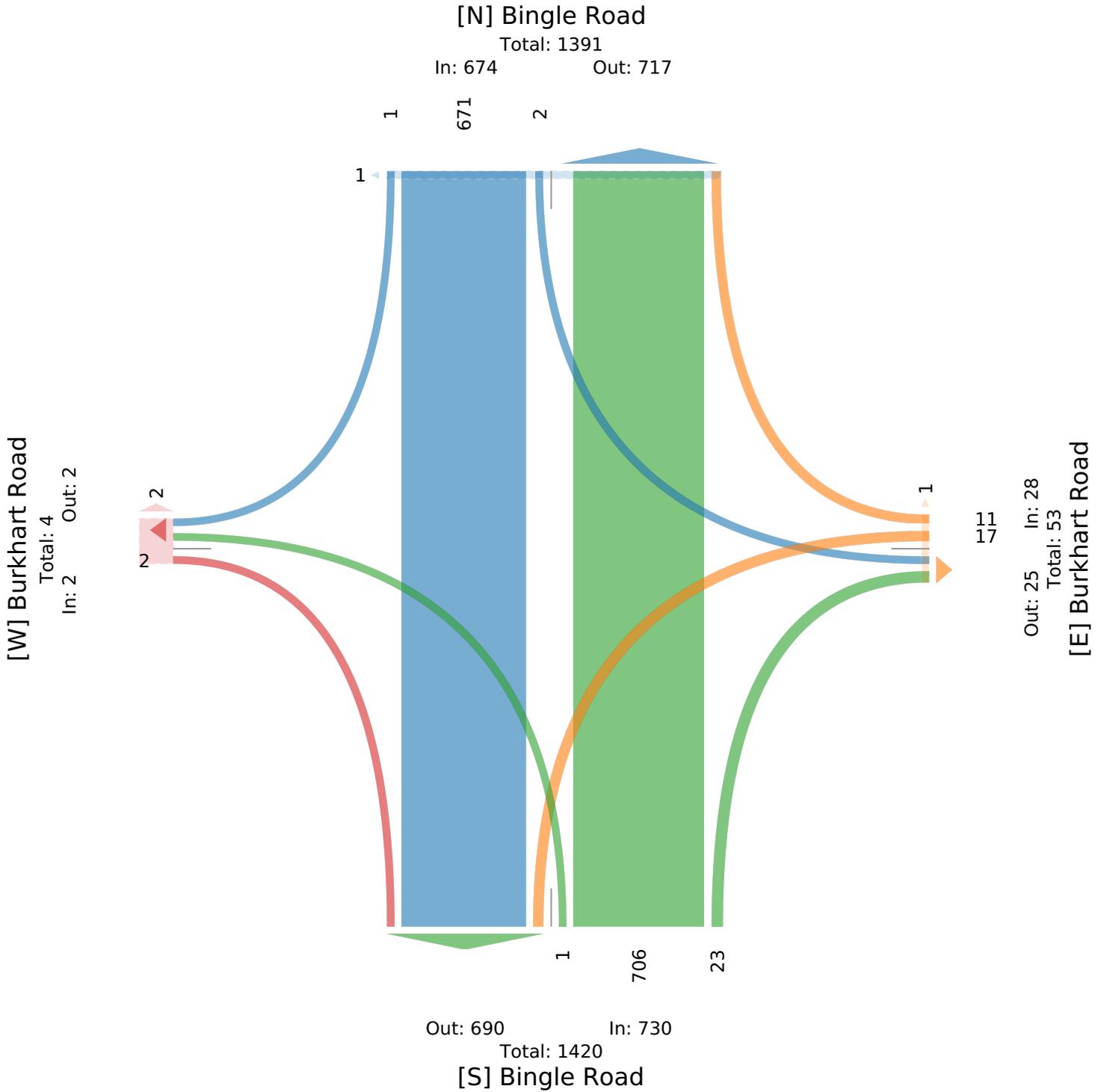
All Movements

ID: 1255883, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Bingle Road at Burkhart Road (off-set) - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255883, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 5:00PM	0	262	0	0	262	0	3	0	7	0	10	0	5	271	0	0	276	0	0	0	0	0	0	0	548
5:15PM	0	241	2	0	243	0	4	0	2	0	6	0	7	307	0	0	314	0	0	0	0	0	0	0	563
5:30PM	0	206	4	0	210	0	3	0	11	0	14	0	2	290	0	0	292	0	0	0	0	0	0	0	516
5:45PM	0	217	2	0	219	0	3	0	3	0	6	0	4	294	0	0	298	0	0	0	0	0	0	0	523
Total	0	926	8	0	934	0	13	0	23	0	36	0	18	1162	0	0	1180	0	0	0	0	0	0	0	2150
% Approach	0%	99.1%	0.9%	0%	-	-	36.1%	0%	63.9%	0%	-	-	1.5%	98.5%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	43.1%	0.4%	0%	43.4%	-	0.6%	0%	1.1%	0%	1.7%	-	0.8%	54.0%	0%	0%	54.9%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.884	0.500	-	0.891	-	0.813	-	0.523	-	0.643	-	0.643	0.946	-	-	0.939	-	-	-	-	-	-	-	0.955
Lights	0	922	8	0	930	-	12	0	23	0	35	-	17	1156	0	0	1173	-	0	0	0	0	0	-	2138
% Lights	0%	99.6%	100%	0%	99.6%	-	92.3%	0%	100%	0%	97.2%	-	94.4%	99.5%	0%	0%	99.4%	-	0%	0%	0%	0%	-	-	99.4%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0.1%
Buses and Single-Unit Trucks	0	3	0	0	3	-	1	0	0	0	1	-	1	4	0	0	5	-	0	0	0	0	0	-	9
% Buses and Single-Unit Trucks	0%	0.3%	0%	0%	0.3%	-	7.7%	0%	0%	0%	2.8%	-	5.6%	0.3%	0%	0%	0.4%	-	0%	0%	0%	0%	-	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

3. Bingle Road at Burkhart Road (off-set) - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

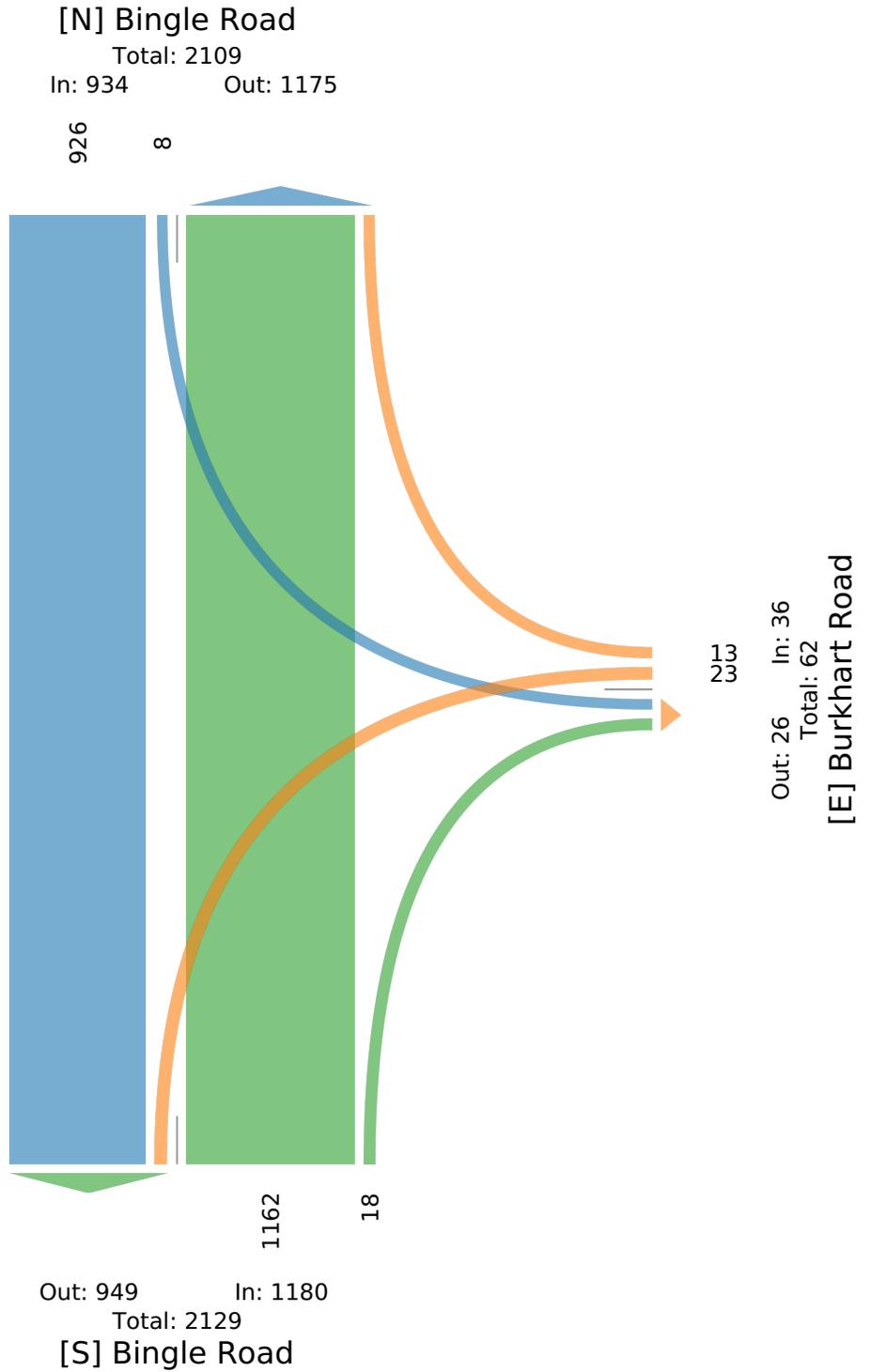
All Movements

ID: 1255883, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255884, Location: 29.788197, -95.500471



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

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						Int						
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*							
2024-12-03 12:00AM	0	10	0	0	10	0	0	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	28
12:15AM	0	17	0	0	17	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	36
12:30AM	0	9	0	0	9	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	22
12:45AM	0	14	0	0	14	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	0	50	0	0	50	0	0	0	0	0	0	0	1	56	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	107
1:00AM	0	12	1	0	13	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
1:15AM	0	9	0	0	9	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	20
1:30AM	0	10	0	0	10	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1:45AM	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	36	1	0	37	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	60
2:00AM	0	3	0	0	3	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12
2:15AM	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:30AM	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12
2:45AM	0	8	0	0	8	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	20	0	0	20	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	43
3:00AM	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:30AM	0	6	1	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:45AM	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	23	1	0	24	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	48
4:00AM	0	13	0	0	13	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
4:15AM	0	12	0	0	12	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	20
4:30AM	0	17	0	0	17	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	29
4:45AM	0	51	0	0	51	0	0	0	2	0	2	0	0	18	0	0	18	0	1	0	0	0	0	0	1	0	0	0	0	0	72
Hourly Total	0	93	0	0	93	0	0	0	2	0	2	0	0	44	0	0	44	0	1	0	0	0	0	0	1	0	0	0	0	0	140
5:00AM	0	45	0	0	45	0	0	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	66
5:15AM	0	62	0	0	62	0	1	0	0	0	1	0	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	98
5:30AM	1	82	0	0	83	0	0	0	0	0	0	0	0	58	0	0	58	0	1	0	0	0	0	0	1	0	0	0	0	0	142
5:45AM	0	88	0	0	88	0	0	0	3	0	3	0	1	94	0	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	186
Hourly Total	1	277	0	0	278	0	1	0	3	0	4	0	2	207	0	0	209	0	1	0	0	0	0	0	1	0	0	0	0	0	492
6:00AM	0	119	0	0	119	0	0	0	2	0	2	0	1	92	1	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	215
6:15AM	0	135	1	0	136	0	0	0	3	0	3	1	4	101	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	244
6:30AM	1	154	3	0	158	0	0	0	4	0	4	0	5	118	0	0	123	0	2	0	0	0	0	0	2	0	0	0	0	0	287
6:45AM	0	230	0	0	230	0	1	0	4	0	5	0	10	140	0	0	150	0	1	0	0	0	0	0	1	0	0	0	0	0	386
Hourly Total	1	638	4	0	643	0	1	0	13	0	14	1	20	451	1	0	472	0	3	0	0	0	0	0	3	0	0	0	0	0	1132
7:00AM	2	247	3	0	252	0	4	1	6	0	11	0	7	159	0	0	166	0	2	0	3	0	5	0	2	0	3	0	5	0	434
7:15AM	1	326	0	0	327	0	1	1	21	0	23	0	7	151	1	0	159	0	4	0	0	0	0	0	4	0	0	0	0	0	513
7:30AM	0	356	1	0	357	0	0	0	4	0	4	0	3	179	1	0	183	0	2	0	0	0	0	0	2	0	0	0	0	0	546
7:45AM	0	301	1	0	302	0	2	0	9	0	11	3	7	188	1	0	196	0	1	0	0	0	0	0	1	0	0	0	0	0	510
Hourly Total	3	1230	5	0	1238	0	7	2	40	0	49	3	24	677	3	0	704	0	9	0	3	0	12	0	9	0	3	0	12	0	2003
8:00AM	0	297	0	0	297	0	1	0	17	0	18	0	10	158	1	0	169	0	2	0	1	0	3	0	2	0	1	0	3	0	487
8:15AM	0	289	0	0	289	0	1	1	13	0	15	0	8	164	0	0	172	0	3	0	0	0	3	0	3	0	0	0	3	0	479
8:30AM	1	281	2	0	284	0	1	0	5	0	6	0	7	147	2	0	156	0	2	0	0	0	2	0	2	0	0	0	2	0	448
8:45AM	1	320	0	0	321	0	2	1	9	0	12	2	6	165	2	0	173	0	3	0	1	0	4	0	3	0	1	0	4	0	510
Hourly Total	2	1187	2	0	1191	0	5	2	44	0	51	2	31	634	5	0	670	0	10	0	2	0	12	0	10	0	2	0	12	0	1924
9:00AM	0	223	4	0	227	0	1	0	11	0	12	1	8	159	0	0	167	0	0	0	0	0	0	0	0	0	0	0	0	0	406
9:15AM	0	223	0	0	223	0	0	0	11	0	11	0	5	164	3	0	172	0	3	0	1	0	4	0	3	0	1	0	4	0	410
9:30AM	1	254	0	0	255	0	1	0	12	0	13	0	13	132	0	0	145	0	1	0	1	0	2	0	1	0	1	0	2	0	415
9:45AM	0	214	1	0	215	0	3	1	12	0	16	0	8	140	0	0	148	0	2	0	0	0	2	0	2	0	0	0	2	0	381
Hourly Total	1	914	5	0	920	0	5	1	46	0	52	1	34	595	3	0	632	0	6	0	2	0	8	0	6	0	2	0	8	0	1612
10:00AM	0	175	2	0	177	0	0	0	6	0	6	0	10	153	1	0	164	0	1	0	0	0	1	0	1	0	0	0	1	0	348
10:15AM	1	181	4	0	186	0	0	0	9	0	9	0	13	130	1	0	144	0	0	1	1	0	2	0	0	1	1	0	2	0	341
10:30AM	0	176	0	0	176	0	2	0	7	0	9	2	11	151	0	0	162	0	0	0	1	0	1	0	0	0	1	0	1	0	348
10:45AM	0	174	1	0	175	0	2	0	7	0	9	0	7	160	3	0	170	0	1	0	1	0	2	0							

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
12:00PM	1	199	1	0	201	0	0	0	9	0	9	0	8	181	0	0	189	0	1	1	1	0	3	0	402
12:15PM	1	167	2	0	170	0	1	0	13	0	14	0	10	164	0	0	174	0	1	0	0	0	1	0	359
12:30PM	1	181	3	0	185	0	1	0	10	0	11	0	10	169	1	0	180	0	1	0	1	0	2	0	378
12:45PM	0	178	1	0	179	0	3	0	6	0	9	0	6	159	0	0	165	0	0	0	1	0	1	1	354
Hourly Total	3	725	7	0	735	0	5	0	38	0	43	0	34	673	1	0	708	0	3	1	3	0	7	1	1493
1:00PM	1	161	3	0	165	0	3	0	5	0	8	0	6	189	0	0	195	0	0	0	0	0	0	0	368
1:15PM	0	174	2	0	176	0	3	0	4	1	8	0	9	186	0	0	195	0	1	0	1	0	2	0	381
1:30PM	1	173	3	0	177	0	2	0	7	0	9	0	19	178	2	0	199	0	0	0	0	0	0	0	385
1:45PM	0	157	0	0	157	0	6	0	3	0	9	0	9	173	2	0	184	0	2	0	0	0	2	0	352
Hourly Total	2	665	8	0	675	0	14	0	19	1	34	0	43	726	4	0	773	0	3	0	1	0	4	0	1486
2:00PM	0	174	2	0	176	0	5	0	10	0	15	0	8	219	0	0	227	0	2	0	0	0	2	0	420
2:15PM	1	194	3	0	198	0	2	0	7	0	9	1	8	193	1	0	202	0	2	0	0	0	2	1	411
2:30PM	1	194	3	0	198	0	1	0	10	0	11	0	8	207	1	0	216	0	2	0	1	0	3	0	428
2:45PM	1	223	1	0	225	0	2	0	11	0	13	0	7	194	2	0	203	1	1	0	0	0	1	0	442
Hourly Total	3	785	9	0	797	0	10	0	38	0	48	1	31	813	4	0	848	1	7	0	1	0	8	1	1701
3:00PM	2	240	0	0	242	0	0	0	13	0	13	0	4	194	1	0	199	3	1	0	1	0	2	0	456
3:15PM	1	190	0	0	191	0	2	0	10	0	12	0	7	191	2	0	200	0	1	0	1	0	2	0	405
3:30PM	0	226	2	0	228	0	1	0	10	0	11	1	9	246	3	0	258	0	2	0	2	0	4	0	501
3:45PM	0	245	3	0	248	0	1	1	11	0	13	0	12	209	2	0	223	0	3	0	0	0	3	0	487
Hourly Total	3	901	5	0	909	0	4	1	44	0	49	1	32	840	8	0	880	3	7	0	4	0	11	0	1849
4:00PM	1	239	3	0	243	0	1	0	14	0	15	0	6	239	0	0	245	0	0	0	0	0	0	0	503
4:15PM	0	233	4	0	237	0	2	1	5	0	8	1	10	229	2	0	241	0	0	0	2	0	2	0	488
4:30PM	3	218	2	0	223	0	1	0	11	0	12	0	11	263	0	0	274	1	3	0	0	0	3	0	512
4:45PM	1	199	4	0	204	0	3	0	13	0	16	0	13	272	1	0	286	1	1	0	3	0	4	0	510
Hourly Total	5	889	13	0	907	0	7	1	43	0	51	1	40	1003	3	0	1046	2	4	0	5	0	9	0	2013
5:00PM	1	260	2	0	263	0	6	0	14	0	20	0	21	269	3	0	293	0	1	0	0	0	1	0	577
5:15PM	2	245	1	0	248	0	4	0	19	0	23	0	13	303	0	0	316	0	2	0	0	0	2	0	589
5:30PM	0	210	1	0	211	0	2	0	4	0	6	0	7	294	4	0	305	1	1	0	0	0	1	0	523
5:45PM	0	227	2	0	229	0	3	0	5	0	8	0	8	296	3	0	307	0	1	0	1	0	2	0	546
Hourly Total	3	942	6	0	951	0	15	0	42	0	57	0	49	1162	10	0	1221	1	5	0	1	0	6	0	2235
6:00PM	1	211	2	0	214	0	0	0	10	0	10	0	8	279	3	0	290	0	0	0	0	0	0	0	514
6:15PM	0	165	1	0	166	0	0	0	5	0	5	0	17	259	0	0	276	0	0	0	0	0	0	0	447
6:30PM	0	145	1	0	146	0	1	0	11	0	12	0	14	234	0	0	248	0	1	0	0	0	1	0	407
6:45PM	0	129	0	0	129	0	1	0	8	0	9	0	6	225	0	0	231	0	0	0	0	0	0	0	369
Hourly Total	1	650	4	0	655	0	2	0	34	0	36	0	45	997	3	0	1045	0	1	0	0	0	1	0	1737
7:00PM	0	128	1	0	129	0	1	0	4	0	5	0	6	200	1	0	207	0	1	0	0	0	1	0	342
7:15PM	2	113	0	0	115	0	1	0	2	0	3	0	5	173	0	0	178	0	3	0	0	0	3	0	299
7:30PM	1	101	0	0	102	0	1	0	7	0	8	0	6	125	1	0	132	0	0	0	2	0	2	0	244
7:45PM	1	105	2	0	108	0	1	0	2	0	3	0	5	138	3	0	146	0	1	0	0	0	1	0	258
Hourly Total	4	447	3	0	454	0	4	0	15	0	19	0	22	636	5	0	663	0	5	0	2	0	7	0	1143
8:00PM	0	115	0	0	115	0	0	0	1	0	1	0	7	123	1	0	131	0	0	0	0	0	0	0	247
8:15PM	0	75	1	0	76	0	3	0	3	0	6	0	3	119	2	0	124	0	1	0	0	0	1	0	207
8:30PM	0	57	0	0	57	0	0	0	2	0	2	0	5	94	1	0	100	0	1	0	0	0	1	0	160
8:45PM	0	85	2	0	87	0	0	0	1	0	1	0	4	93	0	1	98	0	0	0	0	0	0	0	186
Hourly Total	0	332	3	0	335	0	3	0	7	0	10	0	19	429	4	1	453	0	2	0	0	0	2	0	800
9:00PM	0	75	1	0	76	0	2	0	3	0	5	0	2	76	0	0	78	0	0	0	0	0	0	0	159
9:15PM	0	80	1	0	81	0	0	0	1	0	1	0	5	73	0	0	78	0	0	0	0	0	0	0	160
9:30PM	1	42	3	0	46	0	0	0	0	0	0	0	4	58	0	0	62	0	0	0	0	0	0	0	108
9:45PM	0	36	0	0	36	0	0	0	0	0	0	0	1	69	0	0	70	0	0	0	0	0	0	0	106
Hourly Total	1	233	5	0	239	0	2	0	4	0	6	0	12	276	0	0	288	0	0	0	0	0	0	0	533
10:00PM	0	36	0	0	36	0	0	0	1	0	1	0	1	53	0	0	54	0	0	0	0	0	0	0	91
10:15PM	0	29	1	0	30	0	0	0	0	0	0	0	3	44	0	0	47	0	0	0	0	0	0	0	77
10:30PM	0	26	1	0	27	0	0	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	0	63
10:45PM	1	21	0	0	22	0	0	0	2	0	2	0	1	29	0	0	30	0	1	0	0	0	1	0	55
Hourly Total	1	112	2	0	115	0	0	0	3	0	3	0	5	162	0	0	167	0	1	0	0	0	1	0	286
11:00PM	0	19	0	0	19	0	0	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	0	53
11:15PM	0	25	1	0	26	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0	55
11:30PM	0	21	0	0	21	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	38
11:45PM	0	16	0	0	16	0	0	0	0	0	0	0	0	13	1	0	14	0	0	0	1	0	1	0	31
Hourly Total	0	81	1	0	82	0	0	0	0	0	0	0	0	93	1	0	94	0	0	0	1	0	1	0	177
Total	39	12634	94	0	12767	1	98	7	501	1	607	13	516	11770	64	1	12351	8	78	4	31	0	113	2	25838
% Approach	0.3%	99.0%	0.7%	0%	-	-	16.1%	1.2%	82.5%	0.2%	-	-	4.2%	95.3%	0.5%	0%	-	-	69.0%	3.5%	27.4%	0%	-	-	-
% Total	0.2%	48.9%	0.4%	0%	49.4%	-	0.4%	0%	1.9%	0%	2.3%	-	2.0%	45.6%	0.2%	0%	47.8%	-	0.3%	0%	0.1%	0%	0.4%	-	-
Lights	36	12353	93	0	12482	-	94	7	490	1	592	-	499	11545	62	1	12107	-	76	1	30	0	107	-	25288
% Lights	92.3%	97.8%	98.9%	0%	97.8%	-	95.9%	100%	97.8%	100%	97.5%	-	96.7%	98.1%	96.9%	100%	98.0%	-	97.4%	25.0%	96.8%	0%	94.7%	-	97.9%
Articulated Trucks	0	58	0	0	58	-	0	0	1	0															

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Buses and Single-Unit Trucks	3	223	1	0	227	-	4	0	10	0	14	-	15	193	2	0	210	-	2	2	1	0	5	-	456
% Buses and Single-Unit Trucks	7.7%	1.8%	1.1%	0%	1.8%	-	4.1%	0%	2.0%	0%	2.3%	-	2.9%	1.6%	3.1%	0%	1.7%	-	2.6%	50.0%	3.2%	0%	4.4%	-	1.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	10	-	-	-	-	-	7	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	76.9%	-	-	-	-	-	87.5%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	23.1%	-	-	-	-	-	12.5%	-	-	-	-	-	50.0%	-

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

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

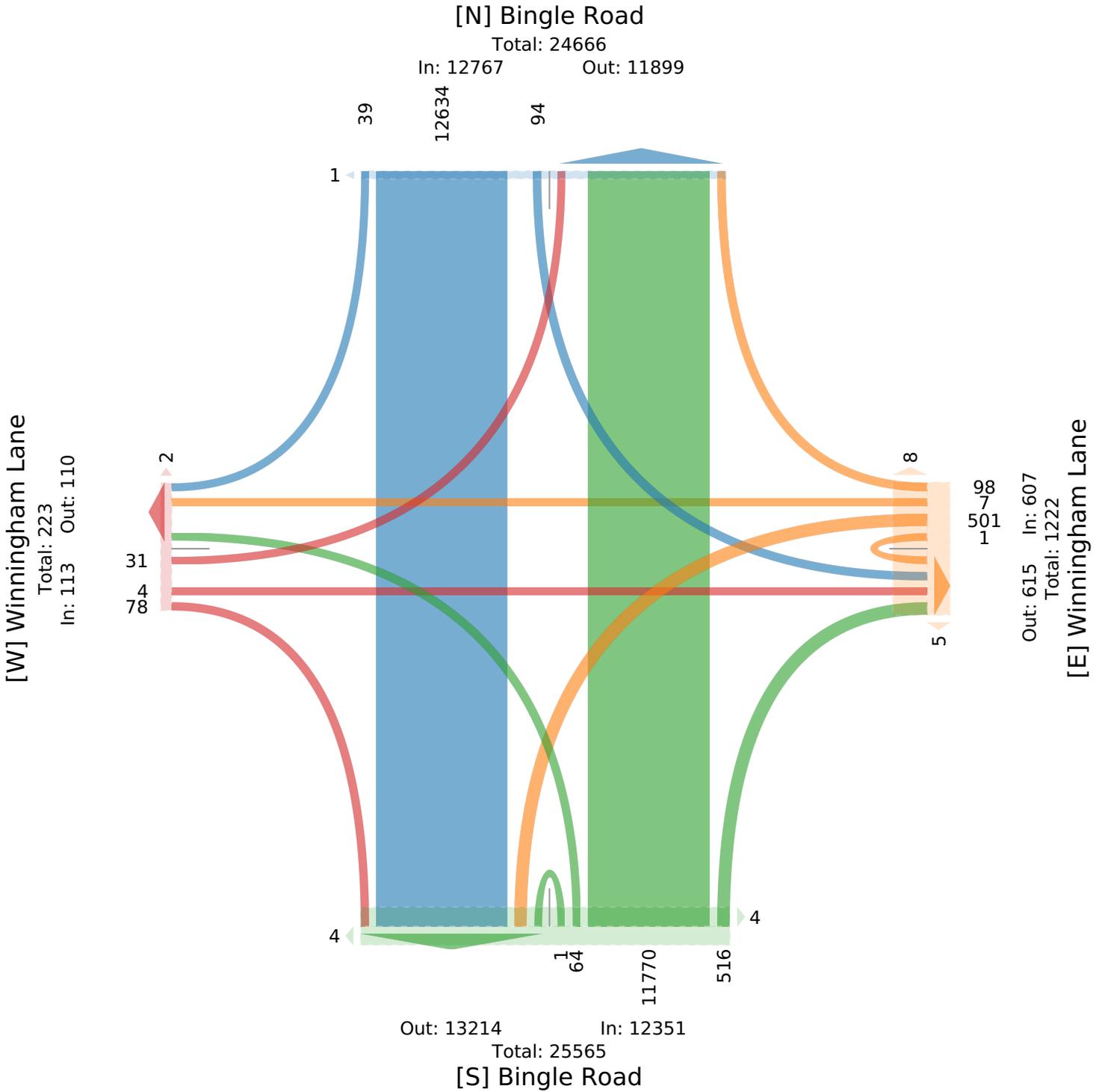
All Movements

ID: 1255884, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255884, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-12-03 7:15AM	1	326	0	0	327	0	1	1	21	0	23	0	7	151	1	0	159	0	4	0	0	0	4	0	513
7:30AM	0	356	1	0	357	0	0	0	4	0	4	0	3	179	1	0	183	0	2	0	0	0	2	0	546
7:45AM	0	301	1	0	302	0	2	0	9	0	11	3	7	188	1	0	196	0	1	0	0	0	1	0	510
8:00AM	0	297	0	0	297	0	1	0	17	0	18	0	10	158	1	0	169	0	2	0	1	0	3	0	487
Total	1	1280	2	0	1283	0	4	1	51	0	56	3	27	676	4	0	707	0	9	0	1	0	10	0	2056
% Approach	0.1%	99.8%	0.2%	0%	-	-	7.1%	1.8%	91.1%	0%	-	-	3.8%	95.6%	0.6%	0%	-	-	90.0%	0%	10.0%	0%	-	-	-
% Total	0%	62.3%	0.1%	0%	62.4%	-	0.2%	0%	2.5%	0%	2.7%	-	1.3%	32.9%	0.2%	0%	34.4%	-	0.4%	0%	0%	0%	0.5%	-	-
PHF	0.250	0.899	0.500	-	0.898	-	0.500	0.250	0.607	-	0.609	-	0.675	0.899	1.000	-	0.902	-	0.563	-	0.250	-	0.625	-	0.941
Lights	1	1250	2	0	1253	-	4	1	51	0	56	-	27	661	4	0	692	-	9	0	1	0	10	-	2011
% Lights	100%	97.7%	100%	0%	97.7%	-	100%	100%	100%	0%	100%	-	100%	97.8%	100%	0%	97.9%	-	100%	0%	100%	0%	100%	-	97.8%
Articulated Trucks	0	4	0	0	4	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	7
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	26	0	0	26	-	0	0	0	0	0	-	0	12	0	0	12	-	0	0	0	0	0	-	38
% Buses and Single-Unit Trucks	0%	2.0%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	-	0%	1.8%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	-	

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

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

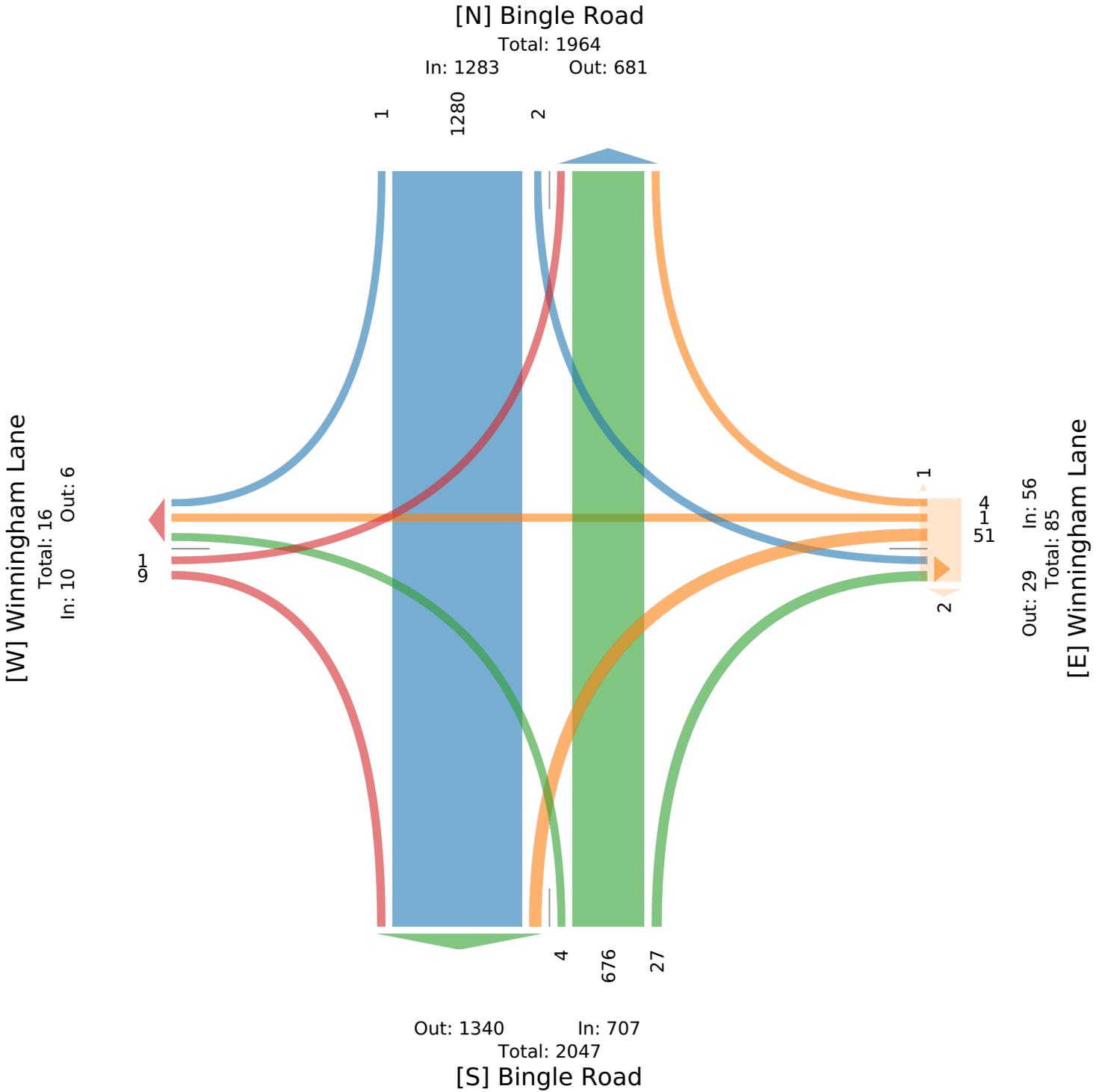
All Movements

ID: 1255884, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

Midday Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255884, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 11:45AM	1	177	1	0	179	0	3	0	11	0	14	0	11	146	1	0	158	0	2	0	1	0	3	0	354
12:00PM	1	199	1	0	201	0	0	0	9	0	9	0	8	181	0	0	189	0	1	1	1	0	3	0	402
12:15PM	1	167	2	0	170	0	1	0	13	0	14	0	10	164	0	0	174	0	1	0	0	0	1	0	359
12:30PM	1	181	3	0	185	0	1	0	10	0	11	0	10	169	1	0	180	0	1	0	1	0	2	0	378
Total	4	724	7	0	735	0	5	0	43	0	48	0	39	660	2	0	701	0	5	1	3	0	9	0	1493
% Approach	0.5%	98.5%	1.0%	0%	-	-	10.4%	0%	89.6%	0%	-	-	5.6%	94.2%	0.3%	0%	-	-	55.6%	11.1%	33.3%	0%	-	-	-
% Total	0.3%	48.5%	0.5%	0%	49.2%	-	0.3%	0%	2.9%	0%	3.2%	-	2.6%	44.2%	0.1%	0%	47.0%	-	0.3%	0.1%	0.2%	0%	0.6%	-	-
PHF	1.000	0.910	0.583	-	0.914	-	0.417	-	0.827	-	0.857	-	0.886	0.912	0.500	-	0.927	-	0.625	0.250	0.750	-	0.750	-	0.928
Lights	3	708	7	0	718	-	5	0	40	0	45	-	38	642	2	0	682	-	5	0	3	0	8	-	1453
% Lights	75.0%	97.8%	100%	0%	97.7%	-	100%	0%	93.0%	0%	93.8%	-	97.4%	97.3%	100%	0%	97.3%	-	100%	0%	100%	0%	88.9%	-	97.3%
Articulated Trucks	0	6	0	0	6	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	7
% Articulated Trucks	0%	0.8%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.5%
Buses and Single-Unit Trucks	1	10	0	0	11	-	0	0	3	0	3	-	1	17	0	0	18	-	0	1	0	0	1	-	33
% Buses and Single-Unit Trucks	25.0%	1.4%	0%	0%	1.5%	-	0%	0%	7.0%	0%	6.3%	-	2.6%	2.6%	0%	0%	2.6%	-	0%	100%	0%	0%	11.1%	-	2.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

Midday Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

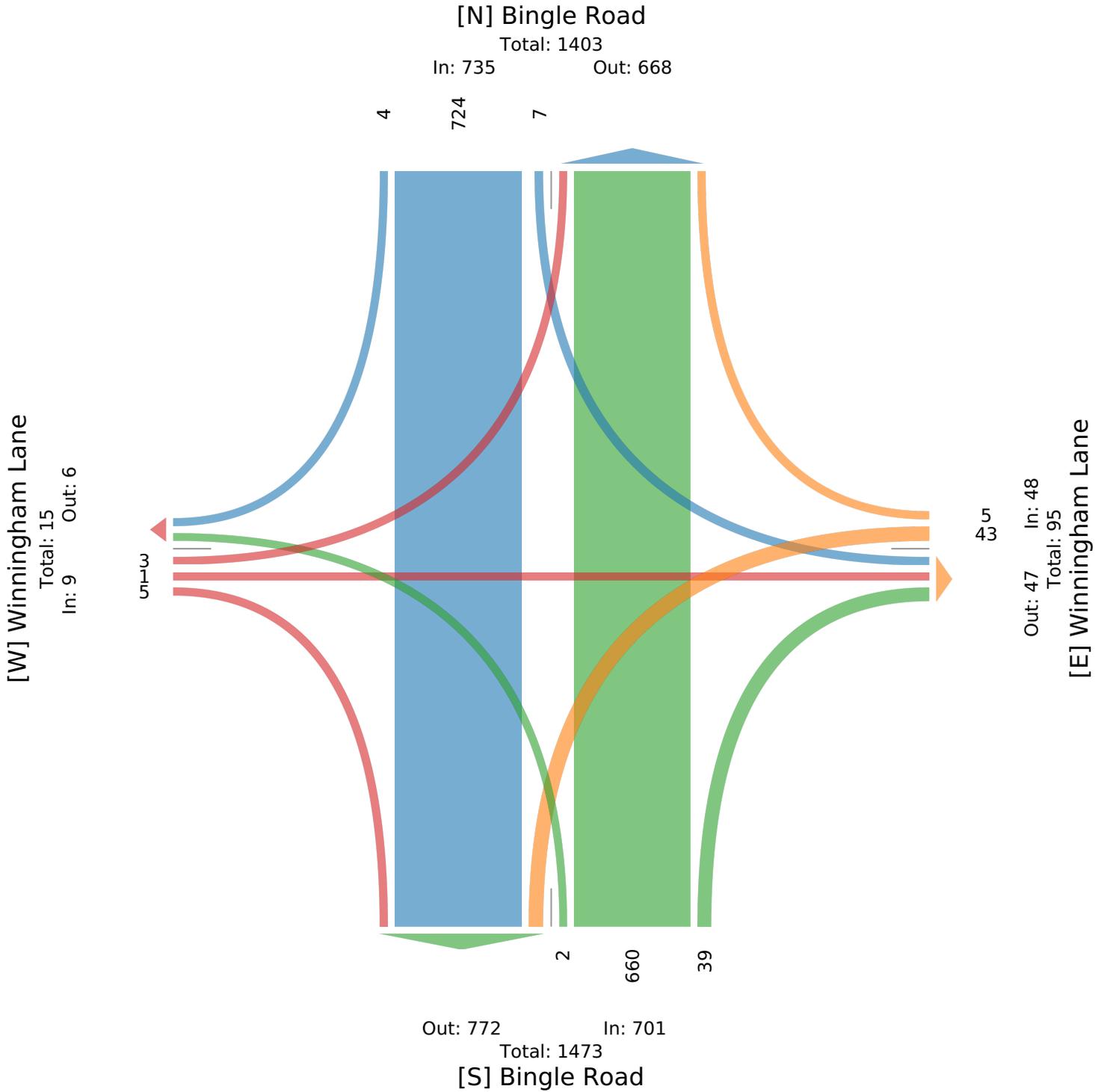
All Movements

ID: 1255884, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255884, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						Int	
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int	
2024-12-03 5:00PM	1	260	2	0	263	0	6	0	14	0	20	0	21	269	3	0	293	0	1	0	0	0	1	0	577	
5:15PM	2	245	1	0	248	0	4	0	19	0	23	0	13	303	0	0	316	0	2	0	0	0	2	0	589	
5:30PM	0	210	1	0	211	0	2	0	4	0	6	0	7	294	4	0	305	1	1	0	0	0	1	0	523	
5:45PM	0	227	2	0	229	0	3	0	5	0	8	0	8	296	3	0	307	0	1	0	1	0	2	0	546	
Total	3	942	6	0	951	0	15	0	42	0	57	0	49	1162	10	0	1221	1	5	0	1	0	6	0	2235	
% Approach	0.3%	99.1%	0.6%	0%	-	-	26.3%	0%	73.7%	0%	-	-	4.0%	95.2%	0.8%	0%	-	-	83.3%	0%	16.7%	0%	-	-	-	
% Total	0.1%	42.1%	0.3%	0%	42.6%	-	0.7%	0%	1.9%	0%	2.6%	-	2.2%	52.0%	0.4%	0%	54.6%	-	0.2%	0%	0%	0%	0.3%	-	-	
PHF	0.375	0.906	0.750	-	0.904	-	0.625	-	0.553	-	0.620	-	0.583	0.959	0.625	-	0.966	-	0.625	-	0.250	-	0.750	-	0.949	
Lights	3	938	5	0	946	-	14	0	42	0	56	-	49	1157	10	0	1216	-	5	0	1	0	6	-	2224	
% Lights	100%	99.6%	83.3%	0%	99.5%	-	93.3%	0%	100%	0%	98.2%	-	100%	99.6%	100%	0%	99.6%	-	100%	0%	100%	0%	100%	-	99.5%	
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	3	1	0	4	-	1	0	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	0	-	8
% Buses and Single-Unit Trucks	0%	0.3%	16.7%	0%	0.4%	-	6.7%	0%	0%	0%	1.8%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	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

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

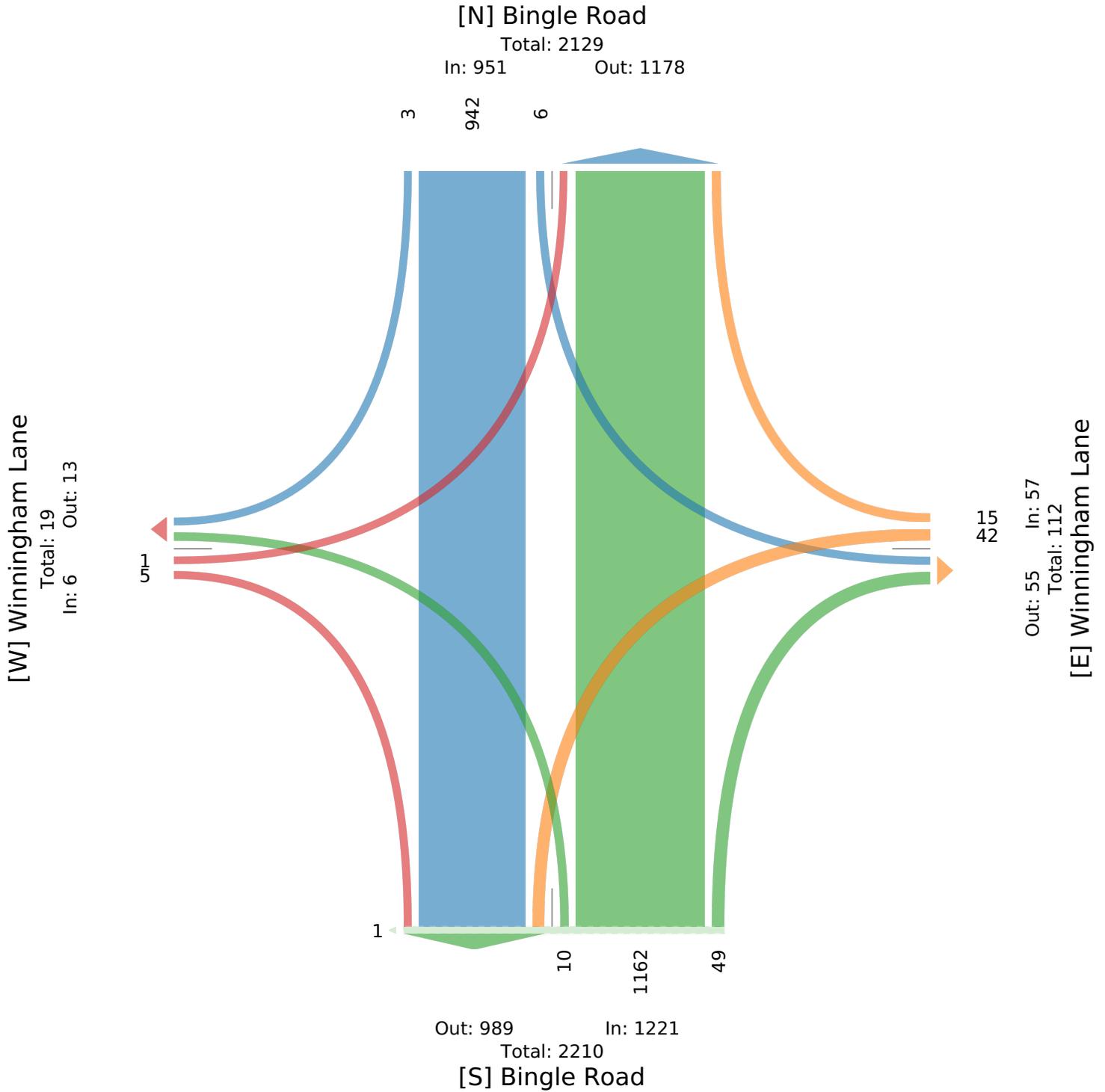
All Movements

ID: 1255884, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255885, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						W Memorial Park Drive Westbound						Bingle Road Northbound						Unnamed Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 12:00AM	0	11	0	0	11	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	29
12:15AM	0	18	0	0	18	0	1	0	0	0	1	0	0	20	0	0	20	0	0	0	0	0	0	0	39
12:30AM	0	9	0	0	9	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	20
12:45AM	0	14	0	0	14	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	21
Hourly Total	0	52	0	0	52	0	1	0	0	0	1	0	0	56	0	0	56	0	0	0	0	0	0	0	109
1:00AM	0	14	0	0	14	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	20
1:15AM	0	9	0	0	9	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	20
1:30AM	0	10	0	0	10	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	12
1:45AM	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	9
Hourly Total	0	38	0	0	38	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	61
2:00AM	0	3	0	0	3	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	12
2:15AM	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7
2:30AM	0	5	0	0	5	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	13
2:45AM	0	8	0	0	8	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	13
Hourly Total	0	20	0	0	20	0	0	0	1	0	1	0	1	23	0	0	24	0	0	0	0	0	0	0	45
3:00AM	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	13
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	0	15
3:30AM	0	6	0	0	6	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	12
3:45AM	0	5	0	0	5	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	10
Hourly Total	0	23	0	0	23	0	0	0	0	0	0	0	3	24	0	0	27	0	0	0	0	0	0	0	50
4:00AM	0	13	0	0	13	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	20
4:15AM	0	13	0	0	13	0	0	0	0	0	0	0	3	8	0	0	11	0	0	0	0	0	0	0	24
4:30AM	0	15	1	0	16	0	0	0	0	0	0	0	7	13	0	0	20	0	0	0	0	0	0	0	36
4:45AM	0	43	10	0	53	0	1	0	0	0	1	0	21	17	0	0	38	0	0	0	0	0	0	0	92
Hourly Total	0	84	11	0	95	0	2	0	0	0	2	0	31	44	0	0	75	0	0	0	0	0	0	0	172
5:00AM	0	42	1	0	43	0	0	0	2	0	2	0	7	21	0	0	28	0	0	0	0	0	0	0	73
5:15AM	0	63	0	0	63	0	0	0	0	0	0	0	6	34	0	0	40	0	0	0	0	0	0	0	103
5:30AM	0	76	3	0	79	0	0	0	4	0	4	0	2	58	0	0	60	0	0	0	0	0	0	0	143
5:45AM	0	87	5	0	92	0	2	0	2	0	4	0	24	91	0	0	115	0	0	0	0	0	0	0	211
Hourly Total	0	268	9	0	277	0	2	0	8	0	10	0	39	204	0	0	243	0	0	0	0	0	0	0	530
6:00AM	0	120	3	0	123	0	10	0	17	0	27	0	8	76	0	0	84	0	0	0	1	0	1	0	235
6:15AM	0	139	1	0	140	0	1	0	5	0	6	1	17	100	0	0	117	0	0	0	0	0	0	0	263
6:30AM	0	160	0	0	160	0	0	0	6	0	6	0	18	122	0	0	140	0	0	0	0	0	0	0	306
6:45AM	0	231	8	0	239	0	6	0	3	0	9	0	22	143	0	0	165	0	0	0	0	0	0	0	413
Hourly Total	0	650	12	0	662	0	17	0	31	0	48	1	65	441	0	0	506	0	0	0	1	0	1	0	1217
7:00AM	0	251	6	0	257	0	10	0	10	0	20	0	16	154	0	0	170	0	0	0	0	0	0	0	447
7:15AM	0	332	9	0	341	0	4	0	10	0	14	0	17	155	0	0	172	0	0	0	0	0	0	0	527
7:30AM	0	358	7	0	365	0	1	0	9	0	10	0	22	187	0	0	209	0	0	0	0	0	0	0	584
7:45AM	0	301	12	0	313	0	5	0	10	0	15	0	51	188	0	0	239	0	0	0	0	0	0	0	567
Hourly Total	0	1242	34	0	1276	0	20	0	39	0	59	0	106	684	0	0	790	0	0	0	0	0	0	0	2125
8:00AM	0	304	6	0	310	0	5	0	9	0	14	0	45	164	0	0	209	0	0	0	0	0	0	0	533
8:15AM	0	288	13	0	301	0	7	0	16	0	23	0	37	165	0	0	202	0	0	0	0	0	0	0	526
8:30AM	0	275	10	0	285	0	2	0	10	0	12	0	23	146	0	0	169	0	0	0	0	0	0	0	466
8:45AM	0	311	11	0	322	0	3	0	13	0	16	0	43	165	0	1	209	0	0	0	0	0	0	0	547
Hourly Total	0	1178	40	0	1218	0	17	0	48	0	65	0	148	640	0	1	789	0	0	0	0	0	0	0	2072
9:00AM	0	221	14	0	235	0	6	0	15	0	21	0	47	163	0	0	210	0	0	0	0	0	0	0	466
9:15AM	0	225	7	1	233	0	4	0	12	0	16	0	35	171	0	0	206	0	0	0	0	0	0	0	455
9:30AM	0	252	9	0	261	0	6	0	25	0	31	0	29	142	0	0	171	0	0	0	0	0	0	0	463
9:45AM	0	214	9	0	223	0	4	0	15	0	19	0	44	144	0	0	188	0	0	0	0	0	0	0	430
Hourly Total	0	912	39	1	952	0	20	0	67	0	87	0	155	620	0	0	775	0	0	0	0	0	0	0	1814
10:00AM	0	179	6	1	186	0	10	0	17	0	27	0	20	147	0	0	167	0	0	0	0	0	0	0	380
10:15AM	0	176	10	0	186	0	10	0	12	0	22	0	22	130	0	0	152	0	0	0	0	0	0	0	360
10:30AM	0	176	6	0	182	0	3	0	19	0	22	0	23	156	0	0	179	0	0	0	0	0	0	0	383
10:45AM	0	179	5	0	184	0	6	0	24	0	30	0	37	161	0	0	198	0	0	0	0	0	0	0	412
Hourly Total	0	710	27	1	738	0	29	0	72	0	101	0	102	594	0	0	696	0	0	0	0	0	0	0	1535
11:00AM	0	173	7	0	180	0	6	0	35	0	41	0	28	167	0	0	195	0	0	0	0	0	0	0	416
11:15AM	0	182	6	0	188	0	5	0	20	0	25	0	24	154	0	0	178	0	0	0	0	0	0	0	391
11:30AM	0	178	6	0	184	0	8	0	31	0	39	0	28	159	0	0	187	0	0	0	0	0	0	0	410
11:45AM	0	186	7	0	193	0	4	1	22	0	27	0	41	157	0	0	198	0	0	0	0	0	0	0	418

Leg Direction	Bingle Road Southbound						W Memorial Park Drive Westbound						Bingle Road Northbound						Unnamed Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
Hourly Total	0	719	26	0	745	0	23	1	108	0	132	0	121	637	0	0	758	0	0	0	0	0	0	0	1635
12:00PM	0	209	4	0	213	0	8	0	39	0	47	0	33	187	0	0	220	0	0	0	0	0	0	0	480
12:15PM	0	174	3	0	177	0	4	0	47	0	51	0	23	160	0	0	183	0	0	0	0	0	0	0	411
12:30PM	0	183	10	0	193	0	3	0	31	1	35	0	27	174	0	0	201	0	0	0	0	0	0	0	429
12:45PM	0	180	6	0	186	0	5	0	31	0	36	0	28	171	1	0	200	0	0	0	0	0	0	1	422
Hourly Total	0	746	23	0	769	0	20	0	148	1	169	0	111	692	1	0	804	0	0	0	0	0	0	1	1742
1:00PM	0	166	5	0	171	0	9	0	37	0	46	0	33	181	0	0	214	0	0	1	0	0	1	0	432
1:15PM	0	177	2	0	179	0	8	0	38	0	46	0	28	185	0	0	213	0	0	0	0	0	0	0	438
1:30PM	0	172	6	0	178	0	10	0	27	0	37	0	26	188	0	0	214	0	0	0	0	0	0	0	429
1:45PM	0	152	7	0	159	0	6	0	20	0	26	0	44	186	0	0	230	0	0	0	0	0	0	0	415
Hourly Total	0	667	20	0	687	0	33	0	122	0	155	0	131	740	0	0	871	0	0	1	0	0	1	0	1714
2:00PM	0	189	3	0	192	0	9	0	26	0	35	0	36	212	0	0	248	0	0	0	0	0	0	0	475
2:15PM	0	198	4	0	202	0	1	0	32	0	33	0	18	198	0	0	216	0	0	0	0	0	0	1	451
2:30PM	0	200	3	0	203	0	3	0	25	0	28	0	21	210	0	0	231	0	0	0	0	0	0	0	462
2:45PM	0	223	11	0	234	0	3	0	38	0	41	0	21	196	0	0	217	0	0	0	0	0	0	0	492
Hourly Total	0	810	21	0	831	0	16	0	121	0	137	0	96	816	0	0	912	0	0	0	0	0	0	1	1880
3:00PM	0	240	4	0	244	0	5	0	25	0	30	0	16	186	0	0	202	0	1	0	0	0	1	0	477
3:15PM	0	208	4	0	212	0	3	0	24	0	27	0	24	195	1	0	220	0	1	0	0	0	1	0	460
3:30PM	0	224	8	0	232	0	11	0	29	0	40	1	11	241	0	0	252	0	0	0	0	0	0	0	524
3:45PM	0	256	9	1	266	0	8	0	33	0	41	0	36	225	0	0	261	0	0	0	0	0	0	0	568
Hourly Total	0	928	25	1	954	0	27	0	111	0	138	1	87	847	1	0	935	0	2	0	0	0	2	0	2029
4:00PM	0	241	6	0	247	0	14	0	41	0	55	0	24	217	0	0	241	0	0	0	0	0	0	0	543
4:15PM	0	233	9	0	242	0	8	0	38	0	46	1	32	232	0	0	264	0	0	0	0	0	0	0	552
4:30PM	0	223	6	1	230	0	17	0	50	0	67	0	20	252	0	0	272	0	0	0	0	0	0	0	569
4:45PM	0	210	8	0	218	0	10	0	33	0	43	1	31	279	0	0	310	0	0	0	0	0	0	0	571
Hourly Total	0	907	29	1	937	0	49	0	162	0	211	2	107	980	0	0	1087	0	0	0	0	0	0	0	2235
5:00PM	0	260	10	0	270	0	27	0	71	0	98	0	28	247	0	1	276	0	0	0	0	0	0	0	644
5:15PM	0	253	15	0	268	0	21	0	35	0	56	0	21	268	0	0	289	0	0	0	0	0	0	0	613
5:30PM	0	210	3	0	213	0	15	0	28	0	43	0	17	280	0	0	297	0	0	0	0	0	0	0	553
5:45PM	0	226	8	2	236	0	14	0	28	0	42	0	22	266	0	0	288	0	0	0	0	0	0	0	566
Hourly Total	0	949	36	2	987	0	77	0	162	0	239	0	88	1061	0	1	1150	0	0	0	0	0	0	0	2376
6:00PM	0	213	7	1	221	0	13	0	44	0	57	1	12	268	0	0	280	0	0	0	0	0	0	0	558
6:15PM	0	173	5	0	178	0	5	0	31	0	36	0	30	263	0	0	293	0	0	0	0	0	0	0	507
6:30PM	0	148	4	0	152	0	17	0	30	0	47	0	24	224	0	0	248	0	0	0	0	0	0	0	447
6:45PM	0	138	6	0	144	0	7	0	22	0	29	0	36	227	0	0	263	0	0	0	0	0	0	0	436
Hourly Total	0	672	22	1	695	0	42	0	127	0	169	1	102	982	0	0	1084	0	0	0	0	0	0	0	1948
7:00PM	0	135	1	0	136	0	6	0	45	0	51	0	11	202	0	0	213	0	0	0	0	0	0	0	400
7:15PM	0	118	0	0	118	0	3	0	13	0	16	0	12	174	0	0	186	0	0	0	1	0	1	0	321
7:30PM	0	108	1	1	110	0	3	0	10	0	13	0	4	120	0	0	124	0	0	0	0	0	0	0	247
7:45PM	0	106	2	0	108	0	6	0	32	0	38	0	11	142	0	0	153	0	0	0	0	0	0	0	299
Hourly Total	0	467	4	1	472	0	18	0	100	0	118	0	38	638	0	0	676	0	0	0	1	0	1	0	1267
8:00PM	0	114	0	0	114	0	6	0	33	0	39	0	7	118	0	0	125	0	0	0	0	0	0	0	278
8:15PM	0	77	0	0	77	0	0	0	28	0	28	0	4	120	0	0	124	0	0	0	0	0	0	0	229
8:30PM	0	58	0	0	58	0	0	0	12	0	12	0	4	95	0	0	99	0	0	0	0	0	0	0	169
8:45PM	0	87	2	0	89	0	0	0	13	0	13	0	5	92	0	0	97	0	0	0	0	0	0	0	199
Hourly Total	0	336	2	0	338	0	6	0	86	0	92	0	20	425	0	0	445	0	0	0	0	0	0	0	875
9:00PM	0	77	0	0	77	0	7	0	13	0	20	0	3	72	0	1	76	0	0	0	0	0	0	0	173
9:15PM	0	77	2	1	80	0	1	0	7	0	8	0	3	77	0	0	80	0	0	0	0	0	0	0	168
9:30PM	0	47	0	0	47	0	0	0	4	0	4	0	2	58	0	0	60	0	0	0	0	0	0	0	111
9:45PM	0	34	0	0	34	0	0	0	2	0	2	0	3	70	0	0	73	0	0	0	0	0	0	0	109
Hourly Total	0	235	2	1	238	0	8	0	26	0	34	0	11	277	0	1	289	0	0	0	0	0	0	0	561
10:00PM	0	42	0	0	42	0	0	0	4	0	4	0	3	53	0	0	56	0	0	0	0	0	0	0	102
10:15PM	0	29	0	0	29	0	0	0	4	0	4	0	1	44	0	0	45	0	0	0	0	0	0	0	78
10:30PM	0	24	0	0	24	0	0	0	4	0	4	0	1	36	0	0	37	0	0	0	0	0	0	0	65
10:45PM	0	25	0	0	25	0	0	0	3	0	3	0	1	29	0	0	30	0	0	0	0	0	0	0	58
Hourly Total	0	120	0	0	120	0	0	0	15	0	15	0	6	162	0	0	168	0	0	0	0	0	0	0	303
11:00PM	0	19	0	0	19	0	1	0	1	0	2	0	0	32	0	0	32	0	0	0	0	0	0	0	53
11:15PM	0	23	0	0	23	0	0	0	2	0	2	0	0	30	0	0	30	0	0	0	0	0	0	0	55
11:30PM	0	23	0	0	23	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	37
11:45PM	0	15	0	0	15	0	0	0	2	0	2	0	1	14	0	0	15	0	0	0	0	0	0	0	32
Hourly Total	0	80	0	0	80	0	1	0	5	0	6	0	1	90	0	0	91	0	0	0	0	0	0	0	177
Total	0	12813	382	9	13204	0	428	1	1559	1	1989	5	1569	11700	2	3	13274	0	2	1	2	0	5	2	28472
% Approach	0%	97.0%	2.9%	0.1%	-	-	21.5%	0.1%	78.4%	0.1%	-	-	11.8%	88.1%	0%	0%	-	-	40.0%	20.0%	40.0%	0%	-	-	-
% Total	0%	45.0%	1.3%	0%	46.4%	-	1.5%	0%	5.5%	0%	7.0%	-	5.5%	41.1%	0%	0%	46.6%	-	0%	0%	0%	0%	0%	-	-
Lights	0	12529	372	9	12910	-	419	0	1530	1	1950	-	1540	11494	2	3	13039	-	2	1	2	0	5	-	27904
% Lights	0%	97.8%																							

Leg Direction	Bingle Road Southbound						W Memorial Park Drive Westbound						Bingle Road Northbound						Unnamed Driveway Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Articulated Trucks	0	51	1	0	52	-	0	0	2	0	2	-	2	33	0	0	35	-	0	0	0	0	0	-	89
% Articulated Trucks	0%	0.4%	0.3%	0%	0.4%	-	0%	0%	0.1%	0%	0.1%	-	0.1%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	233	9	0	242	-	9	1	27	0	37	-	27	173	0	0	200	-	0	0	0	0	0	-	479
% Buses and Single-Unit Trucks	0%	1.8%	2.4%	0%	1.8%	-	2.1%	100%	1.7%	0%	1.9%	-	1.7%	1.5%	0%	0%	1.5%	-	0%	0%	0%	0%	0%	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	40.0%	-	-	-	-	-	-	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	60.0%	-	-	-	-	-	-	-	-	-	-	-	50.0%	-

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

5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

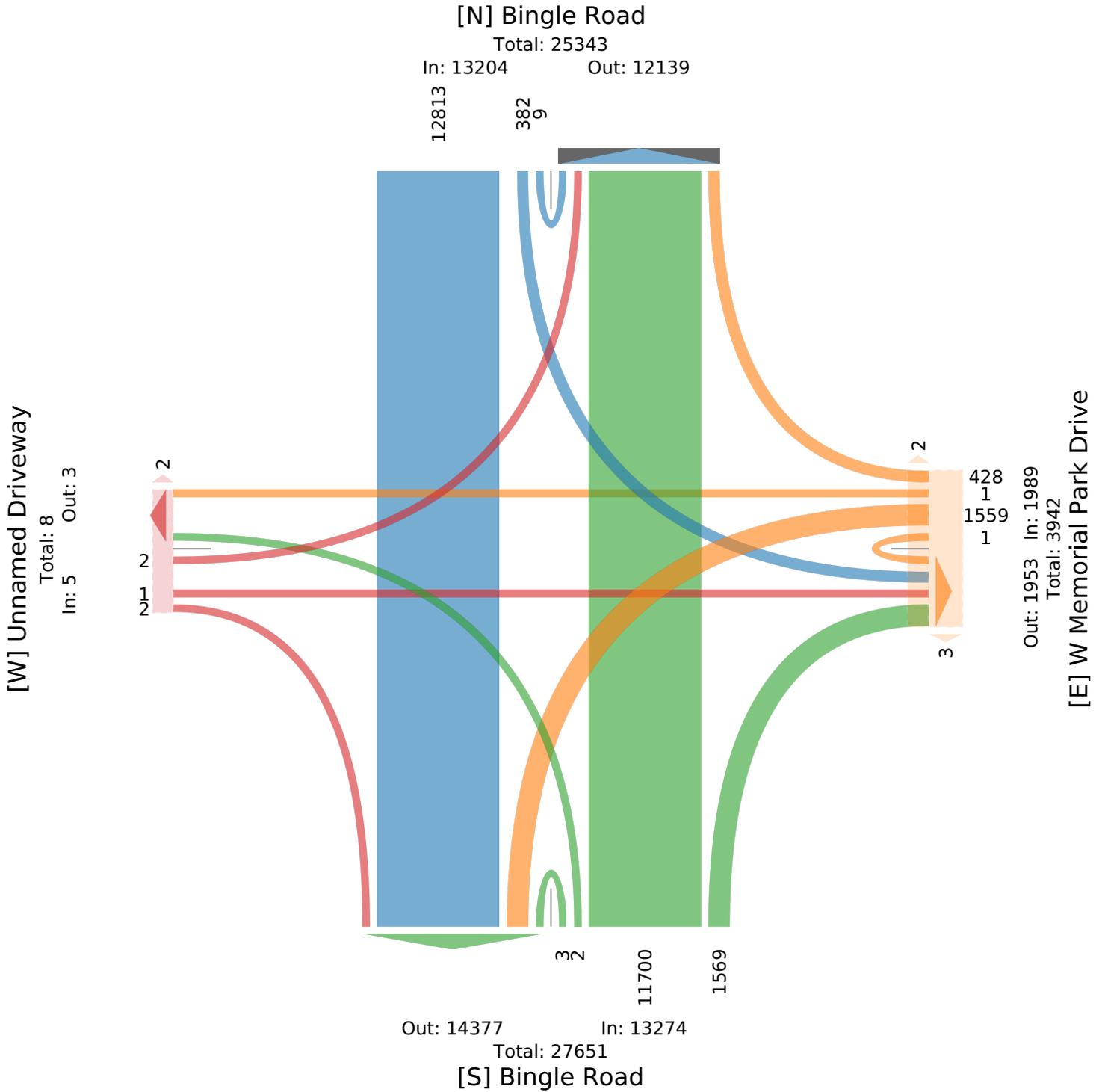
All Movements

ID: 1255885, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255885, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						W Memorial Park Drive Westbound						Bingle Road Northbound						Unnamed Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 7:15AM	0	332	9	0	341	0	4	0	10	0	14	0	17	155	0	0	172	0	0	0	0	0	0	0	527
7:30AM	0	358	7	0	365	0	1	0	9	0	10	0	22	187	0	0	209	0	0	0	0	0	0	0	584
7:45AM	0	301	12	0	313	0	5	0	10	0	15	0	51	188	0	0	239	0	0	0	0	0	0	0	567
8:00AM	0	304	6	0	310	0	5	0	9	0	14	0	45	164	0	0	209	0	0	0	0	0	0	0	533
Total	0	1295	34	0	1329	0	15	0	38	0	53	0	135	694	0	0	829	0	0	0	0	0	0	0	2211
% Approach	0%	97.4%	2.6%	0%	-	-	28.3%	0%	71.7%	0%	-	-	16.3%	83.7%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	58.6%	1.5%	0%	60.1%	-	0.7%	0%	1.7%	0%	2.4%	-	6.1%	31.4%	0%	0%	37.5%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.904	0.708	-	0.910	-	0.750	-	0.950	-	0.883	-	0.662	0.923	-	-	0.867	-	-	-	-	-	-	-	0.946
Lights	0	1263	33	0	1296	-	15	0	36	0	51	-	134	681	0	0	815	-	0	0	0	0	0	-	2162
% Lights	0%	97.5%	97.1%	0%	97.5%	-	100%	0%	94.7%	0%	96.2%	-	99.3%	98.1%	0%	0%	98.3%	-	0%	0%	0%	0%	-	-	97.8%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	5
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0.2%
Buses and Single-Unit Trucks	0	29	1	0	30	-	0	0	2	0	2	-	1	11	0	0	12	-	0	0	0	0	0	-	44
% Buses and Single-Unit Trucks	0%	2.2%	2.9%	0%	2.3%	-	0%	0%	5.3%	0%	3.8%	-	0.7%	1.6%	0%	0%	1.4%	-	0%	0%	0%	0%	-	-	2.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

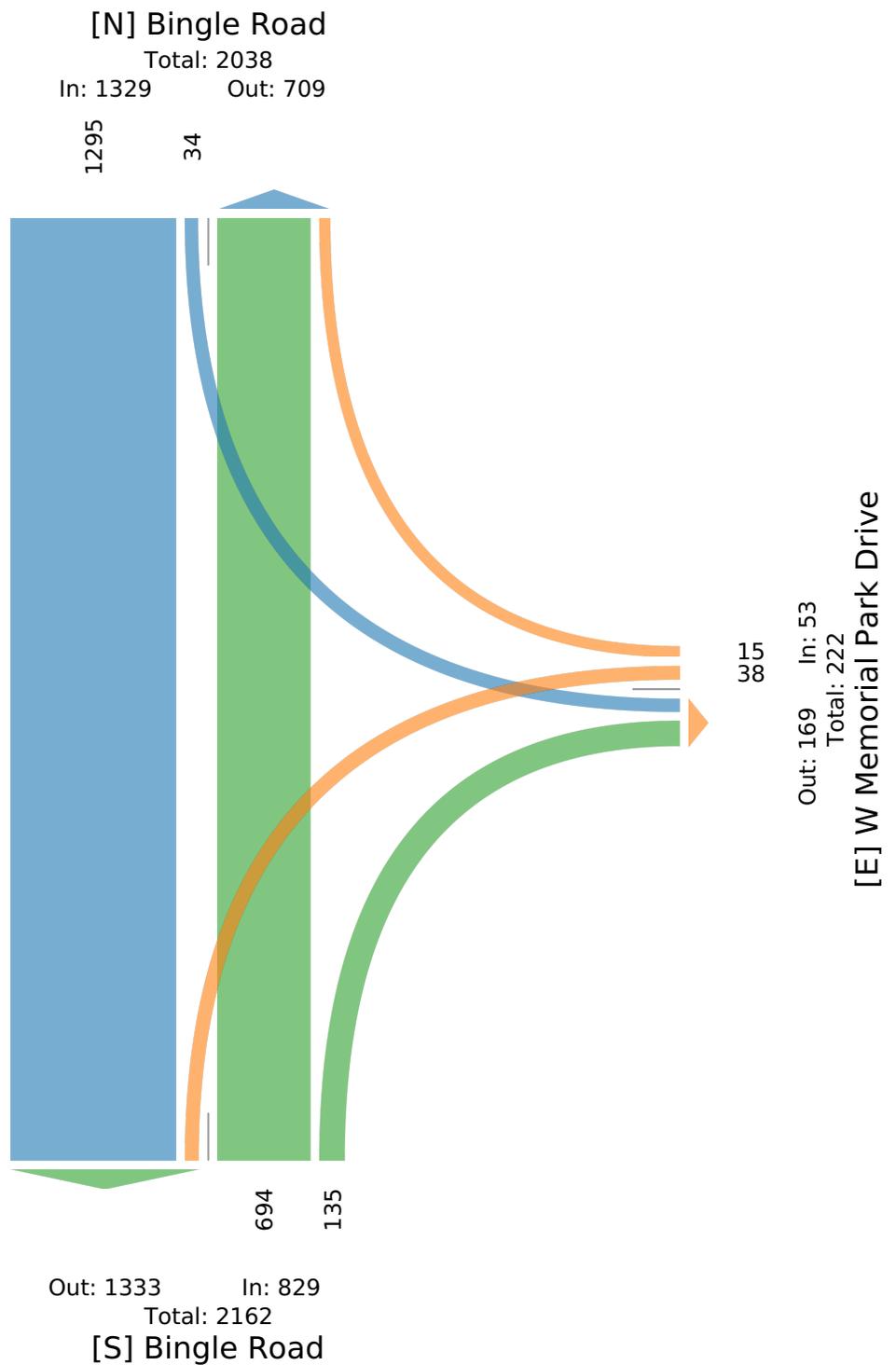
All Movements

ID: 1255885, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255885, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						W Memorial Park Drive Westbound						Bingle Road Northbound						Unnamed Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 12:00PM	0	209	4	0	213	0	8	0	39	0	47	0	33	187	0	0	220	0	0	0	0	0	0	0	480
12:15PM	0	174	3	0	177	0	4	0	47	0	51	0	23	160	0	0	183	0	0	0	0	0	0	0	411
12:30PM	0	183	10	0	193	0	3	0	31	1	35	0	27	174	0	0	201	0	0	0	0	0	0	0	429
12:45PM	0	180	6	0	186	0	5	0	31	0	36	0	28	171	1	0	200	0	0	0	0	0	0	1	422
Total	0	746	23	0	769	0	20	0	148	1	169	0	111	692	1	0	804	0	0	0	0	0	0	1	1742
% Approach	0%	97.0%	3.0%	0%	-	-	11.8%	0%	87.6%	0.6%	-	-	13.8%	86.1%	0.1%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	42.8%	1.3%	0%	44.1%	-	1.1%	0%	8.5%	0.1%	9.7%	-	6.4%	39.7%	0.1%	0%	46.2%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.892	0.575	-	0.903	-	0.625	-	0.787	0.250	0.828	-	0.841	0.925	0.250	-	0.914	-	-	-	-	-	-	-	0.907
Lights	0	728	23	0	751	-	20	0	144	1	165	-	109	675	1	0	785	-	0	0	0	0	0	-	1701
% Lights	0%	97.6%	100%	0%	97.7%	-	100%	0%	97.3%	100%	97.6%	-	98.2%	97.5%	100%	0%	97.6%	-	0%	0%	0%	0%	-	-	97.6%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	-	0.2%
Buses and Single-Unit Trucks	0	15	0	0	15	-	0	0	4	0	4	-	2	16	0	0	18	-	0	0	0	0	0	-	37
% Buses and Single-Unit Trucks	0%	2.0%	0%	0%	2.0%	-	0%	0%	2.7%	0%	2.4%	-	1.8%	2.3%	0%	0%	2.2%	-	0%	0%	0%	0%	-	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% 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

5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

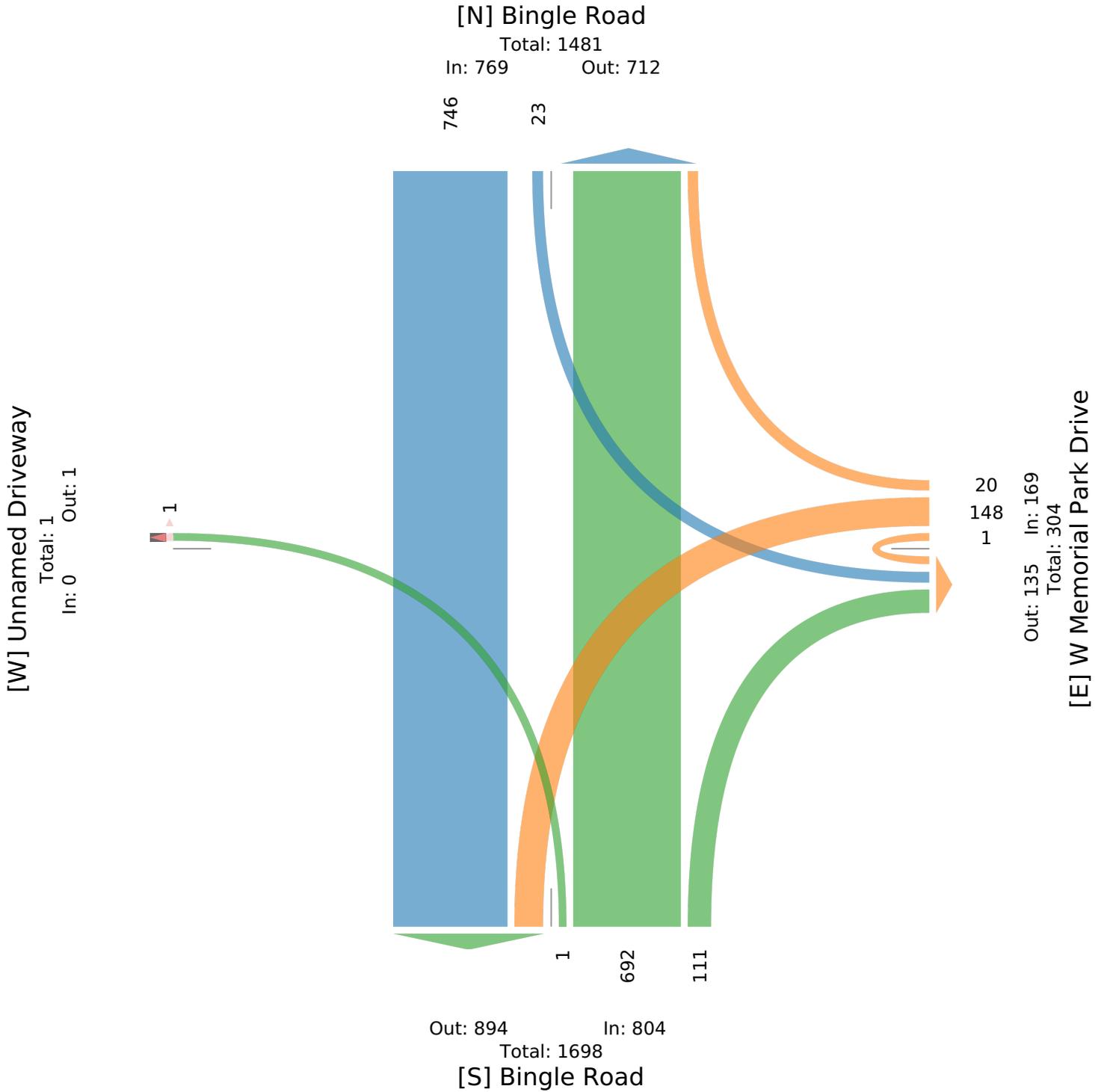
All Movements

ID: 1255885, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1255885, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						W Memorial Park Drive Westbound						Bingle Road Northbound						Unnamed Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-12-03 4:30PM	0	223	6	1	230	0	17	0	50	0	67	0	20	252	0	0	272	0	0	0	0	0	0	0	569
4:45PM	0	210	8	0	218	0	10	0	33	0	43	1	31	279	0	0	310	0	0	0	0	0	0	0	571
5:00PM	0	260	10	0	270	0	27	0	71	0	98	0	28	247	0	1	276	0	0	0	0	0	0	0	644
5:15PM	0	253	15	0	268	0	21	0	35	0	56	0	21	268	0	0	289	0	0	0	0	0	0	0	613
Total	0	946	39	1	986	0	75	0	189	0	264	1	100	1046	0	1	1147	0	0	0	0	0	0	0	2397
% Approach	0%	95.9%	4.0%	0.1%	-	-	28.4%	0%	71.6%	0%	-	-	8.7%	91.2%	0%	0.1%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	39.5%	1.6%	0%	41.1%	-	3.1%	0%	7.9%	0%	11.0%	-	4.2%	43.6%	0%	0%	47.9%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.910	0.650	0.250	0.913	-	0.694	-	0.665	-	0.673	-	0.806	0.937	-	0.250	0.925	-	-	-	-	-	-	-	0.931
Lights	0	939	39	1	979	-	75	0	187	0	262	-	99	1039	0	1	1139	-	0	0	0	0	0	-	2380
% Lights	0%	99.3%	100%	100%	99.3%	-	100%	0%	98.9%	0%	99.2%	-	99.0%	99.3%	0%	100%	99.3%	-	0%	0%	0%	0%	-	-	99.3%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0.1%
Buses and Single-Unit Trucks	0	6	0	0	6	-	0	0	2	0	2	-	1	5	0	0	6	-	0	0	0	0	0	-	14
% Buses and Single-Unit Trucks	0%	0.6%	0%	0%	0.6%	-	0%	0%	1.1%	0%	0.8%	-	1.0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	-	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	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

5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

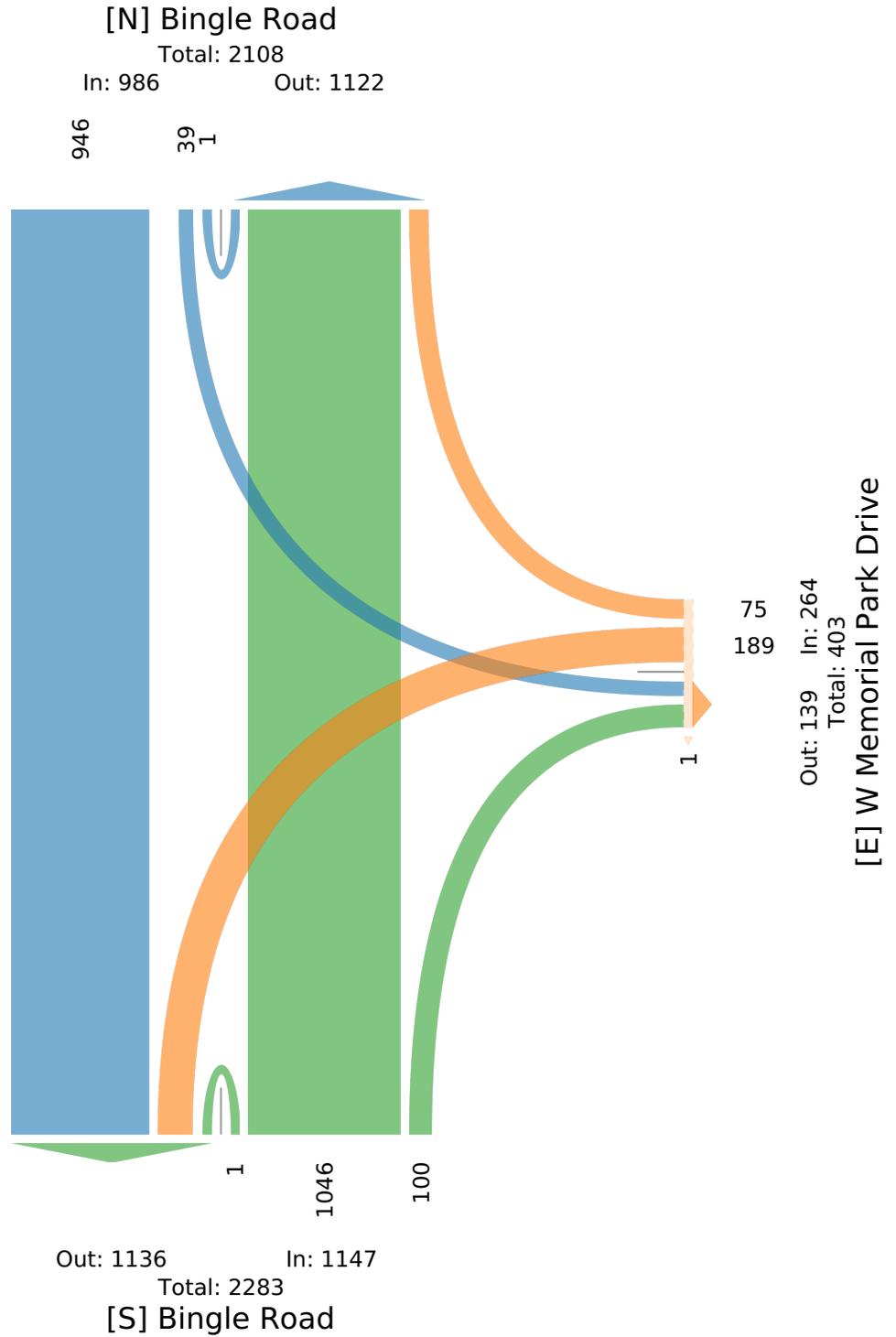
All Movements

ID: 1255885, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



Appendix B-2: Traffic Volumes (Existing, No Lane Closure)

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269898, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						Int						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-02-12 12:00AM	1	16	0	0	17	0	0	1	0	0	1	0	0	11	1	0	12	0	1	0	0	0	1	0	1	0	0	0	1	0	31
12:15AM	0	10	0	0	10	0	0	0	1	0	1	0	0	10	0	0	10	0	2	1	0	0	3	0	2	1	0	0	3	0	24
12:30AM	0	5	0	0	5	0	1	0	0	0	1	0	2	9	0	0	11	0	0	0	1	0	1	0	0	0	1	0	1	0	18
12:45AM	0	3	0	0	3	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	0	1	0	1	0	0	0	1	0	14
Hourly Total	1	34	0	0	35	0	1	1	1	0	3	0	2	40	1	0	43	0	4	1	1	0	6	0	4	1	1	0	6	0	87
1:00AM	1	7	0	0	8	0	0	0	1	0	1	0	0	9	1	0	10	0	2	0	0	0	2	0	2	0	0	0	2	0	21
1:15AM	0	5	0	0	5	0	0	1	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	13
1:30AM	0	5	0	0	5	0	0	1	0	0	1	0	0	7	0	0	7	0	0	1	0	0	1	0	0	1	0	0	1	0	14
1:45AM	0	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	0	0	1	0	1	0	0	0	1	0	8
Hourly Total	1	20	0	0	21	0	0	2	1	0	3	0	0	26	2	0	28	0	3	1	0	0	4	0	3	1	0	0	4	0	56
2:00AM	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	0	2	0	0	1	1	0	2	0	7
2:15AM	1	2	0	0	3	0	0	1	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:30AM	0	5	0	0	5	0	0	0	1	0	1	0	0	5	0	0	5	0	0	0	1	0	1	0	0	0	1	0	1	0	12
2:45AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	12	0	0	13	0	0	1	1	0	2	0	0	15	0	0	15	0	0	1	2	0	3	0	0	1	2	0	3	0	33
3:00AM	0	3	0	0	3	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:15AM	0	5	0	0	5	0	0	1	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:30AM	0	9	1	0	10	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:45AM	0	7	1	0	8	0	0	1	0	0	1	0	0	3	0	0	3	0	2	0	0	0	2	0	2	0	0	0	2	0	14
Hourly Total	0	24	2	0	26	0	0	4	0	0	4	0	0	10	0	0	10	0	2	0	0	0	2	0	2	0	0	0	2	0	42
4:00AM	0	3	0	0	3	0	0	0	1	0	1	0	0	8	0	0	8	0	2	0	0	0	2	0	2	0	0	0	2	0	14
4:15AM	0	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:30AM	1	18	0	0	19	0	0	1	1	0	2	0	0	11	0	0	11	0	1	0	0	0	1	0	1	0	0	0	1	0	33
4:45AM	0	27	0	0	27	0	0	2	1	0	3	0	5	24	0	0	29	0	6	1	0	0	7	0	6	1	0	0	7	0	66
Hourly Total	1	55	0	0	56	0	0	3	3	0	6	0	5	48	0	0	53	0	9	1	0	0	10	0	9	1	0	0	10	0	125
5:00AM	0	22	0	0	22	1	1	0	4	0	5	0	1	12	0	0	13	1	2	2	1	0	5	0	2	2	1	0	5	0	45
5:15AM	0	41	1	0	42	0	0	3	1	0	4	0	0	21	1	0	22	0	3	3	2	0	8	0	3	3	2	0	8	0	76
5:30AM	0	59	1	0	60	0	1	1	5	0	7	0	6	54	0	0	60	0	7	3	0	0	10	0	7	3	0	0	10	0	137
5:45AM	4	66	1	0	71	0	2	2	7	0	11	0	11	53	0	0	64	0	9	3	0	0	12	0	9	3	0	0	12	0	158
Hourly Total	4	188	3	0	195	1	4	6	17	0	27	0	18	140	1	0	159	1	21	11	3	0	35	0	21	11	3	0	35	0	416
6:00AM	1	71	1	0	73	1	1	1	12	0	14	0	19	40	3	0	62	0	10	4	1	0	15	0	10	4	1	0	15	0	164
6:15AM	2	77	0	0	79	0	2	7	8	0	17	0	18	72	1	0	91	1	5	8	3	0	16	0	5	8	3	0	16	0	203
6:30AM	2	138	5	0	145	6	3	3	10	0	16	0	13	92	1	0	106	0	11	9	2	0	22	1	11	9	2	0	22	1	289
6:45AM	0	178	6	0	184	3	5	7	28	0	40	0	36	119	6	0	161	2	18	42	5	0	65	0	18	42	5	0	65	0	450
Hourly Total	5	464	12	0	481	10	11	18	58	0	87	0	86	323	11	0	420	3	44	63	11	0	118	1	44	63	11	0	118	1	1106
7:00AM	11	192	19	0	222	0	12	45	49	0	106	0	39	106	7	0	152	0	26	75	5	0	106	0	26	75	5	0	106	0	586
7:15AM	13	222	8	0	243	2	13	84	71	0	168	0	24	98	6	0	128	2	36	43	12	0	91	0	36	43	12	0	91	0	630
7:30AM	27	232	12	0	271	1	4	49	56	0	109	0	48	114	13	0	175	1	28	32	12	0	72	0	28	32	12	0	72	0	627
7:45AM	10	209	5	0	224	2	10	50	60	0	120	2	36	109	5	0	150	0	34	63	5	0	102	0	34	63	5	0	102	0	596
Hourly Total	61	855	44	0	960	5	39	228	236	0	503	2	147	427	31	0	605	3	124	213	34	0	371	0	124	213	34	0	371	0	2439
8:00AM	10	237	11	0	258	0	10	28	40	0	78	1	47	128	8	0	183	0	32	33	5	0	70	0	32	33	5	0	70	0	589
8:15AM	5	241	11	0	257	0	12	43	54	0	109	0	35	87	12	0	134	0	26	24	6	0	56	0	26	24	6	0	56	0	556
8:30AM	8	256	12	0	276	2	6	22	30	0	58	0	36	134	7	0	177	1	20	29	7	0	56	0	20	29	7	0	56	0	567
8:45AM	6	184	8	0	198	0	8	21	35	0	64	0	24	121	4	0	149	2	34	43	5	0	82	0	34	43	5	0	82	0	493
Hourly Total	29	918	42	0	989	2	36	114	159	0	309	1	142	470	31	0	643	3	112	129	23	0	264	0	112	129	23	0	264	0	2205
9:00AM	3	169	11	0	183	0	4	32	33	0	69	0	24	144	7	0	175	0	23	29	9	0	61	0	23	29	9	0	61	0	488
9:15AM	9	144	8	0	161	0	3	23	30	0	56	0	26	104	10	0	140	0	13	39	6	0	58	0	13	39	6	0	58	0	415
9:30AM	10	149	5	0	164	0	3	20	21	0	44	0	17	91	6	0	114	0	23	30	7	0	60	0	23	30	7	0	60	0	382
9:45AM	6	159	7	0	172	4	5	31	27	0	63	0	25	118	7	0	150	2	14	35	8	0	57	0	14	35	8	0	57	0	442
Hourly Total	28	621	31	0	680	4	15	106	111	0	232	0	92	457	30	0	579	2	73	133	30	0	236	0	73	133	30	0	236	0	1727
10:00AM	2	102	6	0	110	0	4	35	25	0	64	0	14	109	7	0	130	0	14	37	5	0	56	0	14	37	5	0	56	0	360
10:15AM	7	104	4	0	115	0	8	31	28	0	67	0	20	101	4	0	125	0	18	31	4	0	53	1	18	31	4	0	53	1	360
10:30AM	5	121	3	0	129	0	7	23	17</																						

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
Hourly Total	28	514	25	0	567	0	34	101	86	0	221	0	87	409	37	0	533	0	83	139	39	0	261	0	1582
12:00PM	10	137	5	0	152	0	12	34	27	0	73	0	21	115	3	0	139	0	18	37	12	0	67	0	431
12:15PM	6	140	6	0	152	0	7	31	34	0	72	0	22	118	11	0	151	0	21	25	7	0	53	0	428
12:30PM	6	111	8	0	125	0	5	37	27	0	69	0	35	142	9	0	186	0	18	30	8	0	56	0	436
12:45PM	14	116	5	0	135	0	8	35	17	0	60	0	25	106	10	0	141	0	7	26	9	0	42	0	378
Hourly Total	36	504	24	0	564	0	32	137	105	0	274	0	103	481	33	0	617	0	64	118	36	0	218	0	1673
1:00PM	6	122	3	0	131	0	5	40	33	0	78	0	27	136	13	0	176	0	14	31	4	0	49	1	434
1:15PM	3	111	2	0	116	1	5	23	21	0	49	0	25	128	5	0	158	0	17	36	7	0	60	0	383
1:30PM	6	121	8	0	135	0	8	36	25	0	69	0	35	105	10	0	150	0	23	30	7	0	60	0	414
1:45PM	12	109	3	0	124	0	3	34	30	0	67	0	34	135	6	0	175	0	10	40	5	0	55	1	421
Hourly Total	27	463	16	0	506	1	21	133	109	0	263	0	121	504	34	0	659	0	64	137	23	0	224	2	1652
2:00PM	13	130	9	0	152	0	12	37	29	0	78	0	42	104	11	0	157	0	17	45	6	0	68	0	455
2:15PM	12	123	7	0	142	0	6	32	24	0	62	0	39	110	7	0	156	0	16	47	9	0	72	0	432
2:30PM	12	136	9	0	157	8	13	55	36	0	104	0	44	153	10	0	207	0	18	55	10	0	83	0	551
2:45PM	9	146	5	0	160	0	19	47	54	0	120	0	44	124	5	0	173	0	18	32	7	0	57	0	510
Hourly Total	46	535	30	0	611	8	50	171	143	0	364	0	169	491	33	0	693	0	69	179	32	0	280	0	1948
3:00PM	14	134	7	0	155	0	6	41	50	0	97	0	38	133	9	0	180	0	12	33	7	0	52	0	484
3:15PM	13	134	8	0	155	2	12	53	45	0	110	0	39	134	11	0	184	0	11	50	21	0	82	1	531
3:30PM	11	138	3	0	152	1	14	56	52	0	122	1	44	150	14	0	208	0	19	46	11	0	76	0	558
3:45PM	9	155	9	0	173	1	16	47	55	0	118	0	33	166	13	0	212	0	23	51	12	0	86	0	589
Hourly Total	47	561	27	0	635	4	48	197	202	0	447	1	154	583	47	0	784	0	65	180	51	0	296	1	2162
4:00PM	3	141	4	0	148	0	11	45	48	0	104	0	44	177	8	0	229	0	14	51	13	0	78	0	559
4:15PM	10	214	6	0	230	2	9	49	38	0	96	0	42	162	12	0	216	0	22	64	18	0	104	0	646
4:30PM	5	186	6	0	197	0	13	53	36	0	102	0	42	162	14	0	218	1	14	48	10	0	72	1	589
4:45PM	11	202	6	0	219	0	15	53	38	0	106	0	31	157	10	0	198	0	24	53	15	0	92	0	615
Hourly Total	29	743	22	0	794	2	48	200	160	0	408	0	159	658	44	0	861	1	74	216	56	0	346	1	2409
5:00PM	14	177	14	0	205	1	16	41	37	0	94	0	29	204	10	0	243	0	17	51	17	0	85	0	627
5:15PM	27	170	6	0	203	0	13	73	44	0	130	0	43	196	18	0	257	1	16	66	23	0	105	0	695
5:30PM	16	154	15	0	185	0	11	82	38	0	131	0	50	183	29	0	262	0	28	57	25	0	110	1	688
5:45PM	9	158	6	0	173	0	15	64	32	0	111	0	38	183	19	0	240	0	16	71	12	0	99	0	623
Hourly Total	66	659	41	0	766	1	55	260	151	0	466	0	160	766	76	0	1002	1	77	245	77	0	399	1	2633
6:00PM	4	133	7	0	144	0	13	45	32	0	90	0	38	173	16	0	227	0	14	49	6	0	69	0	530
6:15PM	9	152	3	0	164	0	6	41	23	0	70	0	27	163	10	0	200	0	14	50	8	0	72	0	506
6:30PM	10	113	7	0	130	0	5	39	22	0	66	0	25	141	13	0	179	0	22	26	10	0	58	1	433
6:45PM	8	111	3	0	122	0	8	24	21	0	53	0	27	167	8	0	202	0	13	32	8	0	53	0	430
Hourly Total	31	509	20	0	560	0	32	149	98	0	279	0	117	644	47	0	808	0	63	157	32	0	252	1	1899
7:00PM	5	106	5	0	116	0	7	20	15	0	42	0	22	124	11	0	157	0	11	22	8	0	41	0	356
7:15PM	4	91	7	0	102	0	13	12	22	0	47	0	28	107	9	0	144	0	12	18	4	0	34	0	327
7:30PM	3	81	3	0	87	0	13	21	13	0	47	0	11	106	8	0	125	0	9	17	6	0	32	0	291
7:45PM	4	76	4	0	84	1	5	12	22	0	39	0	34	82	9	0	125	0	11	17	5	0	33	0	281
Hourly Total	16	354	19	0	389	1	38	65	72	0	175	0	95	419	37	0	551	0	43	74	23	0	140	0	1255
8:00PM	3	58	6	0	67	0	3	13	19	0	35	0	17	82	9	0	108	0	7	16	5	0	28	0	238
8:15PM	2	45	3	0	50	0	4	13	10	0	27	0	21	83	8	0	112	0	6	14	4	0	24	0	213
8:30PM	7	45	2	0	54	0	3	12	2	0	17	1	17	68	4	0	89	0	8	15	5	0	28	0	188
8:45PM	1	44	1	0	46	0	5	13	9	0	27	0	13	80	7	0	100	0	7	8	1	0	16	0	189
Hourly Total	13	192	12	0	217	0	15	51	40	0	106	1	68	313	28	0	409	0	28	53	15	0	96	0	828
9:00PM	2	52	2	0	56	0	3	6	10	0	19	0	8	83	7	0	98	0	3	9	1	0	13	0	186
9:15PM	1	39	4	0	44	0	4	4	5	0	13	0	16	74	4	0	94	1	2	4	2	0	8	0	159
9:30PM	1	36	2	0	39	0	3	8	11	0	22	0	9	59	2	0	70	0	4	9	3	0	16	0	147
9:45PM	0	35	2	0	37	0	0	2	4	0	6	0	4	49	7	0	60	0	2	5	1	0	8	0	111
Hourly Total	4	162	10	0	176	0	10	20	30	0	60	0	37	265	20	0	322	1	11	27	7	0	45	0	603
10:00PM	0	35	2	0	37	0	2	7	5	0	14	0	3	39	3	0	45	0	3	9	1	0	13	0	109
10:15PM	0	25	0	0	25	0	2	4	2	0	8	0	5	46	2	0	53	0	1	2	1	0	4	0	90
10:30PM	0	15	0	0	15	0	3	6	4	0	13	0	3	40	2	0	45	0	5	4	2	0	11	0	84
10:45PM	0	17	1	0	18	0	2	6	3	0	11	0	2	36	4	0	42	0	1	3	1	0	5	0	76
Hourly Total	0	92	3	0	95	0	9	23	14	0	46	0	13	161	11	0	185	0	10	18	5	0	33	0	359
11:00PM	0	23	0	0	23	0	0	5	2	0	7	0	1	30	0	0	31	0	1	2	0	0	3	0	64
11:15PM	0	14	0	0	14	0	0	2	4	0	6	0	0	18	0	0	18	0	2	0	1	0	3	0	41
11:30PM	0	17	0	0	17	0	1	0	2	0	3	0	2	16	1	0	19	0	0	0	1	0	1	0	40
11:45PM	0	13	0	0	13	0	0	0	0	0	0	0	2	22	1	0	25	0	2	1	0	0	3	0	41
Hourly Total	0	67	0	0	67	0	1	7	8	0	16	0	5	86	2	0	93	0	5	3	2	0	10	0	186
Total	493	8993	402	0	9888	39	522	2129	1903	0	4554	5	1862	8135	583	0	10580	15	1116	2220	525	0	3861	8	28883
% Approach	5.0%	90.9%	4.1%	0%	-	-	11.5%	46.8%	41.8%	0%	-	-	17.6%	76.9%	5.5%	0%	-	-	28.9%	57.5%	13.6%	0%	-	-	-
% Total	1.7%	31.1%	1.4%	0%	34.2%	-	1.8%	7.4%	6.6%	0%</															

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Articulated Trucks	1	42	0	0	43	-	3	2	2	0	7	-	0	28	0	0	28	-	0	1	0	0	1	-	79
% Articulated Trucks	0.2%	0.5%	0%	0%	0.4%	-	0.6%	0.1%	0.1%	0%	0.2%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	10	134	6	0	150	-	11	49	17	0	77	-	11	127	1	0	139	-	15	47	13	0	75	-	441
% Buses and Single-Unit Trucks	2.0%	1.5%	1.5%	0%	1.5%	-	2.1%	2.3%	0.9%	0%	1.7%	-	0.6%	1.6%	0.2%	0%	1.3%	-	1.3%	2.1%	2.5%	0%	1.9%	-	1.5%
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	-	6	-
% Pedestrians	-	-	-	-	-	35.9%	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	25	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	64.1%	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	25.0%	-

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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

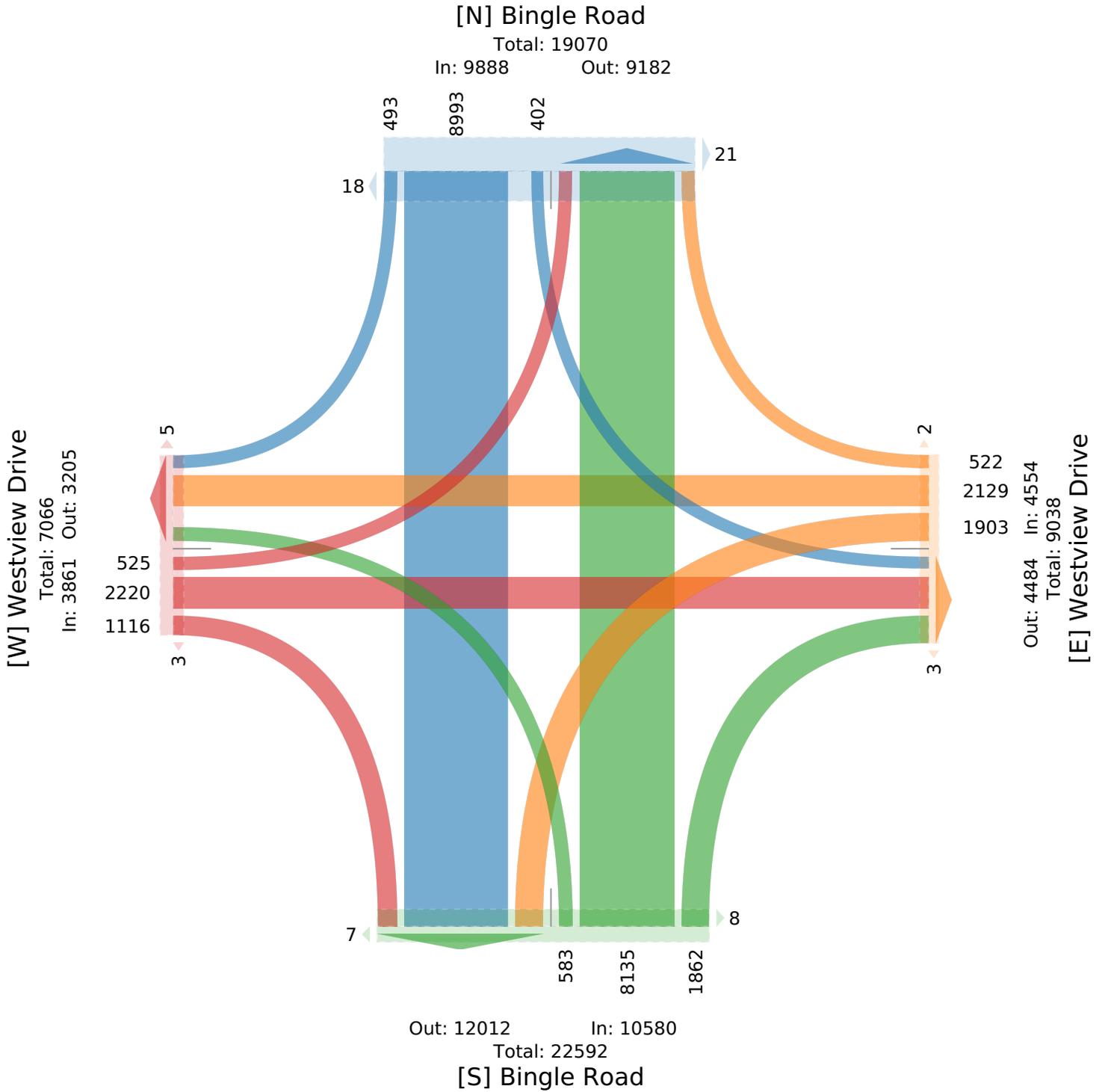
All Movements

ID: 1269898, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:15AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269898, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-02-12 7:15AM	13	222	8	0	243	2	13	84	71	0	168	0	24	98	6	0	128	2	36	43	12	0	91	0	630
7:30AM	27	232	12	0	271	1	4	49	56	0	109	0	48	114	13	0	175	1	28	32	12	0	72	0	627
7:45AM	10	209	5	0	224	2	10	50	60	0	120	2	36	109	5	0	150	0	34	63	5	0	102	0	596
8:00AM	10	237	11	0	258	0	10	28	40	0	78	1	47	128	8	0	183	0	32	33	5	0	70	0	589
Total	60	900	36	0	996	5	37	211	227	0	475	3	155	449	32	0	636	3	130	171	34	0	335	0	2442
% Approach	6.0%	90.4%	3.6%	0%	-	-	7.8%	44.4%	47.8%	0%	-	-	24.4%	70.6%	5.0%	0%	-	-	38.8%	51.0%	10.1%	0%	-	-	-
% Total	2.5%	36.9%	1.5%	0%	40.8%	-	1.5%	8.6%	9.3%	0%	19.5%	-	6.3%	18.4%	1.3%	0%	26.0%	-	5.3%	7.0%	1.4%	0%	13.7%	-	-
PHF	0.556	0.949	0.750	-	0.919	-	0.712	0.628	0.799	-	0.707	-	0.807	0.877	0.615	-	0.869	-	0.903	0.679	0.708	-	0.821	-	0.969
Lights	60	879	35	0	974	-	37	206	226	0	469	-	153	440	32	0	625	-	129	169	31	0	329	-	2397
% Lights	100%	97.7%	97.2%	0%	97.8%	-	100%	97.6%	99.6%	0%	98.7%	-	98.7%	98.0%	100%	0%	98.3%	-	99.2%	98.8%	91.2%	0%	98.2%	-	98.2%
Articulated Trucks	0	4	0	0	4	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	17	1	0	18	-	0	5	1	0	6	-	2	9	0	0	11	-	1	2	3	0	6	-	41
% Buses and Single-Unit Trucks	0%	1.9%	2.8%	0%	1.8%	-	0%	2.4%	0.4%	0%	1.3%	-	1.3%	2.0%	0%	0%	1.7%	-	0.8%	1.2%	8.8%	0%	1.8%	-	1.7%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	40.0%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	60.0%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	-	-

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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:15AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

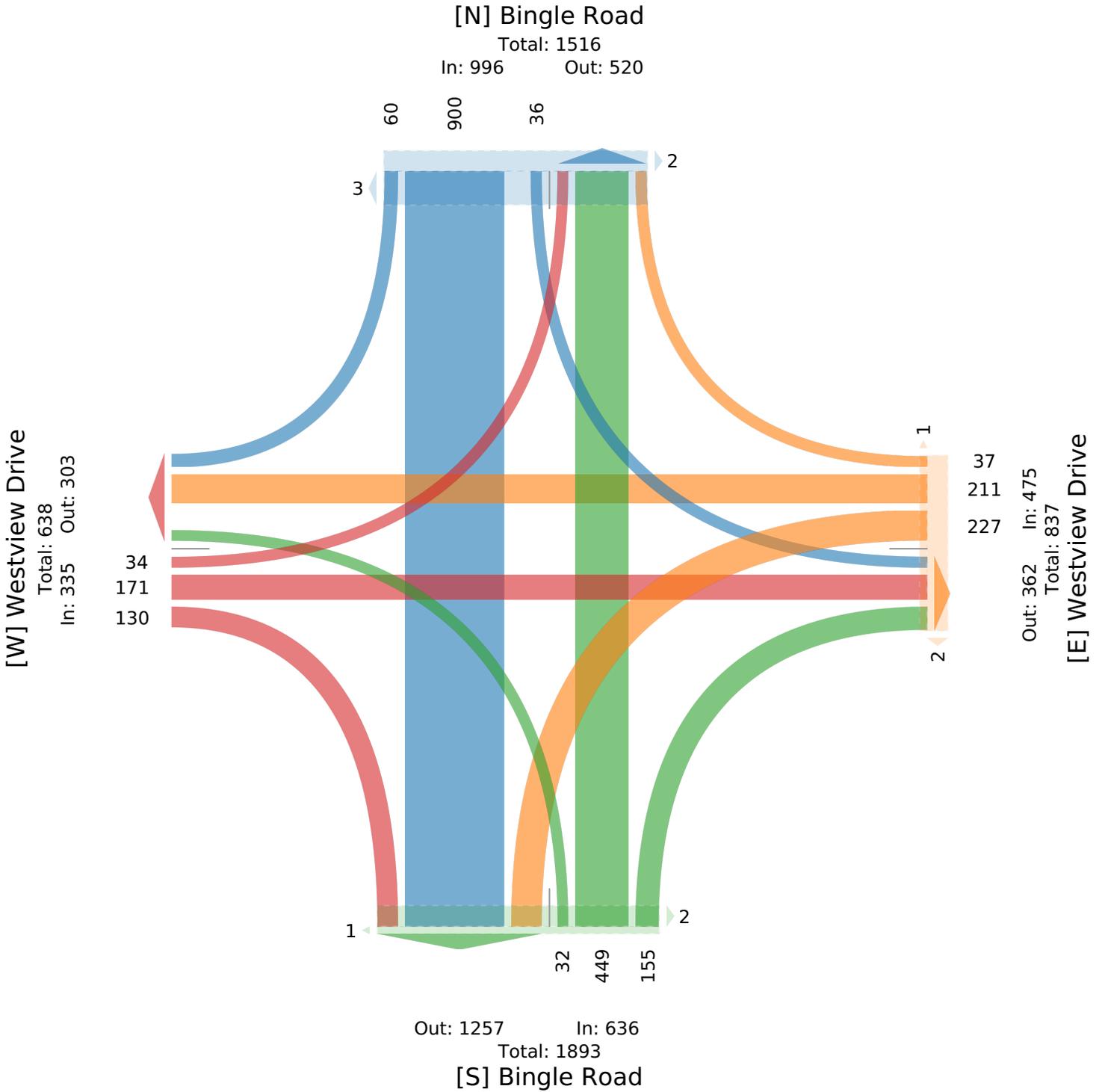
All Movements

ID: 1269898, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269898, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					Westview Drive Westbound					Bingle Road Northbound					Westview Drive Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2025-02-12 11:45AM	10	146	6	0	162	0	11	28	26	0	65	0	34	99	10	0	143	0	25	33	15	0	73	0	443
12:00PM	10	137	5	0	152	0	12	34	27	0	73	0	21	115	3	0	139	0	18	37	12	0	67	0	431
12:15PM	6	140	6	0	152	0	7	31	34	0	72	0	22	118	11	0	151	0	21	25	7	0	53	0	428
12:30PM	6	111	8	0	125	0	5	37	27	0	69	0	35	142	9	0	186	0	18	30	8	0	56	0	436
Total	32	534	25	0	591	0	35	130	114	0	279	0	112	474	33	0	619	0	82	125	42	0	249	0	1738
% Approach	5.4%	90.4%	4.2%	0%	-	-	12.5%	46.6%	40.9%	0%	-	-	18.1%	76.6%	5.3%	0%	-	-	32.9%	50.2%	16.9%	0%	-	-	-
% Total	1.8%	30.7%	1.4%	0%	34.0%	-	2.0%	7.5%	6.6%	0%	16.1%	-	6.4%	27.3%	1.9%	0%	35.6%	-	4.7%	7.2%	2.4%	0%	14.3%	-	-
PHF	0.800	0.914	0.781	-	0.912	-	0.729	0.878	0.838	-	0.955	-	0.800	0.835	0.750	-	0.832	-	0.820	0.845	0.700	-	0.853	-	0.981
Lights	32	524	23	0	579	-	35	129	113	0	277	-	110	451	33	0	594	-	82	122	42	0	246	-	1696
% Lights	100%	98.1%	92.0%	0%	98.0%	-	100%	99.2%	99.1%	0%	99.3%	-	98.2%	95.1%	100%	0%	96.0%	-	100%	97.6%	100%	0%	98.8%	-	97.6%
Articulated Trucks	0	2	0	0	2	-	0	0	1	0	1	-	0	7	0	0	7	-	0	0	0	0	0	-	10
% Articulated Trucks	0%	0.4%	0%	0%	0.3%	-	0%	0%	0.9%	0%	0.4%	-	0%	1.5%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0.6%
Buses and Single-Unit Trucks	0	8	2	0	10	-	0	1	0	0	1	-	2	16	0	0	18	-	0	3	0	0	3	-	32
% Buses and Single-Unit Trucks	0%	1.5%	8.0%	0%	1.7%	-	0%	0.8%	0%	0%	0.4%	-	1.8%	3.4%	0%	0%	2.9%	-	0%	2.4%	0%	0%	1.2%	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

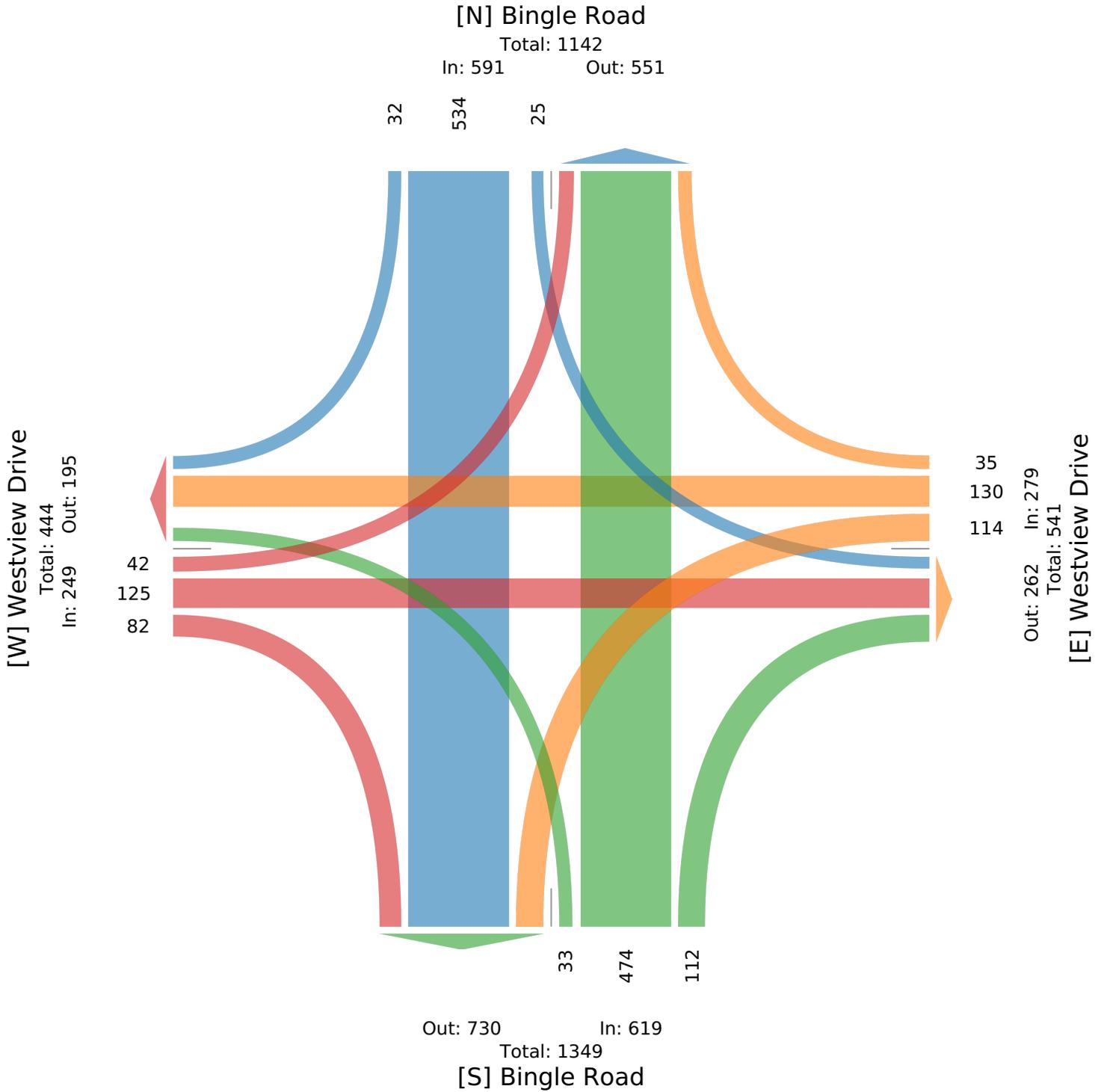
All Movements

ID: 1269898, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 5PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269898, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-02-12 5:00PM	14	177	14	0	205	1	16	41	37	0	94	0	29	204	10	0	243	0	17	51	17	0	85	0	627
5:15PM	27	170	6	0	203	0	13	73	44	0	130	0	43	196	18	0	257	1	16	66	23	0	105	0	695
5:30PM	16	154	15	0	185	0	11	82	38	0	131	0	50	183	29	0	262	0	28	57	25	0	110	1	688
5:45PM	9	158	6	0	173	0	15	64	32	0	111	0	38	183	19	0	240	0	16	71	12	0	99	0	623
Total	66	659	41	0	766	1	55	260	151	0	466	0	160	766	76	0	1002	1	77	245	77	0	399	1	2633
% Approach	8.6%	86.0%	5.4%	0%	-	-	11.8%	55.8%	32.4%	0%	-	-	16.0%	76.4%	7.6%	0%	-	-	19.3%	61.4%	19.3%	0%	-	-	-
% Total	2.5%	25.0%	1.6%	0%	29.1%	-	2.1%	9.9%	5.7%	0%	17.7%	-	6.1%	29.1%	2.9%	0%	38.1%	-	2.9%	9.3%	2.9%	0%	15.2%	-	-
PHF	0.611	0.931	0.683	-	0.934	-	0.859	0.793	0.858	-	0.889	-	0.800	0.939	0.655	-	0.956	-	0.688	0.863	0.770	-	0.907	-	0.947
Lights	65	656	41	0	762	-	55	258	150	0	463	-	160	759	76	0	995	-	77	243	76	0	396	-	2616
% Lights	98.5%	99.5%	100%	0%	99.5%	-	100%	99.2%	99.3%	0%	99.4%	-	100%	99.1%	100%	0%	99.3%	-	100%	99.2%	98.7%	0%	99.2%	-	99.4%
Articulated Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.2%	0%	0%	0.1%	-	0%	0.4%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	1	2	0	0	3	-	0	1	1	0	2	-	0	6	0	0	6	-	0	2	1	0	3	-	14
% Buses and Single-Unit Trucks	1.5%	0.3%	0%	0%	0.4%	-	0%	0.4%	0.7%	0%	0.4%	-	0%	0.8%	0%	0%	0.6%	-	0%	0.8%	1.3%	0%	0.8%	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 5PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

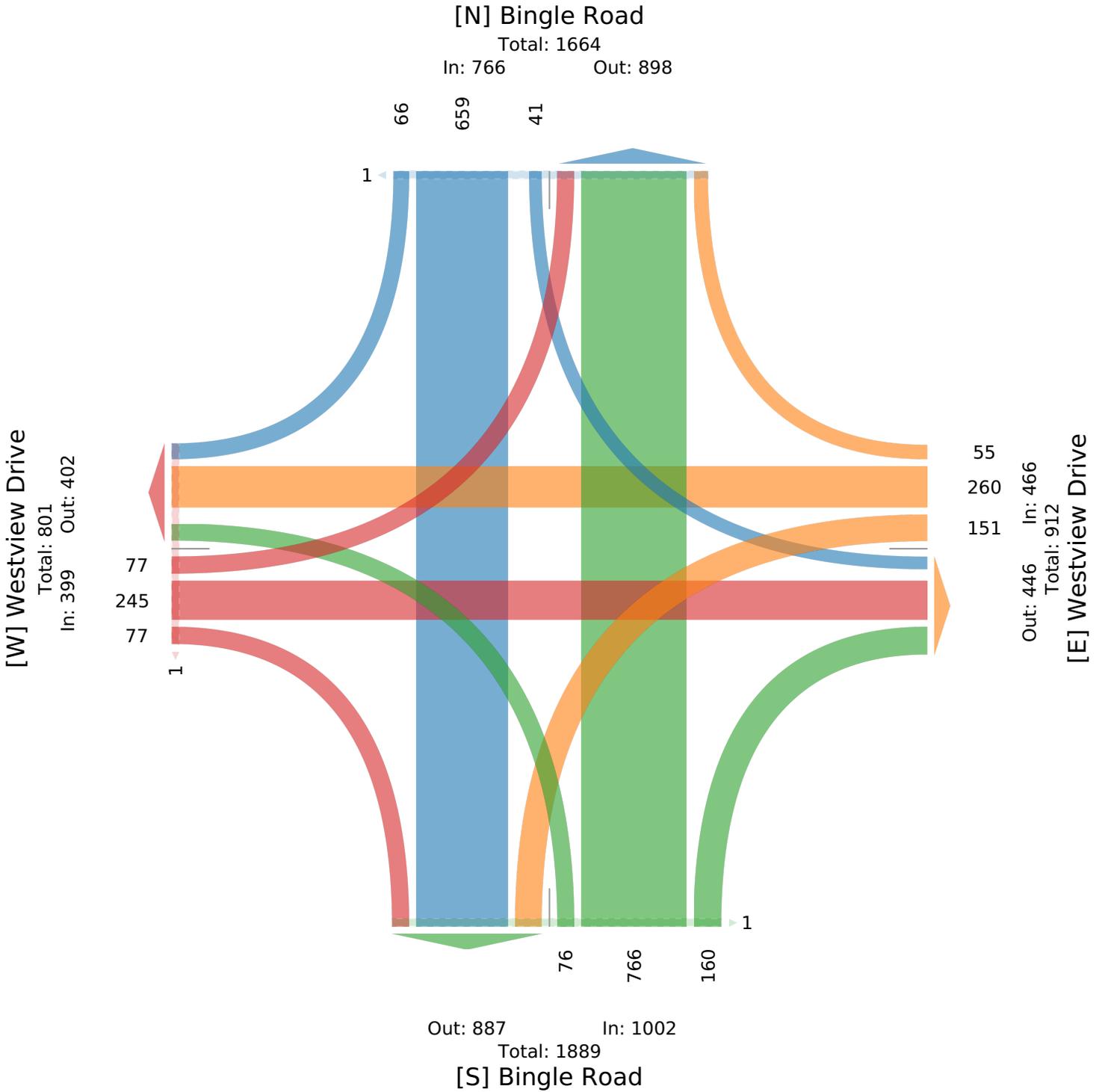
All Movements

ID: 1269898, Location: 29.793802, -95.500459



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269899, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-02-12 12:00AM	0	16	0	0	16	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	27
12:15AM	0	13	0	0	13	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	0	25
12:30AM	0	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	14
12:45AM	0	5	0	0	5	1	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	15
Hourly Total	0	38	0	0	38	1	0	0	0	0	0	0	1	42	0	0	43	0	0	0	0	0	0	0	81
1:00AM	0	10	0	0	10	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	20
1:15AM	0	5	0	0	5	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	13
1:30AM	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	13
1:45AM	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	8
Hourly Total	0	24	0	0	24	0	0	0	0	0	0	0	1	29	0	0	30	0	0	0	0	0	0	0	54
2:00AM	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	5
2:15AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	6
2:30AM	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	11
2:45AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	6
Hourly Total	0	13	0	0	13	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	28
3:00AM	0	4	0	0	4	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	6
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
3:30AM	0	8	0	0	8	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	11
3:45AM	0	8	0	0	8	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	12
Hourly Total	0	25	0	0	25	0	0	0	1	0	1	0	0	9	0	0	9	0	0	0	0	0	0	0	35
4:00AM	0	6	0	0	6	0	0	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	0	15
4:15AM	0	7	0	0	7	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	14
4:30AM	0	20	0	0	20	0	0	0	1	0	1	0	1	9	0	0	10	0	0	0	0	0	0	0	31
4:45AM	0	36	0	0	36	0	0	0	5	0	5	0	0	28	0	0	28	0	0	0	0	0	0	0	69
Hourly Total	0	69	0	0	69	0	0	0	6	0	6	0	3	51	0	0	54	0	0	0	0	0	0	0	129
5:00AM	0	29	0	0	29	0	0	0	3	0	3	0	0	12	0	0	12	0	0	0	0	0	0	0	44
5:15AM	0	47	0	0	47	0	0	0	1	0	1	0	0	23	0	0	23	0	0	0	0	0	0	0	71
5:30AM	0	75	0	0	75	0	0	0	3	0	3	0	0	58	0	0	58	0	0	0	0	0	0	0	136
5:45AM	0	85	0	0	85	0	1	0	5	0	6	1	0	60	0	0	60	1	0	0	0	0	0	0	151
Hourly Total	0	236	0	0	236	0	1	0	12	0	13	1	0	153	0	0	153	1	0	0	0	0	0	0	402
6:00AM	0	97	0	0	97	1	0	0	6	0	6	0	6	66	0	0	72	0	0	0	0	0	0	0	175
6:15AM	0	84	0	0	84	0	0	0	3	0	3	0	2	95	0	0	97	0	0	0	0	0	0	0	184
6:30AM	0	173	0	0	173	1	0	0	5	0	5	0	1	110	0	0	111	0	0	0	0	0	0	0	289
6:45AM	0	211	0	0	211	0	0	0	9	0	9	0	5	159	0	0	164	0	0	0	0	0	0	0	384
Hourly Total	0	565	0	0	565	2	0	0	23	0	23	0	14	430	0	0	444	0	0	0	0	0	0	0	1032
7:00AM	0	268	0	0	268	0	0	0	13	0	13	0	6	154	0	0	160	0	0	0	0	0	0	0	441
7:15AM	0	355	0	0	355	0	2	0	24	0	26	0	5	131	0	0	136	0	0	0	0	0	0	0	517
7:30AM	0	332	0	0	332	0	0	0	20	0	20	0	12	165	0	0	177	0	0	0	0	0	0	0	529
7:45AM	0	304	0	0	304	0	0	0	8	0	8	4	9	163	0	0	172	0	0	0	0	0	0	1	484
Hourly Total	0	1259	0	0	1259	0	2	0	65	0	67	4	32	613	0	0	645	0	0	0	0	0	0	1	1971
8:00AM	0	292	1	0	293	0	2	0	4	0	6	0	5	174	0	0	179	0	0	0	0	0	0	0	478
8:15AM	0	328	0	0	328	0	0	0	13	0	13	0	15	137	0	0	152	0	0	0	0	0	0	0	493
8:30AM	0	301	1	0	302	0	2	0	7	0	9	0	10	174	0	0	184	0	0	0	0	0	0	0	495
8:45AM	0	266	1	0	267	1	1	0	8	0	9	0	4	155	0	0	159	0	0	0	0	0	0	0	435
Hourly Total	0	1187	3	0	1190	1	5	0	32	0	37	0	34	640	0	0	674	0	0	0	0	0	0	0	1901
9:00AM	0	226	0	0	226	0	1	0	8	0	9	0	4	166	0	0	170	0	0	0	0	0	0	0	405
9:15AM	0	190	1	0	191	0	1	0	10	0	11	0	5	133	0	0	138	0	0	0	0	0	0	0	340
9:30AM	0	193	1	0	194	1	1	0	6	0	7	0	6	114	0	0	120	0	0	0	0	0	0	0	321
9:45AM	0	195	0	0	195	0	1	0	14	0	15	0	3	151	0	0	154	0	0	0	0	0	0	0	364
Hourly Total	0	804	2	0	806	1	4	0	38	0	42	0	18	564	0	0	582	0	0	0	0	0	0	0	1430
10:00AM	0	139	3	0	142	1	0	0	7	0	7	0	1	134	0	0	135	0	0	0	0	0	0	0	284
10:15AM	0	150	0	0	150	2	0	0	1	0	1	2	3	126	0	0	129	0	0	0	0	0	0	0	280
10:30AM	0	160	1	0	161	0	0	0	11	0	11	0	5	123	0	0	128	0	0	0	0	0	0	0	300
10:45AM	0	170	0	0	170	0	1	0	6	0	7	0	1	128	0	0	129	0	0	0	0	1	1	0	307
Hourly Total	0	619	4	0	623	3	1	0	25	0	26	2	10	511	0	0	521	0	0	0	0	1	1	0	1171

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						West Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
11:00AM	0	161	1	0	162	0	1	1	5	0	7	0	6	111	0	0	117	0	0	0	0	0	0	286	
11:15AM	0	147	0	0	147	0	2	0	7	0	9	0	7	139	0	0	146	0	0	0	0	0	0	302	
11:30AM	0	177	2	0	179	0	1	0	5	0	6	0	9	140	0	0	149	0	0	0	0	0	0	334	
11:45AM	0	217	1	0	218	0	2	0	2	0	4	0	6	146	0	0	152	0	0	0	0	0	0	374	
Hourly Total	0	702	4	0	706	0	6	1	19	0	26	0	28	536	0	0	564	0	0	0	0	0	0	1296	
12:00PM	0	184	1	0	185	0	1	0	6	0	7	0	6	141	0	0	147	0	0	0	0	0	0	339	
12:15PM	0	198	0	0	198	0	0	0	1	0	1	0	3	149	0	0	152	0	0	0	0	0	0	351	
12:30PM	0	161	1	0	162	0	2	0	5	0	7	0	12	182	0	0	194	0	0	0	0	0	0	363	
12:45PM	0	140	0	0	140	0	0	0	3	0	3	0	5	141	0	0	146	0	0	0	0	0	1	289	
Hourly Total	0	683	2	0	685	0	3	0	15	0	18	0	26	613	0	0	639	0	0	0	0	0	1	1342	
1:00PM	0	172	0	0	172	0	1	0	6	0	7	0	10	179	0	0	189	0	0	0	0	0	0	368	
1:15PM	0	153	2	0	155	0	0	0	9	0	9	0	7	156	0	0	163	0	0	0	0	0	0	327	
1:30PM	0	168	1	0	169	0	1	0	3	0	4	0	7	145	0	0	152	0	0	0	0	0	0	325	
1:45PM	0	145	0	0	145	0	0	0	3	0	3	0	4	178	0	0	182	0	0	0	0	0	1	330	
Hourly Total	0	638	3	0	641	0	2	0	21	0	23	0	28	658	0	0	686	0	0	0	0	0	1	1350	
2:00PM	0	173	1	0	174	0	4	0	5	0	9	0	12	153	0	0	165	0	0	0	0	0	0	348	
2:15PM	0	169	0	0	169	0	1	0	5	0	6	0	13	160	0	0	173	0	0	0	0	0	0	348	
2:30PM	0	185	0	0	185	0	3	0	10	0	13	0	17	201	0	0	218	0	0	0	0	0	0	416	
2:45PM	0	219	0	0	219	0	0	0	10	0	10	0	8	166	0	0	174	0	0	0	0	0	0	403	
Hourly Total	0	746	1	0	747	0	8	0	30	0	38	0	50	680	0	0	730	0	0	0	0	0	0	1515	
3:00PM	0	188	1	0	189	0	3	0	12	0	15	0	7	181	0	0	188	0	0	0	0	0	0	392	
3:15PM	0	190	0	0	190	0	1	0	3	0	4	0	13	185	0	0	198	0	0	0	0	0	1	392	
3:30PM	0	204	1	0	205	0	0	0	5	0	5	1	17	206	0	0	223	0	0	0	0	0	0	433	
3:45PM	0	230	0	0	230	0	0	0	13	0	13	0	9	209	0	0	218	0	0	0	0	0	0	461	
Hourly Total	0	812	2	0	814	0	4	0	33	0	37	1	46	781	0	0	827	0	0	0	0	0	1	1678	
4:00PM	0	205	0	0	205	0	1	0	7	0	8	1	21	232	0	0	253	0	0	0	0	0	0	466	
4:15PM	0	261	2	0	263	0	0	0	10	0	10	0	9	209	0	0	218	0	0	0	0	0	0	491	
4:30PM	0	226	0	0	226	1	0	0	11	0	11	0	17	217	0	0	234	0	0	0	0	0	0	471	
4:45PM	0	240	0	0	240	0	1	0	6	0	7	1	11	211	0	0	222	0	0	0	0	0	0	469	
Hourly Total	0	932	2	0	934	1	2	0	34	0	36	2	58	869	0	0	927	0	0	0	0	0	0	1897	
5:00PM	0	254	0	0	254	0	1	0	6	0	7	0	12	240	0	0	252	0	0	0	0	0	0	513	
5:15PM	0	227	1	0	228	0	3	0	10	0	13	1	14	251	0	0	265	0	0	0	0	0	0	506	
5:30PM	0	197	0	0	197	0	1	0	5	0	6	0	14	258	0	0	272	0	0	0	0	0	1	475	
5:45PM	0	196	1	0	197	0	1	0	6	0	7	2	10	241	0	0	251	0	0	0	0	0	0	455	
Hourly Total	0	874	2	0	876	0	6	0	27	0	33	3	50	990	0	0	1040	0	0	0	0	0	1	1949	
6:00PM	0	176	1	0	177	0	1	0	8	0	9	0	16	213	0	0	229	0	0	0	0	0	0	415	
6:15PM	0	185	1	0	186	0	1	0	11	0	12	0	10	195	0	0	205	0	0	0	0	0	0	403	
6:30PM	0	161	0	0	161	0	0	0	10	0	10	0	9	172	0	0	181	0	0	0	0	0	0	352	
6:45PM	0	141	1	0	142	0	1	0	5	0	6	0	6	193	0	0	199	0	1	0	0	1	0	348	
Hourly Total	0	663	3	0	666	0	3	0	34	0	37	0	41	773	0	0	814	0	1	0	0	1	0	1518	
7:00PM	0	133	0	0	133	0	1	0	5	0	6	0	14	160	0	0	174	0	0	0	0	0	0	313	
7:15PM	0	126	0	0	126	0	3	0	4	0	7	0	10	143	0	0	153	0	0	0	0	0	0	286	
7:30PM	0	107	0	0	107	0	1	0	7	0	8	0	7	122	0	0	129	0	0	0	0	0	0	244	
7:45PM	0	113	1	0	114	0	0	0	6	0	6	0	6	124	0	0	130	0	0	0	0	0	0	250	
Hourly Total	0	479	1	0	480	0	5	0	22	0	27	0	37	549	0	0	586	0	0	0	0	0	0	1093	
8:00PM	0	82	0	0	82	0	0	0	3	0	3	0	6	114	0	0	120	0	0	0	0	0	0	205	
8:15PM	0	62	0	0	62	0	0	0	0	0	0	0	9	113	0	0	122	0	0	0	0	0	0	184	
8:30PM	0	53	1	0	54	0	1	0	3	0	4	1	3	91	0	0	94	0	0	0	0	0	0	152	
8:45PM	0	59	0	0	59	0	0	0	1	0	1	0	4	100	0	0	104	0	0	0	0	0	0	164	
Hourly Total	0	256	1	0	257	0	1	0	7	0	8	1	22	418	0	0	440	0	0	0	0	0	0	705	
9:00PM	0	67	0	0	67	0	1	0	2	0	3	0	5	94	0	0	99	0	0	0	0	0	0	169	
9:15PM	0	49	0	0	49	0	0	0	3	0	3	0	8	96	0	0	104	0	0	0	0	0	0	156	
9:30PM	0	50	0	0	50	0	0	0	1	0	1	0	6	67	0	0	73	0	0	0	0	0	0	124	
9:45PM	0	43	0	0	43	1	1	0	1	0	2	0	0	58	0	0	58	0	0	0	0	0	1	103	
Hourly Total	0	209	0	0	209	1	2	0	7	0	9	0	19	315	0	0	334	0	0	0	0	0	1	552	
10:00PM	0	47	0	0	47	0	0	0	0	0	0	0	2	49	1	0	52	0	0	0	1	1	0	100	
10:15PM	0	28	0	0	28	0	0	0	2	0	2	0	3	49	0	0	52	0	0	0	0	0	0	82	
10:30PM	0	22	0	0	22	0	0	0	0	0	0	0	1	45	0	0	46	0	0	0	0	0	2	68	
10:45PM	0	21	0	0	21	0	0	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	64	
Hourly Total	0	118	0	0	118	0	0	0	2	0	2	0	6	186	1	0	193	0	0	0	1	1	2	314	
11:00PM	0	27	0	0	27	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	57	
11:15PM	0	20	0	0	20	0	0	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	38	
11:30PM	0	15	0	0	15	0	0	0	1	0	1	0	1	19	0	0	20	0	0	0	0	0	0	36	

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						West Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
11:45PM	0	15	0	0	15	0	0	0	0	0	0	0	2	25	0	0	27	0	0	0	0	0	0	0	42
Hourly Total	0	77	0	0	77	0	0	0	1	0	1	0	4	91	0	0	95	0	0	0	0	0	0	0	173
Total	0	12028	30	0	12058	10	55	1	454	0	510	14	528	10516	1	0	11045	1	1	0	0	2	3	9	23616
% Approach	0%	99.8%	0.2%	0%	-	-	10.8%	0.2%	89.0%	0%	-	-	4.8%	95.2%	0%	0%	-	-	33.3%	0%	0%	66.7%	-	-	-
% Total	0%	50.9%	0.1%	0%	51.1%	-	0.2%	0%	1.9%	0%	2.2%	-	2.2%	44.5%	0%	0%	46.8%	-	0%	0%	0%	0%	0%	-	-
Lights	0	11825	28	0	11853	-	54	1	451	0	506	-	517	10348	1	0	10866	-	1	0	0	2	3	-	23228
% Lights	0%	98.3%	93.3%	0%	98.3%	-	98.2%	100%	99.3%	0%	99.2%	-	97.9%	98.4%	100%	0%	98.4%	-	100%	0%	0%	100%	100%	-	98.4%
Articulated Trucks	0	40	0	0	40	-	0	0	1	0	1	-	0	24	0	0	24	-	0	0	0	0	0	-	65
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0.2%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	163	2	0	165	-	1	0	2	0	3	-	11	144	0	0	155	-	0	0	0	0	0	-	323
% Buses and Single-Unit Trucks	0%	1.4%	6.7%	0%	1.4%	-	1.8%	0%	0.4%	0%	0.6%	-	2.1%	1.4%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	1.4%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	55.6%	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	44.4%	

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

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

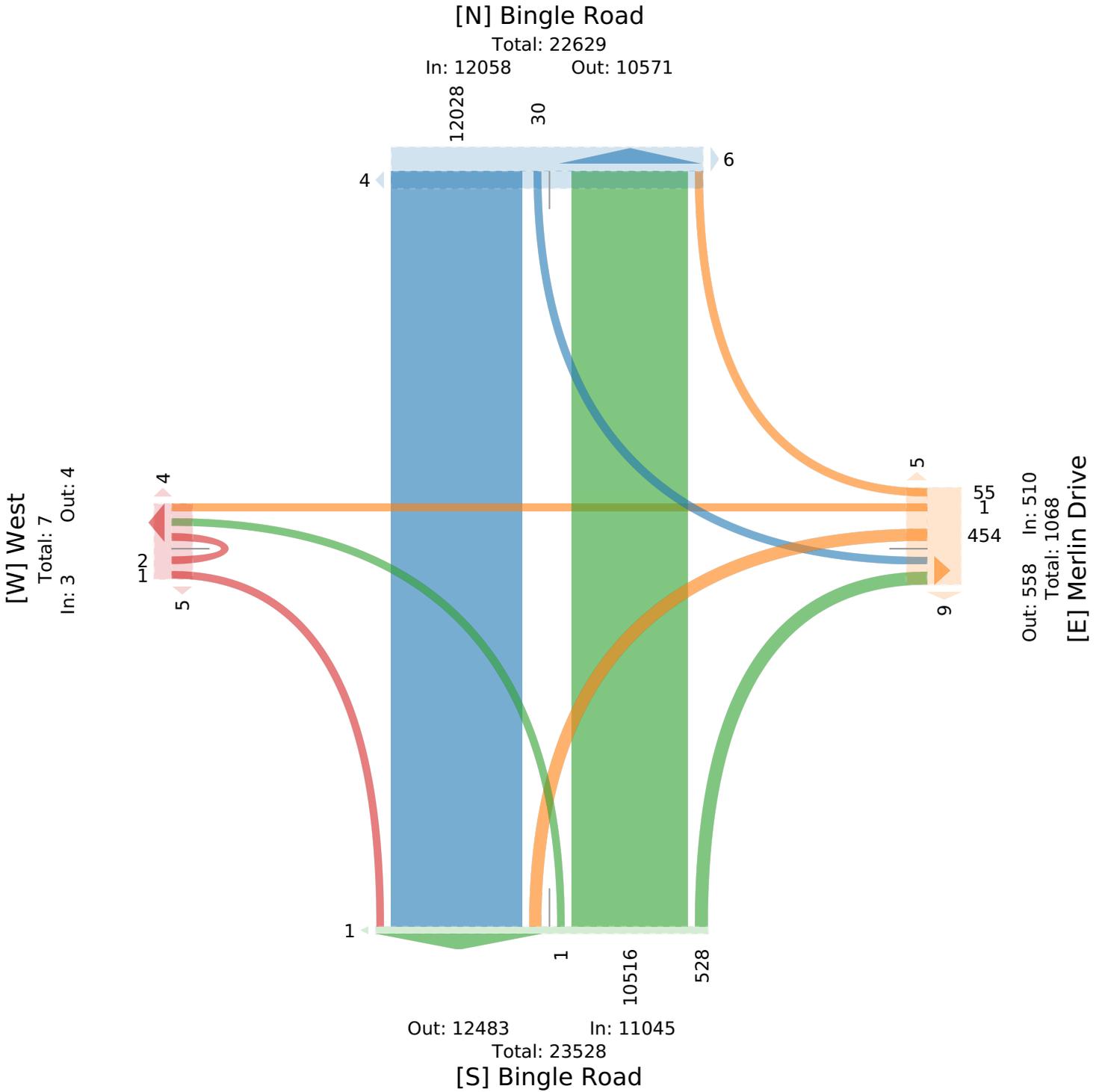
All Movements

ID: 1269899, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:15AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269899, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					Merlin Drive Westbound					Bingle Road Northbound					West Eastbound					Int			
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*				
2025-02-12 7:15AM	0	355	0	0	355	0	2	0	24	0	26	0	5	131	0	0	136	0	0	0	0	0	0	517
7:30AM	0	332	0	0	332	0	0	0	20	0	20	0	12	165	0	0	177	0	0	0	0	0	0	529
7:45AM	0	304	0	0	304	0	0	0	8	0	8	4	9	163	0	0	172	0	0	0	0	0	1	484
8:00AM	0	292	1	0	293	0	2	0	4	0	6	0	5	174	0	0	179	0	0	0	0	0	0	478
Total	0	1283	1	0	1284	0	4	0	56	0	60	4	31	633	0	0	664	0	0	0	0	0	1	2008
% Approach	0%	99.9%	0.1%	0%	-	6.7%	0%	93.3%	0%	-	-	-	4.7%	95.3%	0%	0%	-	-	0%	0%	0%	0%	-	-
% Total	0%	63.9%	0%	0%	63.9%	-	0.2%	0%	2.8%	0%	3.0%	-	1.5%	31.5%	0%	0%	33.1%	-	0%	0%	0%	0%	0%	-
PHF	-	0.904	0.250	-	0.904	-	0.500	-	0.583	-	0.577	-	0.646	0.909	-	-	0.927	-	-	-	-	-	-	0.949
Lights	0	1260	1	0	1261	-	4	0	55	0	59	-	30	623	0	0	653	-	0	0	0	0	0	1973
% Lights	0%	98.2%	100%	0%	98.2%	-	100%	0%	98.2%	0%	98.3%	-	96.8%	98.4%	0%	0%	98.3%	-	0%	0%	0%	0%	-	98.3%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	3
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	20	0	0	20	-	0	0	1	0	1	-	1	10	0	0	11	-	0	0	0	0	0	32
% Buses and Single-Unit Trucks	0%	1.6%	0%	0%	1.6%	-	0%	0%	1.8%	0%	1.7%	-	3.2%	1.6%	0%	0%	1.7%	-	0%	0%	0%	0%	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	0%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	100%

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

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:15AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

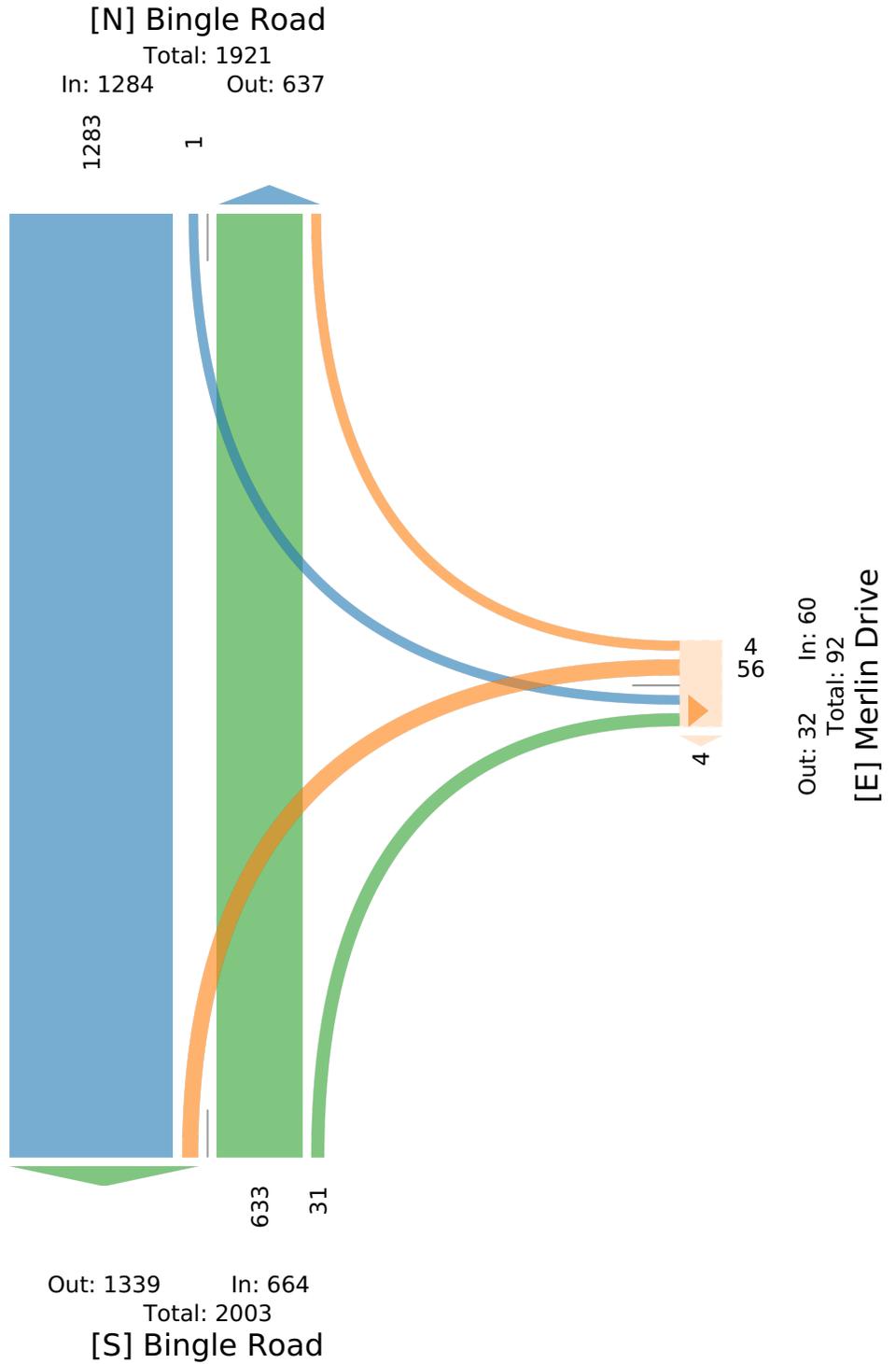
ID: 1269899, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[W] West



2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269899, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						West Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-02-12 11:45AM	0	217	1	0	218	0	2	0	2	0	4	0	6	146	0	0	152	0	0	0	0	0	0	0	374
12:00PM	0	184	1	0	185	0	1	0	6	0	7	0	6	141	0	0	147	0	0	0	0	0	0	0	339
12:15PM	0	198	0	0	198	0	0	0	1	0	1	0	3	149	0	0	152	0	0	0	0	0	0	0	351
12:30PM	0	161	1	0	162	0	2	0	5	0	7	0	12	182	0	0	194	0	0	0	0	0	0	0	363
Total	0	760	3	0	763	0	5	0	14	0	19	0	27	618	0	0	645	0	0	0	0	0	0	0	1427
% Approach	0%	99.6%	0.4%	0%	-	-	26.3%	0%	73.7%	0%	-	-	4.2%	95.8%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	53.3%	0.2%	0%	53.5%	-	0.4%	0%	1.0%	0%	1.3%	-	1.9%	43.3%	0%	0%	45.2%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.876	0.750	-	0.875	-	0.625	-	0.583	-	0.679	-	0.563	0.849	-	-	0.831	-	-	-	-	-	-	-	0.954
Lights	0	753	2	0	755	-	5	0	14	0	19	-	27	594	0	0	621	-	0	0	0	0	0	-	1395
% Lights	0%	99.1%	66.7%	0%	99.0%	-	100%	0%	100%	0%	100%	-	100%	96.1%	0%	0%	96.3%	-	0%	0%	0%	0%	-	-	97.8%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	7	0	0	7	-	0	0	0	0	0	-	8
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	-	-	0.6%
Buses and Single-Unit Trucks	0	6	1	0	7	-	0	0	0	0	0	-	0	17	0	0	17	-	0	0	0	0	0	-	24
% Buses and Single-Unit Trucks	0%	0.8%	33.3%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	2.8%	0%	0%	2.6%	-	0%	0%	0%	0%	-	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

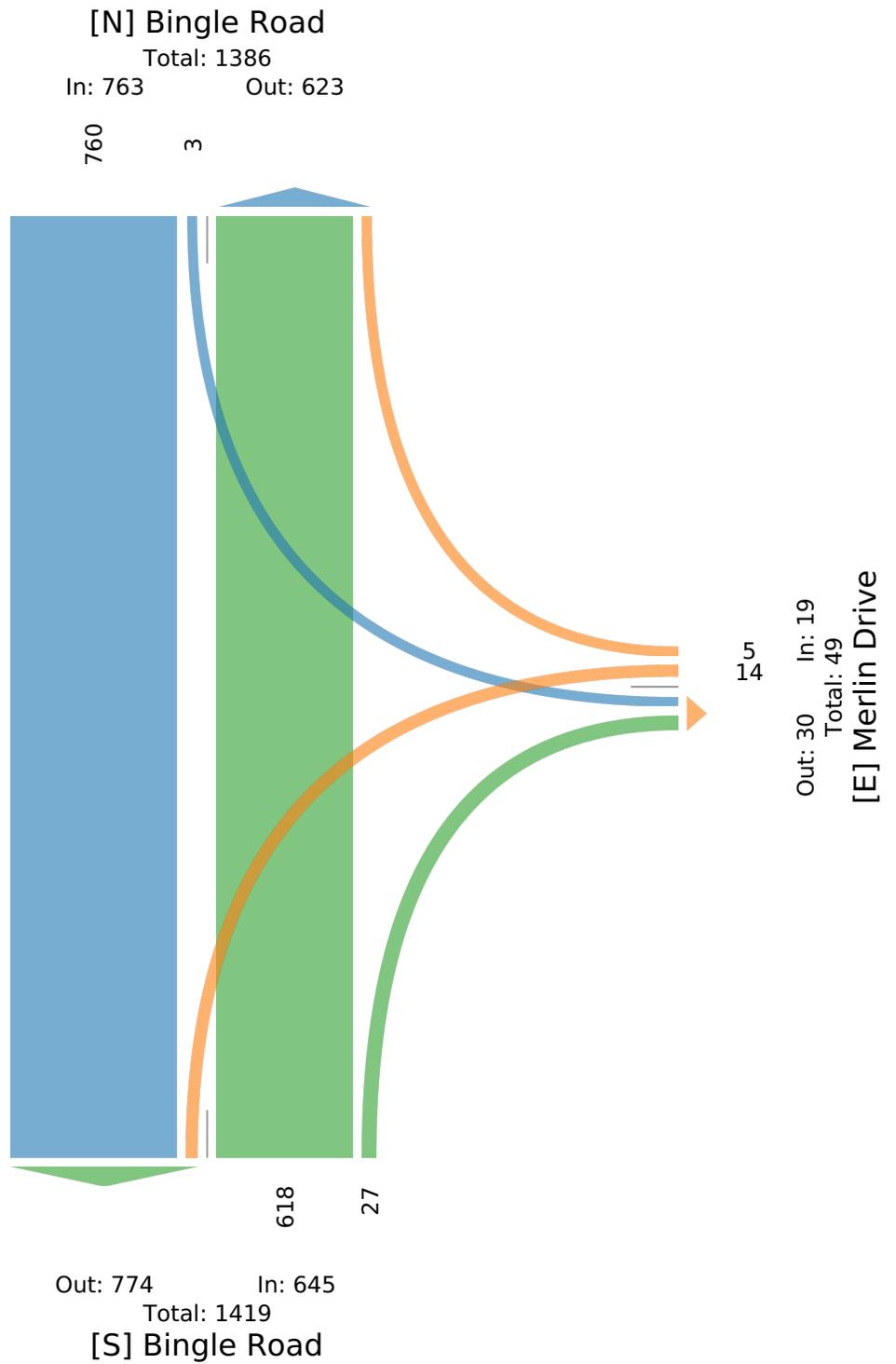
All Movements

ID: 1269899, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 4:45PM - 5:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269899, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					Merlin Drive Westbound					Bingle Road Northbound					West Eastbound					Int			
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*				
2025-02-12 4:45PM	0	240	0	0	240	0	1	0	6	0	7	1	11	211	0	0	222	0	0	0	0	0	0	469
5:00PM	0	254	0	0	254	0	1	0	6	0	7	0	12	240	0	0	252	0	0	0	0	0	0	513
5:15PM	0	227	1	0	228	0	3	0	10	0	13	1	14	251	0	0	265	0	0	0	0	0	0	506
5:30PM	0	197	0	0	197	0	1	0	5	0	6	0	14	258	0	0	272	0	0	0	0	0	1	475
Total	0	918	1	0	919	0	6	0	27	0	33	2	51	960	0	0	1011	0	0	0	0	0	1	1963
% Approach	0%	99.9%	0.1%	0%	-	18.2%	0%	81.8%	0%	-	5.0%	95.0%	0%	0%	-	0%	0%	0%	0%	-	-	-	-	-
% Total	0%	46.8%	0.1%	0%	46.8%	0.3%	0%	1.4%	0%	1.7%	-	2.6%	48.9%	0%	0%	51.5%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.904	0.250	-	0.905	-	0.500	-	0.675	-	0.635	-	0.911	0.930	-	-	0.929	-	-	-	-	-	-	0.957
Lights	0	910	1	0	911	-	5	0	27	0	32	-	51	953	0	0	1004	-	0	0	0	0	0	1947
% Lights	0%	99.1%	100%	0%	99.1%	-	83.3%	0%	100%	0%	97.0%	-	100%	99.3%	0%	0%	99.3%	-	0%	0%	0%	0%	-	99.2%
Articulated Trucks	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	2
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	6	0	0	6	-	1	0	0	0	1	-	0	7	0	0	7	-	0	0	0	0	0	14
% Buses and Single-Unit Trucks	0%	0.7%	0%	0%	0.7%	-	16.7%	0%	0%	0%	3.0%	-	0%	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-
% 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

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 4:45PM - 5:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

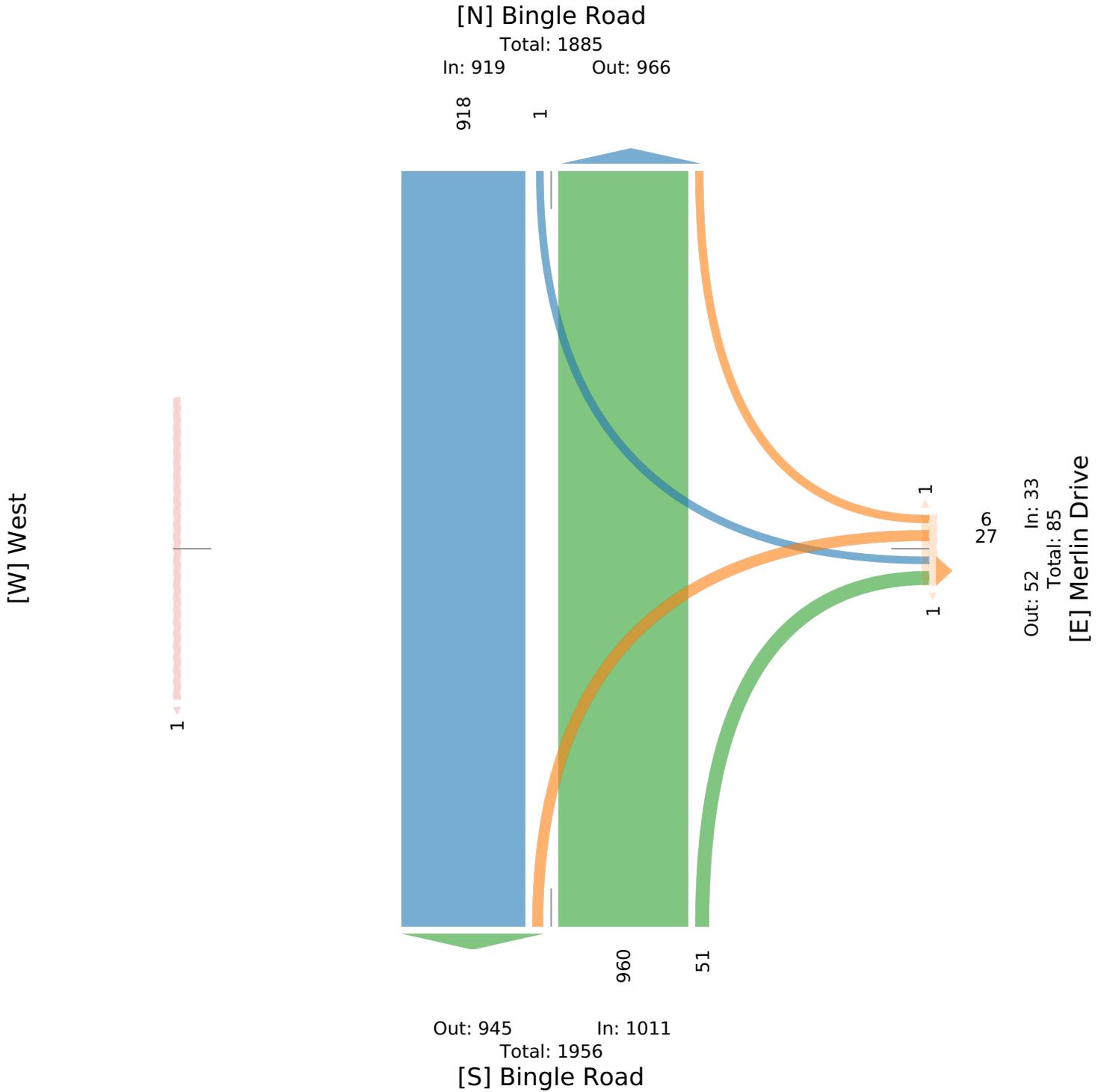
All Movements

ID: 1269899, Location: 29.792024, -95.500501



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269900, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-02-12 12:00AM	0	16	0	0	16	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	27
12:15AM	0	14	0	0	14	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	26
12:30AM	0	4	0	0	4	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	14
12:45AM	0	6	0	0	6	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	18
Hourly Total	0	40	0	0	40	0	0	0	0	0	0	0	45	0	0	0	45	0	0	0	0	0	0	0	85
1:00AM	0	9	0	0	9	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	18
1:15AM	0	5	1	0	6	0	1	0	0	0	1	0	7	0	0	0	7	0	0	0	0	0	0	0	14
1:30AM	0	5	0	0	5	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	13
1:45AM	0	4	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	8
Hourly Total	0	23	1	0	24	0	1	0	0	0	1	0	28	0	0	0	28	0	0	0	0	0	0	0	53
2:00AM	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5
2:15AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	6
2:30AM	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	10
2:45AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	6
Hourly Total	0	11	0	0	11	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	27
3:00AM	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	8
3:30AM	0	7	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	10
3:45AM	0	8	1	0	9	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	13
Hourly Total	0	25	1	0	26	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	37
4:00AM	0	5	1	0	6	0	2	0	0	0	2	0	8	0	0	0	8	0	0	0	0	0	0	0	16
4:15AM	0	7	0	0	7	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	14
4:30AM	0	18	1	0	19	0	1	0	0	0	1	0	11	0	0	0	12	0	0	0	0	0	0	0	32
4:45AM	0	38	0	0	38	0	0	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0	0	0	65
Hourly Total	0	68	2	0	70	0	3	0	0	0	3	0	53	0	0	0	54	0	0	0	0	0	0	0	127
5:00AM	0	33	0	0	33	0	0	0	1	0	1	0	12	0	0	0	12	0	0	0	0	0	0	0	46
5:15AM	0	49	0	0	49	0	0	0	0	0	0	0	22	0	0	0	22	0	0	1	0	1	0	0	72
5:30AM	0	78	0	0	78	0	0	0	0	0	0	0	59	0	0	0	60	0	0	0	0	0	0	0	138
5:45AM	0	92	0	0	92	0	0	0	0	0	0	2	60	0	0	0	61	0	0	0	0	0	0	0	153
Hourly Total	0	252	0	0	252	0	0	0	1	0	1	2	153	0	0	0	155	0	0	1	0	1	0	0	409
6:00AM	0	96	0	0	96	0	0	0	2	0	2	0	65	0	0	0	67	0	0	0	0	0	0	0	165
6:15AM	0	88	0	0	88	0	0	0	1	0	1	1	97	0	0	0	97	0	0	0	0	0	0	0	186
6:30AM	0	149	2	0	151	0	0	0	1	0	1	0	111	0	0	0	112	0	0	0	0	0	0	0	264
6:45AM	0	213	0	0	213	0	2	0	2	0	4	0	162	0	0	0	167	0	0	0	0	0	0	0	384
Hourly Total	0	546	2	0	548	0	2	0	6	0	8	1	435	0	0	0	443	0	0	0	0	0	0	0	999
7:00AM	0	263	2	0	265	0	7	0	4	0	11	0	153	0	0	0	155	0	0	0	0	0	0	0	431
7:15AM	0	372	3	0	375	0	5	0	5	0	10	0	137	1	0	0	140	0	1	0	0	0	1	0	526
7:30AM	0	327	2	0	329	0	2	0	6	0	8	0	176	0	0	0	178	0	0	0	0	0	0	0	515
7:45AM	0	326	2	0	328	0	3	0	1	0	4	5	172	0	0	0	175	0	1	0	0	0	1	0	508
Hourly Total	0	1288	9	0	1297	0	17	0	16	0	33	5	638	1	0	0	648	0	2	0	0	0	2	0	1980
8:00AM	0	294	1	0	295	0	2	0	6	0	8	1	177	1	0	0	181	0	0	0	0	0	0	0	484
8:15AM	0	372	2	0	374	0	0	0	4	0	4	0	154	0	0	0	157	0	1	0	0	0	1	0	536
8:30AM	0	287	2	0	289	0	3	0	8	0	11	0	181	0	0	0	183	0	0	0	0	0	0	0	483
8:45AM	0	284	5	0	289	0	5	0	2	0	7	0	157	0	0	0	160	0	0	0	1	0	1	0	457
Hourly Total	0	1237	10	0	1247	0	10	0	20	0	30	1	669	1	0	0	681	0	1	0	1	0	2	0	1960
9:00AM	0	219	1	0	220	0	5	0	0	0	5	2	164	0	0	0	170	0	0	0	0	0	0	0	395
9:15AM	0	207	2	0	209	0	2	0	2	0	4	0	144	0	0	0	147	0	0	0	0	0	0	0	360
9:30AM	0	184	0	0	184	0	2	0	3	0	5	0	120	0	0	0	120	0	0	0	0	0	0	0	309
9:45AM	0	200	1	0	201	0	2	0	4	0	6	0	150	0	0	0	155	0	0	1	0	0	1	0	363
Hourly Total	0	810	4	0	814	0	11	0	9	0	20	2	578	0	0	0	592	0	0	1	0	0	1	0	1427
10:00AM	0	142	3	1	146	0	1	0	0	0	1	0	138	0	0	0	139	0	0	0	0	0	0	0	286
10:15AM	0	152	2	0	154	0	3	0	3	0	6	0	130	0	0	0	131	0	0	0	0	0	0	0	291
10:30AM	0	168	2	0	170	0	0	0	0	0	0	0	131	0	0	0	132	0	1	0	0	0	1	0	303
10:45AM	2	183	1	0	186	0	2	0	3	0	5	0	136	0	0	0	136	0	0	0	0	0	0	0	327
Hourly Total	2	645	8	1	656	0	6	0	6	0	12	0	535	0	0	0	538	0	1	0	0	0	1	0	1207
11:00AM	0	163	1	0	164	0	0	0	5	0	5	0	116	0	0	0	119	0	0	0	0	0	0	0	288
11:15AM	0	148	5	0	153	0	1	0	3	0	4	0	148	0	1	0	150	0	0	0	0	0	0	0	307
11:30AM	0	180	1	0	181	0	0	0	4	0	4	0	154	0	0	0	154	0	0	0	0	0	0	0	339

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						Int	
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*		
11:45AM	0	207	1	0	208	0	0	0	1	0	1	0	2	152	0	0	154	0	0	0	0	0	0	0	1	363
Hourly Total	0	698	8	0	706	0	1	0	13	0	14	0	6	570	0	1	577	0	0	0	0	0	0	0	1	1297
12:00PM	0	183	1	0	184	0	2	0	1	0	3	0	4	146	0	0	150	0	0	0	0	0	0	0	0	337
12:15PM	0	190	3	0	193	0	2	0	1	0	3	0	5	152	0	0	157	0	0	0	0	0	0	0	0	353
12:30PM	0	165	0	0	165	0	6	0	4	0	10	0	4	197	0	0	201	0	1	0	0	0	0	1	0	377
12:45PM	1	136	1	0	138	0	3	0	4	0	7	0	2	144	0	0	146	0	0	0	0	0	0	0	0	291
Hourly Total	1	674	5	0	680	0	13	0	10	0	23	0	15	639	0	0	654	0	1	0	0	0	0	1	0	1358
1:00PM	0	170	3	0	173	0	3	0	2	0	5	0	4	183	0	0	187	0	0	0	0	0	0	0	0	365
1:15PM	0	169	5	0	174	0	1	0	4	0	5	0	4	159	0	0	163	0	0	0	0	0	0	0	0	342
1:30PM	0	189	0	0	189	0	0	0	0	0	0	0	1	154	0	0	155	0	0	0	0	0	0	0	0	344
1:45PM	0	158	1	0	159	0	0	0	4	0	4	0	7	182	0	0	189	0	0	0	0	0	0	0	0	352
Hourly Total	0	686	9	0	695	0	4	0	10	0	14	0	16	678	0	0	694	0	0	0	0	0	0	0	0	1403
2:00PM	0	175	2	0	177	0	1	0	7	0	8	0	2	164	0	0	166	0	0	0	0	0	0	0	0	351
2:15PM	0	170	0	0	170	0	3	0	2	0	5	0	2	175	0	0	177	0	0	0	0	0	0	0	0	352
2:30PM	0	189	1	0	190	0	3	0	4	0	7	0	3	213	0	0	216	0	0	0	0	0	0	0	0	413
2:45PM	0	213	1	0	214	0	2	0	1	0	3	0	2	168	0	0	170	0	0	0	0	0	0	0	0	387
Hourly Total	0	747	4	0	751	0	9	0	14	0	23	0	9	720	0	0	729	0	0	0	0	0	0	0	0	1503
3:00PM	0	221	2	0	223	0	2	0	1	0	3	0	7	189	0	0	196	0	0	0	0	0	0	0	0	422
3:15PM	0	178	3	0	181	0	2	0	6	0	8	1	2	193	0	0	195	0	0	0	0	0	0	0	0	384
3:30PM	0	216	3	0	219	0	4	0	1	0	5	0	5	219	0	0	224	0	0	0	0	0	0	0	0	448
3:45PM	0	231	1	0	232	0	4	0	7	0	11	0	5	215	0	0	220	0	0	0	0	0	0	0	0	463
Hourly Total	0	846	9	0	855	0	12	0	15	0	27	1	19	816	0	0	835	0	0	0	0	0	0	0	0	1717
4:00PM	0	219	1	0	220	0	4	0	4	0	8	1	4	257	0	0	261	0	0	0	0	0	0	0	0	489
4:15PM	0	255	1	0	256	0	1	0	2	0	3	0	5	216	0	0	221	0	0	0	0	0	0	0	0	480
4:30PM	0	250	1	0	251	0	1	0	1	0	2	0	4	248	0	0	252	0	0	0	0	0	0	0	0	505
4:45PM	0	232	2	0	234	0	1	0	2	0	3	1	6	229	0	0	235	0	0	0	0	0	0	0	0	472
Hourly Total	0	956	5	0	961	0	7	0	9	0	16	2	19	950	0	0	969	0	0	0	0	0	0	0	0	1946
5:00PM	0	265	1	0	266	0	1	0	2	0	3	0	6	259	0	0	265	0	0	0	0	0	0	0	0	534
5:15PM	0	247	2	0	249	0	2	0	2	0	4	1	5	274	0	0	279	0	0	0	0	0	0	0	0	532
5:30PM	0	236	2	0	238	0	3	0	8	0	11	0	3	271	0	0	274	0	0	0	0	0	0	0	0	523
5:45PM	0	206	0	0	206	0	0	0	2	0	2	0	4	258	0	0	262	0	0	0	0	0	0	0	0	470
Hourly Total	0	954	5	0	959	0	6	0	14	0	20	1	18	1062	0	0	1080	0	0	0	0	0	0	0	0	2059
6:00PM	0	197	0	0	197	0	1	0	1	0	2	0	5	232	0	0	237	0	0	0	0	0	0	0	0	436
6:15PM	0	184	1	0	185	0	0	0	5	0	5	0	4	213	0	0	217	0	0	0	0	0	0	0	0	407
6:30PM	0	165	1	0	166	0	1	0	4	0	5	0	5	189	0	0	194	0	0	0	0	0	0	0	0	365
6:45PM	0	125	4	1	130	0	2	0	3	0	5	0	3	201	0	0	204	0	0	0	0	0	0	0	0	339
Hourly Total	0	671	6	1	678	0	4	0	13	0	17	0	17	835	0	0	852	0	0	0	0	0	0	0	0	1547
7:00PM	0	140	1	0	141	0	1	0	2	0	3	0	5	177	0	0	182	0	0	0	0	0	0	0	0	326
7:15PM	0	126	0	1	127	0	1	0	1	0	2	0	5	152	0	0	157	0	0	0	0	0	0	0	0	286
7:30PM	0	104	0	0	104	0	0	0	2	0	2	0	0	129	0	0	129	0	0	0	0	0	0	0	0	235
7:45PM	0	109	2	0	111	0	0	0	2	0	2	0	1	127	0	0	128	0	0	0	0	0	0	0	0	241
Hourly Total	0	479	3	1	483	0	2	0	7	0	9	0	11	585	0	0	596	0	0	0	0	0	0	0	0	1088
8:00PM	0	81	2	0	83	0	0	0	0	0	0	0	2	127	1	0	130	0	0	0	0	0	0	0	0	213
8:15PM	0	58	0	0	58	0	1	0	2	0	3	0	0	124	0	0	124	0	0	0	0	0	0	0	0	185
8:30PM	0	60	0	0	60	0	0	0	1	0	1	1	3	94	0	0	97	0	0	0	0	0	0	0	0	158
8:45PM	0	49	1	0	50	0	1	0	0	0	1	0	2	101	0	0	103	0	0	0	0	0	0	0	0	154
Hourly Total	0	248	3	0	251	0	2	0	3	0	5	1	7	446	1	0	454	0	0	0	0	0	0	0	0	710
9:00PM	0	69	0	0	69	0	0	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	0	0	0	170
9:15PM	0	47	2	0	49	0	0	0	1	0	1	0	0	104	0	0	104	0	0	0	0	0	0	0	0	154
9:30PM	0	48	0	0	48	0	0	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	0	0	0	121
9:45PM	0	47	0	0	47	0	1	0	0	0	1	0	2	60	0	0	62	0	0	0	0	0	0	0	0	110
Hourly Total	0	211	2	0	213	0	1	0	1	0	2	0	2	338	0	0	340	0	0	0	0	0	0	0	0	555
10:00PM	0	43	1	0	44	0	0	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	0	0	97
10:15PM	0	31	0	0	31	0	1	0	1	0	2	0	3	51	0	0	54	0	0	0	0	0	0	0	0	87
10:30PM	0	23	0	0	23	0	0	0	1	0	1	0	0	45	0	0	45	0	0	0	0	0	0	0	0	69
10:45PM	0	22	0	0	22	0	0	0	1	0	1	0	1	43	0	0	44	0	0	0	0	0	0	0	0	67
Hourly Total	0	119	1	0	120	0	1	0	3	0	4	0	4	192	0	0	196	0	0	0	0	0	0	0	0	320
11:00PM	0	24	0	0	24	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	0	0	55
11:15PM	0	20	0	0	20	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	38
11:30PM	0	17	0	0	17	0	1	0	0	0	1	1	1	19	0	0	20	0	0	0	0	0	0	0	0	38
11:45PM	0	16	0	0	16	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	0	0	43
Hourly Total	0	77	0	0	77	0	1	0	0	0	1	1	1	95	0	0	96	0	0	0	0	0	0	0	0	174
Total	3	12311	97	3	12414	0	113	0	170	0	283	17	192	11087	3	1	11283	0	5	1	2	0	8	1	23988	
% Approach	0%	99.2%	0.8%	0%	-	-	39.9%	0%	60.1%	0%	-	-	1.7%	98.3%	0%	0%	-	-	62.5%	12.5%	25.0%	0%	-	-	-	

Leg Direction	Bingle Road Southbound					Burkhart Road Westbound					Bingle Road Northbound					Burkhart Road Eastbound								
Time	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	Int			
% Total	0%	51.3%	0.4%	0%	51.8%	-	0.5%	0%	0.7%	0%	1.2%	-	0.8%	46.2%	0%	0%	47.0%	-	0%	0%	0%	0%	-	
Lights	3	12119	91	3	12216	-	103	0	169	0	272	-	187	10915	3	1	11106	-	5	1	2	0	8	-
% Lights	100%	98.4%	93.8%	100%	98.4%	-	91.2%	0%	99.4%	0%	96.1%	-	97.4%	98.4%	100%	100%	98.4%	-	100%	100%	100%	0%	100%	-
Articulated Trucks	0	40	0	0	40	-	0	0	0	0	0	-	0	22	0	0	22	-	0	0	0	0	0	-
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-
Buses and Single-Unit Trucks	0	152	6	0	158	-	10	0	1	0	11	-	5	150	0	0	155	-	0	0	0	0	0	-
% Buses and Single-Unit Trucks	0%	1.2%	6.2%	0%	1.3%	-	8.8%	0%	0.6%	0%	3.9%	-	2.6%	1.4%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	94.1%	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	5.9%	-	-	-	-	-	-	-	-	-	-	-	0%

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

3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

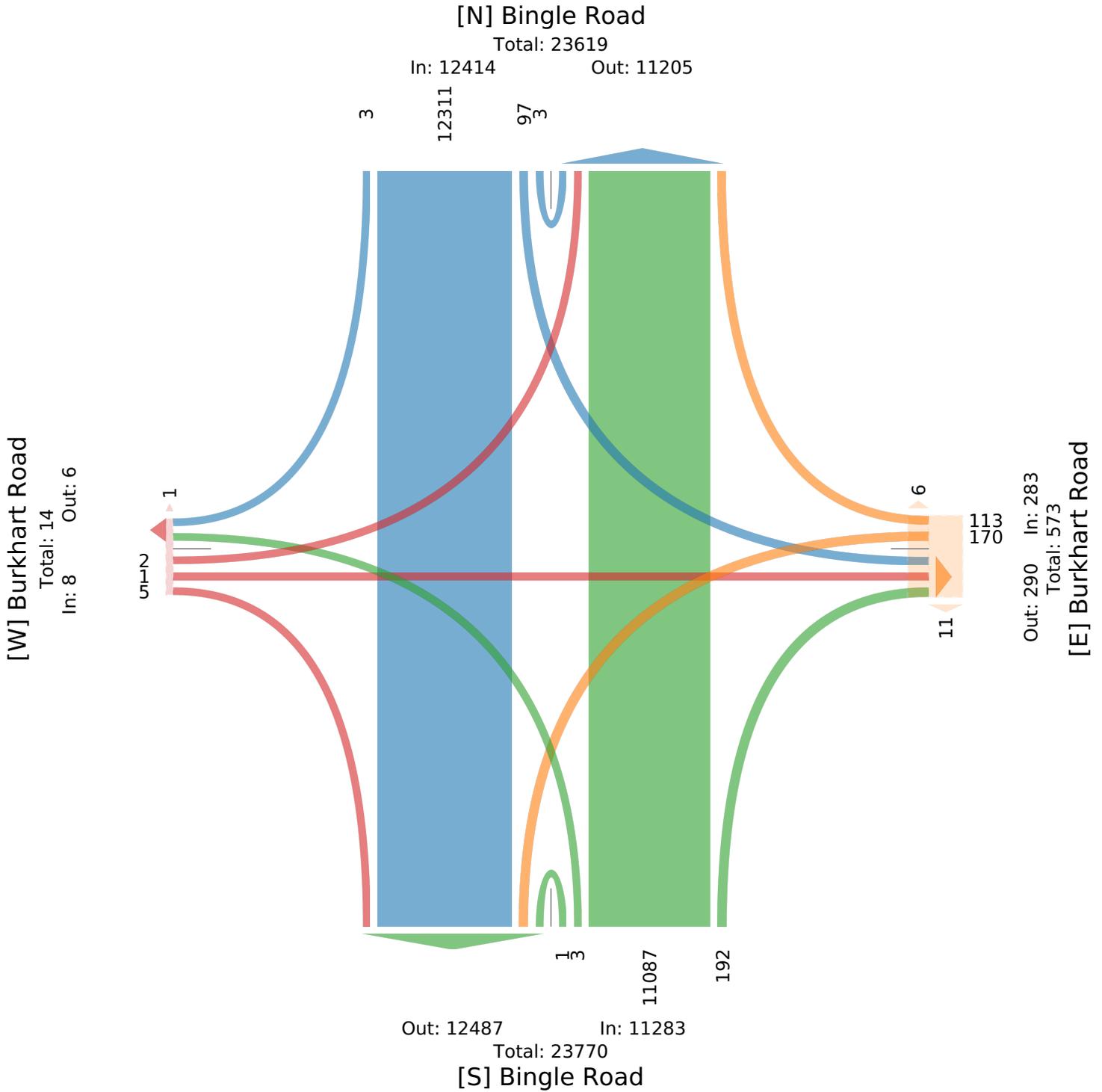
All Movements

ID: 1269900, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:30AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269900, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-02-12 7:30AM	0	327	2	0	329	0	2	0	6	0	8	0	2	176	0	0	178	0	0	0	0	0	0	0	515
7:45AM	0	326	2	0	328	0	3	0	1	0	4	5	3	172	0	0	175	0	1	0	0	0	1	0	508
8:00AM	0	294	1	0	295	0	2	0	6	0	8	1	3	177	1	0	181	0	0	0	0	0	0	0	484
8:15AM	0	372	2	0	374	0	0	0	4	0	4	0	3	154	0	0	157	0	1	0	0	0	1	0	536
Total	0	1319	7	0	1326	0	7	0	17	0	24	6	11	679	1	0	691	0	2	0	0	0	2	0	2043
% Approach	0%	99.5%	0.5%	0%	-	-	29.2%	0%	70.8%	0%	-	-	1.6%	98.3%	0.1%	0%	-	-	100%	0%	0%	0%	-	-	-
% Total	0%	64.6%	0.3%	0%	64.9%	-	0.3%	0%	0.8%	0%	1.2%	-	0.5%	33.2%	0%	0%	33.8%	-	0.1%	0%	0%	0%	0.1%	-	-
PHF	-	0.886	0.875	-	0.886	-	0.583	-	0.708	-	0.750	-	0.917	0.959	0.250	-	0.954	-	0.500	-	-	-	0.500	-	0.953
Lights	0	1294	5	0	1299	-	4	0	17	0	21	-	11	668	1	0	680	-	2	0	0	0	2	-	2002
% Lights	0%	98.1%	71.4%	0%	98.0%	-	57.1%	0%	100%	0%	87.5%	-	100%	98.4%	100%	0%	98.4%	-	100%	0%	0%	0%	100%	-	98.0%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	6
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	22	2	0	24	-	3	0	0	0	3	-	0	8	0	0	8	-	0	0	0	0	0	-	35
% Buses and Single-Unit Trucks	0%	1.7%	28.6%	0%	1.8%	-	42.9%	0%	0%	0%	12.5%	-	0%	1.2%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	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

3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:30AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

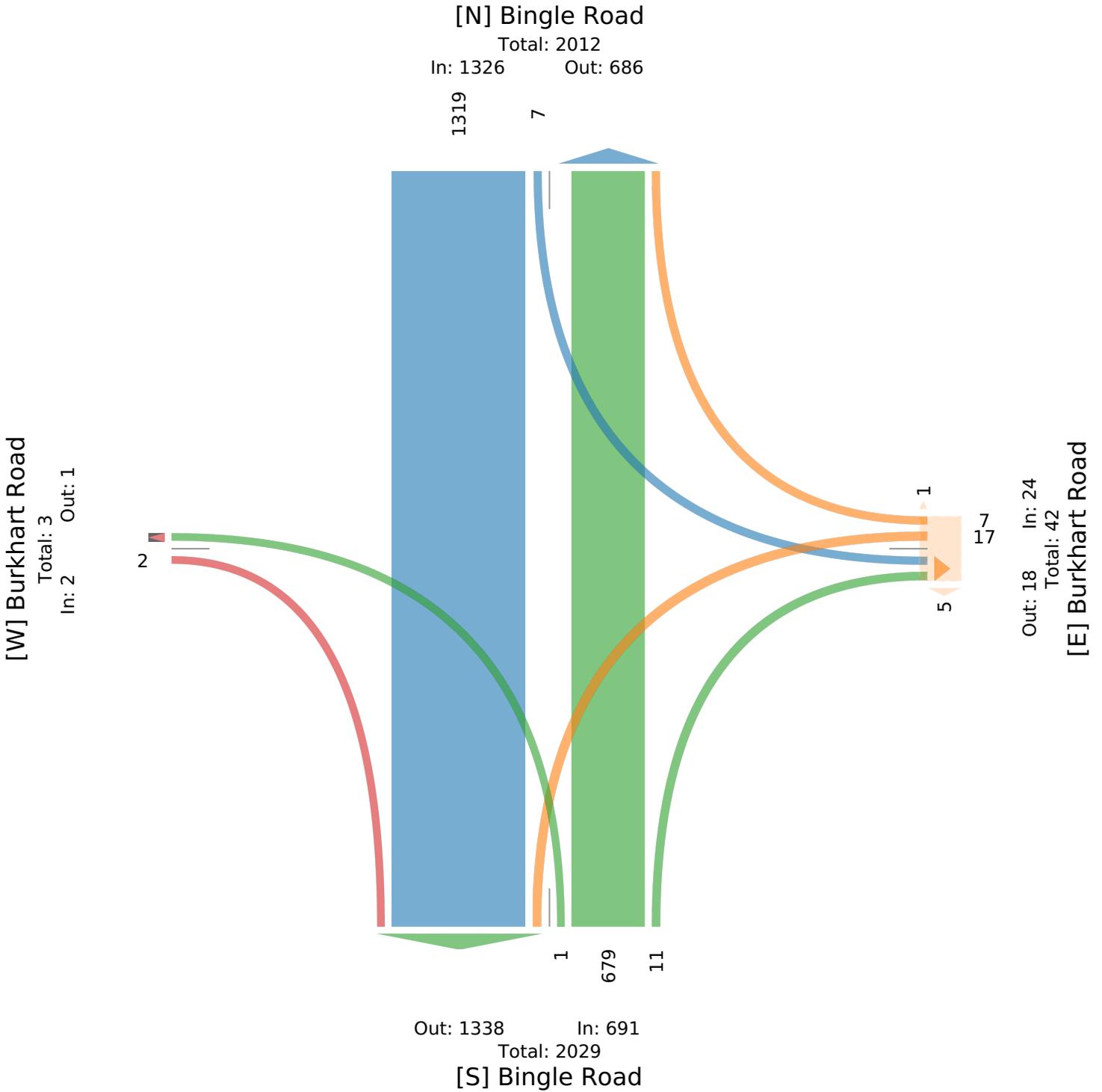
All Movements

ID: 1269900, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269900, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					Burkhart Road Westbound					Bingle Road Northbound					Burkhart Road Eastbound							
Time	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	Int		
2025-02-12 11:45AM	0	207	1	0	208	0	0	1	0	1	2	152	0	0	154	0	0	0	0	0	1	363	
12:00PM	0	183	1	0	184	0	2	0	1	3	4	146	0	0	150	0	0	0	0	0	0	337	
12:15PM	0	190	3	0	193	0	2	0	1	3	5	152	0	0	157	0	0	0	0	0	0	353	
12:30PM	0	165	0	0	165	0	6	0	4	10	4	197	0	0	201	0	1	0	0	1	0	377	
Total	0	745	5	0	750	0	10	0	7	17	15	647	0	0	662	0	1	0	0	1	1	1430	
% Approach	0%	99.3%	0.7%	0%	-	58.8%	0%	41.2%	0%	-	2.3%	97.7%	0%	0%	-	100%	0%	0%	0%	-	-	-	
% Total	0%	52.1%	0.3%	0%	52.4%	0.7%	0%	0.5%	0%	1.2%	1.0%	45.2%	0%	0%	46.3%	0.1%	0%	0%	0%	0.1%	-	-	
PHF	-	0.900	0.417	-	0.901	-	0.417	-	0.438	-	0.425	-	0.750	0.821	-	0.823	-	0.250	-	-	-0.250	-	0.948
Lights	0	738	5	0	743	-	9	0	7	16	-	13	624	0	637	-	1	0	0	1	-	1397	
% Lights	0%	99.1%	100%	0%	99.1%	-	90.0%	0%	100%	94.1%	-	86.7%	96.4%	0%	96.2%	-	100%	0%	0%	100%	-	97.7%	
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	-	0	6	0	6	-	0	0	0	0	-	7	
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.9%	0%	0.9%	-	0%	0%	0%	0%	-	0.5%	
Buses and Single-Unit Trucks	0	6	0	0	6	-	1	0	0	1	-	2	17	0	19	-	0	0	0	0	-	26	
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	0.8%	-	10.0%	0%	0%	5.9%	-	13.3%	2.6%	0%	2.9%	-	0%	0%	0%	0%	-	1.8%	
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1	
% 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

3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

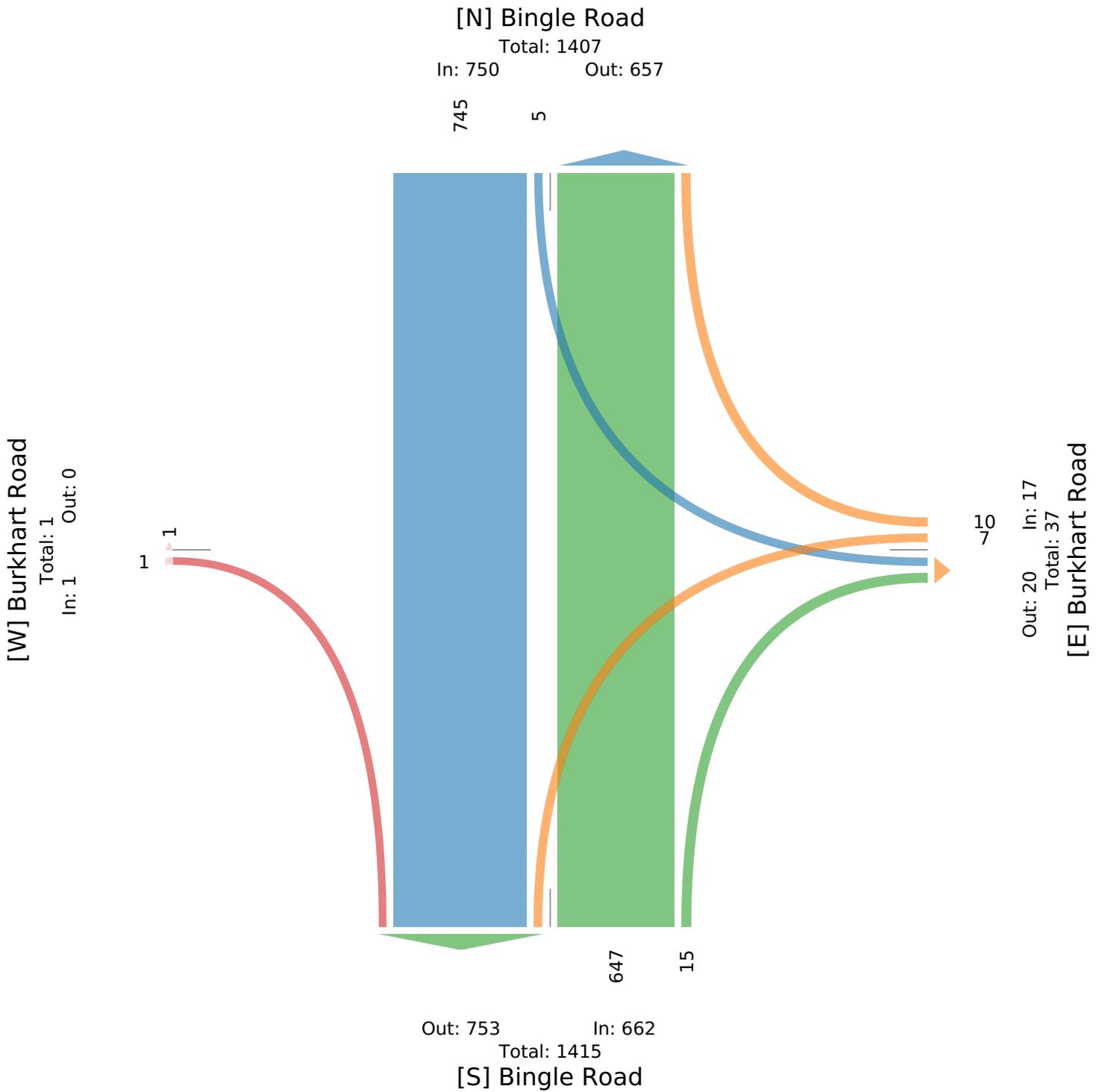
All Movements

ID: 1269900, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269900, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-02-12 4:45PM	0	232	2	0	234	0	1	0	2	0	3	1	6	229	0	0	235	0	0	0	0	0	0	0	472
5:00PM	0	265	1	0	266	0	1	0	2	0	3	0	6	259	0	0	265	0	0	0	0	0	0	0	534
5:15PM	0	247	2	0	249	0	2	0	2	0	4	1	5	274	0	0	279	0	0	0	0	0	0	0	532
5:30PM	0	236	2	0	238	0	3	0	8	0	11	0	3	271	0	0	274	0	0	0	0	0	0	0	523
Total	0	980	7	0	987	0	7	0	14	0	21	2	20	1033	0	0	1053	0	0	0	0	0	0	0	2061
% Approach	0%	99.3%	0.7%	0%	-	-	33.3%	0%	66.7%	0%	-	-	1.9%	98.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	47.5%	0.3%	0%	47.9%	-	0.3%	0%	0.7%	0%	1.0%	-	1.0%	50.1%	0%	0%	51.1%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.925	0.875	-	0.928	-	0.583	-	0.438	-	0.477	-	0.833	0.943	-	-	0.944	-	-	-	-	-	-	-	0.965
Lights	0	974	7	0	981	-	7	0	14	0	21	-	20	1027	0	0	1047	-	0	0	0	0	0	-	2049
% Lights	0%	99.4%	100%	0%	99.4%	-	100%	0%	100%	0%	100%	-	100%	99.4%	0%	0%	99.4%	-	0%	0%	0%	0%	-	-	99.4%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	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	6	0	0	6	-	0	0	0	0	0	-	11
% Buses and Single-Unit Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	-	-	0.5%
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

3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

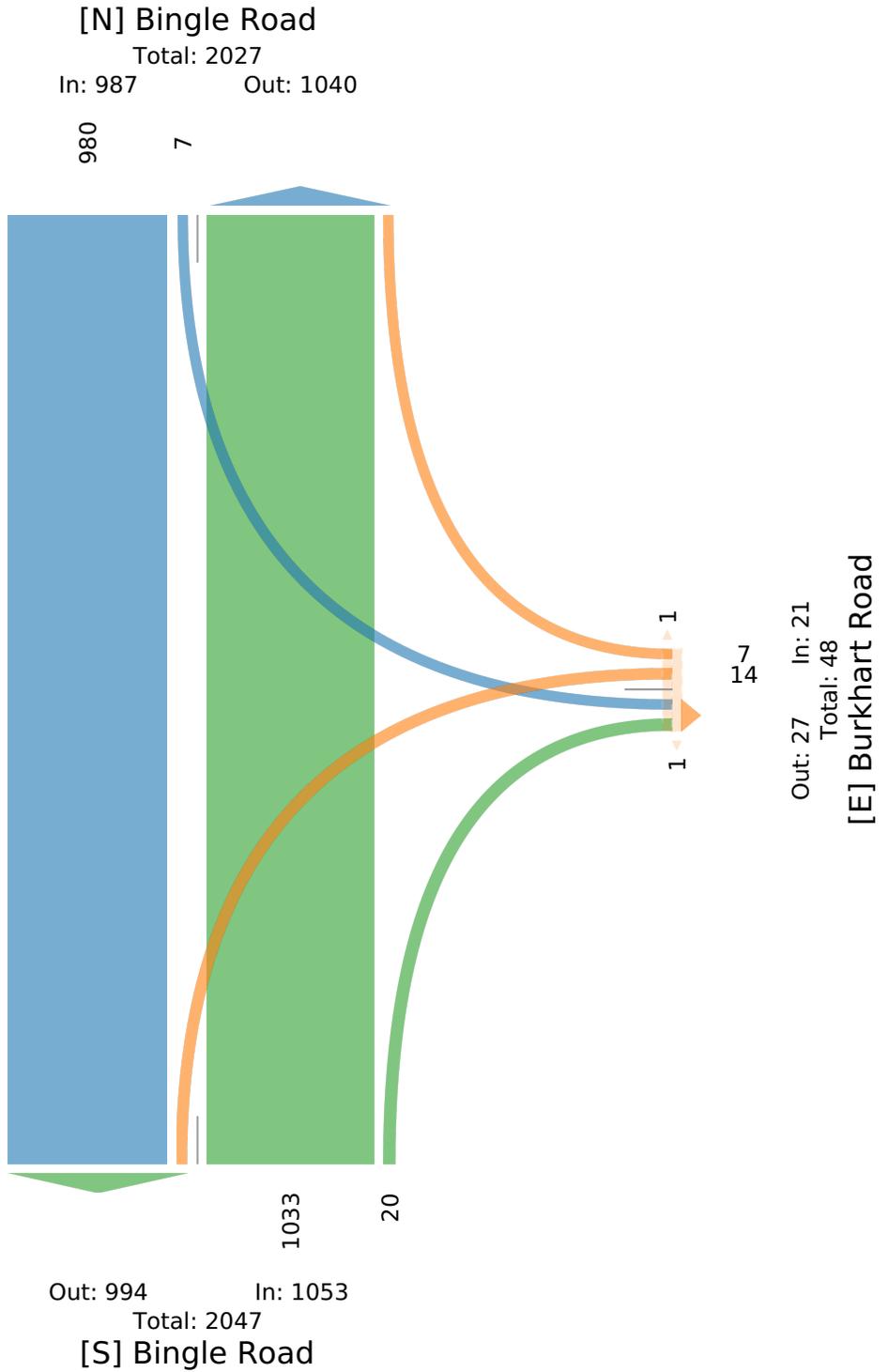
All Movements

ID: 1269900, Location: 29.789381, -95.500484



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

Full Length (12 AM-1:15 AM, 1:15 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						Int						
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*							
2025-02-12 12:00AM	0	14	0	0	14	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	25
12:15AM	0	14	0	0	14	0	0	0	0	0	0	0	0	12	1	0	13	1	0	0	0	0	0	0	0	0	0	0	0	1	27
12:30AM	0	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	14
12:45AM	0	6	0	0	6	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	38	0	0	38	0	0	0	0	0	0	0	0	45	1	0	46	1	0	0	0	0	0	0	0	0	0	0	1	84	
1:00AM	0	9	0	0	9	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18
1:15AM	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1:30AM	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	13
1:45AM	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	21	0	0	21	0	0	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	47
2:00AM	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:15AM	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:30AM	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:45AM	0	3	0	0	3	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	13	0	0	13	0	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	29
3:00AM	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:30AM	0	7	0	0	7	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:45AM	0	10	0	0	10	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	27	0	0	27	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	39
4:00AM	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:15AM	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
4:30AM	1	17	0	0	18	0	1	0	0	0	1	0	0	11	0	0	11	0	1	0	0	0	1	0	1	0	0	0	1	0	31
4:45AM	0	41	0	0	41	0	0	0	5	0	5	0	1	25	0	0	26	0	1	0	0	0	1	0	1	0	0	0	1	0	73
Hourly Total	1	70	0	0	71	0	1	0	5	0	6	0	1	49	0	0	50	0	2	0	0	0	2	0	2	0	0	0	2	0	129
5:00AM	0	35	0	0	35	0	0	0	1	0	1	0	0	13	0	0	13	0	1	0	0	0	1	0	1	0	0	0	1	0	50
5:15AM	0	47	0	0	47	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	69
5:30AM	0	77	0	0	77	0	0	0	1	0	1	0	0	62	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	140
5:45AM	0	92	0	0	92	0	0	0	2	0	2	0	2	65	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	161
Hourly Total	0	251	0	0	251	0	0	0	4	0	4	0	2	162	0	0	164	0	1	0	0	0	1	0	1	0	0	0	1	0	420
6:00AM	0	94	0	0	94	0	0	0	3	0	3	0	1	66	1	0	68	0	0	0	0	0	0	0	0	0	0	0	0	1	165
6:15AM	0	102	0	0	102	0	1	0	5	0	6	0	2	97	1	0	100	0	0	0	0	0	0	0	0	0	0	0	0	1	208
6:30AM	0	175	0	0	175	0	1	0	2	0	3	0	3	112	0	0	115	0	2	0	0	0	2	0	2	0	0	0	2	0	295
6:45AM	0	231	1	0	232	0	1	0	5	0	6	1	3	170	0	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	411
Hourly Total	0	602	1	0	603	0	3	0	15	0	18	1	9	445	2	0	456	0	2	0	0	0	2	2	2	0	0	0	2	2	1079
7:00AM	2	262	2	0	266	0	1	0	13	0	14	0	3	155	0	0	158	0	3	0	2	0	5	0	3	0	2	0	5	0	443
7:15AM	3	382	1	0	386	0	1	0	20	0	21	0	1	143	0	0	144	0	2	0	0	0	2	0	2	0	0	0	2	0	553
7:30AM	3	318	4	0	325	0	3	0	7	0	10	0	1	171	1	0	173	0	5	0	1	0	6	0	5	0	1	0	6	0	514
7:45AM	1	334	1	0	336	0	1	0	13	0	14	3	5	182	0	0	187	0	2	0	0	0	2	0	2	0	0	0	2	0	539
Hourly Total	9	1296	8	0	1313	0	6	0	53	0	59	3	10	651	1	0	662	0	12	0	3	0	15	0	12	0	3	0	15	0	2049
8:00AM	0	304	0	0	304	0	3	0	12	0	15	1	3	172	0	0	175	0	2	0	0	0	2	0	2	0	0	0	2	0	496
8:15AM	4	370	2	0	376	0	1	0	13	0	14	0	6	154	1	0	161	0	2	0	0	0	2	0	2	0	0	0	2	0	553
8:30AM	0	292	0	0	292	0	0	0	9	0	9	0	5	179	2	0	186	0	2	0	0	0	2	0	2	0	0	0	2	0	489
8:45AM	1	292	2	0	295	0	5	0	16	0	21	0	8	155	0	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	479
Hourly Total	5	1258	4	0	1267	0	9	0	50	0	59	1	22	660	3	0	685	0	6	0	0	0	6	0	6	0	0	0	6	0	2017
9:00AM	1	219	1	0	221	0	1	0	4	0	5	0	4	168	0	0	172	0	3	0	0	0	3	0	3	0	0	0	3	0	401
9:15AM	2	213	0	0	215	0	1	0	6	0	7	0	2	143	2	0	147	0	2	0	1	0	3	0	2	0	1	0	3	0	372
9:30AM	0	199	3	0	202	1	1	1	7	0	9	0	6	123	1	0	130	0	1	0	0	0	1	0	1	0	0	0	1	0	342
9:45AM	0	215	1	0	216	0	2	0	9	0	11	0	6	145	0	0	151	1	0	0	1	0	1	0	0	0	1	0	1	0	379
Hourly Total	3	846	5	0	854	1	5	1	26	0	32	0	18	579	3	0	600	1	6	0	2	0	8	0	6	0	2	0	8	0	1494
10:00AM	1	149	0	0	150	0	1	0	10	0	11	0	3	138	0	0	141	0	1	0	1	0	2	0	1	0	1	0	2	0	304
10:15AM	1	154	1	0	156	0	1	0	10	0	11	0	6	136	3	0	145	0	2	0	0	0	2	0	2	0	0	0	2	0	314
10:30AM	1	167	2	0	170	0	1	0	10	0	11	0	6	135	2	0	143	0	2	0	0	0	2	0	2	0	0	0	2	0	326
10:45AM	0	175	4	0	179	0	1	0	4	0	5	0	7	125	3	0	135	0	0	1	0	0	1	0	0	1	0	0	1	0	320
Hourly Total	3																														

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Hourly Total	7	705	3	0	715	0	4	1	31	0	36	0	25	584	2	0	611	0	8	1	3	0	12	0	1374
12:00PM	0	193	0	0	193	0	0	0	6	0	6	0	10	147	1	0	158	0	1	0	1	0	2	0	359
12:15PM	2	195	1	0	198	0	2	1	6	0	9	0	5	162	4	0	171	0	1	1	0	0	2	0	380
12:30PM	0	171	0	0	171	0	0	0	3	0	3	0	7	193	1	0	201	0	3	0	1	0	4	0	379
12:45PM	1	156	1	0	158	0	3	0	7	0	10	0	7	149	2	0	158	0	0	0	0	0	0	1	326
Hourly Total	3	715	2	0	720	0	5	1	22	0	28	0	29	651	8	0	688	0	5	1	2	0	8	1	1444
1:00PM	0	178	1	0	179	0	1	0	3	0	4	0	8	181	1	1	191	0	1	0	2	0	3	0	377
1:15PM	1	152	1	0	154	0	1	0	6	0	7	0	8	165	0	0	173	0	1	0	0	0	1	0	335
1:30PM	2	162	3	0	167	0	1	0	10	0	11	0	9	168	3	0	180	0	0	0	1	0	1	0	359
1:45PM	1	145	2	0	148	0	2	0	8	0	10	0	8	183	0	0	191	0	0	0	0	0	0	0	349
Hourly Total	4	637	7	0	648	0	5	0	27	0	32	0	33	697	4	1	735	0	2	0	3	0	5	0	1420
2:00PM	2	175	1	0	178	0	0	0	5	0	5	0	5	184	1	0	190	0	0	0	0	0	0	0	373
2:15PM	1	165	2	0	168	0	3	0	10	0	13	0	8	178	1	0	187	0	1	0	0	0	1	0	369
2:30PM	4	209	1	0	214	2	2	0	13	0	15	0	15	211	0	0	226	0	1	0	0	0	1	0	456
2:45PM	3	232	2	0	237	0	4	0	10	0	14	0	11	183	1	0	195	0	1	0	0	0	1	0	447
Hourly Total	10	781	6	0	797	2	9	0	38	0	47	0	39	756	3	0	798	0	3	0	0	0	3	0	1645
3:00PM	2	211	2	0	215	0	0	0	16	0	16	0	18	182	1	0	201	1	1	0	0	0	1	0	433
3:15PM	1	204	0	0	205	0	2	0	4	0	6	1	10	202	1	0	213	0	2	0	0	0	2	0	426
3:30PM	1	221	2	0	224	0	3	1	6	0	10	0	8	219	1	0	228	0	0	0	2	0	2	0	464
3:45PM	2	230	4	0	236	2	2	0	15	0	17	0	6	231	1	0	238	0	5	0	0	0	5	0	496
Hourly Total	6	866	8	0	880	2	7	1	41	0	49	1	42	834	4	0	880	1	8	0	2	0	10	0	1819
4:00PM	1	238	3	0	242	0	1	0	6	0	7	0	13	251	5	0	269	0	1	1	1	0	3	0	521
4:15PM	0	245	0	0	245	0	2	1	7	0	10	0	14	233	1	0	248	0	0	0	1	0	1	0	504
4:30PM	3	253	2	0	258	0	3	0	6	0	9	0	12	240	3	0	255	1	5	0	0	0	5	0	527
4:45PM	2	230	3	0	235	0	3	0	8	0	11	1	15	232	2	0	249	1	1	0	1	0	2	0	497
Hourly Total	6	966	8	0	980	0	9	1	27	0	37	1	54	956	11	0	1021	2	7	1	3	0	11	0	2049
5:00PM	0	248	2	0	250	0	1	0	8	0	9	0	9	277	8	0	294	1	4	0	0	0	4	0	557
5:15PM	1	240	0	0	241	0	1	0	8	0	9	0	12	273	2	0	287	0	2	0	2	0	4	0	541
5:30PM	3	239	6	0	248	0	2	0	8	0	10	0	8	279	1	0	288	0	0	0	0	0	0	1	546
5:45PM	1	199	1	0	201	0	0	0	12	0	12	0	16	250	1	0	267	0	4	0	1	0	5	0	485
Hourly Total	5	926	9	0	940	0	4	0	36	0	40	0	45	1079	12	0	1136	1	10	0	3	0	13	1	2129
6:00PM	0	212	1	0	213	0	3	0	8	0	11	0	10	243	1	0	254	0	0	0	0	0	0	0	478
6:15PM	2	179	1	0	182	0	2	0	8	0	10	0	11	201	2	0	214	0	0	0	0	0	0	0	406
6:30PM	0	183	1	0	184	0	1	0	9	0	10	0	4	192	2	0	198	0	2	0	2	0	4	0	396
6:45PM	0	141	3	0	144	0	0	0	5	0	5	0	9	213	1	0	223	0	1	0	0	0	1	0	373
Hourly Total	2	715	6	0	723	0	6	0	30	0	36	0	34	849	6	0	889	0	3	0	2	0	5	0	1653
7:00PM	0	142	3	0	145	0	2	0	8	0	10	0	8	164	0	0	172	0	2	0	0	0	2	0	329
7:15PM	0	123	0	0	123	0	1	0	8	0	9	0	3	145	0	0	148	0	0	0	0	0	0	0	280
7:30PM	1	104	0	0	105	0	1	0	2	0	3	0	3	126	2	0	131	0	0	0	1	0	1	0	240
7:45PM	1	118	2	0	121	0	2	0	6	0	8	0	3	131	1	0	135	0	0	0	0	0	0	0	264
Hourly Total	2	487	5	0	494	0	6	0	24	0	30	0	17	566	3	0	586	0	2	0	1	0	3	0	1113
8:00PM	0	81	2	0	83	0	4	0	1	0	5	0	10	130	1	0	141	0	0	0	0	0	0	0	229
8:15PM	1	72	0	0	73	0	0	0	2	0	2	0	1	113	0	0	114	0	0	0	0	0	0	0	189
8:30PM	0	50	1	0	51	0	0	0	0	0	0	1	9	92	2	0	103	0	0	2	0	0	2	0	156
8:45PM	0	61	1	0	62	0	1	0	1	0	2	0	2	111	1	0	114	0	0	0	0	0	0	0	178
Hourly Total	1	264	4	0	269	0	5	0	4	0	9	1	22	446	4	0	472	0	0	2	0	0	2	0	752
9:00PM	0	62	0	0	62	0	0	0	1	0	1	0	3	97	2	0	102	0	0	0	0	0	0	0	165
9:15PM	0	48	0	0	48	0	2	0	2	0	4	0	3	93	1	0	97	0	1	0	0	0	1	0	150
9:30PM	0	53	0	0	53	0	1	0	2	0	3	0	3	78	0	0	81	0	0	0	0	0	0	0	137
9:45PM	0	44	0	0	44	0	0	0	0	0	0	0	2	52	1	0	55	0	1	0	0	0	1	0	100
Hourly Total	0	207	0	0	207	0	3	0	5	0	8	0	11	320	4	0	335	0	2	0	0	0	2	0	552
10:00PM	0	40	0	0	40	0	0	0	1	0	1	0	2	56	0	0	58	0	0	0	0	0	0	0	99
10:15PM	0	32	0	0	32	0	0	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	0	83
10:30PM	0	24	0	0	24	0	0	0	0	0	0	0	2	43	0	0	45	0	0	0	0	0	0	0	69
10:45PM	0	21	0	0	21	0	0	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	0	62
Hourly Total	0	117	0	0	117	0	0	0	1	0	1	0	4	191	0	0	195	0	0	0	0	0	0	0	313
11:00PM	0	30	0	0	30	0	0	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	0	0	58
11:15PM	0	18	0	0	18	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	41
11:30PM	0	19	0	0	19	0	1	0	0	0	1	1	2	17	0	0	19	0	0	0	0	0	0	0	39
11:45PM	0	15	0	0	15	0	0	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	0	0	39
Hourly Total	0	82	0	0	82	0	1	0	0	0	1	1	4	90	0	0	94	0	0	0	0	0	0	0	177
Total	67	12535	83	0	12685	5	92	5	473	0	570	9	444	1197	79	1	11721	6	84	6	25	0	115	5	25091
% Approach	0.5%	98.8%	0.7%	0%	-	-	16.1%	0.9%	83.0%	0%	-	-	3.8%	95.5%	0.7%	0%	-	-	73.0%	5.2%	21.7%	0%	-	-	-
% Total	0.3%	50.0%	0.3%	0%	50.6%	-	0.4%	0%	1.9%	0%	2.3%	-	1.8%	44.6%	0.3%	0%	46.7%	-	0.3%	0%	0.1%	0%	0.5%	-	-
Lights	66	12319</																							

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Articulated Trucks	0	41	0	0	41	-	0	0	1	0	1	-	1	25	0	0	26	-	0	0	0	0	0	-	68
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0.2%	0%	0.2%	-	0.2%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	1	175	0	0	176	-	1	2	3	0	6	-	3	151	0	0	154	-	1	0	1	0	2	-	338
% Buses and Single-Unit Trucks	1.5%	1.4%	0%	0%	1.4%	-	1.1%	40.0%	0.6%	0%	1.1%	-	0.7%	1.3%	0%	0%	1.3%	-	1.2%	0%	4.0%	0%	1.7%	-	1.3%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	-	5	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	88.9%	-	-	-	-	-	83.3%	-	-	-	-	-	60.0%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	11.1%	-	-	-	-	-	16.7%	-	-	-	-	-	40.0%	

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

4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

Full Length (12 AM-1:15 AM, 1:15 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

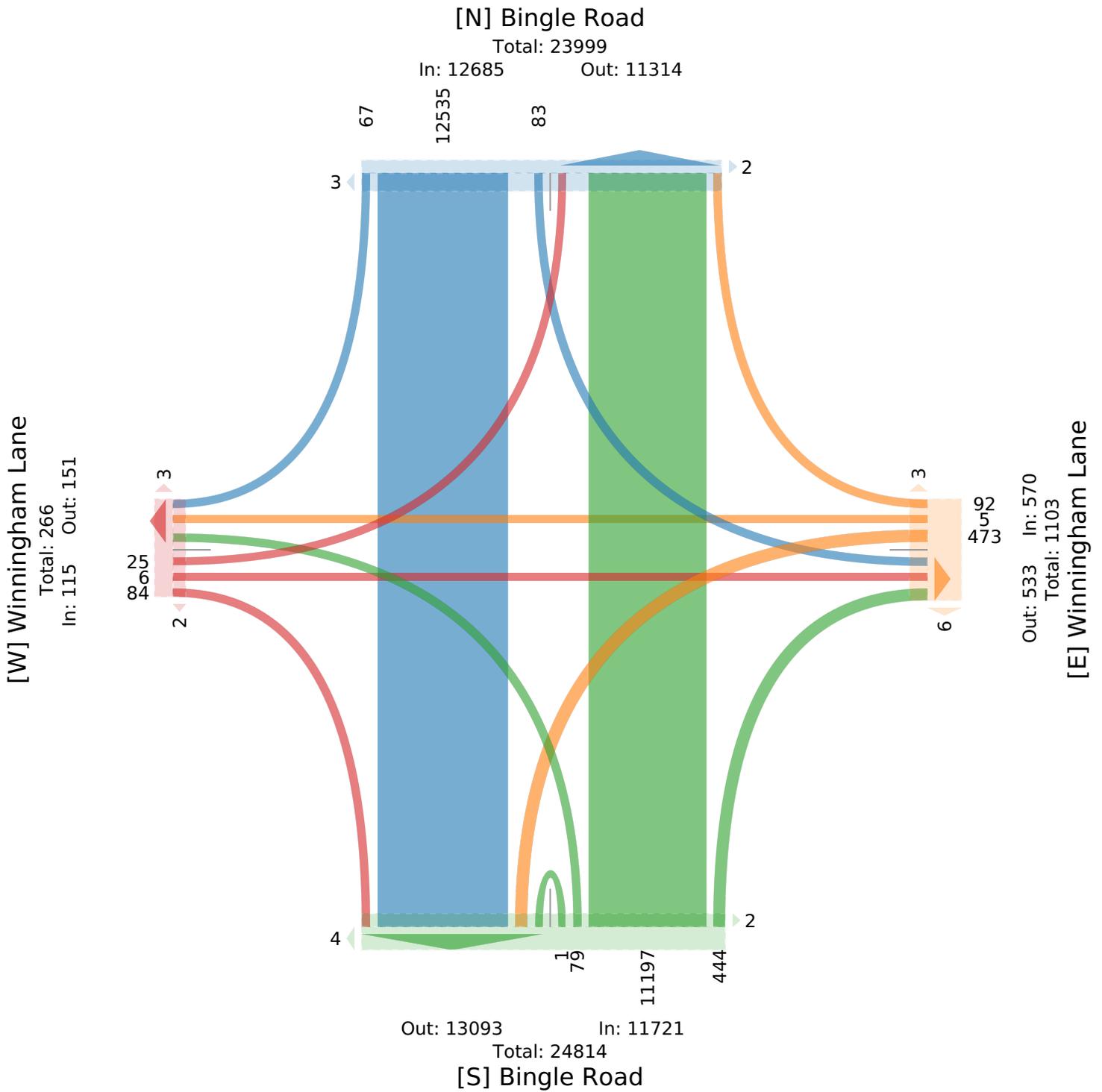
All Movements

ID: 1269901, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:15AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269901, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound							
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int	
2025-02-12 7:15AM	3	382	1	0	386	0	1	0	20	0	21	0	1	143	0	0	144	0	2	0	0	0	2	0	553	
7:30AM	3	318	4	0	325	0	3	0	7	0	10	0	1	171	1	0	173	0	5	0	1	0	6	0	514	
7:45AM	1	334	1	0	336	0	1	0	13	0	14	3	5	182	0	0	187	0	2	0	0	0	2	0	539	
8:00AM	0	304	0	0	304	0	3	0	12	0	15	1	3	172	0	0	175	0	2	0	0	0	2	0	496	
Total	7	1338	6	0	1351	0	8	0	52	0	60	4	10	668	1	0	679	0	11	0	1	0	12	0	2102	
% Approach	0.5%	99.0%	0.4%	0%	-	-	13.3%	0%	86.7%	0%	-	-	1.5%	98.4%	0.1%	0%	-	-	91.7%	0%	8.3%	0%	-	-	-	
% Total	0.3%	63.7%	0.3%	0%	64.3%	-	0.4%	0%	2.5%	0%	2.9%	-	0.5%	31.8%	0%	0%	32.3%	-	0.5%	0%	0%	0%	0.6%	-	-	
PHF	0.583	0.876	0.375	-	0.875	-	0.667	-	0.650	-	0.714	-	0.500	0.918	0.250	-	0.908	-	0.550	-	0.250	-	0.500	-	0.950	
Lights	7	1312	6	0	1325	-	8	0	52	0	60	-	10	658	1	0	669	-	11	0	1	0	12	-	2066	
% Lights	100%	98.1%	100%	0%	98.1%	-	100%	0%	100%	0%	100%	-	100%	98.5%	100%	0%	98.5%	-	100%	0%	100%	0%	100%	-	98.3%	
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	23	0	0	23	-	0	0	0	0	0	-	0	9	0	0	9	-	0	0	0	0	0	0	-	32
% Buses and Single-Unit Trucks	0%	1.7%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	-	0%	1.3%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	0%	-	1.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	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

4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:15AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

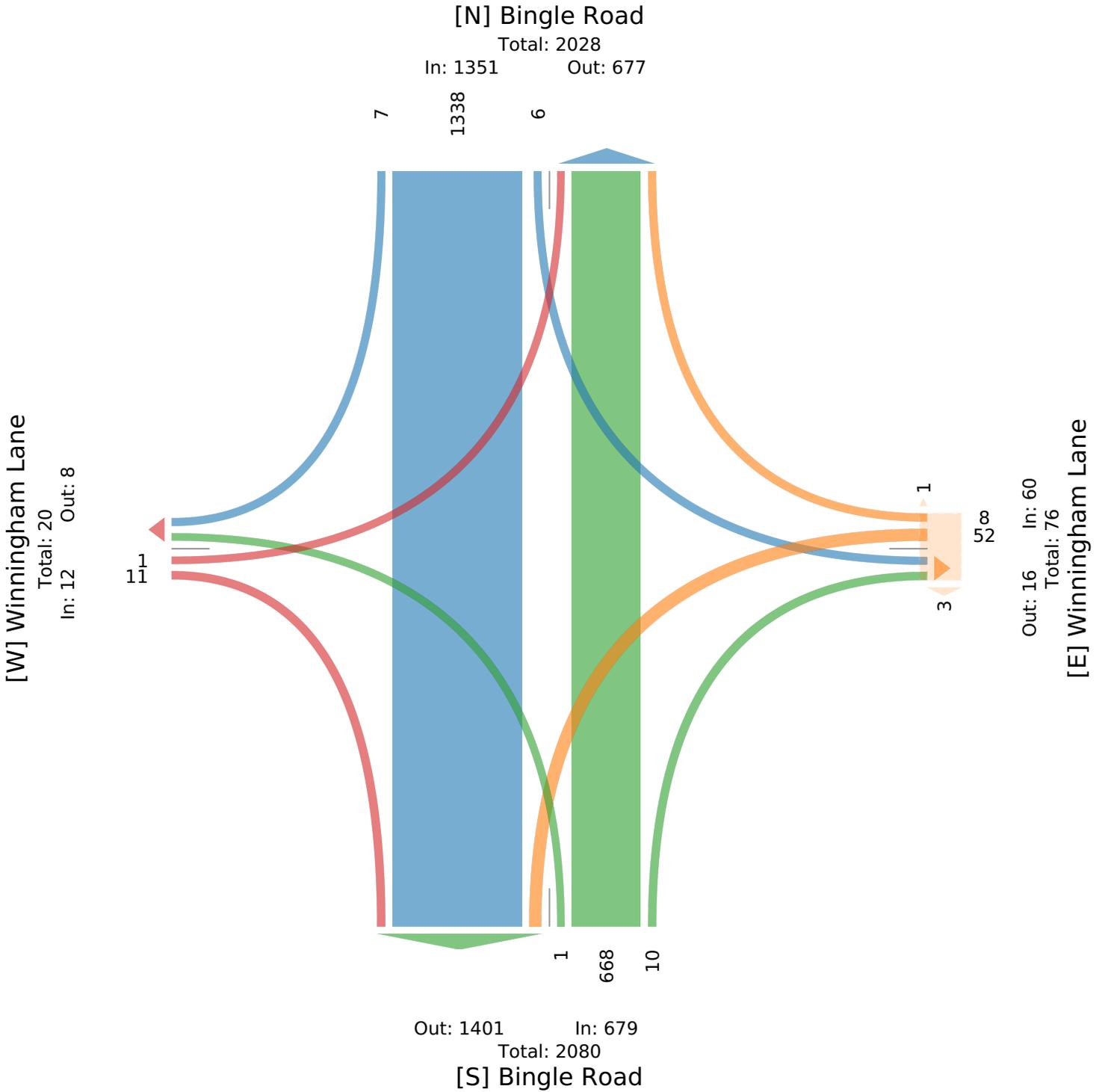
All Movements

ID: 1269901, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269901, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					Winningham Lane Westbound					Bingle Road Northbound					Winningham Lane Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2025-02-12 11:45AM	3	194	0	0	197	0	2	0	11	0	13	0	8	160	0	0	168	0	2	1	1	0	4	0	382
12:00PM	0	193	0	0	193	0	0	0	6	0	6	0	10	147	1	0	158	0	1	0	1	0	2	0	359
12:15PM	2	195	1	0	198	0	2	1	6	0	9	0	5	162	4	0	171	0	1	1	0	0	2	0	380
12:30PM	0	171	0	0	171	0	0	0	3	0	3	0	7	193	1	0	201	0	3	0	1	0	4	0	379
Total	5	753	1	0	759	0	4	1	26	0	31	0	30	662	6	0	698	0	7	2	3	0	12	0	1500
% Approach	0.7%	99.2%	0.1%	0%	-	-	12.9%	3.2%	83.9%	0%	-	-	4.3%	94.8%	0.9%	0%	-	-	58.3%	16.7%	25.0%	0%	-	-	-
% Total	0.3%	50.2%	0.1%	0%	50.6%	-	0.3%	0.1%	1.7%	0%	2.1%	-	2.0%	44.1%	0.4%	0%	46.5%	-	0.5%	0.1%	0.2%	0%	0.8%	-	-
PHF	0.417	0.965	0.250	-	0.958	-	0.500	0.250	0.591	-	0.596	-	0.750	0.858	0.375	-	0.868	-	0.583	0.500	0.750	-	0.750	-	0.982
Lights	5	745	1	0	751	-	4	0	25	0	29	-	30	635	6	0	671	-	6	2	3	0	11	-	1462
% Lights	100%	98.9%	100%	0%	98.9%	-	100%	0%	96.2%	0%	93.5%	-	100%	95.9%	100%	0%	96.1%	-	85.7%	100%	100%	0%	91.7%	-	97.5%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	7	0	0	7	-	0	0	0	0	0	-	8
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0.5%
Buses and Single-Unit Trucks	0	7	0	0	7	-	0	1	1	0	2	-	0	20	0	0	20	-	1	0	0	0	1	-	30
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	0.9%	-	0%	100%	3.8%	0%	6.5%	-	0%	3.0%	0%	0%	2.9%	-	14.3%	0%	0%	0%	8.3%	-	2.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 11:45AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

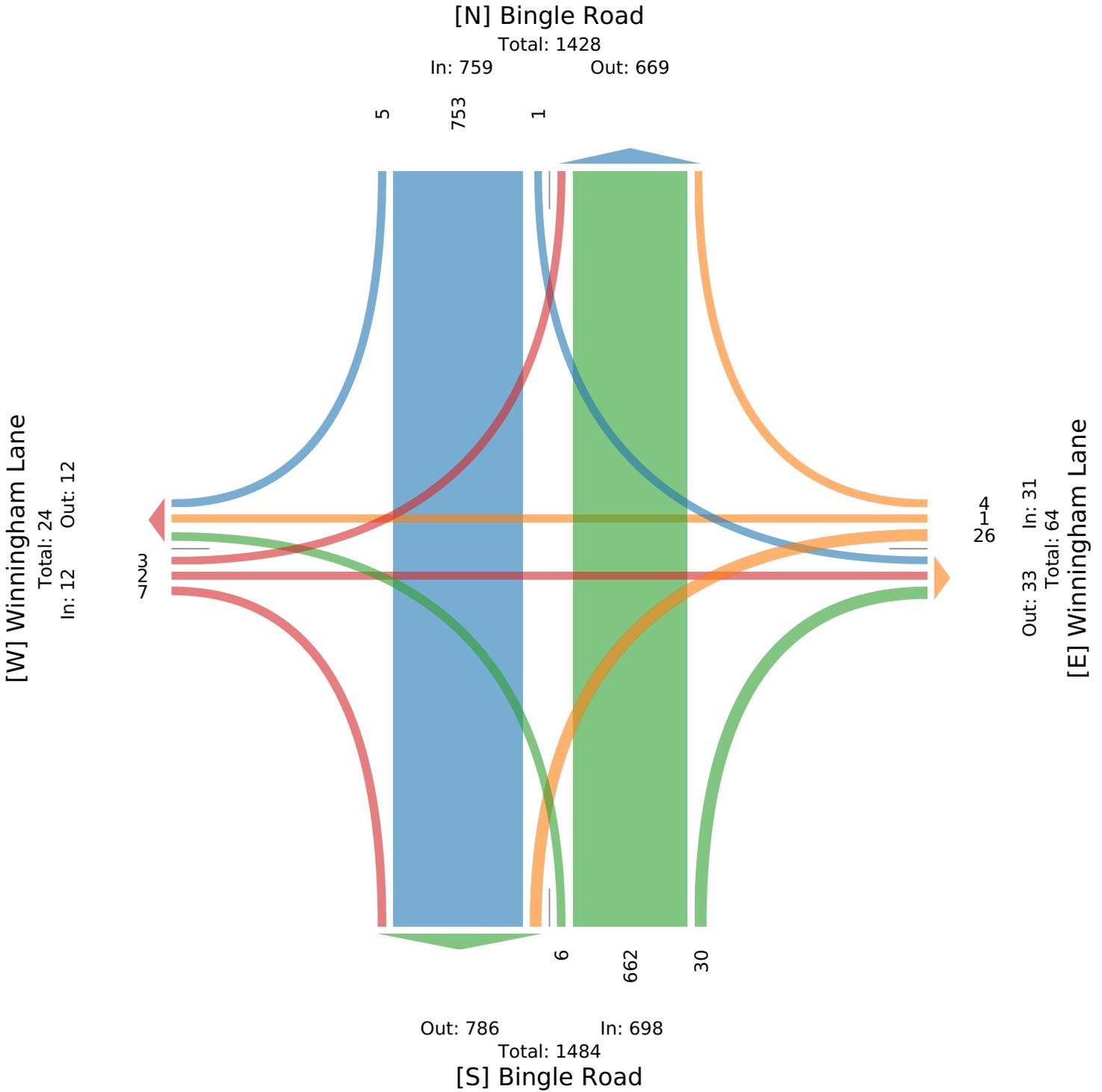
All Movements

ID: 1269901, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269901, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-02-12 4:45PM	2	230	3	0	235	0	3	0	8	0	11	1	15	232	2	0	249	1	1	0	1	0	2	0	497
5:00PM	0	248	2	0	250	0	1	0	8	0	9	0	9	277	8	0	294	1	4	0	0	0	4	0	557
5:15PM	1	240	0	0	241	0	1	0	8	0	9	0	12	273	2	0	287	0	2	0	2	0	4	0	541
5:30PM	3	239	6	0	248	0	2	0	8	0	10	0	8	279	1	0	288	0	0	0	0	0	0	1	546
Total	6	957	11	0	974	0	7	0	32	0	39	1	44	1061	13	0	1118	2	7	0	3	0	10	1	2141
% Approach	0.6%	98.3%	1.1%	0%	-	-	17.9%	0%	82.1%	0%	-	-	3.9%	94.9%	1.2%	0%	-	-	70.0%	0%	30.0%	0%	-	-	-
% Total	0.3%	44.7%	0.5%	0%	45.5%	-	0.3%	0%	1.5%	0%	1.8%	-	2.1%	49.6%	0.6%	0%	52.2%	-	0.3%	0%	0.1%	0%	0.5%	-	-
PHF	0.500	0.965	0.458	-	0.974	-	0.583	-	1.000	-	0.886	-	0.733	0.951	0.406	-	0.951	-	0.438	-	0.375	-	0.625	-	0.961
Lights	6	950	11	0	967	-	7	0	32	0	39	-	44	1053	13	0	1110	-	7	0	3	0	10	-	2126
% Lights	100%	99.3%	100%	0%	99.3%	-	100%	0%	100%	0%	100%	-	100%	99.2%	100%	0%	99.3%	-	100%	0%	100%	0%	100%	-	99.3%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	6	0	0	6	-	0	0	0	0	0	-	0	8	0	0	8	-	0	0	0	0	0	-	14
% Buses and Single-Unit Trucks	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-100%	-

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

4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

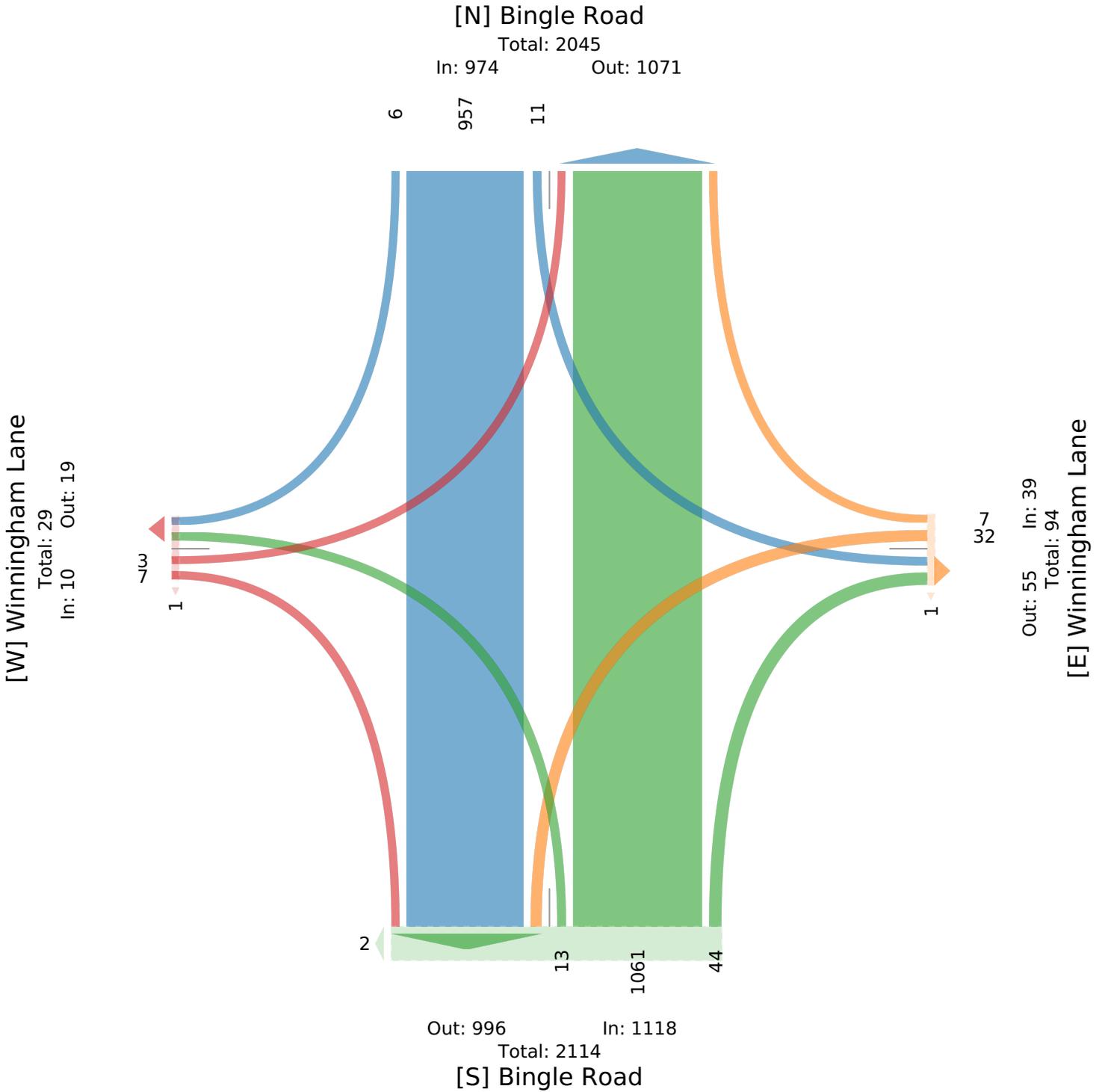
All Movements

ID: 1269901, Location: 29.788197, -95.500471



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269902, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					W Memorial Park Drive Westbound					Bingle Road Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2025-02-12 12:00AM	17	0	0	17	0	0	3	0	3	0	0	11	0	11	0	31
12:15AM	13	0	0	13	0	0	0	0	0	0	0	13	0	13	0	26
12:30AM	5	0	0	5	0	0	0	0	0	0	0	10	0	10	0	15
12:45AM	6	0	0	6	0	0	0	0	0	0	0	12	0	12	0	18
Hourly Total	41	0	0	41	0	0	3	0	3	0	0	46	0	46	0	90
1:00AM	9	0	0	9	0	0	0	0	0	0	0	9	0	9	0	18
1:15AM	5	0	0	5	0	0	0	0	0	0	0	7	0	7	0	12
1:30AM	5	0	0	5	0	0	0	0	0	0	0	8	0	8	0	13
1:45AM	3	0	0	3	0	0	0	0	0	0	0	4	0	4	0	7
Hourly Total	22	0	0	22	0	0	0	0	0	0	0	28	0	28	0	50
2:00AM	4	0	0	4	0	0	0	0	0	0	0	3	0	3	0	7
2:15AM	2	0	0	2	0	0	0	0	0	0	0	3	0	3	0	5
2:30AM	4	0	0	4	0	0	0	0	0	0	0	5	0	5	0	9
2:45AM	3	0	0	3	0	0	0	0	0	0	0	5	0	5	0	8
Hourly Total	13	0	0	13	0	0	0	0	0	0	0	16	0	16	0	29
3:00AM	5	0	0	5	0	0	0	0	0	0	0	1	0	1	0	6
3:15AM	5	0	0	5	0	0	0	0	0	0	1	3	0	4	0	9
3:30AM	7	0	0	7	0	0	1	0	1	0	2	3	0	5	0	13
3:45AM	9	0	0	9	0	0	0	0	0	0	0	5	0	5	0	14
Hourly Total	26	0	0	26	0	0	1	0	1	0	3	12	0	15	0	42
4:00AM	4	1	0	5	0	0	0	0	0	0	2	7	0	9	0	14
4:15AM	7	0	0	7	0	1	1	0	2	0	2	7	0	9	0	18
4:30AM	16	2	0	18	0	1	1	0	2	0	5	10	0	15	0	35
4:45AM	36	8	0	44	0	1	0	0	1	0	28	26	0	54	0	99
Hourly Total	63	11	0	74	0	3	2	0	5	0	37	50	0	87	0	166
5:00AM	33	3	0	36	0	0	0	0	0	0	7	13	0	20	0	56
5:15AM	46	0	0	46	0	0	0	0	0	0	5	24	0	29	0	75
5:30AM	81	0	0	81	0	0	1	0	1	0	6	59	0	65	0	147
5:45AM	89	5	0	94	0	3	3	0	6	0	30	64	0	94	0	194
Hourly Total	249	8	0	257	0	3	4	0	7	0	48	160	0	208	0	472
6:00AM	96	4	0	100	0	12	14	0	26	0	14	54	0	68	0	194
6:15AM	105	0	0	105	0	0	4	0	4	0	6	95	0	101	0	210
6:30AM	166	3	0	169	0	0	3	0	3	1	14	118	0	132	0	304
6:45AM	231	6	0	237	0	5	9	0	14	0	29	171	0	200	0	451
Hourly Total	598	13	0	611	0	17	30	0	47	1	63	438	0	501	0	1159
7:00AM	256	16	0	272	0	10	15	0	25	0	11	134	0	145	0	442
7:15AM	388	8	0	396	0	3	5	0	8	0	22	141	0	163	0	567
7:30AM	324	13	0	337	0	5	17	0	22	0	28	156	0	184	0	543
7:45AM	336	13	0	349	1	2	14	0	16	0	40	191	0	231	0	596
Hourly Total	1304	50	0	1354	1	20	51	0	71	0	101	622	0	723	0	2148
8:00AM	301	14	0	315	0	5	11	0	16	1	38	178	0	216	0	547
8:15AM	382	6	0	388	0	8	3	0	11	0	44	151	0	195	0	594
8:30AM	295	9	0	304	0	5	9	0	14	0	33	182	0	215	0	533
8:45AM	297	10	0	307	0	4	9	0	13	0	39	167	0	206	0	526
Hourly Total	1275	39	0	1314	0	22	32	0	54	1	154	678	0	832	0	2200
9:00AM	220	7	0	227	0	7	12	0	19	0	43	157	0	200	0	446
9:15AM	218	9	0	227	0	7	11	0	18	0	42	139	1	182	0	427
9:30AM	187	9	0	196	0	4	26	0	30	0	25	121	0	146	0	372
9:45AM	223	6	0	229	0	3	16	0	19	0	26	149	1	176	0	424
Hourly Total	848	31	0	879	0	21	65	0	86	0	136	566	2	704	0	1669
10:00AM	147	7	0	154	0	1	21	0	22	0	29	139	0	168	0	344
10:15AM	166	4	0	170	0	5	24	0	29	0	22	141	0	163	0	362

Leg Direction	Bingle Road Southbound					W Memorial Park Drive Westbound					Bingle Road Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
10:30AM	171	3	1	175	0	2	13	0	15	0	13	137	0	150	0	340
10:45AM	184	6	0	190	0	2	14	0	16	0	22	122	0	144	0	350
Hourly Total	668	20	1	689	0	10	72	0	82	0	86	539	0	625	0	1396
11:00AM	176	3	0	179	0	3	25	0	28	0	21	129	0	150	0	357
11:15AM	162	1	0	163	0	3	19	0	22	0	21	154	0	175	0	360
11:30AM	185	5	0	190	0	7	16	0	23	1	18	137	0	155	0	368
11:45AM	204	10	0	214	0	9	20	0	29	0	30	151	1	182	0	425
Hourly Total	727	19	0	746	0	22	80	0	102	1	90	571	1	662	0	1510
12:00PM	187	7	0	194	0	4	27	0	31	1	23	150	0	173	0	398
12:15PM	187	9	0	196	0	10	29	0	39	0	29	157	1	187	0	422
12:30PM	183	1	0	184	0	11	19	0	30	0	25	187	0	212	0	426
12:45PM	152	1	0	153	0	1	16	0	17	0	25	157	1	183	0	353
Hourly Total	709	18	0	727	0	26	91	0	117	1	102	651	2	755	0	1599
1:00PM	171	1	0	172	0	11	48	0	59	0	37	176	0	213	0	444
1:15PM	171	5	0	176	0	9	22	0	31	0	33	160	0	193	0	400
1:30PM	174	3	1	178	0	6	17	0	23	0	35	166	0	201	0	402
1:45PM	162	4	0	166	0	5	32	0	37	0	38	190	0	228	0	431
Hourly Total	678	13	1	692	0	31	119	0	150	0	143	692	0	835	0	1677
2:00PM	184	7	0	191	0	2	24	0	26	0	27	170	0	197	0	414
2:15PM	177	1	0	178	0	6	19	0	25	0	22	173	0	195	0	398
2:30PM	209	6	0	215	0	9	24	0	33	0	19	215	0	234	0	482
2:45PM	233	2	0	235	0	3	20	0	23	0	23	192	0	215	0	473
Hourly Total	803	16	0	819	0	20	87	0	107	0	91	750	0	841	0	1767
3:00PM	225	1	0	226	0	5	30	0	35	0	18	197	0	215	0	476
3:15PM	198	5	0	203	0	2	32	0	34	0	13	203	0	216	0	453
3:30PM	214	4	0	218	0	11	24	0	35	0	25	213	0	238	0	491
3:45PM	274	13	1	288	0	8	31	0	39	0	32	221	0	253	0	580
Hourly Total	911	23	1	935	0	26	117	0	143	0	88	834	0	922	0	2000
4:00PM	204	8	0	212	0	12	33	0	45	0	21	260	1	282	0	539
4:15PM	247	5	0	252	0	15	28	0	43	0	22	213	0	235	0	530
4:30PM	236	6	0	242	0	17	25	0	42	0	25	253	1	279	0	563
4:45PM	242	12	0	254	0	7	29	0	36	0	25	241	0	266	0	556
Hourly Total	929	31	0	960	0	51	115	0	166	0	93	967	2	1062	0	2188
5:00PM	233	15	0	248	0	27	74	0	101	0	22	254	0	276	0	625
5:15PM	249	14	0	263	0	16	45	0	61	0	15	266	0	281	0	605
5:30PM	232	10	0	242	0	21	27	0	48	0	8	251	0	259	0	549
5:45PM	205	11	0	216	0	14	31	0	45	0	33	252	0	285	0	546
Hourly Total	919	50	0	969	0	78	177	0	255	0	78	1023	0	1101	0	2325
6:00PM	204	5	0	209	0	10	40	0	50	0	7	242	0	249	0	508
6:15PM	205	5	0	210	0	6	23	0	29	0	17	227	0	244	0	483
6:30PM	175	4	0	179	0	8	29	0	37	0	12	185	1	198	0	414
6:45PM	151	6	0	157	0	4	32	0	36	0	17	195	0	212	0	405
Hourly Total	735	20	0	755	0	28	124	0	152	0	53	849	1	903	0	1810
7:00PM	150	4	1	155	0	9	36	0	45	0	7	179	0	186	0	386
7:15PM	137	4	0	141	0	4	19	0	23	0	6	149	0	155	0	319
7:30PM	119	2	0	121	0	5	21	0	26	0	7	124	0	131	0	278
7:45PM	112	7	0	119	0	7	27	0	34	0	16	134	0	150	0	303
Hourly Total	518	17	1	536	0	25	103	0	128	0	36	586	0	622	0	1286
8:00PM	85	2	0	87	0	7	27	0	34	0	8	121	0	129	0	250
8:15PM	69	0	0	69	0	2	8	0	10	0	2	123	0	125	0	204
8:30PM	66	1	0	67	0	2	5	0	7	0	2	106	0	108	0	182
8:45PM	52	3	0	55	0	0	5	0	5	1	4	105	0	109	0	169
Hourly Total	272	6	0	278	0	11	45	0	56	1	16	455	0	471	0	805
9:00PM	72	1	0	73	0	8	8	0	16	0	2	92	0	94	0	183
9:15PM	52	0	0	52	0	0	4	0	4	0	2	99	0	101	0	157
9:30PM	51	2	0	53	0	0	2	0	2	0	1	76	1	78	0	133
9:45PM	48	1	0	49	0	2	2	0	4	0	4	58	0	62	0	115
Hourly Total	223	4	0	227	0	10	16	0	26	0	9	325	1	335	0	588
10:00PM	46	0	0	46	0	0	5	0	5	0	0	55	0	55	0	106
10:15PM	32	0	0	32	0	0	0	0	0	0	2	52	0	54	0	86

Leg Direction	Bingle Road Southbound					W Memorial Park Drive Westbound					Bingle Road Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
10:30PM	26	0	0	26	0	0	6	0	6	0	1	47	0	48	0	80
10:45PM	22	0	0	22	0	0	1	0	1	0	1	43	0	44	0	67
Hourly Total	126	0	0	126	0	0	12	0	12	0	4	197	0	201	0	339
11:00PM	24	0	0	24	0	0	0	0	0	0	0	30	0	30	0	54
11:15PM	22	0	0	22	0	0	1	0	1	0	2	19	0	21	0	44
11:30PM	19	0	0	19	0	0	0	0	0	1	0	23	0	23	0	42
11:45PM	15	0	0	15	0	1	0	0	1	0	0	23	0	23	0	39
Hourly Total	80	0	0	80	0	1	1	0	2	1	2	95	0	97	0	179
Total	12737	389	4	13130	1	425	1347	0	1772	6	1433	11150	9	12592	0	27494
% Approach	97.0%	3.0%	0%	-	-	24.0%	76.0%	0%	-	-	11.4%	88.5%	0.1%	-	-	-
% Total	46.3%	1.4%	0%	47.8%	-	1.5%	4.9%	0%	6.4%	-	5.2%	40.6%	0%	45.8%	-	-
Lights	12534	378	4	12916	-	415	1322	0	1737	-	1416	10974	9	12399	-	27052
% Lights	98.4%	97.2%	100%	98.4%	-	97.6%	98.1%	0%	98.0%	-	98.8%	98.4%	100%	98.5%	-	98.4%
Articulated Trucks	37	1	0	38	-	0	5	0	5	-	4	27	0	31	-	74
% Articulated Trucks	0.3%	0.3%	0%	0.3%	-	0%	0.4%	0%	0.3%	-	0.3%	0.2%	0%	0.2%	-	0.3%
Buses and Single-Unit Trucks	166	10	0	176	-	10	20	0	30	-	13	149	0	162	-	368
% Buses and Single-Unit Trucks	1.3%	2.6%	0%	1.3%	-	2.4%	1.5%	0%	1.7%	-	0.9%	1.3%	0%	1.3%	-	1.3%
Pedestrians	-	-	-	-	1	-	-	-	-	5	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	83.3%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	16.7%	-	-	-	-	-	-

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

5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

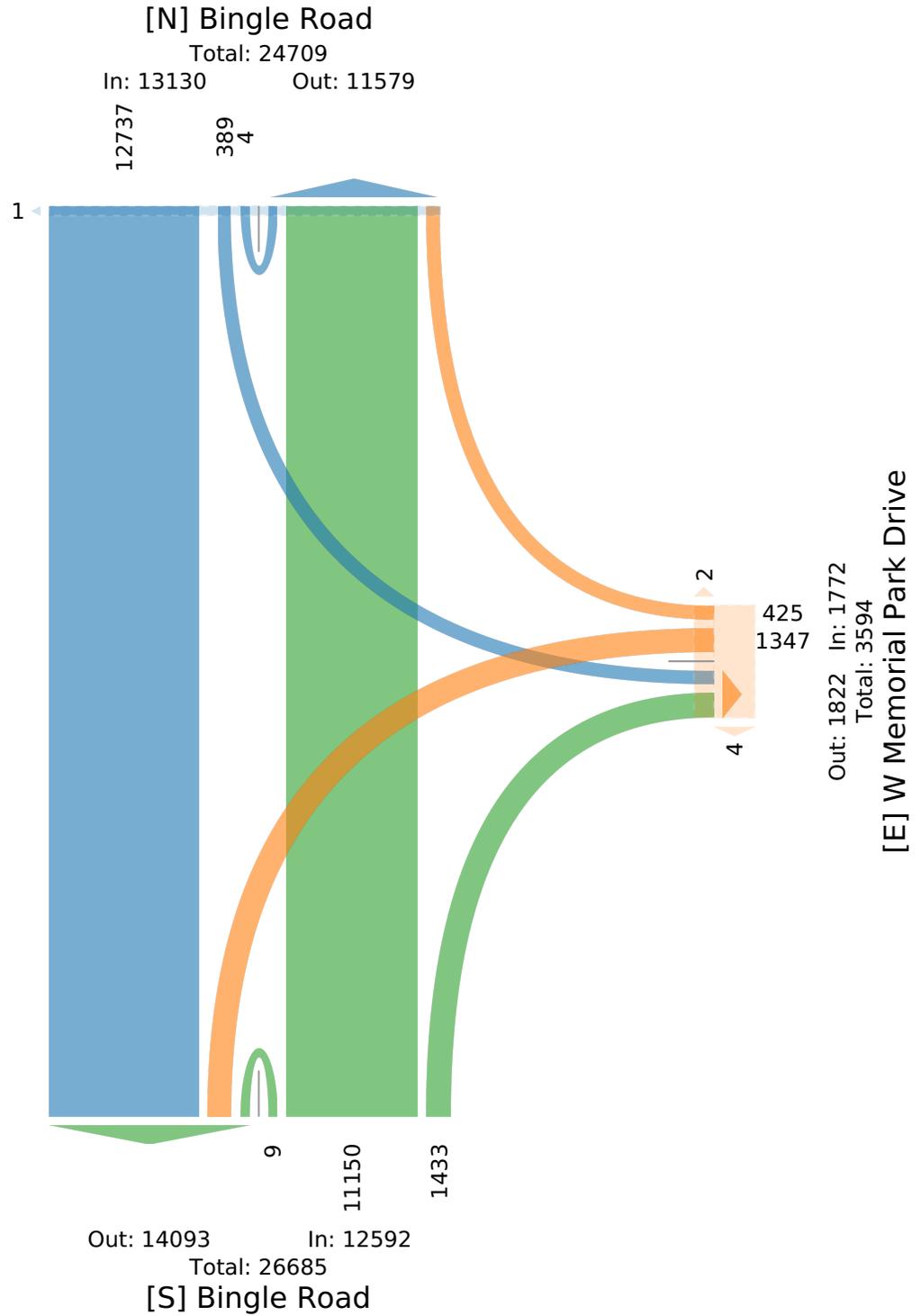
All Movements

ID: 1269902, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:30AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269902, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					W Memorial Park Drive Westbound					Bingle Road Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2025-02-12 7:30AM	324	13	0	337	0	5	17	0	22	0	28	156	0	184	0	543
7:45AM	336	13	0	349	1	2	14	0	16	0	40	191	0	231	0	596
8:00AM	301	14	0	315	0	5	11	0	16	1	38	178	0	216	0	547
8:15AM	382	6	0	388	0	8	3	0	11	0	44	151	0	195	0	594
Total	1343	46	0	1389	1	20	45	0	65	1	150	676	0	826	0	2280
% Approach	96.7%	3.3%	0%	-	-	30.8%	69.2%	0%	-	-	18.2%	81.8%	0%	-	-	-
% Total	58.9%	2.0%	0%	60.9%	-	0.9%	2.0%	0%	2.9%	-	6.6%	29.6%	0%	36.2%	-	-
PHF	0.879	0.821	-	0.895	-	0.625	0.662	-	0.739	-	0.852	0.885	-	0.894	-	0.956
Lights	1320	45	0	1365	-	20	43	0	63	-	150	665	0	815	-	2243
% Lights	98.3%	97.8%	0%	98.3%	-	100%	95.6%	0%	96.9%	-	100%	98.4%	0%	98.7%	-	98.4%
Articulated Trucks	3	0	0	3	-	0	1	0	1	-	0	1	0	1	-	5
% Articulated Trucks	0.2%	0%	0%	0.2%	-	0%	2.2%	0%	1.5%	-	0%	0.1%	0%	0.1%	-	0.2%
Buses and Single-Unit Trucks	20	1	0	21	-	0	1	0	1	-	0	10	0	10	-	32
% Buses and Single-Unit Trucks	1.5%	2.2%	0%	1.5%	-	0%	2.2%	0%	1.5%	-	0%	1.5%	0%	1.2%	-	1.4%
Pedestrians	-	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-
% 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. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

AM Peak (Feb 12 2025 7:30AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

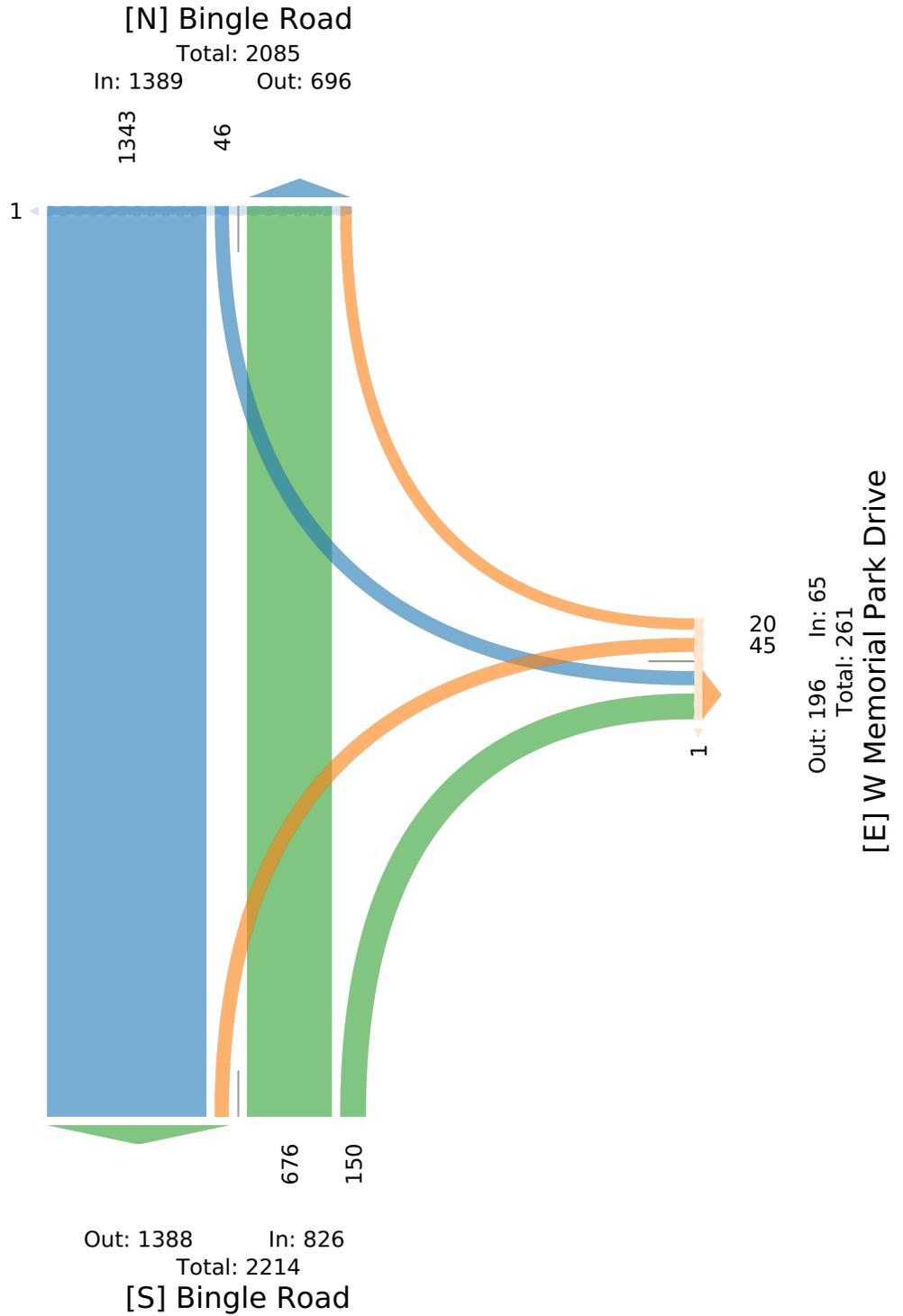
All Movements

ID: 1269902, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 1PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269902, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					W Memorial Park Drive Westbound					Bingle Road Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2025-02-12 1:00PM	171	1	0	172	0	11	48	0	59	0	37	176	0	213	0	444
1:15PM	171	5	0	176	0	9	22	0	31	0	33	160	0	193	0	400
1:30PM	174	3	1	178	0	6	17	0	23	0	35	166	0	201	0	402
1:45PM	162	4	0	166	0	5	32	0	37	0	38	190	0	228	0	431
Total	678	13	1	692	0	31	119	0	150	0	143	692	0	835	0	1677
% Approach	98.0%	1.9%	0.1%	-	-	20.7%	79.3%	0%	-	-	17.1%	82.9%	0%	-	-	-
% Total	40.4%	0.8%	0.1%	41.3%	-	1.8%	7.1%	0%	8.9%	-	8.5%	41.3%	0%	49.8%	-	-
PHF	0.974	0.650	0.250	0.972	-	0.705	0.620	-	0.636	-	0.941	0.911	-	0.916	-	0.944
Lights	661	13	1	675	-	31	116	0	147	-	141	675	0	816	-	1638
% Lights	97.5%	100%	100%	97.5%	-	100%	97.5%	0%	98.0%	-	98.6%	97.5%	0%	97.7%	-	97.7%
Articulated Trucks	3	0	0	3	-	0	1	0	1	-	1	1	0	2	-	6
% Articulated Trucks	0.4%	0%	0%	0.4%	-	0%	0.8%	0%	0.7%	-	0.7%	0.1%	0%	0.2%	-	0.4%
Buses and Single-Unit Trucks	14	0	0	14	-	0	2	0	2	-	1	16	0	17	-	33
% Buses and Single-Unit Trucks	2.1%	0%	0%	2.0%	-	0%	1.7%	0%	1.3%	-	0.7%	2.3%	0%	2.0%	-	2.0%
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. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

Midday Peak (Feb 12 2025 1PM - 2 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

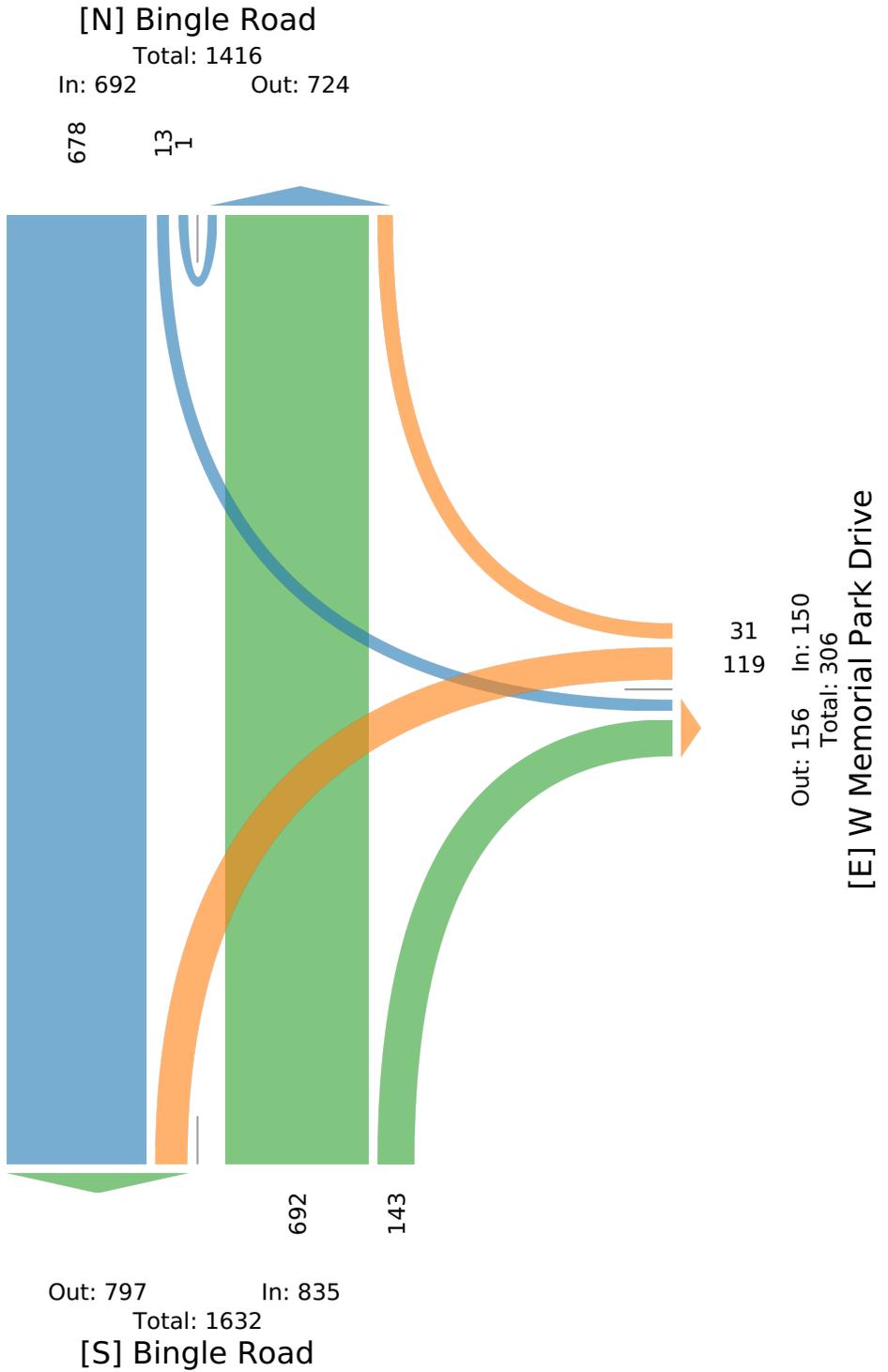
All Movements

ID: 1269902, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1269902, Location: 29.786239, -95.500067



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Bingle Road Southbound					W Memorial Park Drive Westbound					Bingle Road Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2025-02-12 4:30PM	236	6	0	242	0	17	25	0	42	0	25	253	1	279	0	563
4:45PM	242	12	0	254	0	7	29	0	36	0	25	241	0	266	0	556
5:00PM	233	15	0	248	0	27	74	0	101	0	22	254	0	276	0	625
5:15PM	249	14	0	263	0	16	45	0	61	0	15	266	0	281	0	605
Total	960	47	0	1007	0	67	173	0	240	0	87	1014	1	1102	0	2349
% Approach	95.3%	4.7%	0%	-	-	27.9%	72.1%	0%	-	-	7.9%	92.0%	0.1%	-	-	-
% Total	40.9%	2.0%	0%	42.9%	-	2.9%	7.4%	0%	10.2%	-	3.7%	43.2%	0%	46.9%	-	-
PHF	0.964	0.783	-	0.957	-	0.620	0.584	-	0.594	-	0.870	0.953	0.250	0.980	-	0.940
Lights	953	45	0	998	-	67	172	0	239	-	86	1007	1	1094	-	2331
% Lights	99.3%	95.7%	0%	99.1%	-	100%	99.4%	0%	99.6%	-	98.9%	99.3%	100%	99.3%	-	99.2%
Articulated Trucks	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Articulated Trucks	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	6	2	0	8	-	0	1	0	1	-	1	7	0	8	-	17
% Buses and Single-Unit Trucks	0.6%	4.3%	0%	0.8%	-	0%	0.6%	0%	0.4%	-	1.1%	0.7%	0%	0.7%	-	0.7%
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. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

PM Peak (Feb 12 2025 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

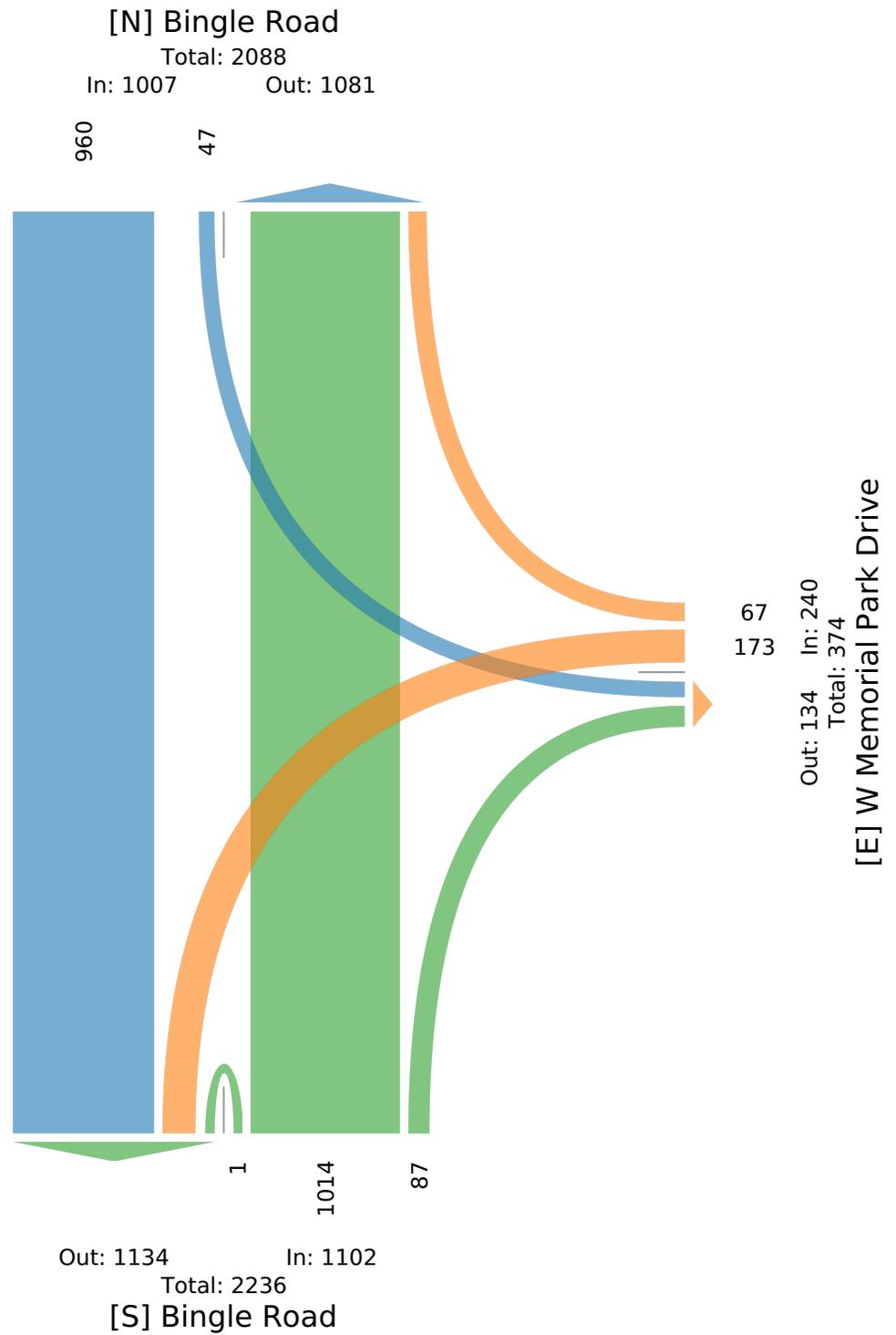
All Movements

ID: 1269902, Location: 29.786239, -95.500067



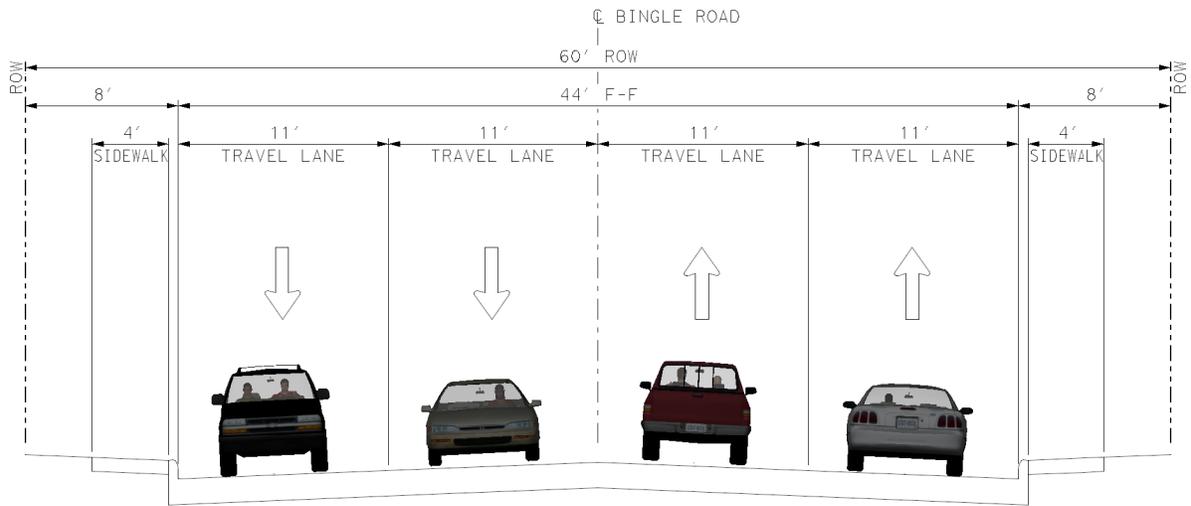
Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

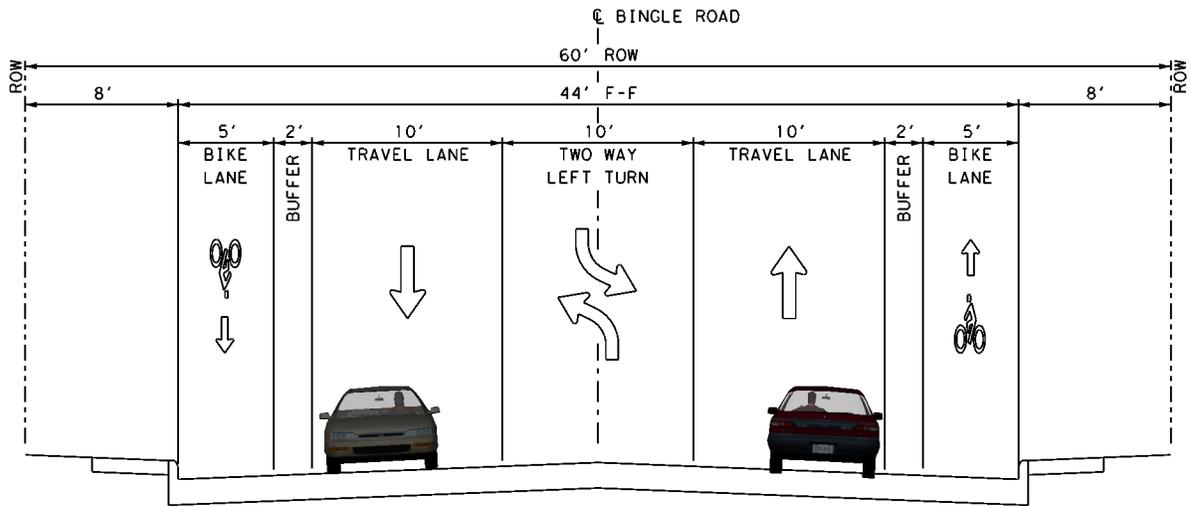


Appendix C: Typical Sections

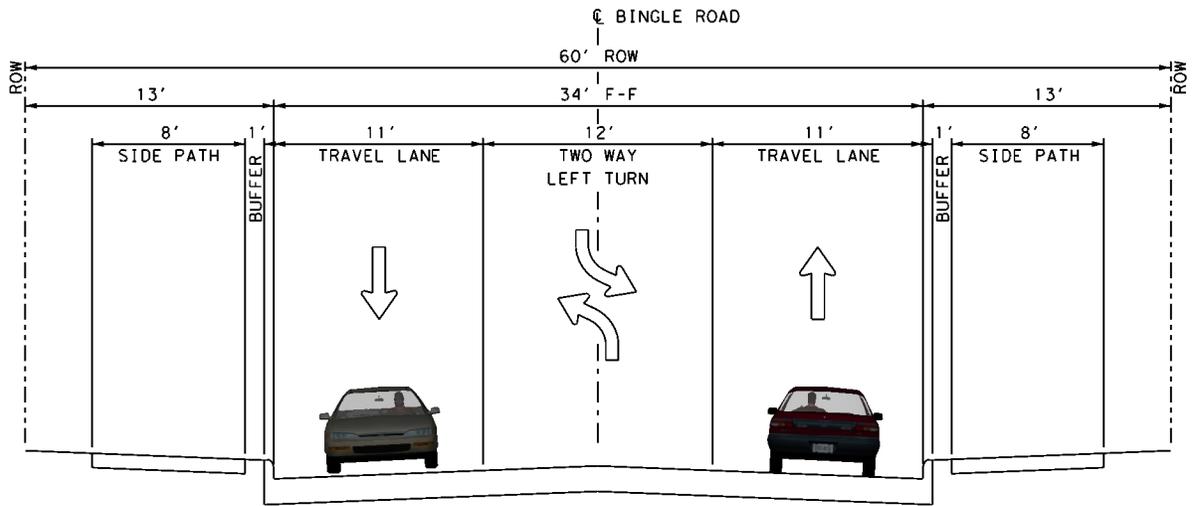
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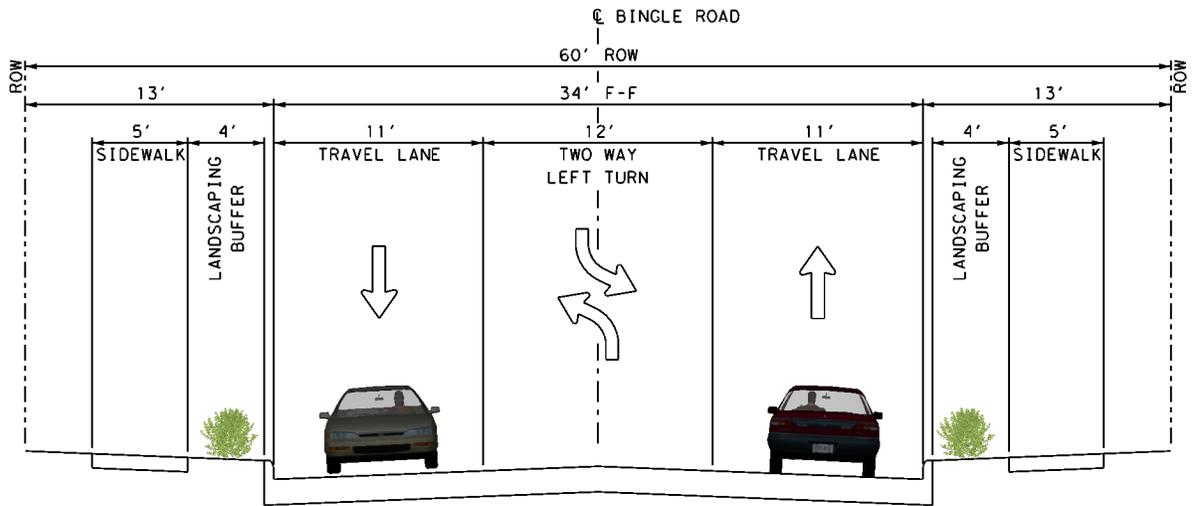
OPTION 1:



OPTION 2:



OPTION 3:



Appendix D: Synchro Reports

AM Peak Hour (Normal Conditions)

3: Bingle Road & Westview Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	34	171	130	227	211	37	32	449	155	36	900	60
Future Volume (veh/h)	34	171	130	227	211	37	32	449	155	36	900	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	251	144	284	335	52	52	510	191	48	947	107
Peak Hour Factor	0.71	0.68	0.90	0.80	0.63	0.71	0.62	0.88	0.81	0.75	0.95	0.56
Percent Heavy Veh, %	11	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	258	148	341	480	75	241	871	325	336	1106	125
Arrive On Green	0.06	0.23	0.23	0.14	0.30	0.30	0.06	0.34	0.34	0.06	0.34	0.34
Sat Flow, veh/h	1654	1115	640	1781	1581	245	1781	2533	944	1781	3218	364
Grp Volume(v), veh/h	48	0	395	284	0	387	52	357	344	48	523	531
Grp Sat Flow(s),veh/h/ln	1654	0	1755	1781	0	1826	1781	1777	1700	1781	1777	1805
Q Serve(g_s), s	1.7	0.0	17.9	9.2	0.0	15.0	1.4	13.2	13.3	1.3	21.9	21.9
Cycle Q Clear(g_c), s	1.7	0.0	17.9	9.2	0.0	15.0	1.4	13.2	13.3	1.3	21.9	21.9
Prop In Lane	1.00		0.36	1.00		0.13	1.00		0.56	1.00		0.20
Lane Grp Cap(c), veh/h	303	0	406	341	0	555	241	611	585	336	611	620
V/C Ratio(X)	0.16	0.00	0.97	0.83	0.00	0.70	0.22	0.58	0.59	0.14	0.86	0.86
Avail Cap(c_a), veh/h	303	0	406	341	0	555	241	611	585	336	611	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	30.5	20.2	0.0	24.6	17.8	21.6	21.6	15.6	24.4	24.4
Incr Delay (d2), s/veh	1.1	0.0	38.4	20.8	0.0	7.1	2.0	4.1	4.3	0.9	14.3	14.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	11.6	5.5	0.0	7.3	0.7	5.9	5.7	0.6	11.1	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	0.0	68.9	40.9	0.0	31.7	19.8	25.6	25.9	16.5	38.7	38.6
LnGrp LOS	C		E	D		C	B	C	C	B	D	D
Approach Vol, veh/h		443			671			753			1102	
Approach Delay, s/veh		63.9			35.6			25.3			37.7	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	32.0	15.4	23.0	9.6	32.0	9.6	28.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	27.5	10.9	18.5	5.1	27.5	5.1	24.3				
Max Q Clear Time (g_c+I1), s	3.3	15.3	11.2	19.9	3.4	23.9	3.7	17.0				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.0	0.0	2.2	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				38.0								
HCM 6th LOS				D								

AM Peak Hour (Normal Conditions)
6: Bingle Road & Merlin Drive

03/13/2025

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	
Traffic Vol, veh/h	56	4	633	31	1	1283
Future Vol, veh/h	56	4	633	31	1	1283
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	50	91	65	25	90
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	97	8	696	48	4	1426

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1441	372	0	0	744
Stage 1	720	-	-	-	-
Stage 2	721	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	123	625	-	-	859
Stage 1	443	-	-	-	-
Stage 2	443	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	120	625	-	-	859
Mov Cap-2 Maneuver	120	-	-	-	-
Stage 1	443	-	-	-	-
Stage 2	433	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	101.6	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	128	859
HCM Lane V/C Ratio	-	-	0.817	0.005
HCM Ctrl Dly (s/v)	-	-	101.6	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q (veh)	-	-	5	0

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	17	7	679	11	7	1319
Future Vol, veh/h	17	7	679	11	7	1319
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	58	96	92	88	89
Heavy Vehicles, %	16	2	2	14	2	2
Mvmt Flow	24	12	707	12	8	1482

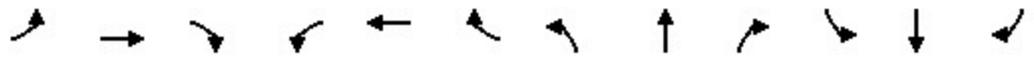
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1470	360	0	0	719
Stage 1	713	-	-	-	-
Stage 2	757	-	-	-	-
Critical Hdwy	7.12	6.94	-	-	4.14
Critical Hdwy Stg 1	6.12	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-
Follow-up Hdwy	3.66	3.32	-	-	2.22
Pot Cap-1 Maneuver	104	637	-	-	878
Stage 1	411	-	-	-	-
Stage 2	389	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	99	637	-	-	878
Mov Cap-2 Maneuver	99	-	-	-	-
Stage 1	411	-	-	-	-
Stage 2	369	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	40.1	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	138	878
HCM Lane V/C Ratio	-	-	0.261	0.009
HCM Ctrl Dly (s/v)	-	-	40.1	9.1
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q (veh)	-	-	1	0

AM Peak Hour (Normal Conditions)
12: Bingle Road & W Memorial Park Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	0	0	45	0	20	0	676	150	46	1343	0
Future Volume (veh/h)	0	0	0	45	0	20	0	676	150	46	1343	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870	1870	1870	1870	1856	1870	0
Adj Flow Rate, veh/h	0	0	0	68	0	32	0	760	0	56	1526	0
Peak Hour Factor	0.92	0.92	0.92	0.66	0.25	0.62	0.25	0.89	0.85	0.82	0.88	0.25
Percent Heavy Veh, %	2	2	2	5	2	2	2	2	2	3	2	0
Cap, veh/h	0	164	0	325	0	139	0	1693		105	2350	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.48	0.00	0.06	0.66	0.00
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	3647	1585	1767	3647	0
Grp Volume(v), veh/h	0	0	0	68	0	32	0	760	0	56	1526	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1777	1585	1767	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.7	0.0	5.1	0.0	1.1	9.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.6	0.0	0.7	0.0	5.1	0.0	1.1	9.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	164	0	325	0	139	0	1693		105	2350	0
V/C Ratio(X)	0.00	0.00	0.00	0.21	0.00	0.23	0.00	0.45		0.53	0.65	0.00
Avail Cap(c_a), veh/h	0	938	0	912	0	795	0	2208		305	3268	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	15.7	0.0	15.2	0.0	6.3	0.0	16.4	3.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.8	0.0	0.2	0.0	4.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.2	0.0	1.2	0.0	0.5	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	16.0	0.0	16.1	0.0	6.4	0.0	20.5	3.9	0.0
LnGrp LOS				B		B		A		C	A	
Approach Vol, veh/h		0			100			760			1582	
Approach Delay, s/veh		0.0			16.0			6.4			4.5	
Approach LOS					B			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.6	21.6		7.7		28.2		7.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.2	22.3		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s	3.1	7.1		0.0		11.1		3.6				
Green Ext Time (p_c), s	0.0	4.7		0.0		12.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay, s/veh			5.6									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

AM Peak Hour (Normal Conditions)
14: Bingle Road & Winningham Lane

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘			↕			↕	
Traffic Volume (veh/h)	1	0	11	52	0	8	1	668	10	6	1338	7
Future Volume (veh/h)	1	0	11	52	0	8	1	668	10	6	1338	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	20	80	0	12	4	726	20	16	1520	12
Peak Hour Factor	0.25	0.25	0.55	0.65	0.25	0.67	0.25	0.92	0.50	0.38	0.88	0.58
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	36	396	542	0	476	62	1894	52	68	1929	15
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	143	121	1321	1392	0	1585	3	3443	94	13	3507	28
Grp Volume(v), veh/h	24	0	0	80	0	12	393	0	357	809	0	739
Grp Sat Flow(s),veh/h/ln	1585	0	0	1392	0	1585	1856	0	1685	1850	0	1697
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.3	0.0	0.0	7.3	0.0	0.0	20.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.4	0.0	0.3	7.2	0.0	7.3	20.6	0.0	20.8
Prop In Lane	0.17		0.83	1.00		1.00	0.01		0.06	0.02		0.02
Lane Grp Cap(c), veh/h	545	0	0	542	0	476	1081	0	927	1079	0	933
V/C Ratio(X)	0.04	0.00	0.00	0.15	0.00	0.03	0.36	0.00	0.39	0.75	0.00	0.79
Avail Cap(c_a), veh/h	545	0	0	542	0	476	1081	0	927	1079	0	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	15.5	0.0	14.8	7.7	0.0	7.7	10.7	0.0	10.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.1	0.9	0.0	1.2	4.8	0.0	6.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.1	2.6	0.0	2.4	8.0	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	0.0	16.1	0.0	14.9	8.6	0.0	8.9	15.5	0.0	17.6
LnGrp LOS	B			B		B	A		A	B		B
Approach Vol, veh/h		24			92			750			1548	
Approach Delay, s/veh		15.1			15.9			8.8			16.5	
Approach LOS		B			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		22.5		37.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+1), s		9.3		2.6		22.8		4.4				
Green Ext Time (p_c), s		5.0		0.0		7.1		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				14.1								
HCM 6th LOS				B								

AM Peak Hour (With Lane Closure)

3: Bingle Road & Westview Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	210	112	240	214	36	40	472	156	46	811	81
Future Volume (veh/h)	44	210	112	240	214	36	40	472	156	46	811	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	292	144	286	315	64	48	519	184	52	943	145
Peak Hour Factor	0.65	0.72	0.78	0.84	0.68	0.56	0.83	0.91	0.85	0.88	0.86	0.56
Percent Heavy Veh, %	11	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	273	135	333	458	93	204	453	161	204	544	84
Arrive On Green	0.06	0.23	0.23	0.14	0.30	0.30	0.06	0.34	0.34	0.06	0.34	0.34
Sat Flow, veh/h	1654	1182	583	1781	1509	307	1781	1319	468	1781	1583	243
Grp Volume(v), veh/h	68	0	436	286	0	379	48	0	703	52	0	1088
Grp Sat Flow(s),veh/h/ln	1654	0	1765	1781	0	1815	1781	0	1786	1781	0	1827
Q Serve(g_s), s	2.4	0.0	18.5	9.3	0.0	14.7	1.3	0.0	27.5	1.4	0.0	27.5
Cycle Q Clear(g_c), s	2.4	0.0	18.5	9.3	0.0	14.7	1.3	0.0	27.5	1.4	0.0	27.5
Prop In Lane	1.00		0.33	1.00		0.17	1.00		0.26	1.00		0.13
Lane Grp Cap(c), veh/h	307	0	408	333	0	551	204	0	614	204	0	628
V/C Ratio(X)	0.22	0.00	1.07	0.86	0.00	0.69	0.24	0.00	1.14	0.26	0.00	1.73
Avail Cap(c_a), veh/h	307	0	408	333	0	551	204	0	614	204	0	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	30.8	20.2	0.0	24.5	19.2	0.0	26.3	19.2	0.0	26.3
Incr Delay (d2), s/veh	1.7	0.0	63.8	24.0	0.0	6.8	2.7	0.0	83.3	3.0	0.0	336.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	14.8	5.8	0.0	7.1	0.7	0.0	25.1	0.7	0.0	69.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.9	0.0	94.5	44.2	0.0	31.4	21.9	0.0	109.6	22.2	0.0	362.7
LnGrp LOS	C		F	D		C	C		F	C		F
Approach Vol, veh/h		504			665			751			1140	
Approach Delay, s/veh		84.9			36.9			104.0			347.1	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	32.0	15.4	23.0	9.6	32.0	9.6	28.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	27.5	10.9	18.5	5.1	27.5	5.1	24.3				
Max Q Clear Time (g_c+I1), s	3.4	29.5	11.3	20.5	3.3	29.5	4.4	16.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			176.8									
HCM 6th LOS			F									

AM Peak Hour (With Lane Closure)
6: Bingle Road & Merlin Drive

03/13/2025

Intersection						
Int Delay, s/veh	18.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	44	12	648	26	5	1183
Future Vol, veh/h	44	12	648	26	5	1183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	52	50	93	54	62	90
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	85	24	697	48	8	1314

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2051	721	0	0	745
Stage 1	721	-	-	-	-
Stage 2	1330	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	~ 61	427	-	-	863
Stage 1	482	-	-	-	-
Stage 2	247	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 59	427	-	-	863
Mov Cap-2 Maneuver	~ 59	-	-	-	-
Stage 1	482	-	-	-	-
Stage 2	239	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 376.4	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	73	863
HCM Lane V/C Ratio	-	-	1.488	0.009
HCM Ctrl Dly (s/v)	-	-	\$ 376.4	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q (veh)	-	-	9	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

AM Peak Hour (With Lane Closure)
9: Bingle Road & Burkhart Road

03/13/2025

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	19	4	657	14	5	1259
Future Vol, veh/h	19	4	657	14	5	1259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	33	90	70	42	90
Heavy Vehicles, %	16	2	2	14	2	2
Mvmt Flow	32	12	730	20	12	1399

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2163	740	0	0	750
Stage 1	740	-	-	-	-
Stage 2	1423	-	-	-	-
Critical Hdwy	6.56	6.22	-	-	4.12
Critical Hdwy Stg 1	5.56	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-
Follow-up Hdwy	3.644	3.318	-	-	2.218
Pot Cap-1 Maneuver	47	417	-	-	859
Stage 1	448	-	-	-	-
Stage 2	207	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	44	417	-	-	859
Mov Cap-2 Maneuver	44	-	-	-	-
Stage 1	448	-	-	-	-
Stage 2	194	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	169.5	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	58	859
HCM Lane V/C Ratio	-	-	0.764	0.014
HCM Ctrl Dly (s/v)	-	-	169.5	9.3
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q (veh)	-	-	3.3	0

AM Peak Hour (With Lane Closure)
12: Bingle Road & W Memorial Park Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔	↔	↔	
Traffic Volume (veh/h)	0	0	0	38	0	15	0	694	135	34	1295	0
Future Volume (veh/h)	0	0	0	38	0	15	0	694	135	34	1295	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870	1870	1870	1870	1856	1870	0
Adj Flow Rate, veh/h	0	0	0	40	0	20	0	754	0	48	1439	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.75	0.92	0.92	0.66	0.71	0.90	0.92
Percent Heavy Veh, %	2	2	2	5	2	2	2	2	2	3	2	0
Cap, veh/h	0	99	0	195	0	83	0	1265		81	1491	0
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.68	0.00	0.05	0.80	0.00
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	1870	1585	1767	1870	0
Grp Volume(v), veh/h	0	0	0	40	0	20	0	754	0	48	1439	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1870	1585	1767	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.7	0.0	13.1	0.0	1.6	40.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.7	0.0	0.7	0.0	13.1	0.0	1.6	40.6	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	99	0	195	0	83	0	1265		81	1491	0
V/C Ratio(X)	0.00	0.00	0.00	0.21	0.00	0.24	0.00	0.60		0.59	0.96	0.00
Avail Cap(c_a), veh/h	0	561	0	545	0	476	0	1265		183	1491	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	27.7	0.0	27.3	0.0	5.3	0.0	28.1	5.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	1.5	0.0	2.1	0.0	0.6	2.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.6	0.0	0.3	0.0	3.9	0.0	0.7	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	28.2	0.0	28.7	0.0	7.3	0.0	28.7	7.9	0.0
LnGrp LOS				C		C		A		C	A	
Approach Vol, veh/h		0			60			754			1487	
Approach Delay, s/veh		0.0			28.4			7.3			8.6	
Approach LOS					C			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	45.1		7.7		52.3		7.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.2	22.3		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s	3.6	15.1		0.0		42.6		3.7				
Green Ext Time (p_c), s	0.0	3.0		0.0		0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	8.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

AM Peak Hour (With Lane Closure)
14: Bingle Road & Winningham Lane

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘			↕			↕	
Traffic Volume (veh/h)	1	0	9	51	1	4	4	676	27	2	1280	1
Future Volume (veh/h)	1	0	9	51	1	4	4	676	27	2	1280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	16	84	4	8	4	751	40	4	1422	4
Peak Hour Factor	0.25	0.25	0.56	0.61	0.25	0.50	1.00	0.90	0.68	0.50	0.90	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	38	379	542	167	334	61	968	51	61	1024	3
Arrive On Green	0.30	0.00	0.30	0.30	0.30	0.30	1.00	1.00	1.00	0.55	0.55	0.55
Sat Flow, veh/h	190	126	1264	1397	557	1113	2	1760	93	1	1861	5
Grp Volume(v), veh/h	20	0	0	84	0	12	795	0	0	1430	0	0
Grp Sat Flow(s),veh/h/ln	1579	0	0	1397	0	1670	1855	0	0	1868	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.3	0.0	0.0	0.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	2.5	0.0	0.3	0.0	0.0	0.0	33.0	0.0	0.0
Prop In Lane	0.20		0.80	1.00		0.67	0.01		0.05	0.00		0.00
Lane Grp Cap(c), veh/h	546	0	0	542	0	501	1081	0	0	1087	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.15	0.00	0.02	0.74	0.00	0.00	1.32	0.00	0.00
Avail Cap(c_a), veh/h	546	0	0	542	0	501	1081	0	0	1087	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	15.5	0.0	14.8	0.0	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.1	4.5	0.0	0.0	148.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.9	0.0	0.1	1.3	0.0	0.0	56.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.0	0.0	0.0	16.2	0.0	14.9	4.5	0.0	0.0	162.8	0.0	0.0
LnGrp LOS	B			B		B	A			F		
Approach Vol, veh/h		20			96			795			1430	
Approach Delay, s/veh		15.0			16.0			4.5			162.8	
Approach LOS		B			B			A			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		22.5		37.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		2.5		35.0		4.5				
Green Ext Time (p_c), s		7.0		0.0		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				101.8								
HCM 6th LOS				F								

AM Peak Hour (3-Lane Section)
3: Bingle Road & Westview Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	210	112	240	214	36	40	472	156	46	811	81
Future Volume (veh/h)	44	210	112	240	214	36	40	472	156	46	811	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	292	144	286	315	64	48	519	184	52	943	145
Peak Hour Factor	0.65	0.72	0.78	0.84	0.68	0.56	0.83	0.91	0.85	0.88	0.86	0.56
Percent Heavy Veh, %	11	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	258	127	269	449	91	115	1275	450	389	927	786
Arrive On Green	0.04	0.22	0.22	0.12	0.30	0.30	0.04	0.50	0.50	0.04	0.50	0.50
Sat Flow, veh/h	1654	1182	583	1781	1509	307	1781	2575	909	1781	1870	1585
Grp Volume(v), veh/h	68	0	436	286	0	379	48	357	346	52	943	145
Grp Sat Flow(s),veh/h/ln	1654	0	1765	1781	0	1815	1781	1777	1707	1781	1870	1585
Q Serve(g_s), s	4.4	0.0	30.5	17.1	0.0	25.9	1.8	17.8	18.0	2.0	69.4	7.1
Cycle Q Clear(g_c), s	4.4	0.0	30.5	17.1	0.0	25.9	1.8	17.8	18.0	2.0	69.4	7.1
Prop In Lane	1.00		0.33	1.00		0.17	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	226	0	385	269	0	541	115	880	845	389	927	786
V/C Ratio(X)	0.30	0.00	1.13	1.06	0.00	0.70	0.42	0.41	0.41	0.13	1.02	0.18
Avail Cap(c_a), veh/h	226	0	385	269	0	541	115	880	845	389	927	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	0.0	54.8	42.5	0.0	43.6	33.0	22.3	22.4	17.1	35.3	19.6
Incr Delay (d2), s/veh	3.4	0.0	87.4	72.6	0.0	7.4	10.8	1.4	1.5	0.7	33.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	22.9	12.4	0.0	12.8	1.1	7.8	7.6	0.9	39.5	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	0.0	142.2	115.1	0.0	51.0	43.8	23.7	23.9	17.8	69.2	20.1
LnGrp LOS	D		F	F		D	D	C	C	B	F	C
Approach Vol, veh/h		504			665			751			1140	
Approach Delay, s/veh		129.0			78.6			25.1			60.6	
Approach LOS		F			E			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	73.8	21.6	35.0	9.5	73.9	10.4	46.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	69.3	17.1	30.5	5.0	69.4	5.9	41.7				
Max Q Clear Time (g_c+I1), s	4.0	20.0	19.1	32.5	3.8	71.4	6.4	27.9				
Green Ext Time (p_c), s	0.0	5.2	0.0	0.0	0.0	0.0	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				67.0								
HCM 6th LOS				E								

AM Peak Hour (3-Lane Section)
6: Bingle Road & Merlin Drive

03/13/2025

Intersection						
Int Delay, s/veh	18.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		T	T
Traffic Vol, veh/h	44	12	648	26	5	1183
Future Vol, veh/h	44	12	648	26	5	1183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	52	50	93	54	62	90
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	85	24	697	48	8	1314

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2051	721	0	0	745
Stage 1	721	-	-	-	-
Stage 2	1330	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	~ 61	427	-	-	863
Stage 1	482	-	-	-	-
Stage 2	247	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 60	427	-	-	863
Mov Cap-2 Maneuver	~ 60	-	-	-	-
Stage 1	482	-	-	-	-
Stage 2	245	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 366.8	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	74	863
HCM Lane V/C Ratio	-	-	1.468	0.009
HCM Ctrl Dly (s/v)	-	-	\$ 366.8	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q (veh)	-	-	8.9	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

AM Peak Hour (3-Lane Section)
9: Bingle Road & Burkhart Road

03/13/2025

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	19	4	657	14	5	1259
Future Vol, veh/h	19	4	657	14	5	1259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	33	90	70	42	90
Heavy Vehicles, %	16	2	2	14	2	2
Mvmt Flow	32	12	730	20	12	1399

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2163	740	0	0	750
Stage 1	740	-	-	-	-
Stage 2	1423	-	-	-	-
Critical Hdwy	6.56	6.22	-	-	4.12
Critical Hdwy Stg 1	5.56	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-
Follow-up Hdwy	3.644	3.318	-	-	2.218
Pot Cap-1 Maneuver	47	417	-	-	859
Stage 1	448	-	-	-	-
Stage 2	207	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	46	417	-	-	859
Mov Cap-2 Maneuver	46	-	-	-	-
Stage 1	448	-	-	-	-
Stage 2	204	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	154.4	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	61	859
HCM Lane V/C Ratio	-	-	0.727	0.014
HCM Ctrl Dly (s/v)	-	-	154.4	9.3
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q (veh)	-	-	3.2	0

AM Peak Hour (3-Lane Section)
12: Bingle Road & W Memorial Park Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔	↔	↔	
Traffic Volume (veh/h)	0	0	0	38	0	15	0	694	135	34	1295	0
Future Volume (veh/h)	0	0	0	38	0	15	0	694	135	34	1295	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870	1870	1870	1870	1856	1870	0
Adj Flow Rate, veh/h	0	0	0	40	0	20	0	754	0	48	1439	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.75	0.92	0.92	0.66	0.71	0.90	0.92
Percent Heavy Veh, %	2	2	2	5	2	2	2	2	2	3	2	0
Cap, veh/h	0	281	0	273	0	238	0	1450		499	1450	0
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.77	0.00	0.77	0.77	0.00
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	1870	1585	704	1870	0
Grp Volume(v), veh/h	0	0	0	40	0	20	0	754	0	48	1439	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1870	1585	704	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	1.3	0.0	18.2	0.0	3.3	90.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.0	0.0	1.3	0.0	18.2	0.0	21.5	90.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	281	0	273	0	238	0	1450		499	1450	0
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00	0.08	0.00	0.52		0.10	0.99	0.00
Avail Cap(c_a), veh/h	0	281	0	273	0	238	0	1450		499	1450	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	44.6	0.0	43.9	0.0	5.1	0.0	9.2	13.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.7	0.0	1.3	0.0	0.4	22.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.6	0.0	6.4	0.0	0.6	37.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	45.7	0.0	44.6	0.0	6.4	0.0	9.5	35.1	0.0
LnGrp LOS				D		D		A		A	D	
Approach Vol, veh/h		0			60			754			1487	
Approach Delay, s/veh		0.0			45.4			6.4			34.3	
Approach LOS					D			A			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		97.5		22.5		97.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		93.0		18.0		93.0		18.0				
Max Q Clear Time (g_c+I1), s		20.2		0.0		92.1		5.0				
Green Ext Time (p_c), s		6.8		0.0		0.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	25.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

AM Peak Hour (3-Lane Section)
14: Bingle Road & Winningham Lane

03/13/2025

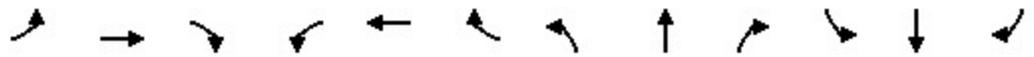


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	1	0	9	51	1	4	4	676	27	2	1280	1
Future Volume (veh/h)	1	0	9	51	1	4	4	676	27	2	1280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	16	84	4	8	4	751	40	4	1422	4
Peak Hour Factor	0.25	0.25	0.56	0.61	0.25	0.50	1.00	0.90	0.68	0.50	0.90	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	21	207	298	91	182	65	1328	71	457	1407	4
Arrive On Green	0.16	0.00	0.16	0.16	0.16	0.16	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	190	126	1264	1397	557	1113	376	1760	94	685	1864	5
Grp Volume(v), veh/h	20	0	0	84	0	12	4	0	791	4	0	1426
Grp Sat Flow(s),veh/h/ln1579		0	0	1397	0	1670	376	0	1853	685	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	4.4	0.0	0.7	0.0	0.0	20.1	0.3	0.0	83.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	5.6	0.0	0.7	83.0	0.0	20.1	20.4	0.0	83.0
Prop In Lane	0.20		0.80	1.00		0.67	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	298	0	0	298	0	273	65	0	1399	457	0	1411
V/C Ratio(X)	0.07	0.00	0.00	0.28	0.00	0.04	0.06	0.00	0.57	0.01	0.00	1.01
Avail Cap(c_a), veh/h	298	0	0	298	0	273	65	0	1399	457	0	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	0.0	40.7	0.0	38.8	55.0	0.0	5.8	10.1	0.0	13.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	2.4	0.0	0.3	1.8	0.0	1.7	0.0	0.0	26.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	2.2	0.0	0.3	0.1	0.0	7.0	0.0	0.0	36.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	0.0	0.0	43.0	0.0	39.1	56.8	0.0	7.4	10.2	0.0	40.2
LnGrp LOS	D			D		D	E		A	B		F
Approach Vol, veh/h		20			96			795			1430	
Approach Delay, s/veh		39.4			42.5			7.7			40.1	
Approach LOS		D			D			A			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		87.5		22.5		87.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		83.0		18.0		83.0		18.0				
Max Q Clear Time (g_c+11), s		85.0		3.1		85.0		7.6				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				29.2								
HCM 6th LOS				C								

PM Peak Hour (Normal Conditions)

3: Bingle Road & Westview Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	77	245	77	151	260	55	76	766	160	41	659	66
Future Volume (veh/h)	77	245	77	151	260	55	76	766	160	41	659	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	285	112	176	329	64	115	815	200	60	709	108
Peak Hour Factor	0.77	0.86	0.69	0.86	0.79	0.86	0.66	0.94	0.80	0.68	0.93	0.61
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	332	131	297	424	82	320	977	240	262	1059	161
Arrive On Green	0.07	0.26	0.26	0.09	0.28	0.28	0.07	0.35	0.35	0.07	0.34	0.34
Sat Flow, veh/h	1781	1278	502	1781	1521	296	1781	2828	694	1781	3092	471
Grp Volume(v), veh/h	100	0	397	176	0	393	115	512	503	60	407	410
Grp Sat Flow(s),veh/h/ln	1781	0	1780	1781	0	1817	1781	1777	1745	1781	1777	1786
Q Serve(g_s), s	3.0	0.0	15.9	5.4	0.0	14.9	3.0	19.9	19.9	1.5	14.7	14.7
Cycle Q Clear(g_c), s	3.0	0.0	15.9	5.4	0.0	14.9	3.0	19.9	19.9	1.5	14.7	14.7
Prop In Lane	1.00		0.28	1.00		0.16	1.00		0.40	1.00		0.26
Lane Grp Cap(c), veh/h	296	0	463	297	0	506	320	614	603	262	609	612
V/C Ratio(X)	0.34	0.00	0.86	0.59	0.00	0.78	0.36	0.83	0.83	0.23	0.67	0.67
Avail Cap(c_a), veh/h	296	0	463	297	0	506	320	614	603	262	609	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	26.4	19.8	0.0	24.9	15.5	22.6	22.6	16.4	21.0	21.0
Incr Delay (d2), s/veh	3.1	0.0	18.3	8.4	0.0	11.1	3.1	12.6	12.8	2.0	5.7	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	8.7	2.8	0.0	7.6	1.4	9.9	9.7	0.7	6.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.4	0.0	44.7	28.2	0.0	36.0	18.7	35.2	35.4	18.4	26.8	26.8
LnGrp LOS	C		D	C		D	B	D	D	B	C	C
Approach Vol, veh/h		497			569			1130			877	
Approach Delay, s/veh		40.2			33.6			33.6			26.2	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	30.4	11.0	24.0	9.8	30.2	9.6	25.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	25.9	6.5	19.5	5.3	25.7	5.1	20.9				
Max Q Clear Time (g_c+I1), s	3.5	21.9	7.4	17.9	5.0	16.7	5.0	16.9				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.4	0.0	3.5	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				32.6								
HCM 6th LOS				C								

PM Peak Hour (Normal Conditions)
6: Bingle Road & Merlin Drive

03/13/2025

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↓			↑↓
Traffic Vol, veh/h	27	6	960	51	1	918
Future Vol, veh/h	27	6	960	51	1	918
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	50	93	91	25	90
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	40	12	1032	56	4	1020

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1578	544	0	0	1088
Stage 1	1060	-	-	-	-
Stage 2	518	-	-	-	-
Critical Hdwy	6.86	6.94	-	-	4.14
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.32	-	-	2.22
Pot Cap-1 Maneuver	99	483	-	-	637
Stage 1	292	-	-	-	-
Stage 2	560	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	98	483	-	-	637
Mov Cap-2 Maneuver	98	-	-	-	-
Stage 1	292	-	-	-	-
Stage 2	552	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	56	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	120	637
HCM Lane V/C Ratio	-	-	0.431	0.006
HCM Ctrl Dly (s/v)	-	-	56	10.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q (veh)	-	-	1.9	0

PM Peak Hour (Normal Conditions)
 9: Bingle Road & Burkhart Road

03/13/2025

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓			↔
Traffic Vol, veh/h	14	7	1033	20	7	980
Future Vol, veh/h	14	7	1033	20	7	980
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	44	58	94	83	88	93
Heavy Vehicles, %	2	8	2	6	2	2
Mvmt Flow	32	12	1099	24	8	1054

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1654	562	0	0	1123
Stage 1	1111	-	-	-	-
Stage 2	543	-	-	-	-
Critical Hdwy	6.84	7.06	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.38	-	-	2.22
Pot Cap-1 Maneuver	89	455	-	-	618
Stage 1	277	-	-	-	-
Stage 2	546	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	86	455	-	-	618
Mov Cap-2 Maneuver	86	-	-	-	-
Stage 1	277	-	-	-	-
Stage 2	529	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	57.2	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	111	618
HCM Lane V/C Ratio	-	-	0.395	0.013
HCM Ctrl Dly (s/v)	-	-	57.2	10.9
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q (veh)	-	-	1.6	0

PM Peak Hour (Normal Conditions)
12: Bingle Road & W Memorial Park Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔↔	↔	↔	↔↔	
Traffic Volume (veh/h)	0	0	0	173	0	67	0	1014	87	47	960	0
Future Volume (veh/h)	0	0	0	173	0	67	0	1014	87	47	960	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	298	0	108	0	1067	0	60	1000	0
Peak Hour Factor	0.25	0.25	0.25	0.58	0.25	0.62	0.25	0.95	0.87	0.78	0.96	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	0	663	0	633	0	562	0	1712		268	1712	0
Arrive On Green	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.48	0.00	0.96	0.96	0.00
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	3647	1585	529	3647	0
Grp Volume(v), veh/h	0	0	0	298	0	108	0	1067	0	60	1000	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1777	1585	529	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	9.4	0.0	2.6	0.0	12.2	0.0	3.9	1.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.4	0.0	2.6	0.0	12.2	0.0	16.1	1.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	663	0	633	0	562	0	1712		268	1712	0
V/C Ratio(X)	0.00	0.00	0.00	0.47	0.00	0.19	0.00	0.62		0.22	0.58	0.00
Avail Cap(c_a), veh/h	0	663	0	633	0	562	0	1712		268	1712	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.5	0.0	12.3	0.0	10.6	0.0	4.6	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.8	0.0	1.7	0.0	1.9	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.1	0.0	0.9	0.0	4.2	0.0	0.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	17.0	0.0	13.1	0.0	12.3	0.0	6.5	2.0	0.0
LnGrp LOS				B		B		B		A	A	
Approach Vol, veh/h		0			406			1067			1060	
Approach Delay, s/veh		0.0			16.0			12.3			2.3	
Approach LOS					B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		24.0		31.0		24.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		19.5		26.5		19.5				
Max Q Clear Time (g_c+I1), s		14.2		0.0		18.1		11.4				
Green Ext Time (p_c), s		6.0		0.0		4.6		1.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				8.7								
HCM 6th LOS				A								
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

PM Peak Hour (Normal Conditions)
14: Bingle Road & Winningham Lane

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘			↕			↕	
Traffic Volume (veh/h)	3	0	7	32	0	7	13	1061	42	11	957	6
Future Volume (veh/h)	3	0	7	32	0	7	13	1061	42	11	957	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1796	1648	1870	1870	1648	1870	1870
Adj Flow Rate, veh/h	8	0	16	32	0	12	32	1117	58	24	987	12
Peak Hour Factor	0.38	0.25	0.44	1.00	0.25	0.58	0.41	0.95	0.73	0.46	0.97	0.50
Percent Heavy Veh, %	2	2	2	2	2	7	17	2	2	17	2	2
Cap, veh/h	217	39	339	592	0	519	90	1649	85	85	1731	21
Arrive On Green	0.33	0.00	0.33	0.33	0.00	0.33	1.00	1.00	1.00	0.51	0.51	0.51
Sat Flow, veh/h	397	120	1034	1397	0	1585	41	3239	166	32	3400	41
Grp Volume(v), veh/h	24	0	0	32	0	12	623	0	584	525	0	498
Grp Sat Flow(s),veh/h/ln	1552	0	0	1397	0	1585	1775	0	1672	1778	0	1695
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0	11.2
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.7	0.0	0.3	0.0	0.0	0.0	10.5	0.0	11.2
Prop In Lane	0.33		0.67	1.00		1.00	0.05		0.10	0.05		0.02
Lane Grp Cap(c), veh/h	595	0	0	592	0	519	972	0	851	973	0	863
V/C Ratio(X)	0.04	0.00	0.00	0.05	0.00	0.02	0.64	0.00	0.69	0.54	0.00	0.58
Avail Cap(c_a), veh/h	595	0	0	592	0	519	972	0	851	973	0	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	12.7	0.0	12.5	0.0	0.0	0.0	9.2	0.0	9.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.1	3.2	0.0	4.5	2.1	0.0	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.1	0.9	0.0	1.1	3.9	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	0.0	0.0	12.8	0.0	12.6	3.2	0.0	4.5	11.4	0.0	12.2
LnGrp LOS	B			B		B	A		A	B		B
Approach Vol, veh/h		24			44			1207			1023	
Approach Delay, s/veh		12.8			12.8			3.8			11.8	
Approach LOS		B			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.5		22.5		32.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		28.0		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		2.5		13.2		2.7				
Green Ext Time (p_c), s		9.9		0.0		6.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				7.6								
HCM 6th LOS				A								

PM Peak Hour (With Lane Closure)

3: Bingle Road & Westview Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	262	74	123	242	78	71	853	188	36	685	62
Future Volume (veh/h)	66	262	74	123	242	78	71	853	188	36	685	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	279	80	140	302	100	88	927	192	60	778	68
Peak Hour Factor	0.82	0.94	0.92	0.88	0.80	0.78	0.81	0.92	0.98	0.60	0.88	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	363	104	327	375	124	222	519	108	217	581	51
Arrive On Green	0.07	0.26	0.26	0.09	0.28	0.28	0.07	0.35	0.35	0.07	0.34	0.34
Sat Flow, veh/h	1781	1398	401	1781	1345	445	1781	1503	311	1781	1695	148
Grp Volume(v), veh/h	80	0	359	140	0	402	88	0	1119	60	0	846
Grp Sat Flow(s),veh/h/ln	1781	0	1798	1781	0	1790	1781	0	1814	1781	0	1844
Q Serve(g_s), s	2.4	0.0	13.8	4.2	0.0	15.7	2.3	0.0	25.9	1.5	0.0	25.7
Cycle Q Clear(g_c), s	2.4	0.0	13.8	4.2	0.0	15.7	2.3	0.0	25.9	1.5	0.0	25.7
Prop In Lane	1.00		0.22	1.00		0.25	1.00		0.17	1.00		0.08
Lane Grp Cap(c), veh/h	286	0	468	327	0	499	222	0	627	217	0	632
V/C Ratio(X)	0.28	0.00	0.77	0.43	0.00	0.81	0.40	0.00	1.79	0.28	0.00	1.34
Avail Cap(c_a), veh/h	286	0	468	327	0	499	222	0	627	217	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	25.7	18.9	0.0	25.2	18.0	0.0	24.6	17.9	0.0	24.7
Incr Delay (d2), s/veh	2.4	0.0	11.5	4.0	0.0	13.0	5.2	0.0	360.1	3.1	0.0	163.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.1	2.0	0.0	8.1	1.2	0.0	73.0	0.8	0.0	39.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.6	0.0	37.1	22.9	0.0	38.2	23.2	0.0	384.7	21.0	0.0	187.8
LnGrp LOS	C		D	C		D	C		F	C		F
Approach Vol, veh/h		439			542			1207			906	
Approach Delay, s/veh		34.3			34.2			358.3			176.7	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	30.4	11.0	24.0	9.8	30.2	9.6	25.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	25.9	6.5	19.5	5.3	25.7	5.1	20.9				
Max Q Clear Time (g_c+I1), s	3.5	27.9	6.2	15.8	4.3	27.7	4.4	17.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			202.4									
HCM 6th LOS			F									

PM Peak Hour (With Lane Closure)
6: Bingle Road & Merlin Drive

03/13/2025

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	30	8	1109	57	1	892
Future Vol, veh/h	30	8	1109	57	1	892
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	67	96	84	25	89
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	36	12	1155	68	4	1002

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2199	1189	0	0	1223
Stage 1	1189	-	-	-	-
Stage 2	1010	-	-	-	-
Critical Hdwy	6.43	6.22	-	-	4.12
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.318	-	-	2.218
Pot Cap-1 Maneuver	49	229	-	-	570
Stage 1	288	-	-	-	-
Stage 2	350	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	48	229	-	-	570
Mov Cap-2 Maneuver	48	-	-	-	-
Stage 1	288	-	-	-	-
Stage 2	344	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	174.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	60	570
HCM Lane V/C Ratio	-	-	0.801	0.007
HCM Ctrl Dly (s/v)	-	-	174.1	11.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q (veh)	-	-	3.6	0

PM Peak Hour (With Lane Closure)
9: Bingle Road & Burkhart Road

03/13/2025

Intersection						
Int Delay, s/veh	8.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	23	13	1162	18	8	926
Future Vol, veh/h	23	13	1162	18	8	926
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	52	81	95	64	50	88
Heavy Vehicles, %	2	8	2	6	2	2
Mvmt Flow	44	16	1223	28	16	1052

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2321	1237	0	0	1251
Stage 1	1237	-	-	-	-
Stage 2	1084	-	-	-	-
Critical Hdwy	6.42	6.28	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.372	-	-	2.218
Pot Cap-1 Maneuver	~ 41	208	-	-	556
Stage 1	274	-	-	-	-
Stage 2	324	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 38	208	-	-	556
Mov Cap-2 Maneuver	~ 38	-	-	-	-
Stage 1	274	-	-	-	-
Stage 2	302	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 338.5	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	49	556
HCM Lane V/C Ratio	-	-	1.23	0.029
HCM Ctrl Dly (s/v)	-	-	\$ 338.5	11.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q (veh)	-	-	5.5	0.1

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

PM Peak Hour (With Lane Closure)
12: Bingle Road & W Memorial Park Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↔			↔	↔		↔	↔		↔	↔
Traffic Volume (veh/h)	0	0	0	189	0	75	0	1046	100	1	39	946
Future Volume (veh/h)	0	0	0	189	0	75	0	1046	100	1	39	946
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	0	0	286	0	109	0	1113	0		60	1040
Peak Hour Factor	0.92	0.92	0.92	0.66	0.92	0.69	0.92	0.94	0.81		0.65	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	0	663	0	633	0	562	0	901			131	901
Arrive On Green	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.48	0.00		0.48	0.48
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	1870	1585		506	1870
Grp Volume(v), veh/h	0	0	0	286	0	109	0	1113	0		60	1040
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1870	1585		506	1870
Q Serve(g_s), s	0.0	0.0	0.0	9.0	0.0	2.6	0.0	26.5	0.0		0.0	26.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.0	0.0	2.6	0.0	26.5	0.0		26.5	26.5
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00		1.00	
Lane Grp Cap(c), veh/h	0	663	0	633	0	562	0	901			131	901
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.19	0.00	1.24			0.46	1.15
Avail Cap(c_a), veh/h	0	663	0	633	0	562	0	901			131	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.4	0.0	12.3	0.0	14.2	0.0		27.5	14.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.3	0.0	0.8	0.0	115.4	0.0		11.1	82.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.9	0.0	0.9	0.0	37.6	0.0		1.1	29.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	16.7	0.0	13.1	0.0	129.6	0.0		38.6	96.2
LnGrp LOS				B		B		F			D	F
Approach Vol, veh/h		0			395			1113				1100
Approach Delay, s/veh		0.0			15.7			129.6				93.1
Approach LOS					B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		24.0		31.0		24.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		19.5		26.5		19.5				
Max Q Clear Time (g_c+I1), s		28.5		0.0		28.5		11.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		1.3				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	97.0
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	0
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

PM Peak Hour (With Lane Closure)
14: Bingle Road & Winningham Lane

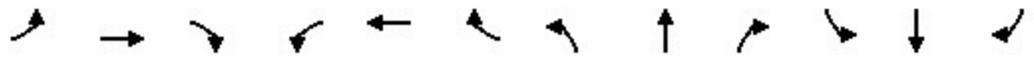
03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘			↕			↕	
Traffic Volume (veh/h)	1	0	5	42	0	15	10	1162	49	6	942	3
Future Volume (veh/h)	1	0	5	42	0	15	10	1162	49	6	942	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1796	1648	1870	1870	1648	1870	1870
Adj Flow Rate, veh/h	4	0	8	76	0	24	16	1210	84	8	1035	8
Peak Hour Factor	0.25	0.25	0.62	0.55	0.25	0.62	0.62	0.96	0.58	0.75	0.91	0.38
Percent Heavy Veh, %	2	2	2	2	2	7	17	2	2	17	2	2
Cap, veh/h	217	39	338	593	0	519	70	873	60	68	940	7
Arrive On Green	0.33	0.00	0.33	0.33	0.00	0.33	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	395	120	1031	1407	0	1585	8	1715	118	4	1846	14
Grp Volume(v), veh/h	12	0	0	76	0	24	1310	0	0	1051	0	0
Grp Sat Flow(s),veh/h/ln1547	0	0	0	1407	0	1585	1842	0	0	1864	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.0	0.0	0.6	28.0	0.0	0.0	28.0	0.0	0.0
Prop In Lane	0.33		0.67	1.00		1.00	0.01		0.06	0.01		0.01
Lane Grp Cap(c), veh/h	594	0	0	593	0	519	1004	0	0	1015	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.13	0.00	0.05	1.31	0.00	0.00	1.04	0.00	0.00
Avail Cap(c_a), veh/h	594	0	0	593	0	519	1004	0	0	1015	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	13.1	0.0	12.6	14.4	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.2	144.6	0.0	0.0	37.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.1	0.0	0.0	0.0	0.7	0.0	0.2	50.4	0.0	0.0	20.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	0.0	0.0	13.6	0.0	12.8	159.0	0.0	0.0	52.2	0.0	0.0
LnGrp LOS	B			B		B	F			F		
Approach Vol, veh/h		12			100			1310			1051	
Approach Delay, s/veh		12.6			13.4			159.0			52.2	
Approach LOS		B			B			F			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.5		22.5		32.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		28.0		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s		30.0		2.3		30.0		4.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				107.0								
HCM 6th LOS				F								

PM Peak Hour (3-Lane Section)
3: Bingle Road & Westview Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	262	74	123	242	78	71	853	188	36	685	62
Future Volume (veh/h)	66	262	74	123	242	78	71	853	188	36	685	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	279	80	140	302	100	88	927	192	60	778	68
Peak Hour Factor	0.82	0.94	0.92	0.88	0.80	0.78	0.81	0.92	0.98	0.60	0.88	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	311	89	218	306	101	229	1332	276	268	862	731
Arrive On Green	0.06	0.22	0.22	0.06	0.23	0.23	0.02	0.15	0.15	0.06	0.46	0.46
Sat Flow, veh/h	1781	1398	401	1781	1345	445	1781	2931	607	1781	1870	1585
Grp Volume(v), veh/h	80	0	359	140	0	402	88	562	557	60	778	68
Grp Sat Flow(s),veh/h/ln	1781	0	1798	1781	0	1790	1781	1777	1761	1781	1870	1585
Q Serve(g_s), s	3.1	0.0	17.5	5.5	0.0	20.1	2.3	27.0	27.0	1.5	34.5	2.2
Cycle Q Clear(g_c), s	3.1	0.0	17.5	5.5	0.0	20.1	2.3	27.0	27.0	1.5	34.5	2.2
Prop In Lane	1.00		0.22	1.00		0.25	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	400	218	0	408	229	807	800	268	862	731
V/C Ratio(X)	0.44	0.00	0.90	0.64	0.00	0.99	0.38	0.70	0.70	0.22	0.90	0.09
Avail Cap(c_a), veh/h	183	0	400	218	0	408	229	807	800	268	862	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	34.0	27.0	0.0	34.6	19.6	32.3	32.4	15.5	22.4	13.7
Incr Delay (d2), s/veh	7.4	0.0	25.5	13.7	0.0	41.2	4.8	4.9	5.0	1.9	14.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	10.3	3.1	0.0	13.2	1.2	13.8	13.7	0.7	17.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	0.0	59.6	40.8	0.0	75.8	24.4	37.3	37.3	17.4	36.8	13.9
LnGrp LOS	C		E	D		E	C	D	D	B	D	B
Approach Vol, veh/h		439			542			1207			906	
Approach Delay, s/veh		54.9			66.7			36.4			33.8	
Approach LOS		D			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	45.4	10.0	24.5	9.5	46.0	9.5	25.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.6	40.9	5.5	20.0	5.0	41.5	5.0	20.5				
Max Q Clear Time (g_c+I1), s	3.5	29.0	7.5	19.5	4.3	36.5	5.1	22.1				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.1	0.0	2.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			43.6									
HCM 6th LOS			D									

PM Peak Hour (3-Lane Section)
6: Bingle Road & Merlin Drive

03/13/2025

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↗		↘	↗
Traffic Vol, veh/h	30	8	1109	57	1	892
Future Vol, veh/h	30	8	1109	57	1	892
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	67	96	84	25	89
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	36	12	1155	68	4	1002

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2199	1189	0	0	1223
Stage 1	1189	-	-	-	-
Stage 2	1010	-	-	-	-
Critical Hdwy	6.43	6.22	-	-	4.12
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.318	-	-	2.218
Pot Cap-1 Maneuver	49	229	-	-	570
Stage 1	288	-	-	-	-
Stage 2	350	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	49	229	-	-	570
Mov Cap-2 Maneuver	49	-	-	-	-
Stage 1	288	-	-	-	-
Stage 2	348	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	168.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	61	570
HCM Lane V/C Ratio	-	-	0.788	0.007
HCM Ctrl Dly (s/v)	-	-	168.7	11.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q (veh)	-	-	3.5	0

PM Peak Hour (3-Lane Section)
9: Bingle Road & Burkhart Road

03/13/2025

Intersection						
Int Delay, s/veh	8.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		Y	T
Traffic Vol, veh/h	23	13	1162	18	8	926
Future Vol, veh/h	23	13	1162	18	8	926
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	52	81	95	64	50	88
Heavy Vehicles, %	2	8	2	6	2	2
Mvmt Flow	44	16	1223	28	16	1052

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2321	1237	0	0	1251	0
Stage 1	1237	-	-	-	-	-
Stage 2	1084	-	-	-	-	-
Critical Hdwy	6.42	6.28	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.372	-	-	2.218	-
Pot Cap-1 Maneuver	~ 41	208	-	-	556	-
Stage 1	274	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 40	208	-	-	556	-
Mov Cap-2 Maneuver	~ 40	-	-	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	315	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 314.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	51	556
HCM Lane V/C Ratio	-	-	1.182	0.029
HCM Ctrl Dly (s/v)	-	-	\$ 314.6	11.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q (veh)	-	-	5.4	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

PM Peak Hour (3-Lane Section)
12: Bingle Road & W Memorial Park Drive

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↔			↔	↔		↔	↔		↔	↔
Traffic Volume (veh/h)	0	0	0	189	0	75	0	1046	100	1	39	946
Future Volume (veh/h)	0	0	0	189	0	75	0	1046	100	1	39	946
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	0	0	286	0	109	0	1113	0		60	1040
Peak Hour Factor	0.92	0.92	0.92	0.66	0.92	0.69	0.92	0.94	0.81		0.65	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	0	433	0	418	0	367	0	1227			166	1227
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.66	0.00		0.66	0.66
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	1870	1585		506	1870
Grp Volume(v), veh/h	0	0	0	286	0	109	0	1113	0		60	1040
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1870	1585		506	1870
Q Serve(g_s), s	0.0	0.0	0.0	15.5	0.0	4.5	0.0	40.4	0.0		9.1	34.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	15.5	0.0	4.5	0.0	40.4	0.0		49.5	34.4
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00		1.00	
Lane Grp Cap(c), veh/h	0	433	0	418	0	367	0	1227			166	1227
V/C Ratio(X)	0.00	0.00	0.00	0.68	0.00	0.30	0.00	0.91			0.36	0.85
Avail Cap(c_a), veh/h	0	433	0	418	0	367	0	1227			166	1227
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	29.6	0.0	25.4	0.0	11.7	0.0		32.7	10.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.8	0.0	2.1	0.0	11.2	0.0		6.0	7.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	6.1	0.0	1.9	0.0	16.9	0.0		1.4	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	38.4	0.0	27.4	0.0	22.9	0.0		38.7	18.0
LnGrp LOS				D		C		C			D	B
Approach Vol, veh/h		0			395			1113				1100
Approach Delay, s/veh		0.0			35.4			22.9				19.1
Approach LOS					D			C				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		23.0		57.0		23.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		52.5		18.5		52.5		18.5				
Max Q Clear Time (g_c+I1), s		42.4		0.0		51.5		17.5				
Green Ext Time (p_c), s		6.2		0.0		0.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	23.2
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	0
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

PM Peak Hour (3-Lane Section)
14: Bingle Road & Winningham Lane

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	1	0	5	42	0	15	10	1162	49	6	942	3
Future Volume (veh/h)	1	0	5	42	0	15	10	1162	49	6	942	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1796	1648	1870	1870	1648	1870	1870
Adj Flow Rate, veh/h	4	0	8	76	0	24	16	1210	84	8	1035	8
Peak Hour Factor	0.25	0.25	0.62	0.55	0.25	0.62	0.62	0.96	0.58	0.75	0.91	0.38
Percent Heavy Veh, %	2	2	2	2	2	7	17	2	2	17	2	2
Cap, veh/h	133	24	207	365	0	319	232	1208	84	80	1295	10
Arrive On Green	0.20	0.00	0.20	0.20	0.00	0.20	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	396	120	1031	1407	0	1585	477	1729	120	376	1853	14
Grp Volume(v), veh/h	12	0	0	76	0	24	16	0	1294	8	0	1043
Grp Sat Flow(s),veh/h/ln1547	0	0	0	1407	0	1585	477	0	1849	376	0	1868
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.0	1.1	2.1	0.0	62.9	0.0	0.0	34.3
Cycle Q Clear(g_c), s	0.5	0.0	0.0	4.0	0.0	1.1	36.4	0.0	62.9	62.9	0.0	34.3
Prop In Lane	0.33		0.67	1.00		1.00	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	364	0	0	365	0	319	232	0	1292	80	0	1305
V/C Ratio(X)	0.03	0.00	0.00	0.21	0.00	0.08	0.07	0.00	1.00	0.10	0.00	0.80
Avail Cap(c_a), veh/h	364	0	0	365	0	319	232	0	1292	80	0	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	0.0	30.3	0.0	29.2	21.7	0.0	13.6	45.0	0.0	9.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	0.5	0.6	0.0	25.4	2.5	0.0	5.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.2	0.0	0.0	0.0	1.5	0.0	0.5	0.3	0.0	29.0	0.2	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	0.0	0.0	31.5	0.0	29.6	22.2	0.0	38.9	47.5	0.0	14.4
LnGrp LOS	C			C		C	C		F	D		B
Approach Vol, veh/h		12			100			1310			1051	
Approach Delay, s/veh		29.1			31.1			38.7			14.7	
Approach LOS		C			C			D			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		22.6		67.4		22.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		62.9		18.1		62.9		18.1				
Max Q Clear Time (g_c+11), s		64.9		2.5		64.9		6.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				28.2								
HCM 6th LOS				C								