APPENDIX A
PLANNED PROJECTS

Regional Planned Projects

ID	CSJ #	Roadway	From	To	Length	Description	Status	Let Year	Estimated Construction Cost
1	523-10-043	FM 1488	At Carriage Hills	-	0.12	Add Right Turn Lane @ Carriage Hills	Construction Scheduled	2018	$ 703,503
2	110-04-202	IH 45	South of Shenandoah Park Dr	SH 242	1.09	Intersection & Drainage Improvements	Under Development	2026	$ 14,360,000
3	912-37-228	Superior Rd	Superior Rd At Lake Creek	-	0.12	Replace Bridge and Approaches at Lake Creek	Construction Scheduled	2018	$ 1,165,898
4	1400-04-011	FM 1774	0.045-mile South of West Lost Creek Blvd	FM 149	2.83	Widen to 4-Lane with Two-Way Left Turn Lane	Construction Scheduled	2014	$ 18,860,075
5	3050-02-024	FM 2978	FM 1488	South of Dry Creek	4.07	Widen from 2 to 4 Lanes	Construction Scheduled	2016	$ 16,413,405
6	110-04-195	IH 45	Montgomery County Line	Loop 336 South	11.42	Landscape Development	Construction Scheduled	2015	$ 1,098,912
7	3635-01-001	SH 249	FM 1774/FM 149 In Pinehurst	Grimes County Line	12.18	Construct 4 Lane Tollway in Sections	Construction Scheduled	2017	$ 299,257,180
8	523-10-042	FM 1488	At IH 45	-	0.13	Intersection Improvements	Finalizing for Construction	2020	$ 947,943
9	3050-02-036	FM 2978	FM 1488	Harris C/L	6.5	New Fiber/Radio Systems	Finalizing for Construction	2020	$ 1,050,000
10	110-04-201	IH 45	Montgomery/Harris County Line	SL 336 South	11.42	Scenic Enhancements	Finalizing for Construction	2019	$ 721,301
11	523-10-047	FM 1488	IH 45	Mostyn Drive	12.44	Install Raised Median	Finalizing for Construction	2022	$ 6,922,413
12	912-00-536	I-45	Beltway 8	Loop 336 South	-	Preliminary Environmental Linkage (PEL) Study	Long Term Planning	2030	$ 3,000,000
13	523-09-009	FM 1488	FM 1774 In Magnolia	West of FM 149	4.03	Reconstruct Pavement 2 Lanes to 4-Lane Divided Rural	Under Development	2022	$ 40,100,000
14	3538-01-034	SH 242	FM 1488	IH 45	3	Widen from 4 to 6 Lanes	Under Development	2022	$ 19,895,000
15	523-10-045	FM 1488	FM 2978	IH 45	8.22	Widen from 4 to 6 Lanes	Under Development	2024	$ 5,000,000
16	0720-02-074	SH 249	FM 1774/FM 149 in Pinehurst	Harris County Line	3.6	Widen from 4 to 6-Lane Tollway	Long Term Planning	2030	$ 30,000,000
17	-	Woodlands Pkwy	SH 249	FM 2978	5.7	Construct New 2-Lane Divided	Under Development	2023	$ 6,000,000
18	0912-37-231	Old Conroe Rd	SL 336 S	FM 1488	6.7	Widen to 4-Lanes and Extend Roadway to SL 336 S	Under Development	2022	$ 120,900,000
19	-	Longmire Rd	Sergeant Ed Holcombe Rd	FM 1488	4.6	Construct New 4-Lane Road	Under Development	2023	$ 18,673,238
20	-	Multiple	Multiple	-	5.7	The Woodlands Township Safe School Access Project	Unconstrained	-	$ 3,334,400
21	-	College Park Dr	Allen Woods	Harpers Landing	4.1	Install Shared-Use Path	Unconstrained	-	$ 2,664,800
22	-	Sendera Ranch Dr				Construct Lake Creek Bridge Expansion	Construction Scheduled	2018	

Source: TxDOT and H-GAC

APPENDIX B
CRASH ANALYSIS

FM 1488 Crash Analysis

Crash Severity	Crash Count
99 - UNKNOWN	22
A - SUSPECTED SERIOUS INJURY	32
B - NON-INCAPACITATING INJURY	91
C - POSSIBLE INJURY	158
K - KILLED	8
N - NOT INJURED	767
Grand Total	**1078**

Intersection Flag	Crash Count
Driveway Access	259
Intersection	104
Intersection Related	215
Non Intersection	500
Grand Total	**1078**

Weather Condition	Crash Count
Clear	778
Cloudy	238
Fog	10
Rain	52
Grand Total	**1078**

Object Struck	Object Struck Description	Crash Count	Object Description Count
Object Struck		78	
	Ditch		4
	Hit Commercial Sign		2
	Hit Concrete Traffic Barrier (Not In Median)		4
	Hit Culvert-Headwall		6
	Hit Curb		1
	Hit Fence		5
	Hit Guardrail		5
	Hit Highway Sign		9
	Hit Luminaire Pole		4
	Hit Mailbox		5
	Hit Median Barrier (Concrete Or Cable)		1
	Hit Other Fixed Object		5
	Hit Overhead Signal Light, Wires, Signs, etc.		1
	Hit Retaining Wall		1
	Hit Traffic Signal Pole Or Post		3
	Hit Tree, Shrub, Landscaping		12
	Hit Utility Pole		5
	Hit Work Zone Barricade, Cones, Signs Or Material		1
	Jack-Knifed		1
	Other		3
Not Applicable		977	
	Not Applicable		977
Overturned		23	
	Overturned		23
Grand Total		**1078**	**1078**

FM 1488 Crash Analysis

Manner of Collision	Collision Description	Crash Count	Collision Description Count
Angle		204	
	Angle - Both Going Straight		69
	Angle - Both Left Turn		4
	Angle - One Left Turn-One Stopped		1
	Angle - One Right Turn-One Left Turn		1
	Angle - One Right Turn-One Stopped		1
	Angle - One Straight-One Backing		2
	Angle - One Straight-One Left Turn		105
	Angle - One Straight-One Right Turn		20
	Angle - One Straight-One Stopped		1
Miscellaneous		101	
	One Motor Vehicle - Going Straight		101
Turning		174	
	One Motor Vehicle - Turning Left		7
	One Motor Vehicle - Turning Right		11
	Opposite Direction - Both Left Turns		1
	Opposite Direction - One Right Turn-One Left Turn		6
	Opposite Direction - One Straight-One Left Turn		111
	Same Direction - Both Left Turn		2
	Same Direction - Both Right Turn		2
	Same Direction - One Straight-One Left Turn		21
	Same Direction - One Straight-One Right Turn		13
Head on		21	
	Opposite Direction - Both Going Straight		21
Backing		5	
	Opposite Direction - One Backing-One Stopped		4
	Opposite Direction - One Straight-One Backing		1
Fixed Object		285	
	Opposite Direction - One Straight-One Stopped		3
	Same Direction - One Straight-One Stopped		282
Rear End		216	
	Same Direction - Both Going Straight-Rear End		216
Sideswipe		72	
	Same Direction - Both Going Straight-Sideswipe		72
Grand Total		**1078**	**1078**

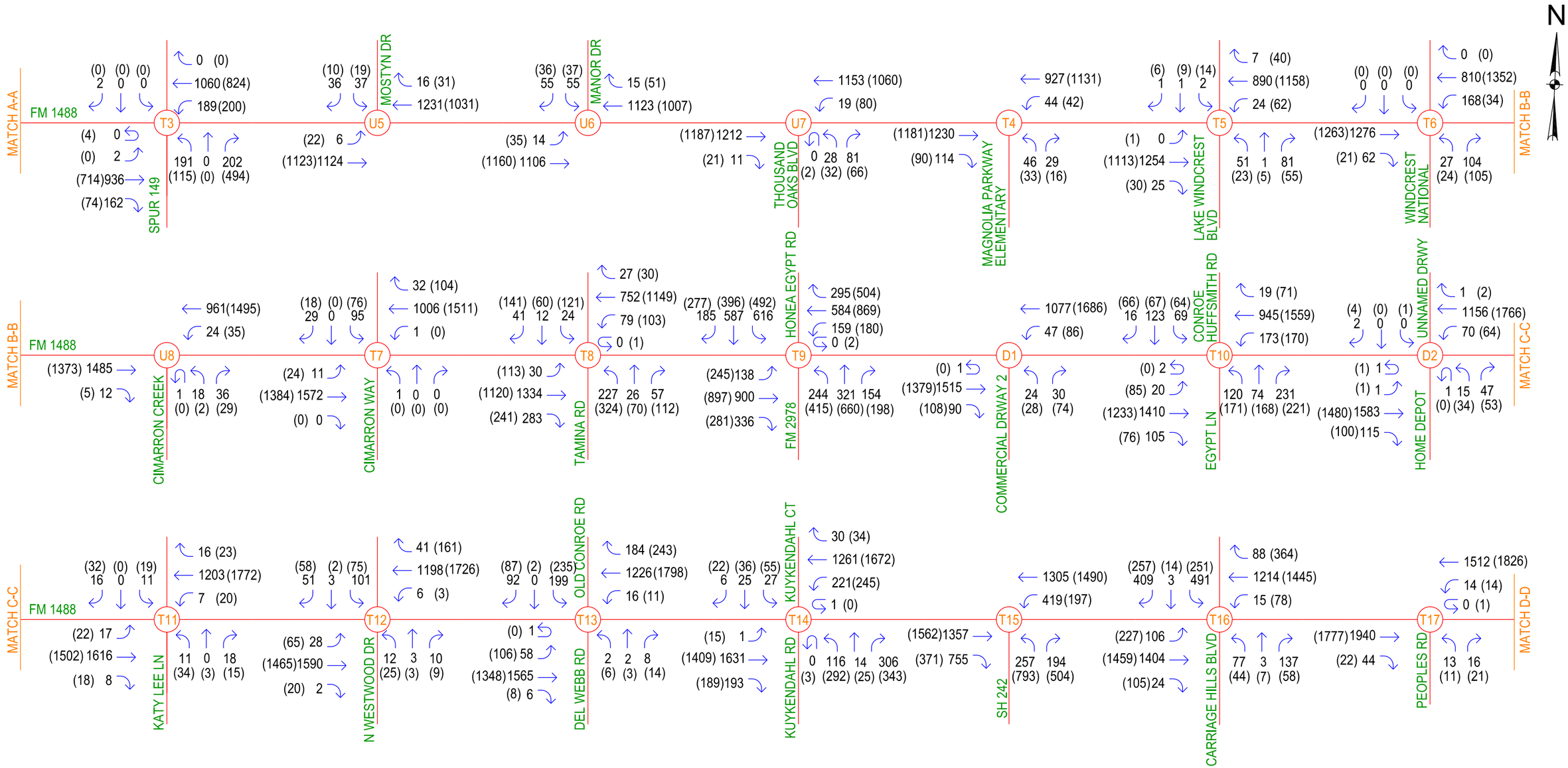
FM 1488 Crash Analysis

Contributing Factor	Unit Count	Count of 1st Unit
Animal On Road - Domestic	1	1
Animal On Road - Wild	23	23
Cell/Mobile Device Use - Other	3	3
Changed Lane When Unsafe	79	71
Disregard Stop And Go Signal	24	23
Disregard Stop Sign Or Light	6	6
Disregard Turn Marks At Intersection	2	2
Distraction In Vehicle	8	7
Driver Inattention	34	30
Failed To Control Speed	431	402
Failed To Drive In Single Lane	31	29
Failed To Pass To Left Safely	2	2
Failed To Pass To Right Safely	1	1
Failed To Stop At Proper Place	1	0
Failed To Yield Right Of Way - Open Intersection	6	3
Failed To Yield Right Of Way - Private Drive	95	80
Failed To Yield Right Of Way - Stop Sign	19	18
Failed To Yield Right Of Way - Turn On Red	14	12
Failed To Yield Right Of Way - Turning Left	78	68
Failed To Yield Right Of Way - Yield Sign	1	1
Fatigued Or Asleep	6	6
Faulty Evasive Action	10	8
Followed Too Closely	30	27
Had Been Drinking	4	4
Ill (Explain In Narrative)	6	6
Impaired Visibility (Explain In Narrative)	1	0
Improper Start From Parked Position	3	3
No Data	44	19
None	1196	81
Other (Explain In Narrative)	35	26
Parked Without Lights	2	1
Passed In No Passing Lane	11	10
Passed On Right Shoulder	27	26
Pedestrian Failed To Yield Right Of Way To Vehicle	4	0
Turned Improperly - Cut Corner On Left	3	1
Turned Improperly - Wide Right	4	4
Turned Improperly - Wrong Lane	5	5
Turned When Unsafe	25	22
Under Influence - Alcohol	20	20
Under Influence - Drug	3	3
Unsafe Speed	12	11
Wrong Side - Not Passing	7	7
Backed Without Safety	5	4
Wrong Side - Approach Or Intersection	1	1
Fleeing Or Evading Police	1	1
Disabled In Traffic Lane	1	0
Grand Total	**2325**	**1078**

FM 1488 Crash Analysis

Unit Description	Non-Fatal Unit Count	Fatal Unit Count	Total Unit Count
Motor Vehicle	2225	5	2230
Non-Contact	9		9
Pedalcyclist	6	1	7
Pedestrian	3	2	5
Towed/Pushed/Trailer	72		72
Other (Explain In Narrative)	2		2
Grand Total	**2317**	**8**	**2325**

APPENDIX C
TRAFFIC DATA



LEGEND

##	AM PEAK VOLUME
(##)	PM PEAK VOLUME
T#	SIGNALIZED INTERSECTION
U#	UNSIGNALIZED INTERSECTION
D#	DRIVEWAY

GUNDA CORPORATION
Engineers, Planners & Managers
11750 Katy Freeway, Suite 300
Houston, Texas 77079
713.541.3530 www.gundacorp.com
TBPE Registration Number: F-3531

PROJECT NAME: TxDOT FM 1488 ACCESS MANAGEMENT STUDY

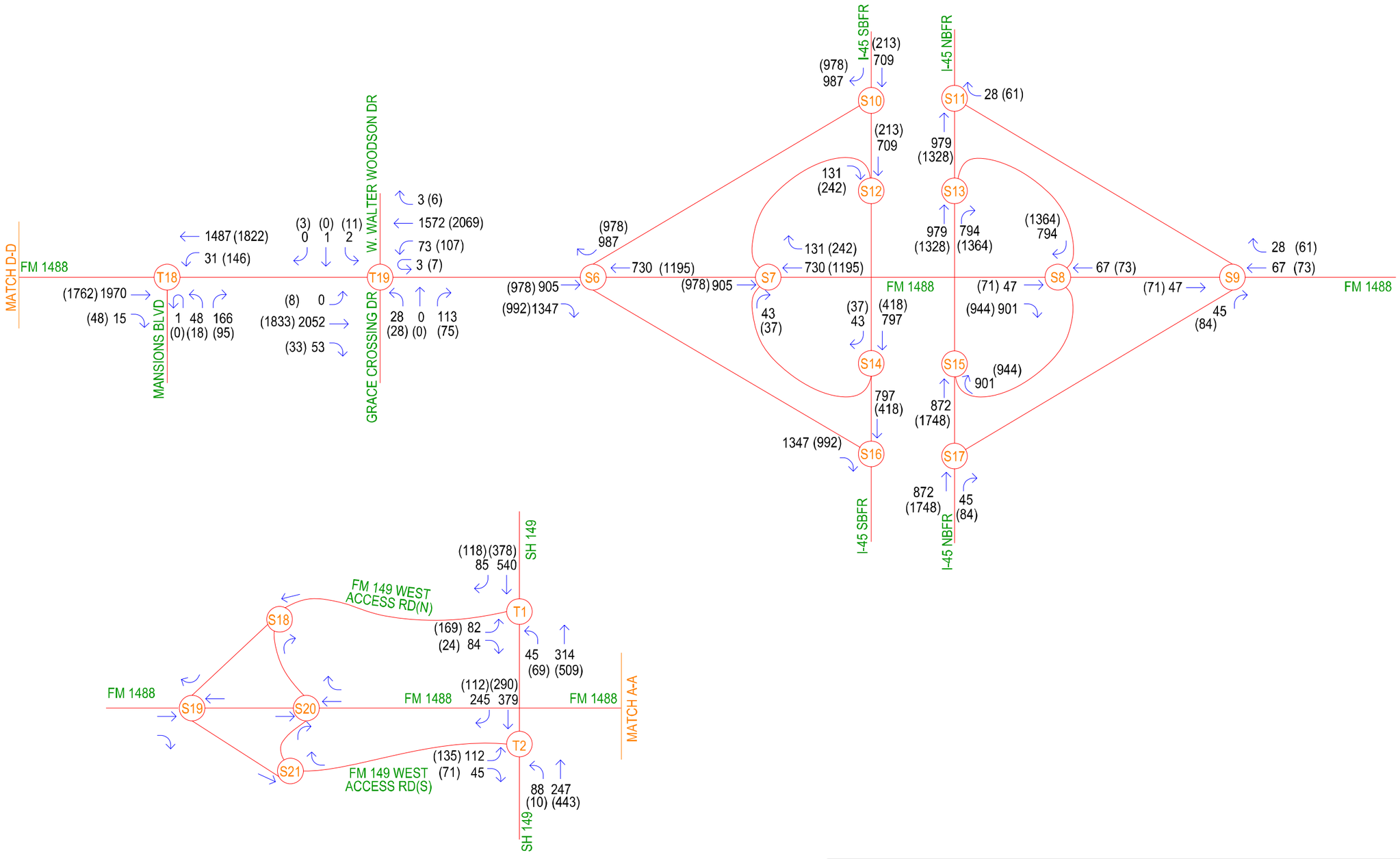
SHEET TITLE: FIGURE 5-1 FM 1488 AM/PM TRAFFIC VOLUMES

GCI PROJ. NO.: 19008-00

DATE: MAY 2019

SHEET NO. 1 OF 2

GUNDA CORPORATION
P:\2019 Projects\19008-00 AECOM TxDOT FM 1488 Access Management\CAD\190522 Traffic Volumes.dgn
5/22/2019 11:52:51 AM



LEGEND

##	AM PEAK VOLUME
(##)	PM PEAK VOLUME
T#	SIGNALIZED INTERSECTION
S#	STOP CONTROLLED INTERSECTION
D#	DRIVEWAY

GUNDA CORPORATION
Engineers, Planners & Managers
11750 Katy Freeway, Suite 300
Houston, Texas 77079
713.541.3530 www.gundacorp.com
TBPE Registration Number: F-3531

PROJECT NAME:
TxDOT FM 1488 ACCESS MANAGEMENT STUDY

SHEET TITLE:
FM 1488 AM/PM TRAFFIC VOLUMES

GCI PROJ. NO.: 19008-00

DATE: MAY 2019

SHEET NO. 2 OF 2

GUNDA CORPORATION
$FILE$ $TIME$
$DATE$

Observed Peak Periods

Intersection	AM Peak Period	PM Peak Period
FM 149 @ FM 149 West Access Rd (N)	6:30 AM to 7:30 AM	4:45 PM to 5:45 PM
FM 149 @ FM 149 West Access Rd (S)	6:30 AM to 7:30 AM	4:45 PM to 5:45 PM
FM 1488 @ Spur 149	6:30 AM to 7:30 AM	4:45 PM to 5:45 PM
FM 1488 @ Mostyn Dr	6:30 AM to 7:30 AM	4:30 PM to 5:30 PM
FM 1488 @ Manor Dr	6:30 AM to 7:30 AM	4:45 PM to 5:45 PM
FM 1488 @ Thousand Oaks Blvd	6:30 AM to 7:30 AM	5:00 PM to 6:00 PM
FM 1488 @ Magnolia Parkway Elementary School	6:45 AM to 7:45 AM	4:45 PM to 5:45 PM
FM 1488 @ Lake Windcrest Blvd	6:45 AM to 7:45 AM	5:00 PM to 6:00 PM
FM 1488 @ Windcrest National	7:30 AM to 8:30 AM	5:00 PM to 6:00 PM
FM 1488 @ Cimarron Creek	7:30 AM to 8:30 AM	5:00 PM to 6:00 PM
FM 1488 @ Cimarron Way	7:30 AM to 8:30 AM	5:00 PM to 6:00 PM
FM 1488 @ Tamina Rd	7:30 AM to 8:30 AM	5:00 PM to 6:00 PM
FM 1488 @ Honea Egypt Rd/FM 2978	7:30 AM to 8:30 AM	5:00 PM to 6:00 PM
FM 1488 @ Commercial Driveway 2 - Driveway	8:00 AM to 9:00 AM	4:45 PM to 5:45 PM
FM 1488 @ Conroe Huffsmith Rd/Egypt Ln	7:45 AM to 8:45 AM	4:45 PM to 5:45 PM
FM 1488 @ Home Depot Driveway	8:00 AM to 9:00 AM	4:45 PM to 5:45 PM
FM 1488 @ Katy Lee Lane	7:45 AM to 8:45 AM	4:45 PM to 5:45 PM
FM 1488 @ N Westwood Dr.	7:45 AM to 8:45 AM	4:45 PM to 5:45 PM
FM 1488 @ Old Conroe Magnolia Rd/Del Webb Blvd	8:00 AM to 9:00 AM	5:00 PM to 6:00 PM
FM 1488 @ Kuykendahl Ct/ Kuykendahl Rd	7:15 AM to 8:15 AM	4:45 PM to 5:45 PM
FM 1488 @ SH 242	7:00 AM to 8:00 AM	5:00 PM to 6:00 PM
FM 1488 @ Carriage Hills Blvd	7:00 AM to 8:00 AM	5:15 PM to 6:15 PM
FM 1488 @ People's Road	7:15 AM to 8:15 AM	4:45 PM to 5:45 PM
FM 1488 @ Mansions Blvd	7:15 AM to 8:15 AM	4:45 PM to 5:45 PM
FM 1488 @ Grace Crossing Dr/W Walter Woodson Dr	7:15 AM to 8:15 AM	4:45 PM to 5:45 PM
FM 1488 @ I-45 West Access Rd (W)	7:30 AM to 8:30 AM	4:45 PM to 5:45 PM
FM 1488 @ I-45 West Access Rd (E)	7:15 AM to 8:15 AM	5:00 PM to 6:00 PM
FM 1488 @ I-45 East Access Rd (W)	7:15 AM to 8:15 AM	4:30 PM to 5:30 PM
FM 1488 @ I-45 East Access Rd (E)	7:45 AM to 8:45 AM	4:30 PM to 5:30 PM
I-45 SB Frontage Rd @ I-45 West Access Rd	7:45 AM to 8:45 AM	4:15 PM to 5:15 PM
I-45 NB Frontage Rd @ I-45 East Access Rd	7:15 AM to 8:15 AM	5:00 PM to 6:00 PM

FIELD EVALUATIONS

Signalized Intersections			Field Visit										
SIG Count	Main Street	Cross Street	Date	Time	E/W Left Prot/Perm/ Split	N/S Left Prot/Perm/ Split	EB Lead/Lag	WB Lead/Lag	NB Lead/Lag	SB Lead/Lag	Peds Present	Ped Approach	Notes
1	FM 149	FM 149 West Access Rd (N)	3/6/2019	12:30 PM	Protected	Protected	-	-	Lag	-	Yes	EB, SB	
2	FM 149	FM 149 West Access Rd (S)	3/6/2019	12:30 PM	Protected	Protected	-	-	Lag	-	Yes	EB, SB	
3	FM 1488	Spur 149	3/6/2019	12:45 PM	Protected	Permissive	Lag	Lag	-	-	Yes	All	
4	FM 1488	Magnolia Parkway Elementary School	3/6/2019	12:50 PM	Protected	Permissive	-	Lag	-	-	Yes	EB, SB	
5	FM 1488	Lake Windcrest Blvd	3/6/2019	1:00 PM	Protected	Permissive	Lag	Lead	-	-	Yes	All	
6	FM 1488	Windcrest National	3/6/2019	1:05 PM	Protected	Permissive	Lag	Lag	-	-	Yes	All	1:05 PM - school zone active (35 MPH)
7	FM 1488	Cimarron Way	3/6/2019	1:05 PM	Protected	Permissive			-	-	Yes	EB, NB	
8	FM 1488	Tamina Rd	3/6/2019	1:10 PM	Protected	Protected/ Permissive	Lead	Lead	Lead	Lag	Yes	All	1:45 PM (second pass through intersection)- N/S lefts were Lead/Lead
9	FM 1488	Honea Egypt Rd/FM 2978	3/6/2019	1:50 PM	Protected	Split	Lead	Lag	Lead	Lag	Yes	All	long queue for WB left; NB & SB approaches heavy traffic
10	FM 1488	Conroe Huffsmith Rd/ Egypt Ln	3/6/2019	1:55 PM	Protected	Protected	Lead	Lag	Lag	Lead	Yes	All	Wide shoulder acting as right turn lane
11	FM 1488	Katy Lee Lane	3/6/2019	2:10 PM	Protected	Permissive	Lag	Lead	-	-	Yes	EB, WB, SB	
12	FM 1488	N Westwood Dr.	3/6/2019	2:12 PM	Protected	Permissive	Lead	Lag	-	-	No	-	
13	FM 1488	Old Conroe Magnolia Rd/Del Webb	3/6/2019	2:17 PM	Protected	Split	Lead	Lag	Lead	Lag	No	-	NB light traffic; Heavy SB traffic
14	FM 1488	Kuykendahl Ct/ Kuykendahl Rd	3/6/2019	2:52 PM	Protected	Split	Lead	Lag	Lag	Lead	Yes	EB, WB, NB	
15	FM 1488	SH 242	3/6/2019	2:56 PM	Protected	Permissive	-	Lead	-	-	Yes	EB, NB	NB had high left-turn volumes
16	FM 1488	Carriage Hills Blvd	3/6/2019	3:00 PM	Protected	Split	Lead	Lag	Lead	Lag	No	-	
17	FM 1488	People's Road	3/6/2019	3:10 PM	Protected	Permissive	-	Lag	-	-	Yes	EB, NB	
18	FM 1488	Mansions Blvd	3/6/2019	3:12 PM	Protected	Permissive	-	Lag	-	-	No	-	
19	FM 1488	Grace Crossing *(prev. Woodland Apt*	3/6/2019	3:14 PM	Protected	Permissive	Lag	Lead	-	-	Yes	EB, WB, SB	

Road	Direction	Count Location	Type	Tubes present	Notes
Access Rd	WB	WB FM 149 West Access Rd (North)	24 hr Non-Class	No	
Access Rd	EB	EB FM 149 West Access Rd (North)	24 hr Non-Class	No	
Access Rd	WB	WB FM 149 West Access Rd (South)	24 hr Non-Class	No	
Access Rd	EB	EB FM 149 West Access Rd (South)	24 hr Non-Class	No	
FM 1488	EB	east of FM 149	24 hr Class	No	
FM 1488	WB	east of FM 149	24 hr Class	No	
Access Rd	WB	WB FM 149 East Access Rd (North)	24 hr Non-Class	No	
Access Rd	EB	EB FM 149 East Access Rd (North)	24 hr Non-Class	No	
Access Rd	WB	WB FM 149 East Access Rd (South)	24 hr Non-Class	No	
Access Rd	EB	EB FM 149 East Access Rd (South)	24 hr Non-Class	No	
FM 1488	EB	west of Spur 149	24 hr Class	No	
FM 1488	WB	east of Spur 149	24 hr Class	No	
FM 1488	EB	west of FM 2978/Honea Egypt	24 hr Class	Yes	Tubes were found to be present and correctly positioned
FM 1488	EB	west of FM 2978/Honea Egypt	7-day Non-Class	Yes	Tubes were found to be present and correctly positioned
FM 1488	WB	east of FM 2978/Honea Egypt	7-day Non-Class	Yes	Tubes were found to be present and correctly positioned
FM 1488	WB	east of FM 2978/Honea Egypt	24 hr Class	Yes	Tubes were found to be present and correctly positioned
FM 1488	EB	west of Conroe Huffsmith/Egypt	7-day Non-Class	Yes	Tubes were found to be present and correctly positioned
FM 1488	WB	east of Conroe Huffsmith/Egypt	7-day Non-Class	Yes	Tubes were found to be present and correctly positioned
FM 1488	EB	east of SH 242	24 hr Class	No	
FM 1488	WB	west of SH 2442	24 hr Class	No	
FM 1488	EB	west of I-45	24 hr Class	No	
FM 1488	WB	west of I-45	24 hr Class	No	

FM 1488 Access Management - FM 1488
Volumes

2019 Existing AM

FM 1488 Access Management - FM 1488
Volumes

2019 Existing AM

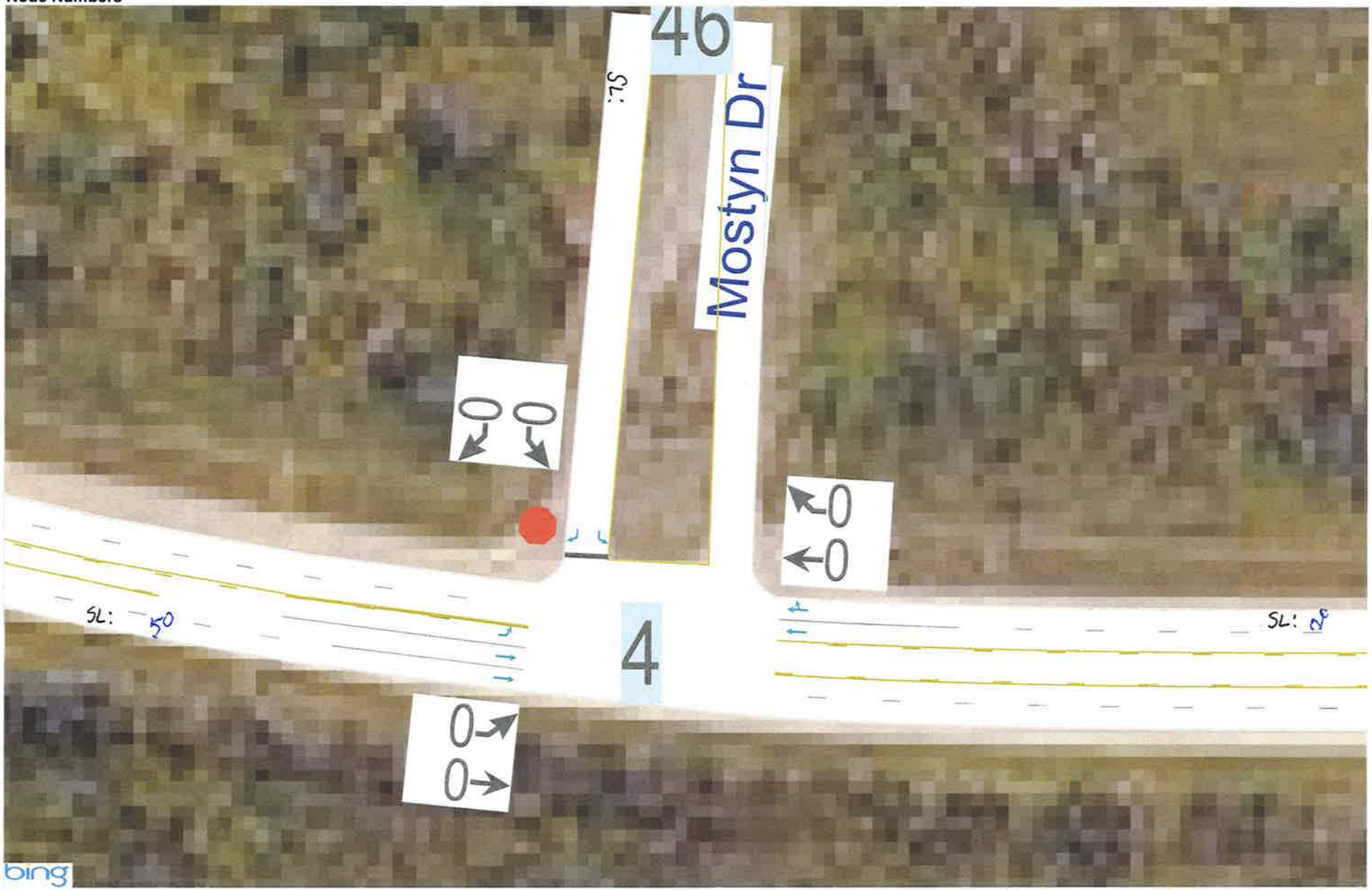
West Access Rd (N)
1
SL:
N/S Phasing:
E/W Phasing:
SH 149
SL: 55
FM 1488
FM 149 West Access Rd (S)
SL: 50
SL: 40
N/S Phasing:
E/W Phasing:
2
SL: 55
bing

E/W Phasing:

N/S Phasing

FM 1488 Access Management - FM 1488
Node Numbers

2019 Existing AM

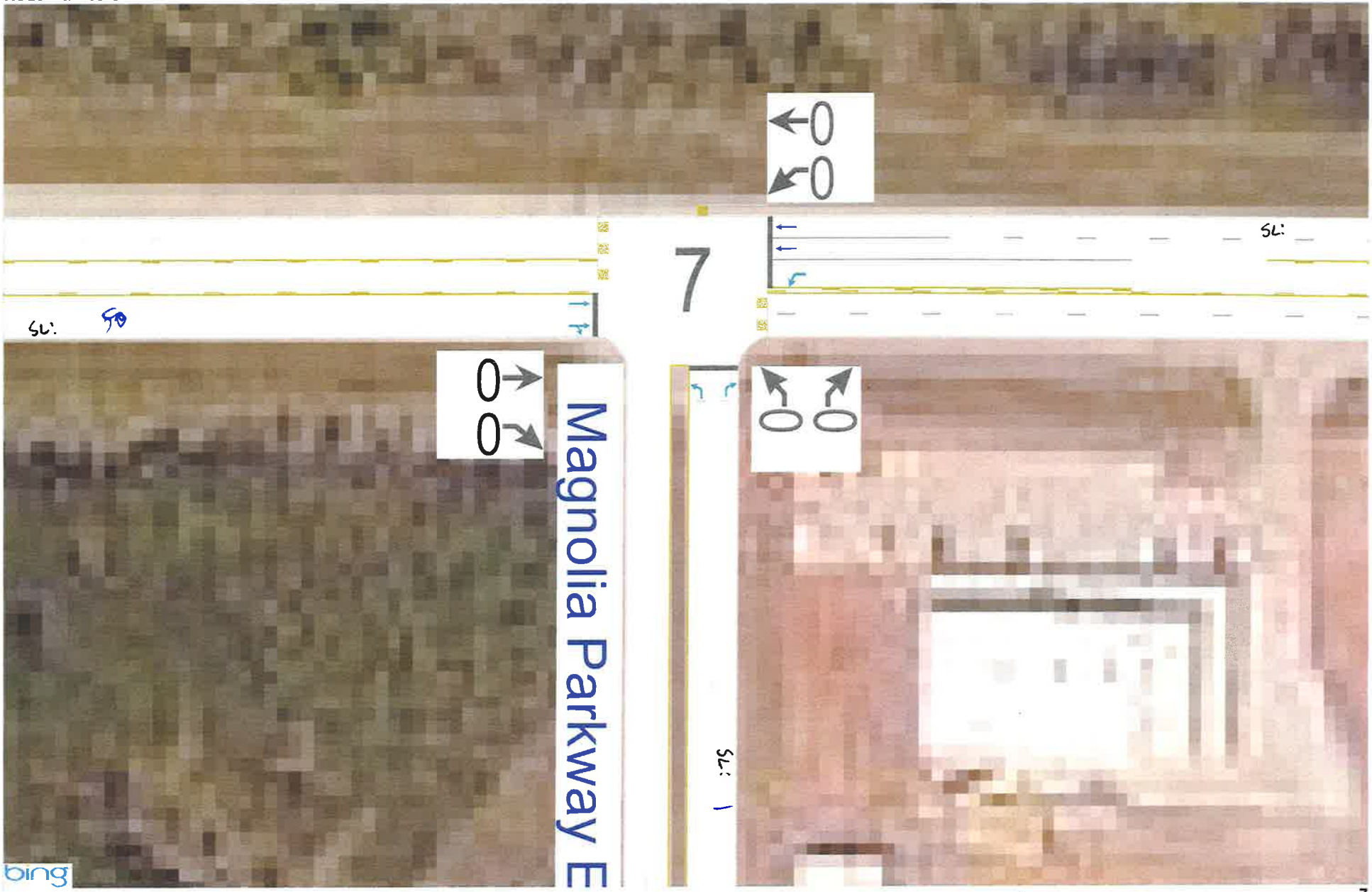


E/W Phasing:
N/S Phasing:

FM 1488 Access Management - FM 1488
Node Numbers

2019 Existing AM

SL: 50
SL:
6
Thousand Oaks Blv
SL:
SL:
bing

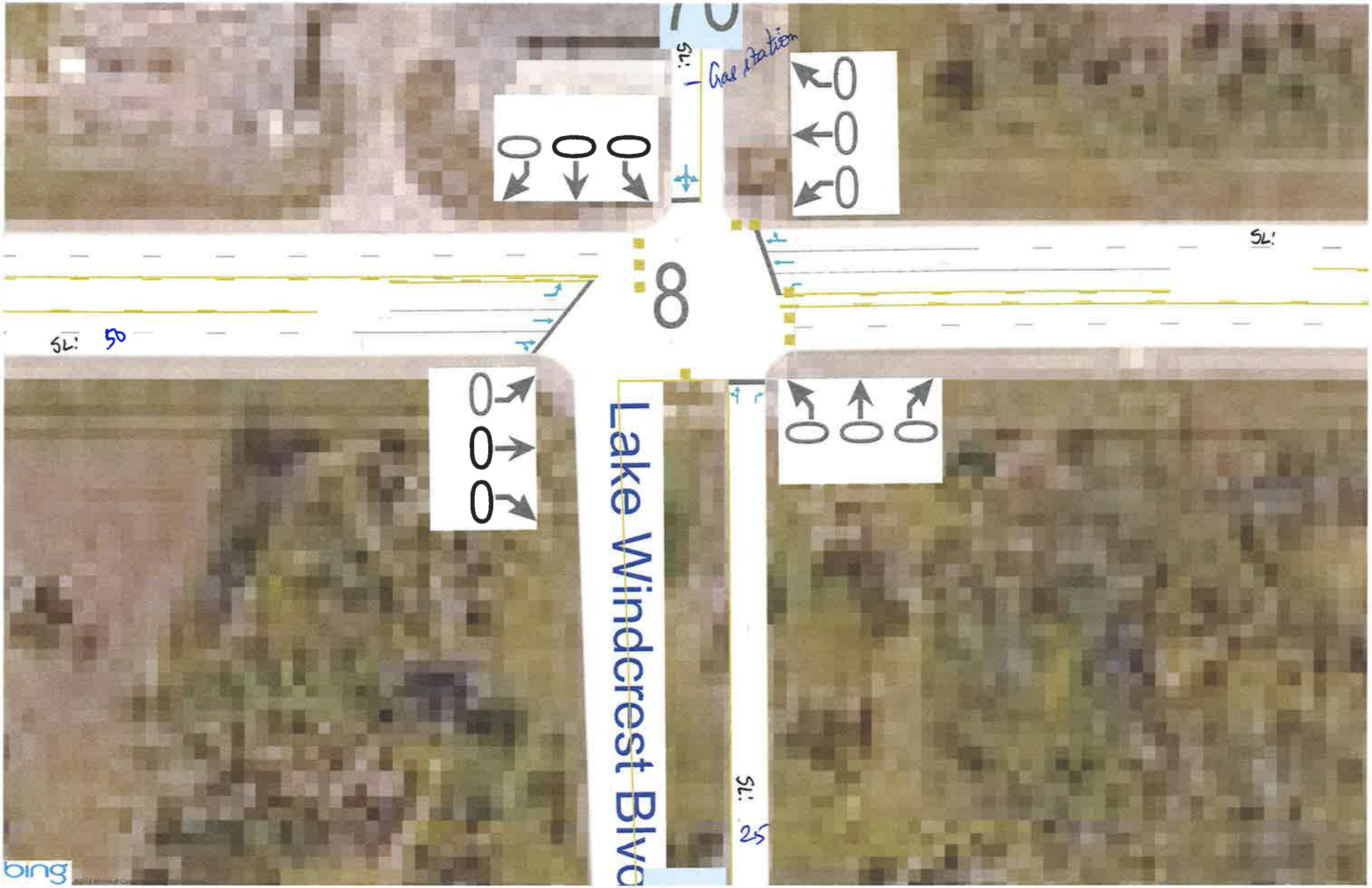


E/W Phasing:

N/S Phasing:

FM 1488 Access Management - FM 1488
Node Numbers

2019 Existing AM

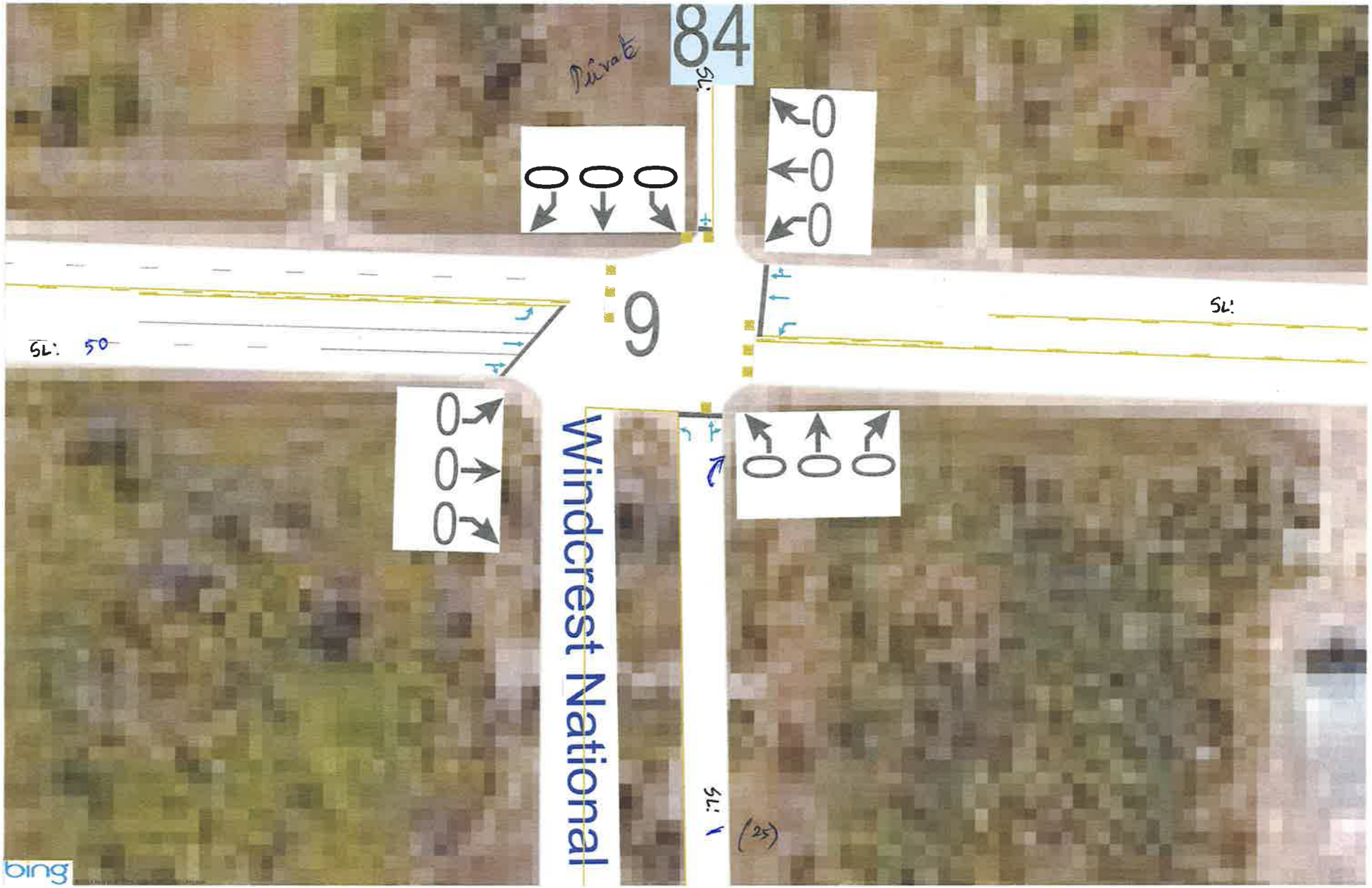


E/W Phasing:

N/S Phasing:

FM 1488 Access Management - FM 1488
Node Numbers

2019 Existing AM



E/W Phasing:
N/S Phasing:

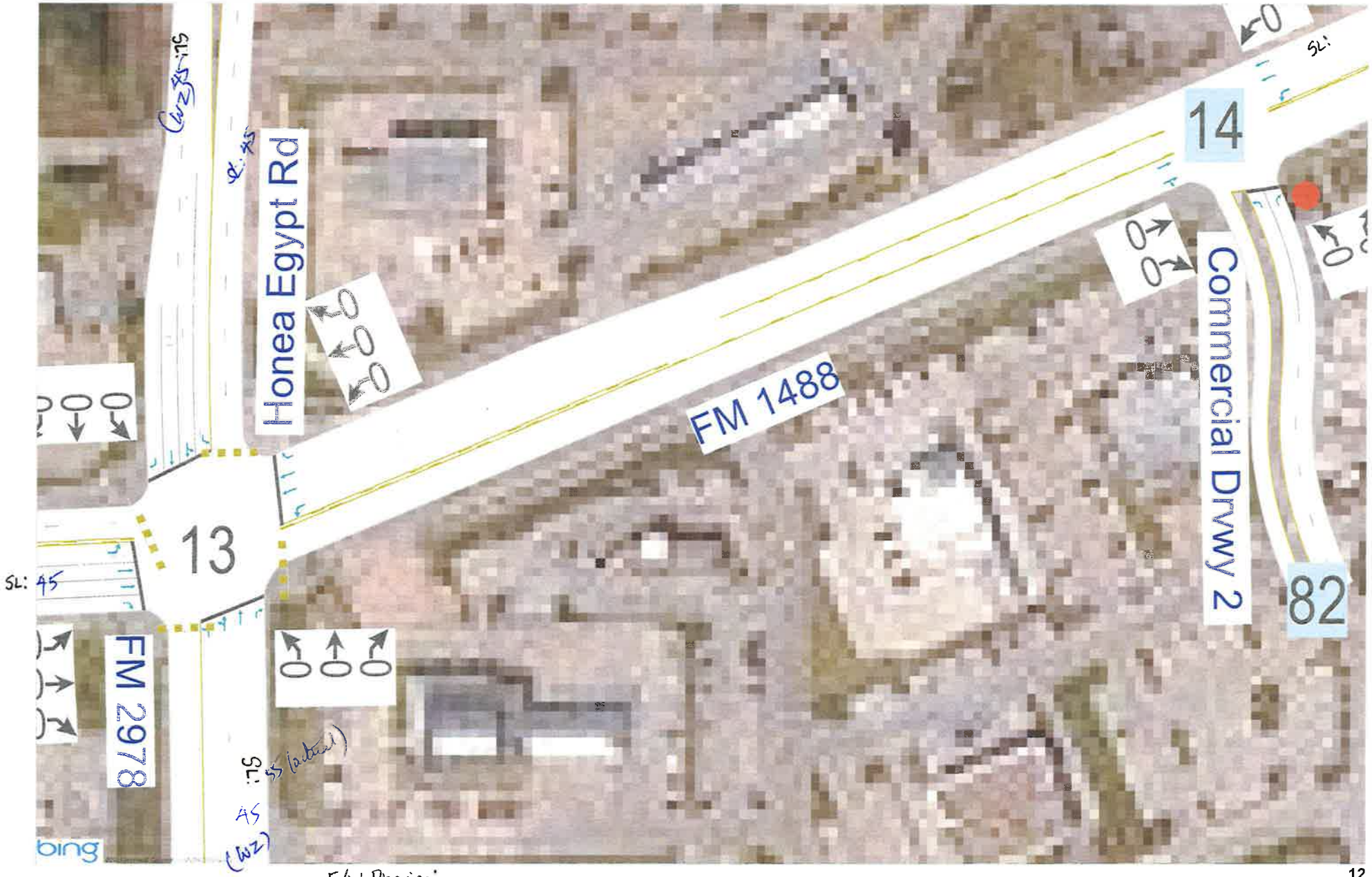
E/W Phasing:

N/S Phasing:

E/W Phasing:
N/S Phasing:

FM 1488 Access Management - FM 1488
Node Numbers

2019 Existing AM

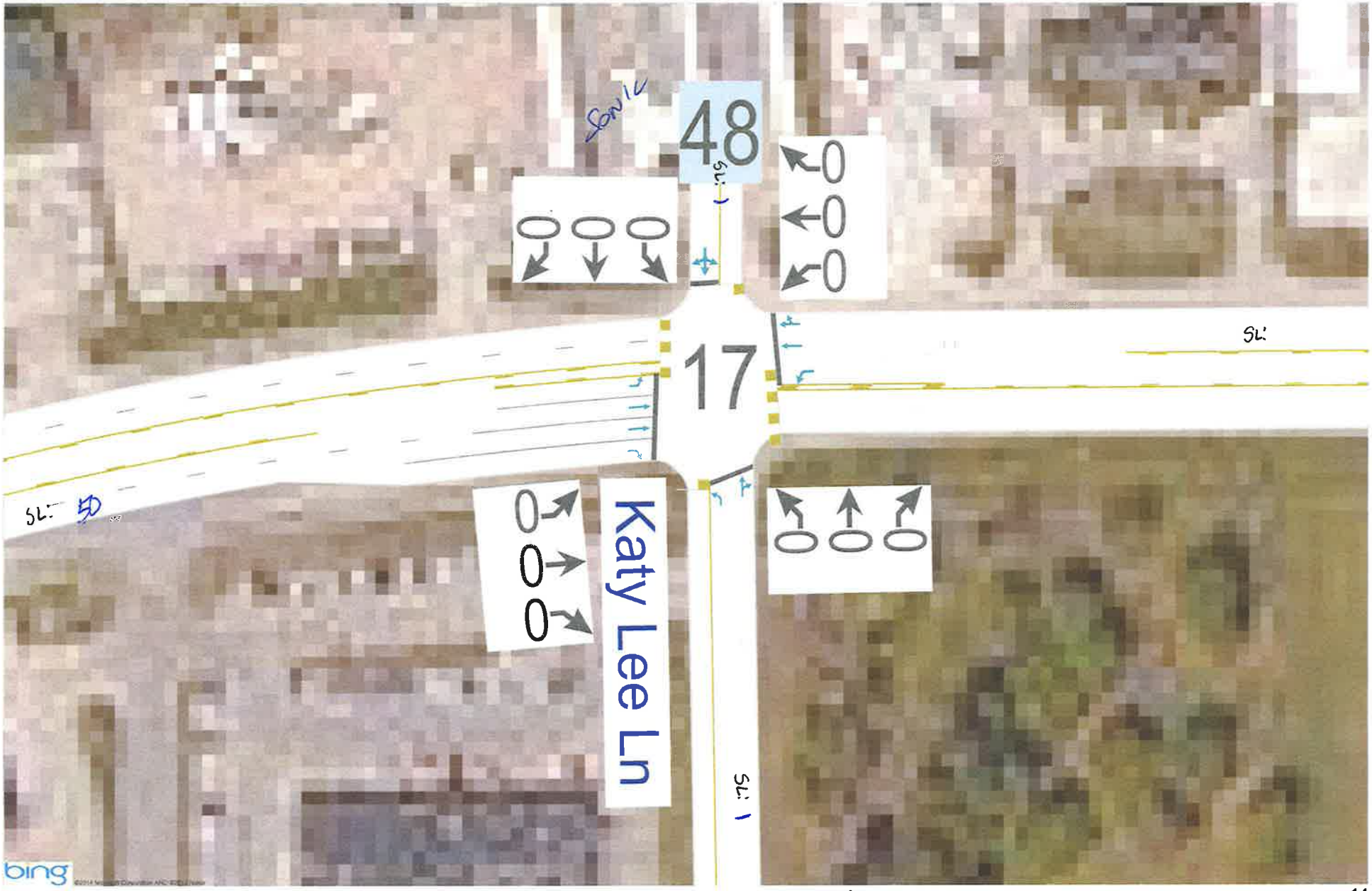


E/W Phasing:

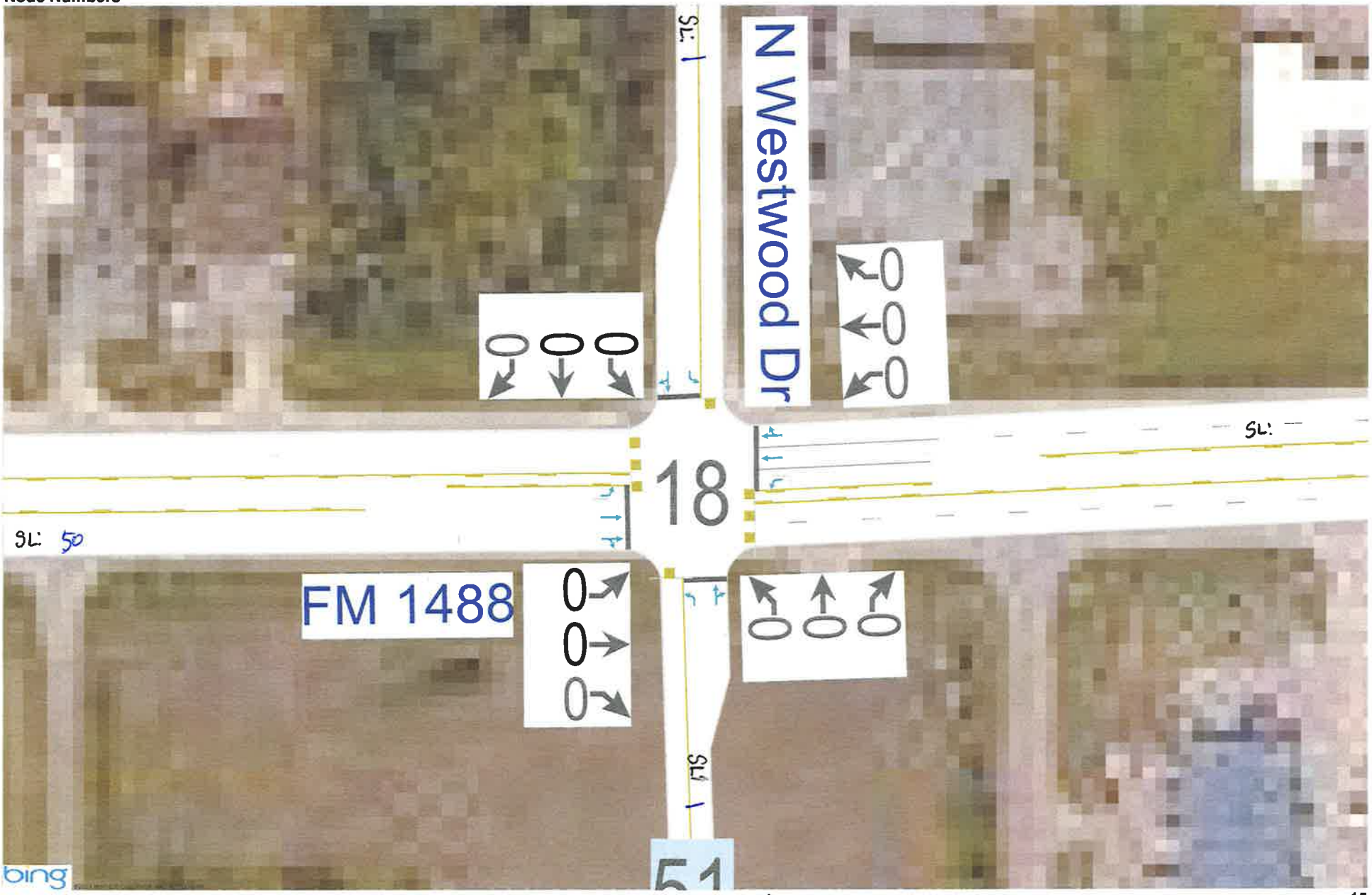
N/S Phasing:

E/W Phasing:

N/S Phasing:



E/W Phasing:
N/S Phasing:



E/W Phasing:
N/S Phasing:

E/W Phasing:
N/S Phasing:

E/W Phasing:
N/S Phasing:

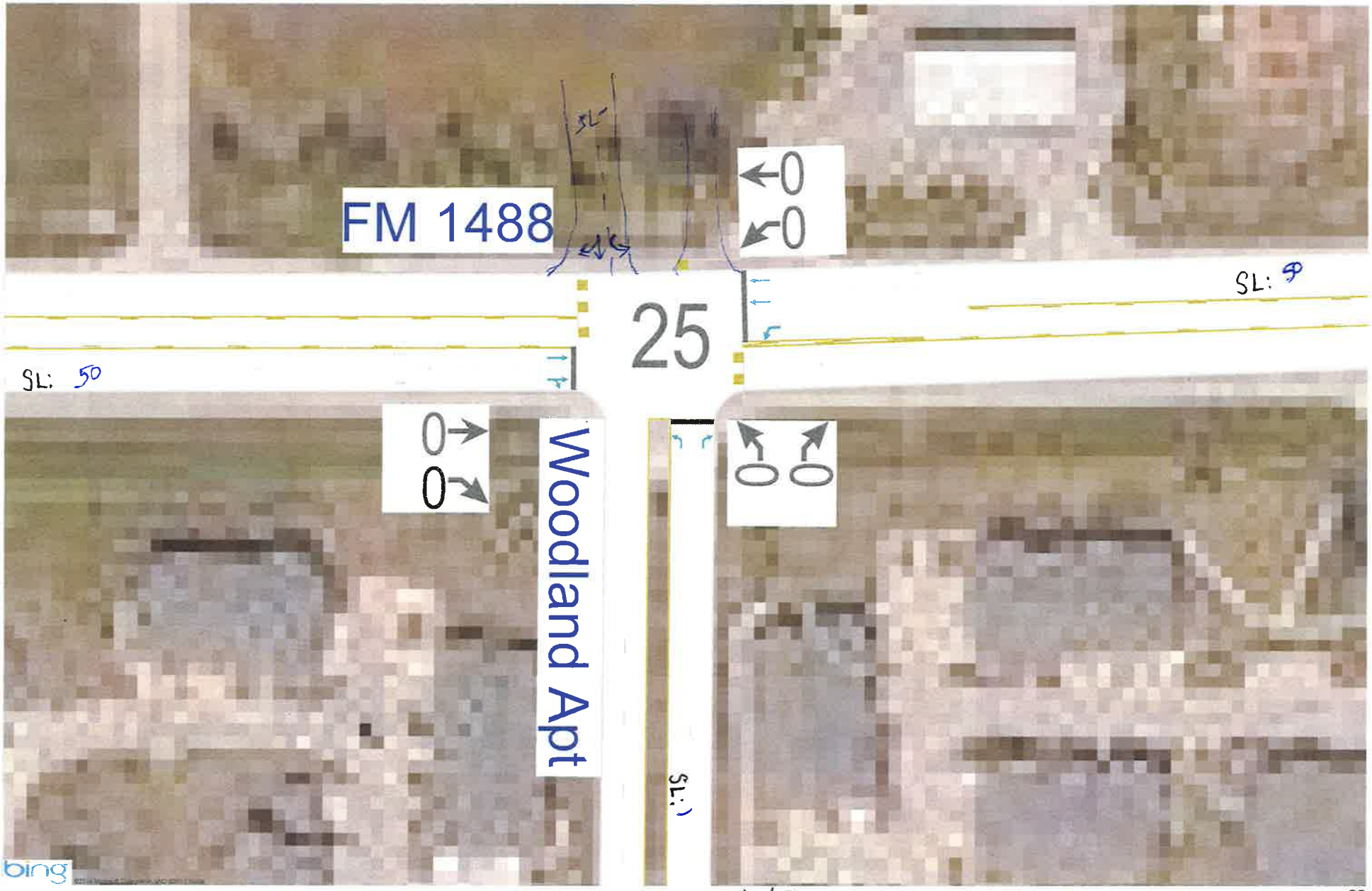
E/W Phasing:
N/S Phasing:

E/W Phasing:
N/S Phasing:

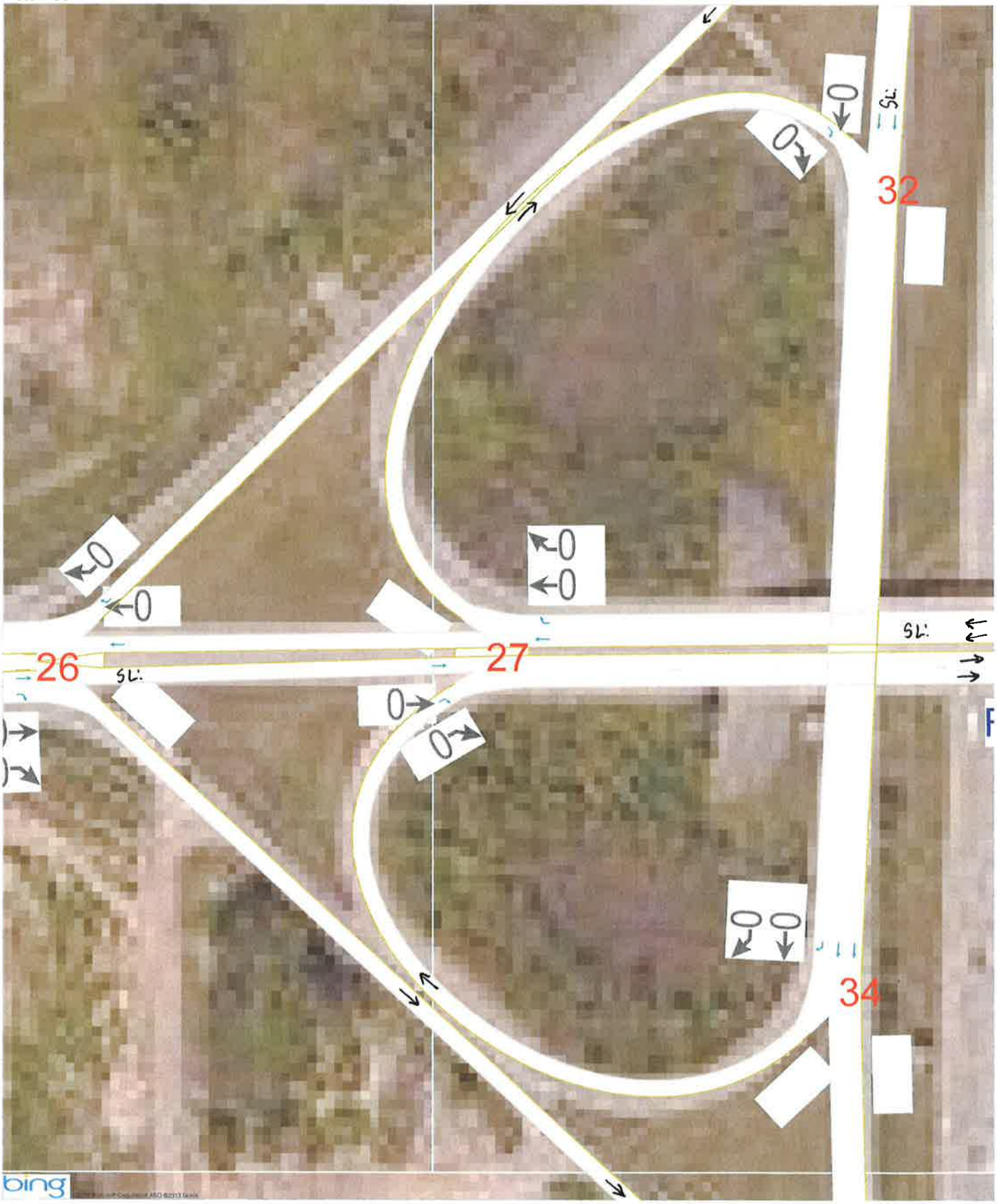
E/W Phasing:
N/S Phasing:

E/W Phasing:

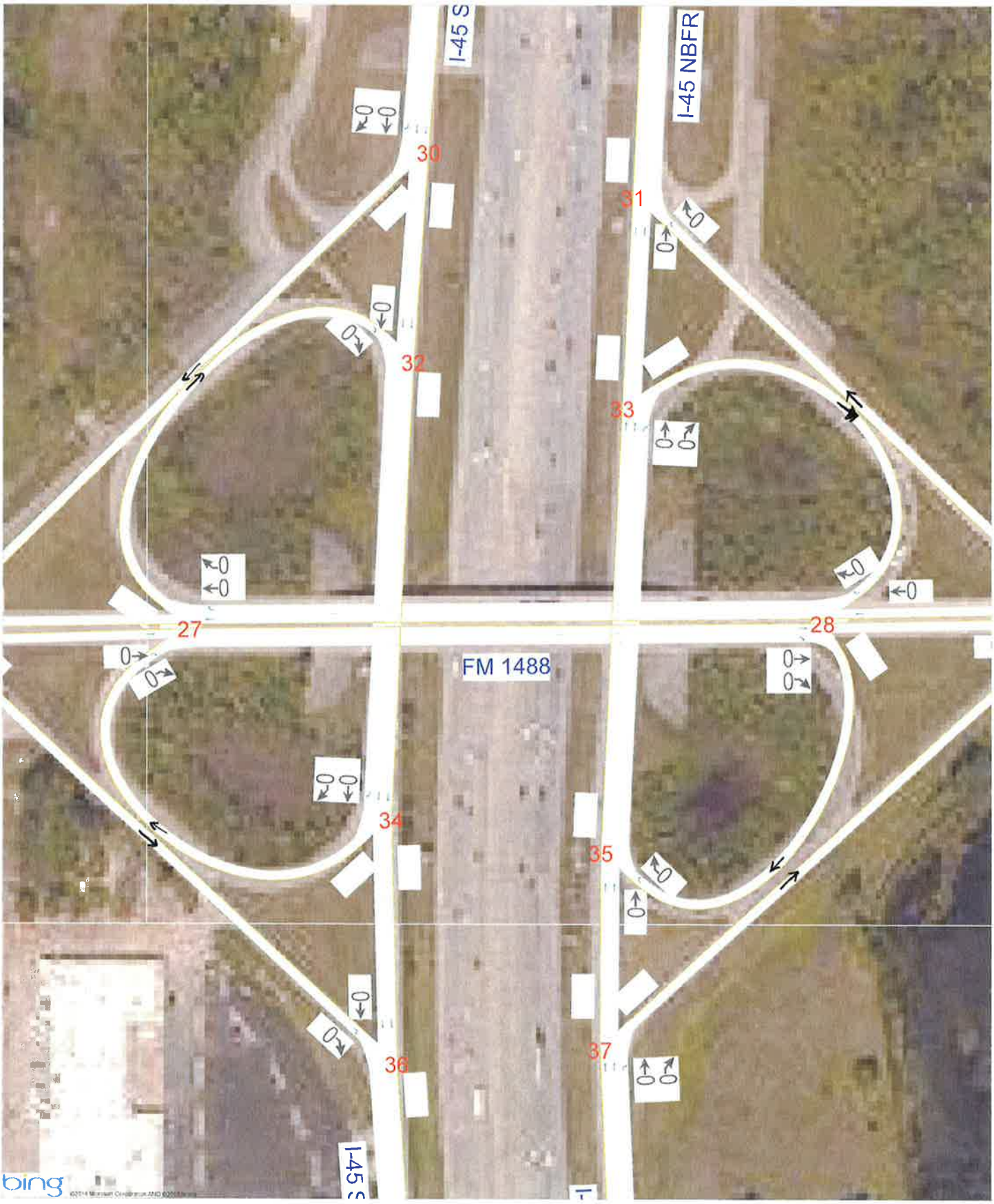
N/S Phasing:



E/W Phasing:
N/S Phasing:


32
26
27
34
SL:
bing

33
28
488
35
bing


I-45 S
I-45 NBFR
FM 1488
I-45 S
30
31
32
33
27
28
34
35
36
37
bing

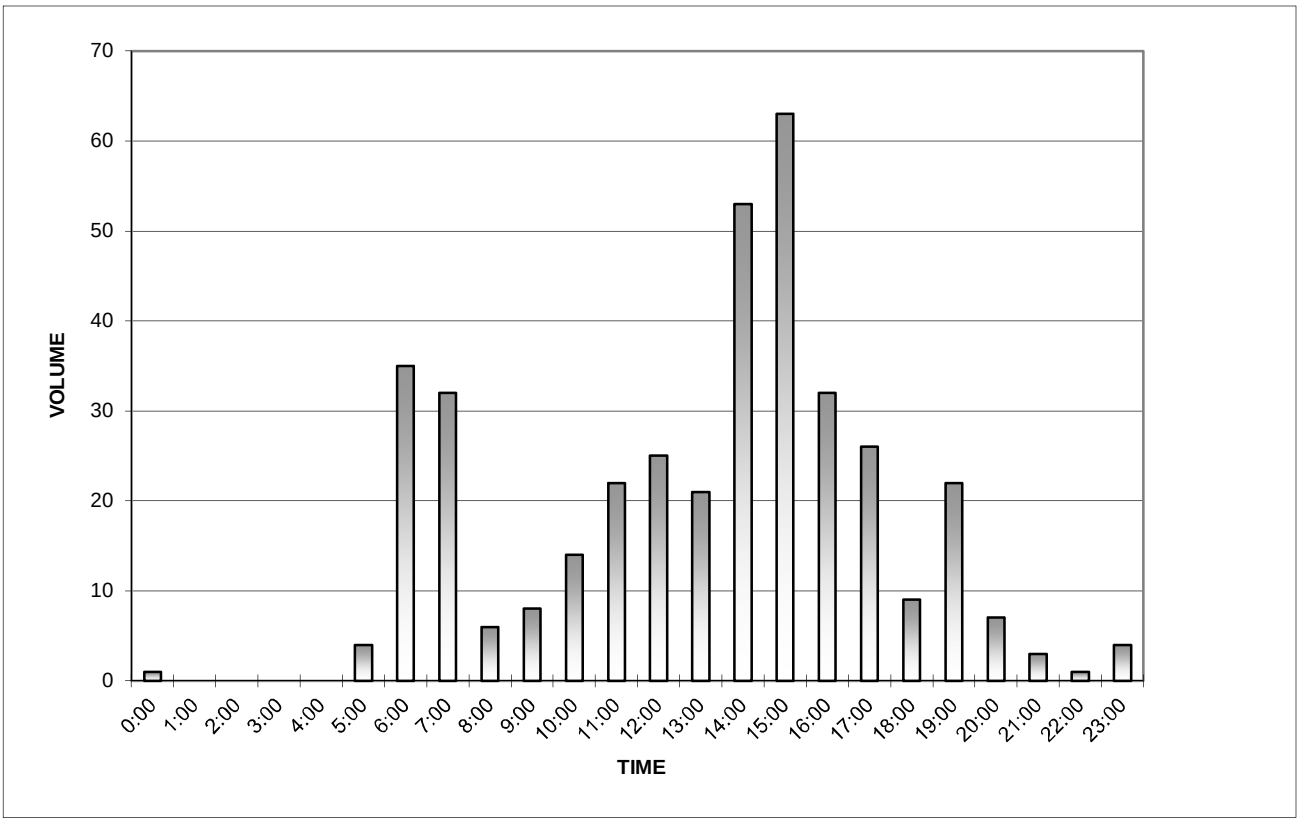
24-HOUR COUNTS

Eastbound FM 149 East Access Rd north of FM 148

Date Began:
3/27/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	1	0	1
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	2	0	1	1	4
6:00	2	6	17	10	35
7:00	17	3	2	10	32
8:00	0	2	2	2	6
9:00	4	1	1	2	8
10:00	3	4	3	4	14
11:00	5	3	2	12	22
12:00	4	8	6	7	25
13:00	2	5	9	5	21
14:00	10	4	29	10	53
15:00	14	21	18	10	63
16:00	12	4	5	11	32
17:00	7	4	8	7	26
18:00	1	2	2	4	9
19:00	1	2	15	4	22
20:00	0	1	4	2	7
21:00	1	1	1	0	3
22:00	0	0	1	0	1
23:00	0	2	1	1	4
				TOTAL:	388

The A.M. peak hour from 6:15 to 7:15 is 50
The P.M. peak hour from 14:30 to 15:30 is 74

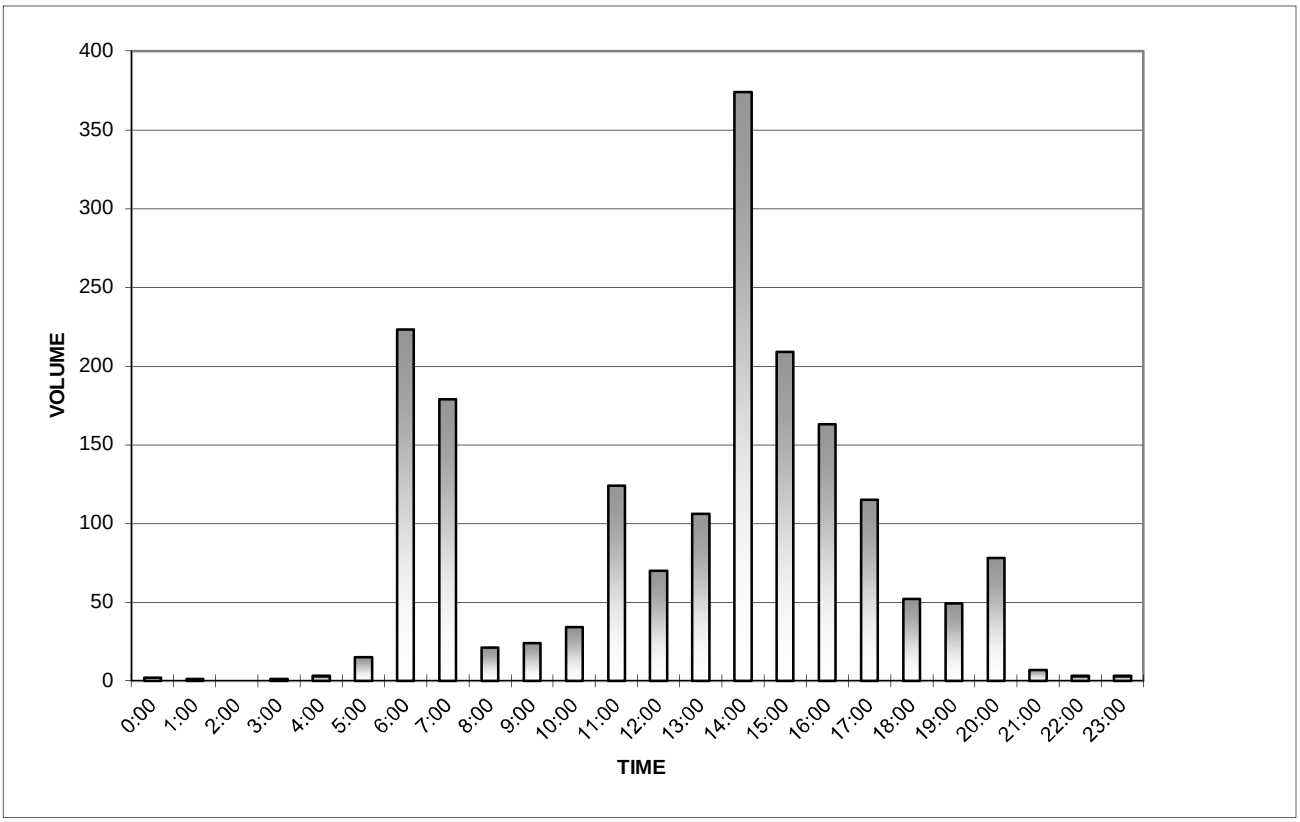


Eastbound FM 149 East Access Rd south of FM 148

Date Began:
3/27/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	0	0	0	2
1:00	0	0	0	1	1
2:00	0	0	0	0	0
3:00	0	0	1	0	1
4:00	2	0	0	1	3
5:00	3	1	2	9	15
6:00	14	36	80	93	223
7:00	94	67	12	6	179
8:00	6	9	6	0	21
9:00	6	7	6	5	24
10:00	8	10	6	10	34
11:00	6	13	6	99	124
12:00	34	19	4	13	70
13:00	7	9	61	29	106
14:00	11	29	232	102	374
15:00	69	38	48	54	209
16:00	75	34	36	18	163
17:00	38	19	25	33	115
18:00	11	17	20	4	52
19:00	6	1	31	11	49
20:00	7	4	48	19	78
21:00	2	2	1	2	7
22:00	1	1	1	0	3
23:00	0	1	2	0	3
				TOTAL:	1856

The A.M. peak hour from 6:30 to 7:30 is 334
The P.M. peak hour from 14:30 to 15:30 is 441

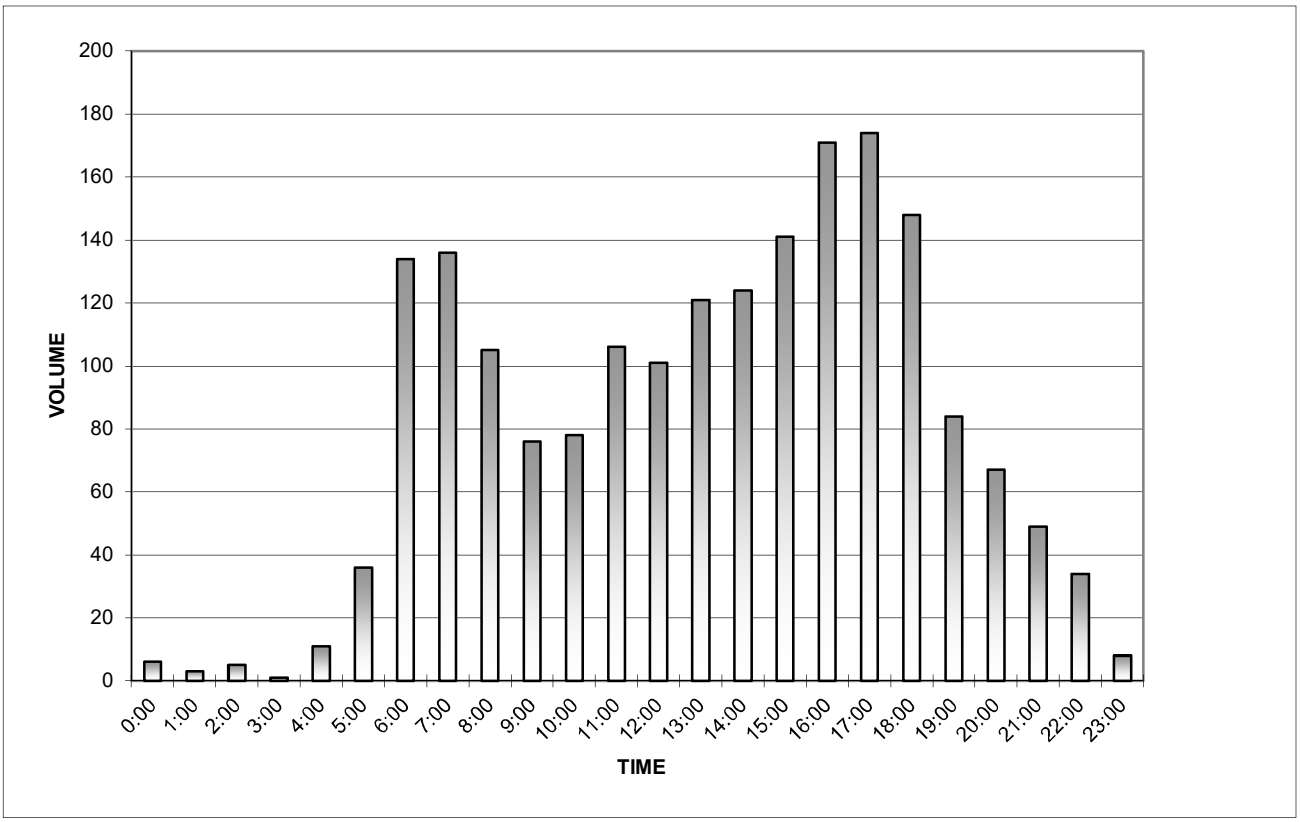


Eastbound FM 149 West Access Rd north of FM 1488

Date Began:
3/27/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	1	2	2	6
1:00	0	2	1	0	3
2:00	3	1	0	1	5
3:00	0	1	0	0	1
4:00	0	4	1	6	11
5:00	3	8	11	14	36
6:00	16	18	22	78	134
7:00	65	24	30	17	136
8:00	41	17	28	19	105
9:00	18	18	22	18	76
10:00	26	19	16	17	78
11:00	23	28	24	31	106
12:00	18	28	26	29	101
13:00	34	28	18	41	121
14:00	38	26	32	28	124
15:00	30	36	35	40	141
16:00	44	40	35	52	171
17:00	39	47	48	40	174
18:00	33	40	39	36	148
19:00	34	13	20	17	84
20:00	17	12	24	14	67
21:00	10	20	10	9	49
22:00	13	9	5	7	34
23:00	1	4	2	1	8
				TOTAL:	1919

The A.M. peak hour from 6:45 to 7:45 is 197
The P.M. peak hour from 16:45 to 17:45 is 186

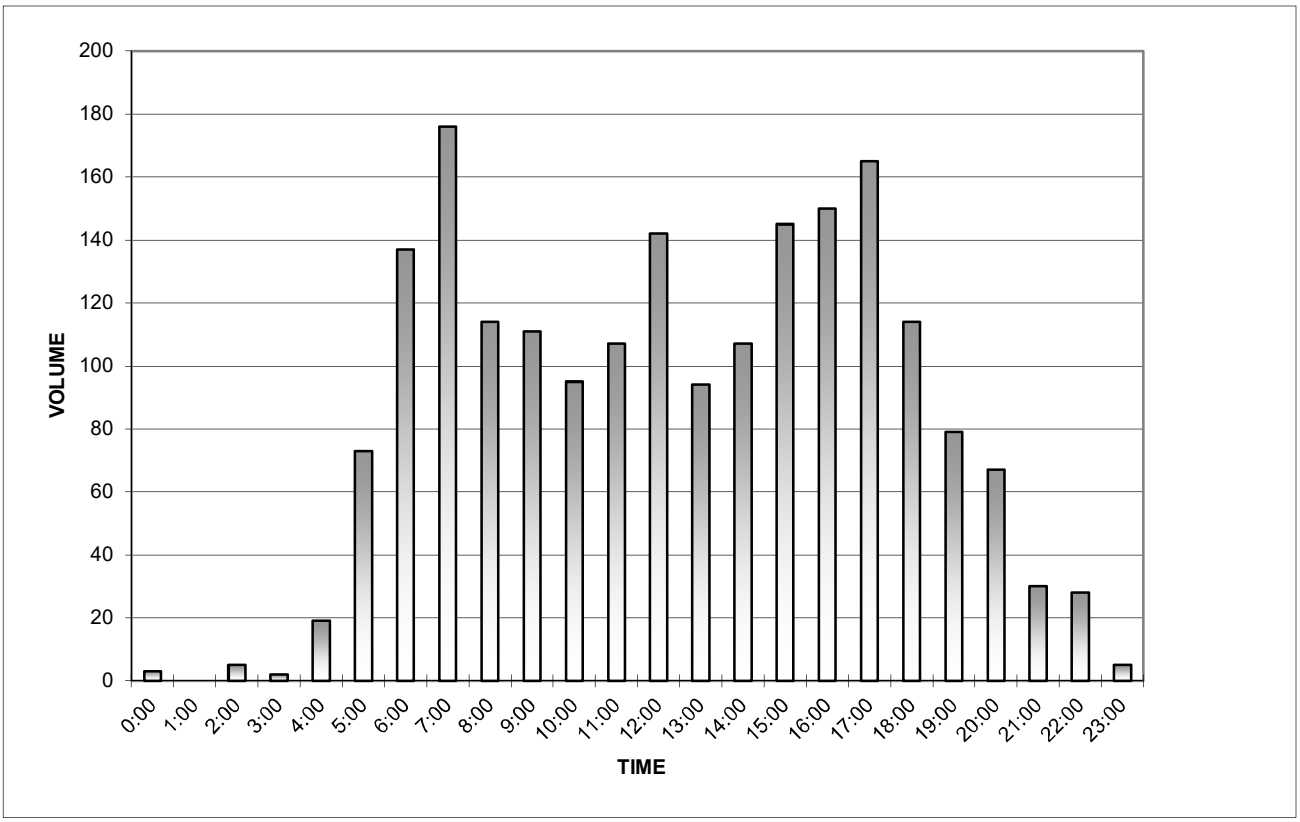


Eastbound FM 149 West Access Rd south of FM 148

Date Began:
3/5/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	1	0	2	3
1:00	0	0	0	0	0
2:00	0	2	2	1	5
3:00	1	0	1	0	2
4:00	2	7	4	6	19
5:00	10	18	20	25	73
6:00	33	33	36	35	137
7:00	62	54	30	30	176
8:00	27	33	22	32	114
9:00	28	29	32	22	111
10:00	16	27	27	25	95
11:00	23	27	30	27	107
12:00	40	36	37	29	142
13:00	29	24	16	25	94
14:00	23	21	31	32	107
15:00	40	34	38	33	145
16:00	32	37	43	38	150
17:00	49	51	38	27	165
18:00	35	25	29	25	114
19:00	19	19	26	15	79
20:00	21	13	24	9	67
21:00	7	7	11	5	30
22:00	15	7	5	1	28
23:00	1	3	0	1	5
				TOTAL:	1968

The A.M. peak hour from 6:30 to 7:30 is 187
The P.M. peak hour from 16:30 to 17:30 is 181



Eastbound FM 1488 east of FM 149

March 25, 2019

Mechanical Vehicle Classification

	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
0:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0
0:15	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0:45	3	0	1	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**15**	**0**	**9**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:15	9	0	8	1	0	0	0	0	0	0	0	0	0	0
1:30	4	0	2	2	0	0	0	0	0	0	0	0	0	0
1:45	6	0	6	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**20**	**0**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2:00	7	0	6	0	0	1	0	0	0	0	0	0	0	0
2:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:30	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2:45	5	0	3	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**17**	**0**	**11**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:15	16	0	12	0	0	3	0	0	1	0	0	0	0	0
3:30	6	0	4	1	0	0	0	0	0	1	0	0	0	0
3:45	12	0	4	7	0	1	0	0	0	0	0	0	0	0
Hr Total	**39**	**0**	**24**	**9**	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
4:00	12	0	5	5	0	1	0	0	0	1	0	0	0	0
4:15	17	0	8	9	0	0	0	0	0	0	0	0	0	0
4:30	22	0	12	8	0	2	0	0	0	0	0	0	0	0
4:45	32	1	17	10	0	3	0	0	0	1	0	0	0	0
Hr Total	**83**	**1**	**42**	**32**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
5:00	36	0	21	12	0	3	0	0	0	0	0	0	0	0
5:15	61	0	39	14	0	6	1	0	1	0	0	0	0	0
5:30	75	0	38	27	0	9	0	0	1	0	0	0	0	0
5:45	90	2	45	33	1	6	2	0	1	0	0	0	0	0
Hr Total	**262**	**2**	**143**	**86**	**1**	**24**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
6:00	114	0	60	41	0	9	0	0	2	1	0	1	0	0
6:15	178	3	98	49	2	18	0	0	8	0	0	0	0	0
6:30	192	2	116	47	0	15	0	2	8	0	0	0	1	1
6:45	316	1	211	69	2	19	4	0	6	2	0	0	2	0
Hr Total	**800**	**6**	**485**	**206**	**4**	**61**	**4**	**2**	**24**	**3**	**0**	**1**	**3**	**1**
7:00	299	1	181	82	1	18	6	2	6	1	1	0	0	0
7:15	233	1	140	59	0	18	4	0	6	2	1	1	0	1
7:30	181	1	114	38	1	10	4	2	7	2	1	0	1	0
7:45	176	1	100	45	1	18	2	2	3	1	2	0	1	0
Hr Total	**889**	**4**	**535**	**224**	**3**	**64**	**16**	**6**	**22**	**6**	**5**	**1**	**2**	**1**
8:00	161	2	96	35	1	15	3	1	4	2	0	0	1	1
8:15	157	4	68	45	3	19	2	0	7	3	3	3	0	0
8:30	128	1	72	36	0	10	1	0	5	1	0	1	0	1
8:45	149	0	67	49	2	15	5	0	5	5	1	0	0	0
Hr Total	**595**	**7**	**303**	**165**	**6**	**59**	**11**	**1**	**21**	**11**	**4**	**4**	**1**	**2**
9:00	134	0	66	37	1	15	1	1	6	4	1	1	1	0
9:15	140	0	82	38	0	8	1	0	10	0	0	0	0	1
9:30	118	0	71	33	0	8	0	0	4	0	2	0	0	0
9:45	113	1	64	35	2	7	0	0	2	1	1	0	0	0
Hr Total	**505**	**1**	**283**	**143**	**3**	**38**	**2**	**1**	**22**	**5**	**4**	**1**	**1**	**1**
10:00	123	1	64	34	2	16	1	1	4	0	0	0	0	0
10:15	119	2	58	31	2	18	0	0	6	2	0	0	0	0
10:30	123	1	66	26	2	14	1	0	9	3	0	0	0	1
10:45	114	2	63	32	1	10	0	0	6	0	0	0	0	0
Hr Total	**479**	**6**	**251**	**123**	**7**	**58**	**2**	**1**	**25**	**5**	**0**	**0**	**0**	**1**

Eastbound FM 1488 east of FM 149

March 25, 2019

Mechanical Vehicle Classification

	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
11:00	115	0	60	36	1	11	2	0	2	3	0	0	0	0
11:15	126	2	59	42	0	10	2	1	8	1	1	0	0	0
11:30	121	1	54	43	1	12	1	0	7	1	0	0	0	1
11:45	124	0	69	37	0	10	0	0	6	1	1	0	0	0
Hr Total	**486**	**3**	**242**	**158**	**2**	**43**	**5**	**1**	**23**	**6**	**2**	**0**	**0**	**1**
12:00	120	2	58	38	0	13	1	0	5	2	0	1	0	0
12:15	135	1	77	39	0	12	0	0	5	0	0	0	0	1
12:30	116	1	64	32	0	15	1	0	3	0	0	0	0	0
12:45	133	0	72	47	0	6	2	0	4	1	1	0	0	0
Hr Total	**504**	**4**	**271**	**156**	**0**	**46**	**4**	**0**	**17**	**3**	**1**	**1**	**0**	**1**
13:00	120	2	66	32	1	14	1	0	3	1	0	0	0	0
13:15	129	0	74	34	3	8	1	1	6	1	0	0	1	0
13:30	136	1	75	35	5	10	2	1	4	3	0	0	0	0
13:45	149	0	90	41	2	8	0	0	3	0	3	0	1	1
Hr Total	**534**	**3**	**305**	**142**	**11**	**40**	**4**	**2**	**16**	**5**	**3**	**0**	**2**	**1**
14:00	162	0	81	50	3	17	2	0	7	0	1	0	0	1
14:15	150	0	83	45	1	12	1	0	6	2	0	0	0	0
14:30	122	2	75	36	2	6	0	0	1	0	0	0	0	0
14:45	148	0	84	40	1	18	0	0	4	1	0	0	0	0
Hr Total	**582**	**2**	**323**	**171**	**7**	**53**	**3**	**0**	**18**	**3**	**1**	**0**	**0**	**1**
15:00	164	1	94	42	2	16	0	0	6	2	0	0	1	0
15:15	154	1	105	36	1	7	0	0	2	1	1	0	0	0
15:30	163	0	94	43	1	15	1	0	7	1	1	0	0	0
15:45	140	0	89	40	0	6	0	1	4	0	0	0	0	0
Hr Total	**621**	**2**	**382**	**161**	**4**	**44**	**1**	**1**	**19**	**4**	**2**	**0**	**1**	**0**
16:00	176	1	110	40	1	15	2	0	7	0	0	0	0	0
16:15	144	0	80	36	0	16	1	0	7	1	2	0	0	1
16:30	177	2	111	36	0	12	4	0	8	3	0	1	0	0
16:45	159	1	95	41	1	16	0	0	5	0	0	0	0	0
Hr Total	**656**	**4**	**396**	**153**	**2**	**59**	**7**	**0**	**27**	**4**	**2**	**1**	**0**	**1**
17:00	170	1	110	43	1	7	2	0	6	0	0	0	0	0
17:15	161	2	101	40	1	11	0	0	4	0	1	0	0	1
17:30	181	1	101	49	0	21	1	0	6	0	1	1	0	0
17:45	155	0	89	47	1	9	2	0	5	1	1	0	0	0
Hr Total	**667**	**4**	**401**	**179**	**3**	**48**	**5**	**0**	**21**	**1**	**3**	**1**	**0**	**1**
18:00	124	1	71	36	0	11	0	0	5	0	0	0	0	0
18:15	138	1	78	40	0	13	0	1	4	0	1	0	0	0
18:30	115	1	64	32	0	12	0	0	5	1	0	0	0	0
18:45	122	1	74	32	0	12	0	0	3	0	0	0	0	0
Hr Total	**499**	**4**	**287**	**140**	**0**	**48**	**0**	**1**	**17**	**1**	**1**	**0**	**0**	**0**
19:00	104	0	60	34	0	7	0	0	3	0	0	0	0	0
19:15	106	1	56	33	1	10	0	0	4	1	0	0	0	0
19:30	73	1	38	20	0	10	0	0	3	0	1	0	0	0
19:45	93	0	49	29	0	11	0	0	4	0	0	0	0	0
Hr Total	**376**	**2**	**203**	**116**	**1**	**38**	**0**	**0**	**14**	**1**	**1**	**0**	**0**	**0**
20:00	85	1	48	21	1	10	1	0	3	0	0	0	0	0
20:15	73	2	48	15	0	2	2	0	3	1	0	0	0	0
20:30	61	0	36	19	0	5	0	0	1	0	0	0	0	0
20:45	67	0	43	16	0	6	0	0	1	1	0	0	0	0
Hr Total	**286**	**3**	**175**	**71**	**1**	**23**	**3**	**0**	**8**	**2**	**0**	**0**	**0**	**0**
21:00	69	1	42	21	0	5	0	0	0	0	0	0	0	0
21:15	62	1	41	13	0	6	0	1	0	0	0	0	0	0
21:30	52	0	34	16	0	2	0	0	0	0	0	0	0	0
21:45	48	0	32	11	0	3	1	0	1	0	0	0	0	0
Hr Total	**231**	**2**	**149**	**61**	**0**	**16**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

Eastbound FM 1488 east of FM 149

March 25, 2019

Mechanical Vehicle Classification

	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
22:00	37	0	21	7	0	5	0	0	3	1	0	0	0	0
22:15	29	0	21	6	1	1	0	0	0	0	0	0	0	0
22:30	36	0	31	2	0	2	0	0	1	0	0	0	0	0
22:45	22	0	18	4	0	0	0	0	0	0	0	0	0	0
Hr Total	**124**	**0**	**91**	**19**	**1**	**8**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**
23:00	22	0	15	4	0	3	0	0	0	0	0	0	0	0
23:15	16	0	12	3	0	0	0	0	1	0	0	0	0	0
23:30	6	0	4	2	0	0	0	0	0	0	0	0	0	0
23:45	5	0	4	1	0	0	0	0	0	0	0	0	0	0
Hr Total	**49**	**0**	**35**	**10**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Gr. Total	9319	60	5363	2538	56	785	71	17	304	64	29	10	10	12
% of Total	100.0%	0.6%	57.5%	27.2%	0.6%	8.4%	0.8%	0.2%	3.3%	0.7%	0.3%	0.1%	0.1%	0.1%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
	EASTBOUND													

EB FM 1488 west of Spur 149 Rd
March 05, 2019
Mechanical Vehicle Classification

	EASTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
0:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0:15	3	0	2	0	0	1	0	0	0	0	0	0	0	0
0:30	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0:45	3	0	2	1	0	0	0	0	0	0	0	0	0	0
Hr Total	**18**	**0**	**15**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1:00	10	0	7	1	0	1	0	0	1	0	0	0	0	0
1:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1:45	6	0	5	1	0	0	0	0	0	0	0	0	0	0
Hr Total	**20**	**0**	**16**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
2:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2:15	3	0	1	0	0	0	1	0	1	0	0	0	0	0
2:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**10**	**0**	**5**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
3:00	9	0	7	1	0	0	1	0	0	0	0	0	0	0
3:15	9	0	6	3	0	0	0	0	0	0	0	0	0	0
3:30	8	0	6	2	0	0	0	0	0	0	0	0	0	0
3:45	4	0	2	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**30**	**0**	**21**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00	8	0	4	3	1	0	0	0	0	0	0	0	0	0
4:15	19	0	11	7	0	0	0	0	0	1	0	0	0	0
4:30	22	0	13	8	0	0	0	0	0	1	0	0	0	0
4:45	26	0	14	8	0	0	0	0	2	2	0	0	0	0
Hr Total	**75**	**0**	**42**	**26**	**1**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**
5:00	45	1	25	18	0	1	0	0	0	0	0	0	0	0
5:15	55	0	38	17	0	0	0	0	0	0	0	0	0	0
5:30	85	0	51	26	0	5	0	0	2	1	0	0	0	0
5:45	96	0	62	29	0	5	0	0	0	0	0	0	0	0
Hr Total	**281**	**1**	**176**	**90**	**0**	**11**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
6:00	106	0	68	36	0	0	0	0	0	2	0	0	0	0
6:15	173	0	103	61	0	3	2	0	2	1	0	0	1	0
6:30	244	1	170	55	3	12	0	0	2	1	0	0	0	0
6:45	272	1	182	72	0	10	1	1	2	2	0	1	0	0
Hr Total	**795**	**2**	**523**	**224**	**3**	**25**	**3**	**1**	**6**	**6**	**0**	**1**	**1**	**0**
7:00	276	0	200	63	1	7	2	0	2	1	0	0	0	0
7:15	290	5	214	60	0	5	5	0	1	0	0	0	0	0
7:30	220	4	141	61	1	7	2	0	2	2	0	0	0	0
7:45	185	3	122	46	0	6	2	0	4	2	0	0	0	0
Hr Total	**971**	**12**	**677**	**230**	**2**	**25**	**11**	**0**	**9**	**5**	**0**	**0**	**0**	**0**
8:00	190	0	125	52	1	4	0	0	6	2	0	0	0	0
8:15	150	0	92	46	0	5	4	0	2	1	0	0	0	0
8:30	171	1	122	42	0	2	2	0	1	1	0	0	0	0
8:45	115	0	76	33	0	4	0	0	2	0	0	0	0	0
Hr Total	**626**	**1**	**415**	**173**	**1**	**15**	**6**	**0**	**11**	**4**	**0**	**0**	**0**	**0**
9:00	138	0	89	39	0	4	4	0	2	0	0	0	0	0
9:15	126	0	78	38	0	2	2	0	2	4	0	0	0	0
9:30	147	8	87	35	0	5	3	2	3	4	0	0	0	0
9:45	98	3	64	21	0	4	1	0	2	1	0	1	1	0
Hr Total	**509**	**11**	**318**	**133**	**0**	**15**	**10**	**2**	**9**	**9**	**0**	**1**	**1**	**0**
10:00	105	0	72	25	0	3	0	0	4	0	0	1	0	0
10:15	113	2	80	24	0	4	1	0	2	0	0	0	0	0
10:30	122	3	78	28	0	4	3	1	2	3	0	0	0	0
10:45	119	0	78	27	1	5	3	0	3	1	1	0	0	0
Hr Total	**459**	**5**	**308**	**104**	**1**	**16**	**7**	**1**	**11**	**4**	**1**	**1**	**0**	**0**
11:00	128	0	92	27	0	4	4	0	0	1	0	0	0	0
11:15	122	1	86	26	0	7	0	0	2	0	0	0	0	0
11:30	105	0	65	29	0	7	2	0	0	2	0	0	0	0
11:45	189	0	139	40	0	3	2	0	4	0	0	1	0	0
Hr Total	**544**	**1**	**382**	**122**	**0**	**21**	**8**	**0**	**6**	**3**	**0**	**1**	**0**	**0**

EB FM 1488 west of Spur 149 Rd
March 05, 2019
Mechanical Vehicle Classification

	EASTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
12:00	178	0	123	41	1	2	2	0	3	3	2	0	1	0
12:15	147	0	94	43	0	4	3	0	1	2	0	0	0	0
12:30	128	1	87	28	0	7	0	0	4	1	0	0	0	0
12:45	121	0	75	36	0	3	3	1	1	1	0	0	1	0
Hr Total	**574**	**1**	**379**	**148**	**1**	**16**	**8**	**1**	**9**	**7**	**2**	**0**	**2**	**0**
13:00	107	1	64	27	0	7	4	0	1	2	1	0	0	0
13:15	121	0	77	37	0	4	3	0	0	0	0	0	0	0
13:30	150	0	103	35	0	4	3	0	3	1	1	0	0	0
13:45	157	1	125	29	0	1	0	0	1	0	0	0	0	0
Hr Total	**535**	**2**	**369**	**128**	**0**	**16**	**10**	**0**	**5**	**3**	**2**	**0**	**0**	**0**
14:00	108	0	68	26	1	6	1	0	3	3	0	0	0	0
14:15	169	5	115	34	0	2	3	3	3	3	1	0	0	0
14:30	322	4	226	61	7	17	3	0	2	1	0	0	0	1
14:45	226	1	178	41	1	3	1	0	1	0	0	0	0	0
Hr Total	**825**	**10**	**587**	**162**	**9**	**28**	**8**	**3**	**9**	**7**	**1**	**0**	**0**	**1**
15:00	172	0	117	48	0	3	1	0	2	0	1	0	0	0
15:15	178	7	111	44	0	5	2	0	5	3	0	0	0	1
15:30	199	3	146	45	0	1	2	1	1	0	0	0	0	0
15:45	186	1	137	36	0	5	0	0	5	1	1	0	0	0
Hr Total	**735**	**11**	**511**	**173**	**0**	**14**	**5**	**1**	**13**	**4**	**2**	**0**	**0**	**1**
16:00	189	0	132	48	0	4	1	0	1	2	0	0	1	0
16:15	163	0	119	40	0	1	0	1	1	1	0	0	0	0
16:30	201	2	156	35	0	4	2	0	1	1	0	0	0	0
16:45	171	0	119	47	0	2	1	0	0	0	0	1	0	1
Hr Total	**724**	**2**	**526**	**170**	**0**	**11**	**4**	**1**	**3**	**4**	**0**	**1**	**1**	**1**
17:00	226	0	173	45	0	4	0	0	2	2	0	0	0	0
17:15	231	1	169	54	0	4	1	1	1	0	0	0	0	0
17:30	216	2	153	54	2	2	0	0	2	0	0	1	0	0
17:45	138	0	96	38	0	2	1	0	1	0	0	0	0	0
Hr Total	**811**	**3**	**591**	**191**	**2**	**12**	**2**	**1**	**6**	**2**	**0**	**1**	**0**	**0**
18:00	147	0	99	41	0	5	1	0	1	0	0	0	0	0
18:15	132	1	91	36	0	4	0	0	0	0	0	0	0	0
18:30	132	0	96	28	0	3	1	0	3	1	0	0	0	0
18:45	120	0	82	33	0	5	0	0	0	0	0	0	0	0
Hr Total	**531**	**1**	**368**	**138**	**0**	**17**	**2**	**0**	**4**	**1**	**0**	**0**	**0**	**0**
19:00	79	2	54	20	0	2	1	0	0	0	0	0	0	0
19:15	83	1	56	22	0	2	1	0	0	0	1	0	0	0
19:30	95	0	76	15	0	2	0	0	1	1	0	0	0	0
19:45	80	4	51	22	0	2	0	0	0	1	0	0	0	0
Hr Total	**337**	**7**	**237**	**79**	**0**	**8**	**2**	**0**	**1**	**2**	**1**	**0**	**0**	**0**
20:00	65	0	40	23	0	2	0	0	0	0	0	0	0	0
20:15	107	1	82	21	1	2	0	0	0	0	0	0	0	0
20:30	80	0	53	24	0	3	0	0	0	0	0	0	0	0
20:45	48	0	33	14	0	1	0	0	0	0	0	0	0	0
Hr Total	**300**	**1**	**208**	**82**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21:00	47	0	34	11	0	1	0	0	1	0	0	0	0	0
21:15	44	0	32	12	0	0	0	0	0	0	0	0	0	0
21:30	74	0	48	25	0	0	0	0	1	0	0	0	0	0
21:45	36	0	27	7	0	2	0	0	0	0	0	0	0	0
Hr Total	**201**	**0**	**141**	**55**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
22:00	33	0	27	6	0	0	0	0	0	0	0	0	0	0
22:15	40	0	29	8	0	3	0	0	0	0	0	0	0	0
22:30	24	0	17	6	1	0	0	0	0	0	0	0	0	0
22:45	20	0	16	3	0	1	0	0	0	0	0	0	0	0
Hr Total	**117**	**0**	**89**	**23**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
23:00	15	0	10	5	0	0	0	0	0	0	0	0	0	0
23:15	13	0	4	9	0	0	0	0	0	0	0	0	0	0
23:30	14	0	10	2	0	2	0	0	0	0	0	0	0	0
23:45	12	0	10	1	0	0	0	0	0	1	0	0	0	0

EB FM 1488 west of Spur 149 Rd
March 05, 2019
Mechanical Vehicle Classification

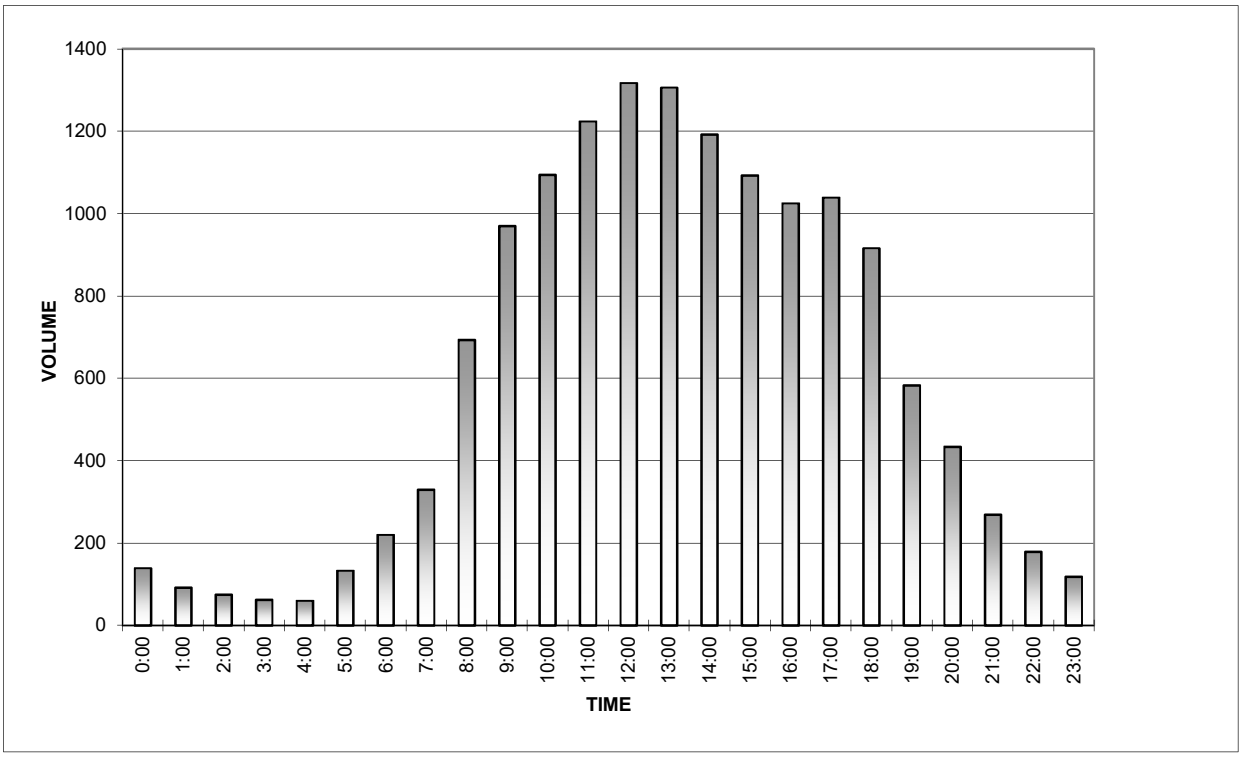
	EASTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
Hr Total	**54**	**0**	**34**	**17**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
Gr. Total	10082	71	6938	2483	22	269	88	11	110	67	9	6	5	3
% of Total	100.0%	0.7%	68.8%	24.6%	0.2%	2.7%	0.9%	0.1%	1.1%	0.7%	0.1%	0.1%	0.0%	0.0%
	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
	EASTBOUND													

Eastbound FM 1488 east of FM 2978 (Day 1)

Date Began:
3/3/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	41	36	40	22	139
1:00	23	24	24	21	92
2:00	28	19	13	15	75
3:00	16	16	10	20	62
4:00	11	14	18	17	60
5:00	23	27	43	40	133
6:00	38	52	60	70	220
7:00	52	86	98	93	329
8:00	143	134	222	194	693
9:00	272	238	232	228	970
10:00	263	245	296	290	1094
11:00	314	294	286	330	1224
12:00	322	300	357	338	1317
13:00	342	337	312	315	1306
14:00	319	322	263	288	1192
15:00	285	280	258	270	1093
16:00	267	257	252	249	1025
17:00	261	272	258	248	1039
18:00	261	212	231	212	916
19:00	160	159	145	119	583
20:00	114	121	108	90	433
21:00	68	86	60	55	269
22:00	55	46	42	36	179
23:00	31	38	25	24	118
				TOTAL:	14561

The A.M. peak hour from 9:00 to 10:00 is 970
The P.M. peak hour from 14:15 to 15:15 is 1158

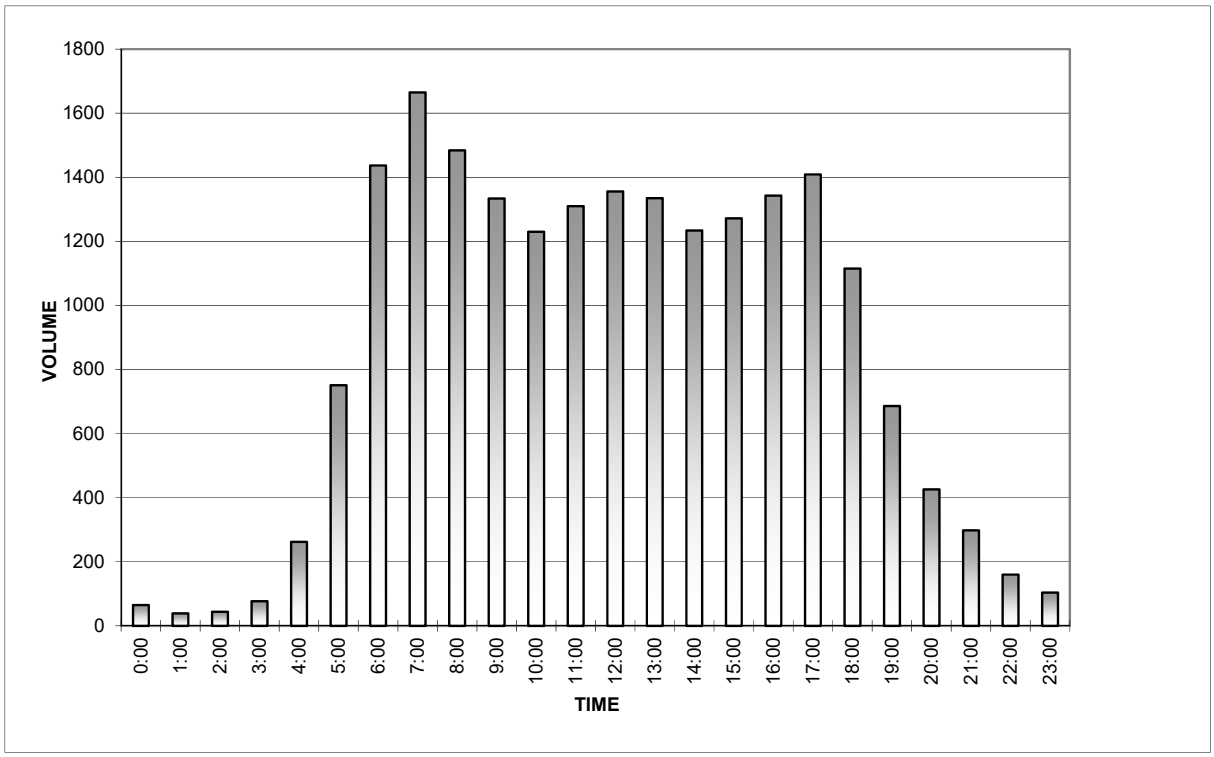


Eastbound FM 1488 east of FM 2978 (Day 2)

Date Began:
3/4/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	24	17	18	6	65
1:00	6	10	10	13	39
2:00	11	8	15	10	44
3:00	14	20	16	27	77
4:00	31	48	72	111	262
5:00	144	168	216	223	751
6:00	290	327	438	382	1437
7:00	398	446	409	412	1665
8:00	350	446	334	354	1484
9:00	346	328	370	290	1334
10:00	312	306	302	310	1230
11:00	297	346	332	335	1310
12:00	312	366	354	324	1356
13:00	335	318	350	332	1335
14:00	292	280	317	345	1234
15:00	308	328	302	334	1272
16:00	342	313	346	342	1343
17:00	381	381	345	302	1409
18:00	300	306	280	229	1115
19:00	208	182	162	134	686
20:00	136	113	100	77	426
21:00	81	90	71	56	298
22:00	48	52	30	30	160
23:00	29	28	30	17	104
				TOTAL:	20436

The A.M. peak hour from 7:00 to 8:00 is 1665
The P.M. peak hour from 16:30 to 17:30 is 1450

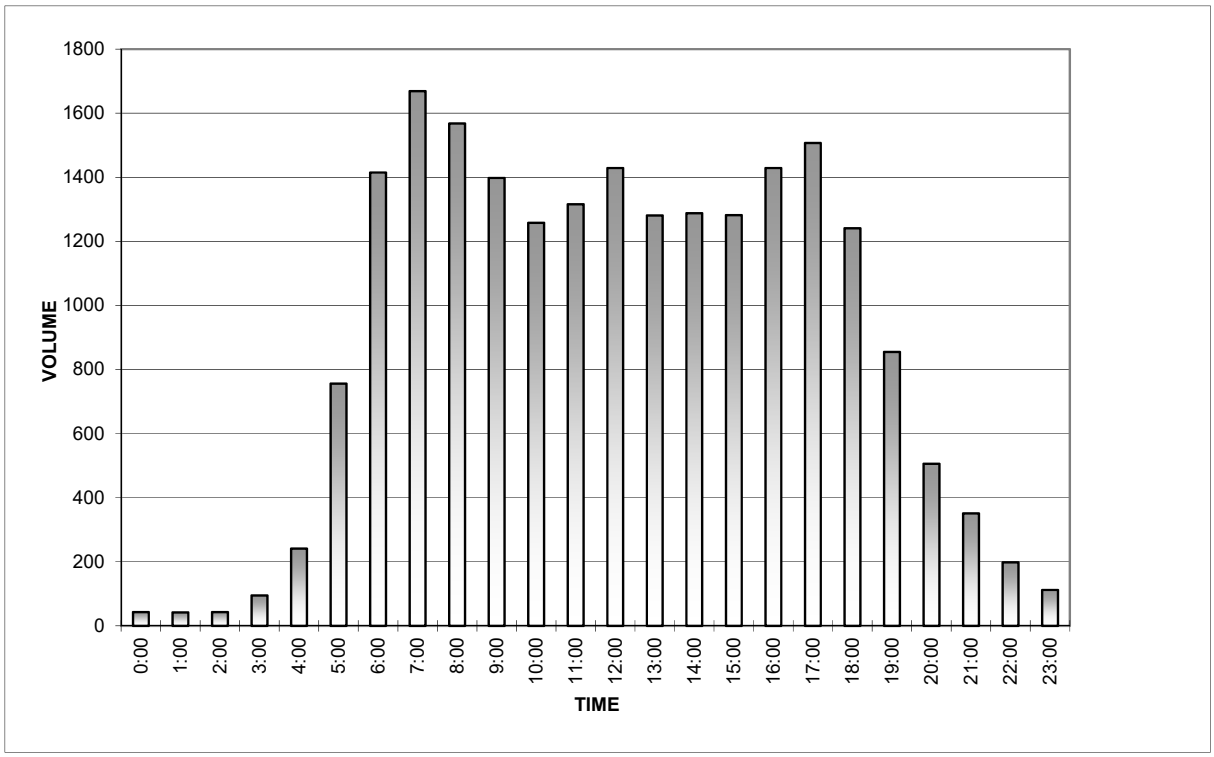


Eastbound FM 1488 east of FM 2978 (Day 3)

Date Began:
3/5/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	20	4	11	8	43
1:00	10	13	3	16	42
2:00	7	12	14	10	43
3:00	18	24	27	26	95
4:00	38	36	75	92	241
5:00	134	176	216	230	756
6:00	300	338	405	372	1415
7:00	407	423	403	436	1669
8:00	421	386	375	386	1568
9:00	358	362	362	316	1398
10:00	330	308	326	294	1258
11:00	296	352	326	342	1316
12:00	368	374	364	323	1429
13:00	327	316	344	294	1281
14:00	314	311	309	354	1288
15:00	343	312	311	316	1282
16:00	344	370	336	379	1429
17:00	397	372	394	344	1507
18:00	322	328	295	296	1241
19:00	287	218	192	158	855
20:00	152	126	138	90	506
21:00	100	119	78	54	351
22:00	56	52	52	38	198
23:00	48	22	20	22	112
				TOTAL:	21323

The A.M. peak hour from 7:15 to 8:15 is 1683
The P.M. peak hour from 16:45 to 17:45 is 1542

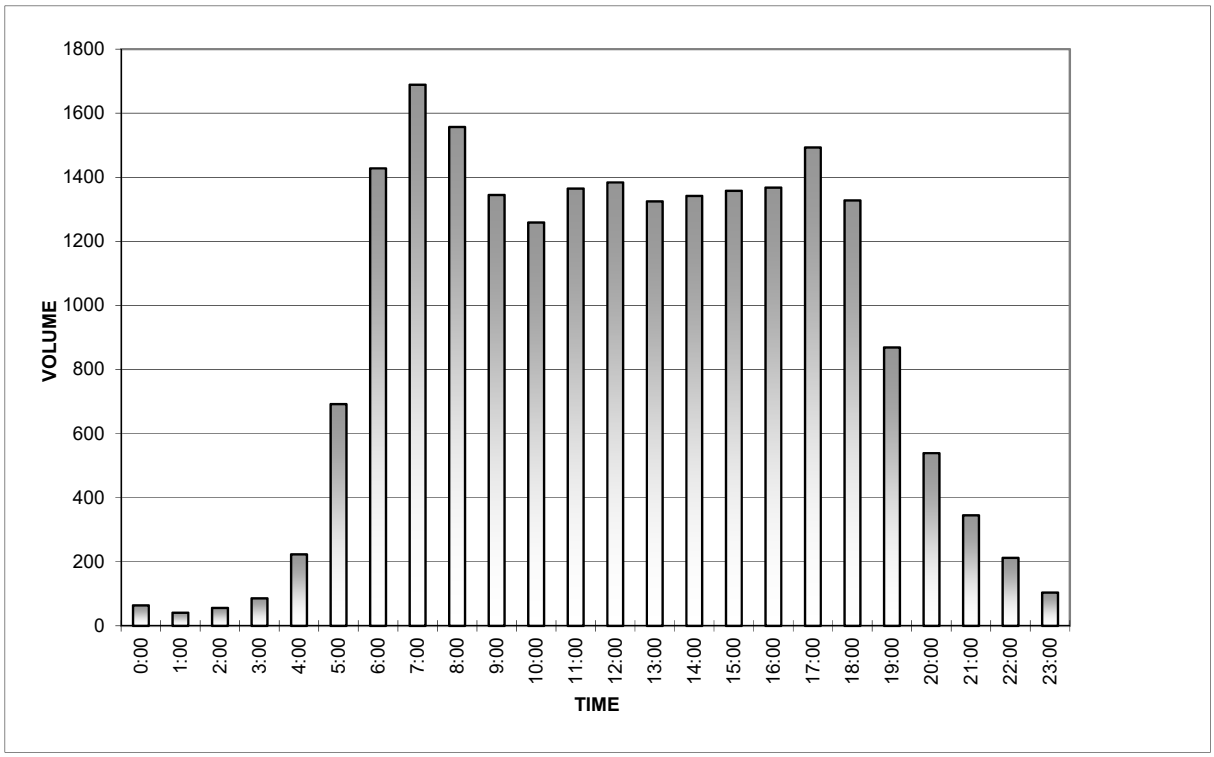


Eastbound FM 1488 east of FM 2978 (Day 4)

Date Began:
3/6/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	20	12	14	18	64
1:00	9	14	8	10	41
2:00	11	13	12	20	56
3:00	7	17	22	40	86
4:00	30	42	73	78	223
5:00	138	154	200	200	692
6:00	297	348	408	375	1428
7:00	422	452	396	419	1689
8:00	408	434	362	353	1557
9:00	328	354	343	320	1345
10:00	316	306	325	312	1259
11:00	313	340	344	368	1365
12:00	348	343	345	348	1384
13:00	316	339	342	328	1325
14:00	310	338	337	357	1342
15:00	318	328	338	374	1358
16:00	343	324	342	359	1368
17:00	372	374	392	355	1493
18:00	352	349	335	292	1328
19:00	256	207	240	166	869
20:00	167	120	122	130	539
21:00	120	83	74	68	345
22:00	51	64	58	39	212
23:00	40	24	20	20	104
				TOTAL:	21472

The A.M. peak hour from 7:00 to 8:00 is 1689
The P.M. peak hour from 16:45 to 17:45 is 1497

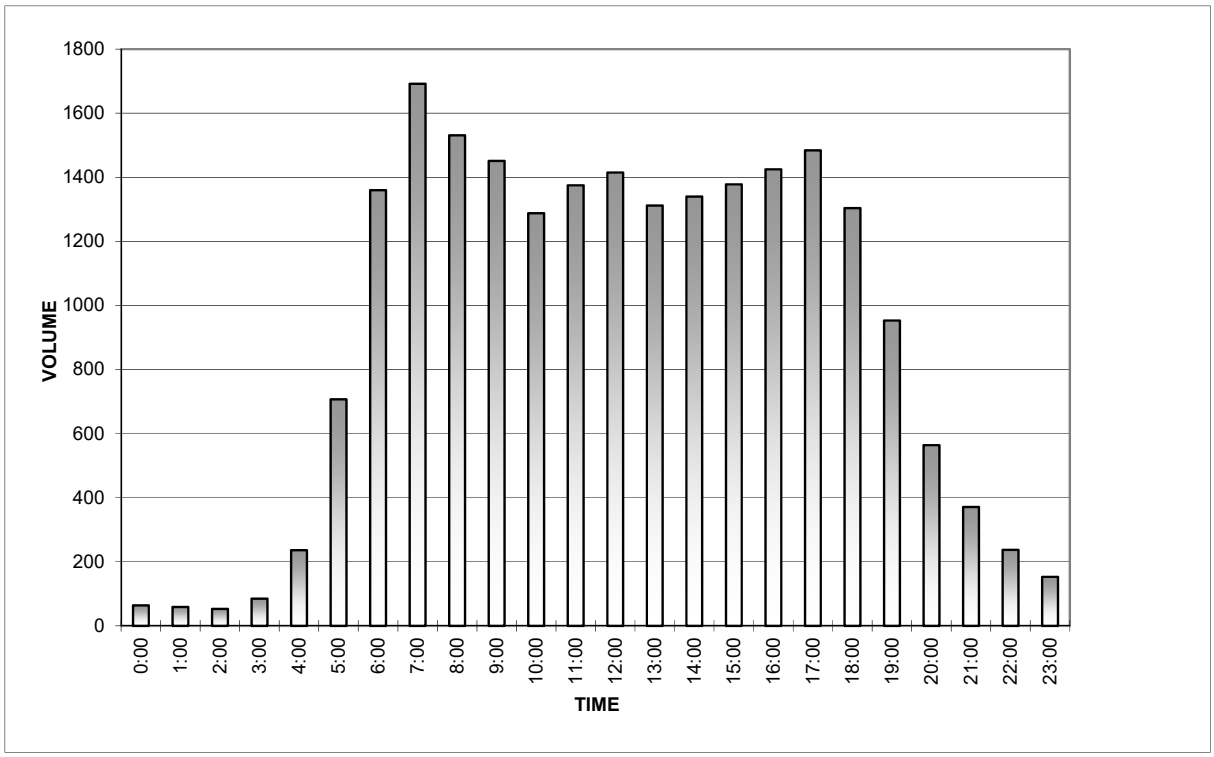


Eastbound FM 1488 east of FM 2978 (Day 5)

Date Began:
3/7/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	14	20	20	10	64
1:00	13	28	8	10	59
2:00	10	8	17	18	53
3:00	13	22	18	32	85
4:00	40	30	66	100	236
5:00	124	174	187	222	707
6:00	298	302	408	352	1360
7:00	432	431	417	412	1692
8:00	419	374	379	359	1531
9:00	368	366	363	354	1451
10:00	338	290	346	314	1288
11:00	324	360	320	371	1375
12:00	358	323	382	352	1415
13:00	342	332	314	324	1312
14:00	361	319	312	348	1340
15:00	344	348	334	352	1378
16:00	341	351	365	368	1425
17:00	387	369	378	350	1484
18:00	300	338	368	298	1304
19:00	322	241	218	172	953
20:00	163	146	145	110	564
21:00	102	105	83	81	371
22:00	57	84	44	52	237
23:00	44	34	37	38	153
				TOTAL:	21837

The A.M. peak hour from 7:00 to 8:00 is 1692
The P.M. peak hour from 16:45 to 17:45 is 1502

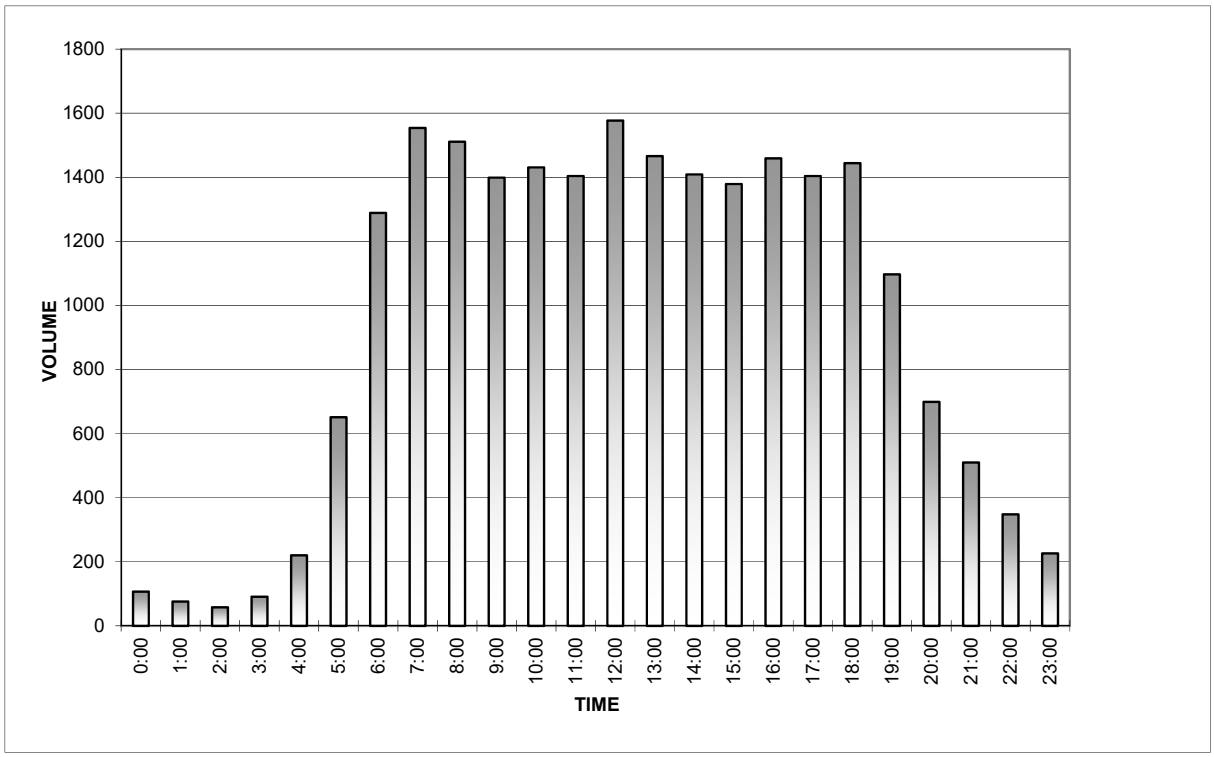


Eastbound FM 1488 east of FM 2978 (Day 6)

Date Began:
3/8/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	32	23	29	23	107
1:00	22	18	24	12	76
2:00	18	8	6	26	58
3:00	17	18	27	29	91
4:00	32	42	60	86	220
5:00	114	176	168	193	651
6:00	281	316	362	330	1289
7:00	397	374	376	407	1554
8:00	371	418	368	354	1511
9:00	319	348	382	350	1399
10:00	370	370	365	326	1431
11:00	358	357	327	362	1404
12:00	396	381	384	416	1577
13:00	352	364	388	362	1466
14:00	344	362	315	388	1409
15:00	347	320	348	364	1379
16:00	369	338	364	388	1459
17:00	372	384	316	332	1404
18:00	348	372	357	367	1444
19:00	350	259	262	226	1097
20:00	210	158	163	168	699
21:00	159	113	136	102	510
22:00	106	85	86	71	348
23:00	70	58	52	46	226
				TOTAL:	22809

The A.M. peak hour from 7:30 to 8:30 is 1572
The P.M. peak hour from 16:30 to 17:30 is 1508

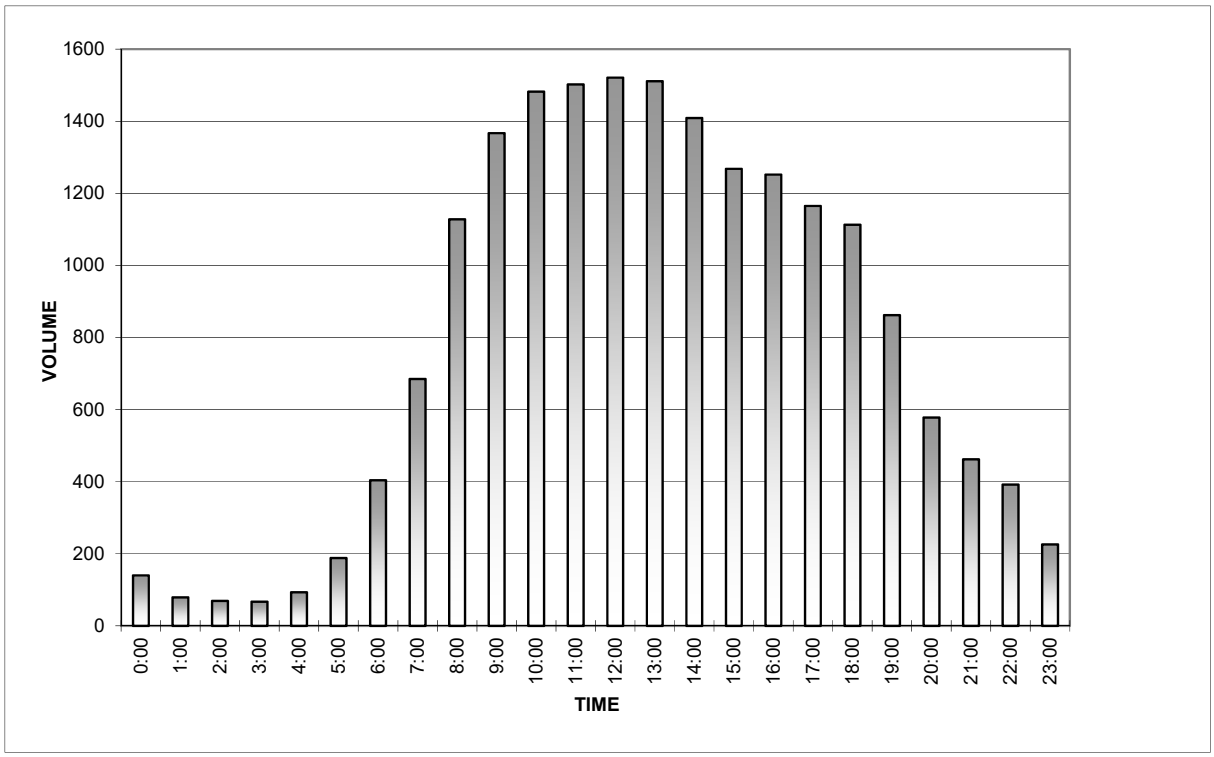


Eastbound FM 1488 east of FM 2978 (Day 7)

Date Began:
3/9/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	41	35	42	22	140
1:00	21	21	30	7	79
2:00	22	14	14	19	69
3:00	12	19	14	22	67
4:00	14	26	23	30	93
5:00	31	52	48	57	188
6:00	90	104	102	108	404
7:00	122	138	210	215	685
8:00	248	246	322	312	1128
9:00	330	308	347	382	1367
10:00	368	356	364	394	1482
11:00	367	378	376	381	1502
12:00	382	356	383	400	1521
13:00	372	395	387	357	1511
14:00	353	350	338	368	1409
15:00	328	302	318	320	1268
16:00	340	306	322	284	1252
17:00	294	302	258	311	1165
18:00	310	284	265	254	1113
19:00	263	192	230	177	862
20:00	160	146	144	128	578
21:00	126	129	110	97	462
22:00	107	92	106	87	392
23:00	68	51	56	51	226
				TOTAL:	18963

The A.M. peak hour from 9:15 to 10:15 is 1405
The P.M. peak hour from 14:15 to 15:15 is 1384



EB FM 1488 west of FM 2979/Honea Egypt Rd
March 05, 2019
Mechanical Vehicle Classification

	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
0:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0:15	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0:30	8	0	6	2	0	0	0	0	0	0	0	0	0	0
0:45	5	0	5	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**33**	**0**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1:00	15	0	11	3	0	0	0	0	1	0	0	0	0	0
1:15	9	0	7	1	0	1	0	0	0	0	0	0	0	0
1:30	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1:45	12	0	9	3	0	0	0	0	0	0	0	0	0	0
Hr Total	**39**	**0**	**30**	**7**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
2:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
2:15	14	0	10	2	0	0	1	0	1	0	0	0	0	0
2:30	5	0	3	2	0	0	0	0	0	0	0	0	0	0
2:45	7	0	5	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**33**	**0**	**23**	**8**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
3:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
3:15	18	0	12	6	0	0	0	0	0	0	0	0	0	0
3:30	17	0	15	2	0	0	0	0	0	0	0	0	0	0
3:45	13	0	11	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**58**	**0**	**46**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00	17	0	11	4	0	1	0	0	0	1	0	0	0	0
4:15	22	0	13	9	0	0	0	0	0	0	0	0	0	0
4:30	38	0	28	9	0	0	0	0	0	1	0	0	0	0
4:45	57	0	36	17	0	0	0	0	1	3	0	0	0	0
Hr Total	**134**	**0**	**88**	**39**	**0**	**1**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**
5:00	72	4	40	26	0	0	1	0	0	1	0	0	0	0
5:15	111	2	87	21	0	0	1	0	0	0	0	0	0	0
5:30	119	3	82	30	0	2	1	0	1	0	0	0	0	0
5:45	157	5	106	39	0	2	1	0	3	0	0	1	0	0
Hr Total	**459**	**14**	**315**	**116**	**0**	**4**	**4**	**0**	**4**	**1**	**0**	**1**	**0**	**0**
6:00	178	1	133	37	0	0	2	2	3	0	0	0	0	0
6:15	229	3	157	59	1	4	0	0	1	1	1	0	1	1
6:30	241	4	165	63	0	2	2	1	1	0	2	0	1	0
6:45	243	0	177	51	0	4	2	0	4	2	1	0	2	0
Hr Total	**891**	**8**	**632**	**210**	**1**	**10**	**6**	**3**	**9**	**3**	**4**	**0**	**4**	**1**
7:00	326	8	231	71	0	5	2	0	3	4	0	0	1	1
7:15	316	12	230	58	1	10	1	0	2	1	0	0	1	0
7:30	295	3	212	68	2	3	2	0	1	2	2	0	0	0
7:45	298	4	220	51	0	6	3	0	6	2	2	1	1	2
Hr Total	**1235**	**27**	**893**	**248**	**3**	**24**	**8**	**0**	**12**	**9**	**4**	**1**	**3**	**3**
8:00	293	4	214	55	1	8	3	0	1	5	0	0	2	0
8:15	326	10	231	64	0	8	4	0	4	3	1	0	1	0
8:30	274	13	187	67	0	2	2	0	1	1	0	0	1	0
8:45	287	2	221	54	0	3	1	0	2	2	2	0	0	0
Hr Total	**1180**	**29**	**853**	**240**	**1**	**21**	**10**	**0**	**8**	**11**	**3**	**0**	**4**	**0**
9:00	276	0	203	61	0	1	4	0	2	3	0	0	2	0
9:15	257	4	191	48	0	2	5	0	3	2	1	1	0	0
9:30	232	4	158	55	0	2	4	0	3	4	0	1	0	1
9:45	239	9	167	53	0	4	2	0	0	4	0	0	0	0
Hr Total	**1004**	**17**	**719**	**217**	**0**	**9**	**15**	**0**	**8**	**13**	**1**	**2**	**2**	**1**
10:00	189	4	141	34	0	1	2	0	4	1	1	0	1	0
10:15	229	5	171	43	0	0	4	1	3	1	0	0	0	1
10:30	200	7	145	37	0	2	6	0	0	3	0	0	0	0
10:45	233	13	160	42	1	7	5	1	3	1	0	0	0	0
Hr Total	**851**	**29**	**617**	**156**	**1**	**10**	**17**	**2**	**10**	**6**	**1**	**0**	**1**	**1**

EB FM 1488 west of FM 2979/Honea Egypt Rd
March 05, 2019
Mechanical Vehicle Classification

	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
11:00	245	5	179	48	0	5	3	0	3	2	0	0	0	0
11:15	228	5	164	47	1	6	1	1	2	1	0	0	0	0
11:30	267	7	193	54	0	2	3	0	3	2	0	1	1	1
11:45	263	3	184	59	0	8	2	0	5	2	0	0	0	0
Hr Total	**1003**	**20**	**720**	**208**	**1**	**21**	**9**	**1**	**13**	**7**	**0**	**1**	**1**	**1**
12:00	321	4	239	58	0	6	4	0	4	4	1	1	0	0
12:15	274	7	204	44	2	7	4	1	1	2	1	0	1	0
12:30	260	3	190	49	0	6	3	1	5	1	0	1	1	0
12:45	252	2	189	47	0	4	3	0	1	1	1	2	1	1
Hr Total	**1107**	**16**	**822**	**198**	**2**	**23**	**14**	**2**	**11**	**8**	**3**	**4**	**3**	**1**
13:00	256	4	201	47	0	1	1	0	0	2	0	0	0	0
13:15	268	0	194	63	0	4	5	1	0	1	0	0	0	0
13:30	227	1	161	49	0	5	6	0	3	0	0	2	0	0
13:45	268	1	200	59	0	2	4	0	1	1	0	0	0	0
Hr Total	**1019**	**6**	**756**	**218**	**0**	**12**	**16**	**1**	**4**	**4**	**0**	**2**	**0**	**0**
14:00	233	2	168	52	0	5	1	0	1	2	0	0	1	1
14:15	216	9	160	36	1	3	3	0	1	3	0	0	0	0
14:30	286	8	211	55	0	4	5	0	1	1	1	0	0	0
14:45	258	2	202	35	3	7	3	1	2	1	0	0	0	2
Hr Total	**993**	**21**	**741**	**178**	**4**	**19**	**12**	**1**	**5**	**7**	**1**	**0**	**1**	**3**
15:00	267	8	194	53	0	4	4	0	3	0	1	0	0	0
15:15	248	4	176	54	0	2	4	0	4	2	0	0	1	1
15:30	268	2	187	64	0	7	4	0	4	0	0	0	0	0
15:45	278	10	203	53	0	7	2	0	3	0	0	0	0	0
Hr Total	**1061**	**24**	**760**	**224**	**0**	**20**	**14**	**0**	**14**	**2**	**1**	**0**	**1**	**1**
16:00	283	4	209	52	0	6	5	2	2	3	0	0	0	0
16:15	291	4	211	62	0	6	2	0	4	1	1	0	0	0
16:30	301	6	233	48	0	9	1	0	3	1	0	0	0	0
16:45	313	14	230	53	0	5	5	1	2	1	1	0	0	1
Hr Total	**1188**	**28**	**883**	**215**	**0**	**26**	**13**	**3**	**11**	**6**	**2**	**0**	**0**	**1**
17:00	327	4	252	63	0	1	1	0	3	2	0	1	0	0
17:15	295	17	217	49	0	1	4	1	2	2	1	0	1	0
17:30	288	14	215	44	3	3	2	0	4	2	0	1	0	0
17:45	254	1	190	58	0	1	0	0	2	1	0	1	0	0
Hr Total	**1164**	**36**	**874**	**214**	**3**	**6**	**7**	**1**	**11**	**7**	**1**	**3**	**1**	**0**
18:00	254	2	193	47	0	3	3	0	4	0	1	0	1	0
18:15	300	11	223	57	0	1	0	0	6	1	1	0	0	0
18:30	231	5	179	44	0	0	0	0	2	0	0	0	1	0
18:45	246	9	189	43	0	2	0	0	3	0	0	0	0	0
Hr Total	**1031**	**27**	**784**	**191**	**0**	**6**	**3**	**0**	**15**	**1**	**2**	**0**	**2**	**0**
19:00	208	2	159	43	0	0	1	0	3	0	0	0	0	0
19:15	197	2	155	37	0	0	0	1	1	0	1	0	0	0
19:30	150	1	125	20	0	1	0	0	1	1	0	0	1	0
19:45	134	3	98	29	0	0	2	0	0	2	0	0	0	0
Hr Total	**689**	**8**	**537**	**129**	**0**	**1**	**3**	**1**	**5**	**3**	**1**	**0**	**1**	**0**
20:00	119	0	88	30	0	1	0	0	0	0	0	0	0	0
20:15	99	2	82	15	0	0	0	0	0	0	0	0	0	0
20:30	99	0	82	17	0	0	0	0	0	0	0	0	0	0
20:45	72	1	53	17	0	1	0	0	0	0	0	0	0	0
Hr Total	**389**	**3**	**305**	**79**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21:00	80	0	63	16	0	0	0	0	0	1	0	0	0	0
21:15	97	0	80	16	0	0	1	0	0	0	0	0	0	0
21:30	60	1	45	13	0	0	0	0	0	1	0	0	0	0
21:45	41	1	31	8	0	1	0	0	0	0	0	0	0	0
Hr Total	**278**	**2**	**219**	**53**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

EB FM 1488 west of FM 2979/Honea Egypt Rd
March 05, 2019
Mechanical Vehicle Classification

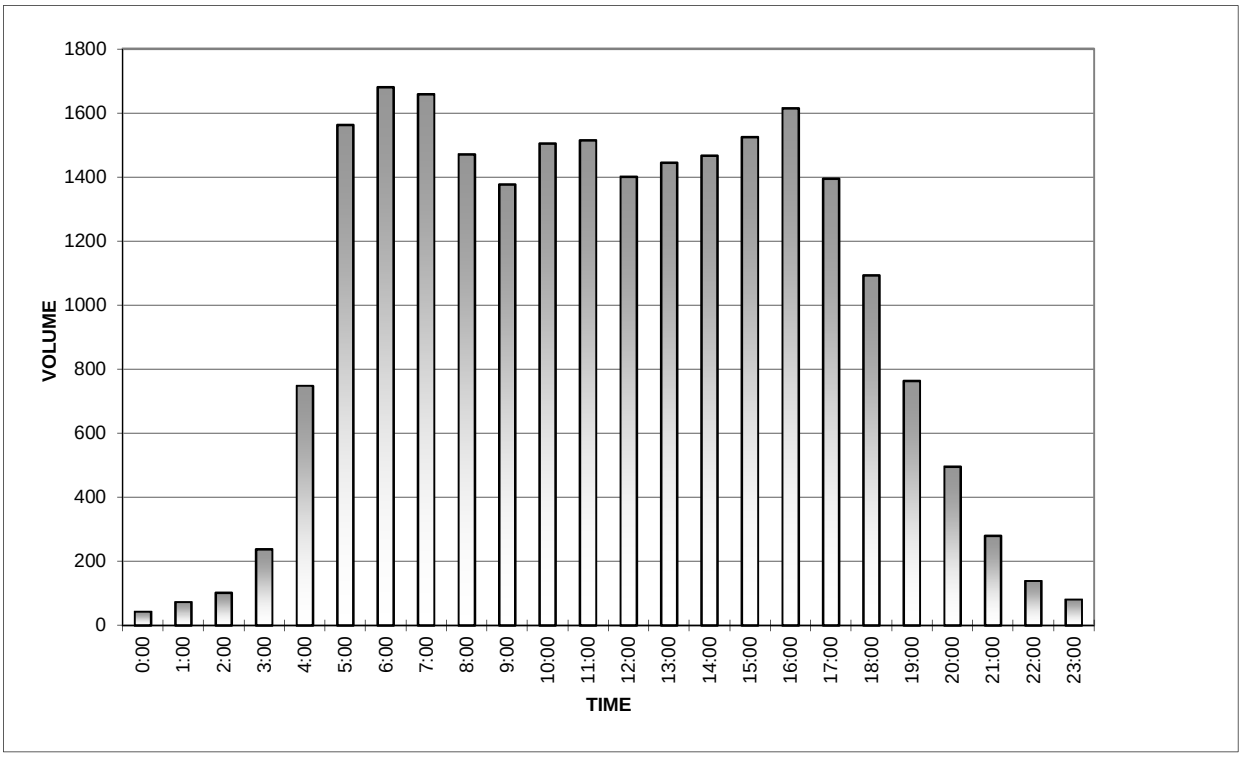
	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
22:00	38	0	30	8	0	0	0	0	0	0	0	0	0	0
22:15	44	0	36	8	0	0	0	0	0	0	0	0	0	0
22:30	33	0	27	5	0	1	0	0	0	0	0	0	0	0
22:45	26	0	23	3	0	0	0	0	0	0	0	0	0	0
Hr Total	**141**	**0**	**116**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
23:00	27	0	23	3	0	0	0	0	0	1	0	0	0	0
23:15	14	0	10	4	0	0	0	0	0	0	0	0	0	0
23:30	19	1	14	2	0	0	2	0	0	0	0	0	0	0
23:45	21	0	16	4	0	1	0	0	0	0	0	0	0	0
Hr Total	**81**	**1**	**63**	**13**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
Gr. Total	16061	316	11825	3201	16	219	155	15	143	96	24	14	24	13
% of Total	100.0%	2.0%	73.6%	19.9%	0.1%	1.4%	1.0%	0.1%	0.9%	0.6%	0.1%	0.1%	0.1%	0.1%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
	EASTBOUND													

Eastbound FM 1488 east of Conroe Huffsmith Rd/Egypt Ln (Day 1)

Date Began:
4/10/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	16	10	5	12	43
1:00	26	15	16	16	73
2:00	12	34	20	36	102
3:00	40	48	60	90	238
4:00	138	174	212	224	748
5:00	294	366	420	482	1562
6:00	438	442	422	378	1680
7:00	457	430	434	338	1659
8:00	366	382	372	350	1470
9:00	344	334	336	363	1377
10:00	364	357	404	380	1505
11:00	371	376	380	387	1514
12:00	350	380	346	325	1401
13:00	355	363	336	390	1444
14:00	354	343	352	418	1467
15:00	394	339	376	416	1525
16:00	414	425	398	378	1615
17:00	394	353	334	314	1395
18:00	275	324	260	234	1093
19:00	222	205	172	164	763
20:00	162	137	96	100	495
21:00	90	85	60	45	280
22:00	54	29	26	30	139
23:00	21	17	23	20	81
				TOTAL:	23669

The A.M. peak hour from 5:45 to 6:45 is 1784
The P.M. peak hour from 15:45 to 16:45 is 1653

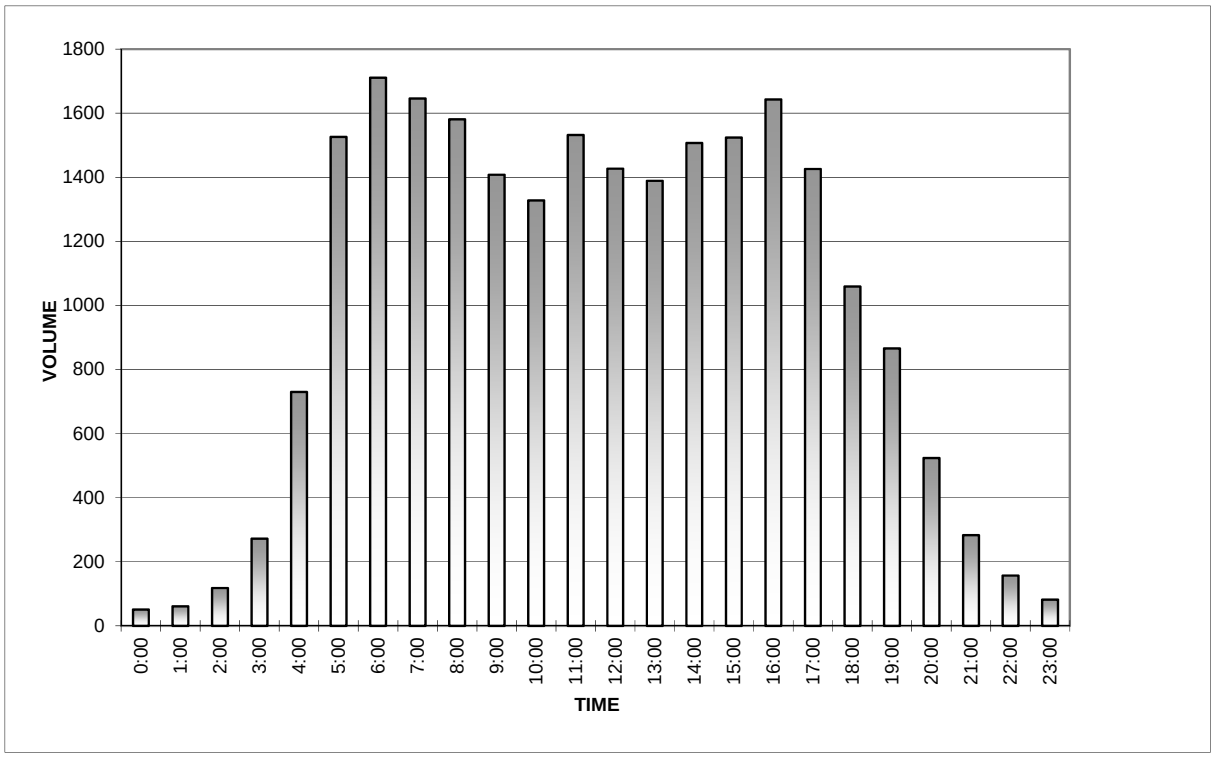


Eastbound FM 1488 east of Conroe Huffsmith Rd/Egypt Ln (Day 2)

Date Began:
4/11/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	18	10	9	14	51
1:00	26	12	12	11	61
2:00	20	28	30	40	118
3:00	43	47	74	108	272
4:00	138	172	204	216	730
5:00	283	378	383	482	1526
6:00	432	468	421	390	1711
7:00	435	404	425	382	1646
8:00	366	416	386	413	1581
9:00	344	398	313	353	1408
10:00	332	364	322	310	1328
11:00	368	402	376	386	1532
12:00	346	346	357	378	1427
13:00	341	340	344	364	1389
14:00	377	378	372	380	1507
15:00	382	376	380	386	1524
16:00	433	406	410	394	1643
17:00	362	393	358	313	1426
18:00	300	304	220	235	1059
19:00	244	224	208	190	866
20:00	147	146	125	106	524
21:00	91	73	71	48	283
22:00	49	40	38	30	157
23:00	32	22	18	10	82
				TOTAL:	23851

The A.M. peak hour from 5:45 to 6:45 is 1803
The P.M. peak hour from 16:00 to 17:00 is 1643

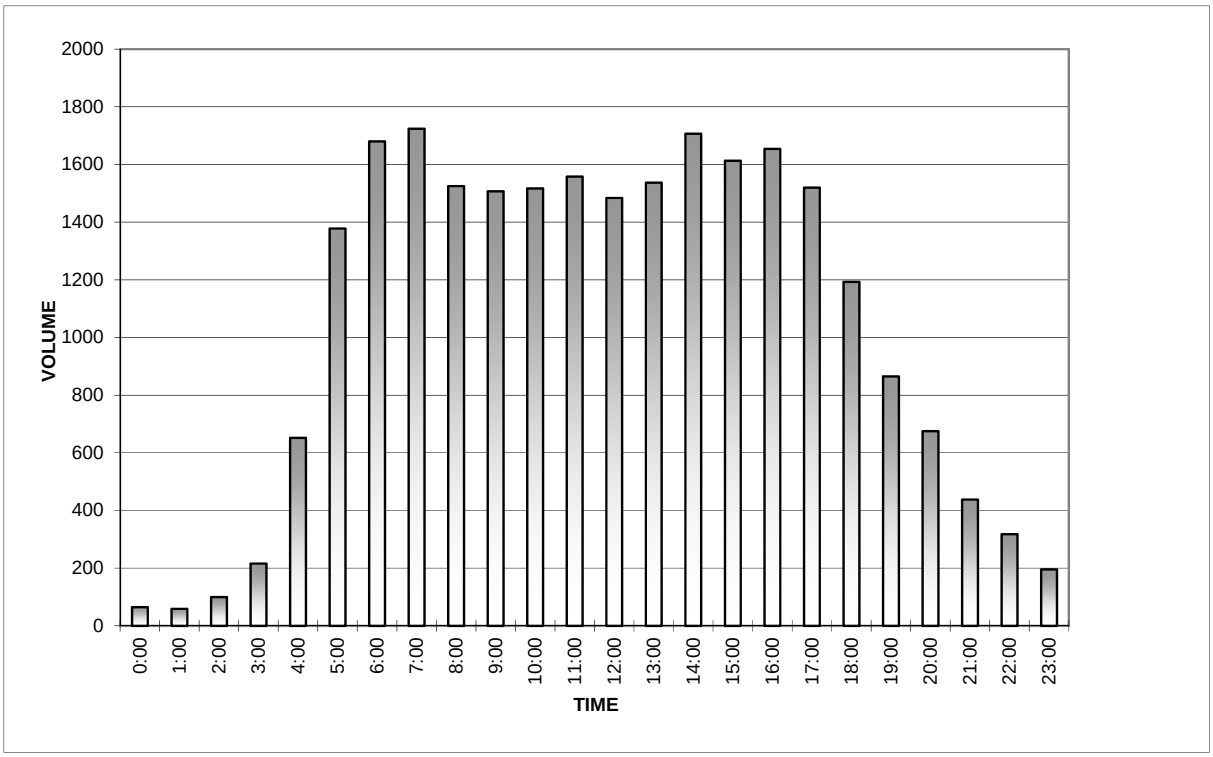


Eastbound FM 1488 east of Conroe Huffsmith Rd/Egypt Ln (Day 3)

Date Began:
4/12/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	22	14	11	18	65
1:00	13	20	13	13	59
2:00	17	20	23	40	100
3:00	36	47	61	72	216
4:00	122	144	171	215	652
5:00	290	310	378	400	1378
6:00	444	448	390	398	1680
7:00	474	436	435	379	1724
8:00	360	406	342	417	1525
9:00	368	373	364	402	1507
10:00	363	374	392	388	1517
11:00	368	404	408	378	1558
12:00	378	382	349	375	1484
13:00	423	376	354	384	1537
14:00	420	421	426	440	1707
15:00	414	363	406	430	1613
16:00	422	402	428	402	1654
17:00	404	416	370	330	1520
18:00	347	306	284	256	1193
19:00	248	196	216	205	865
20:00	189	188	158	140	675
21:00	118	128	96	96	438
22:00	88	104	80	46	318
23:00	51	39	52	54	196
				TOTAL:	25181

The A.M. peak hour from 6:45 to 7:45 is 1743
The P.M. peak hour from 14:15 to 15:15 is 1701

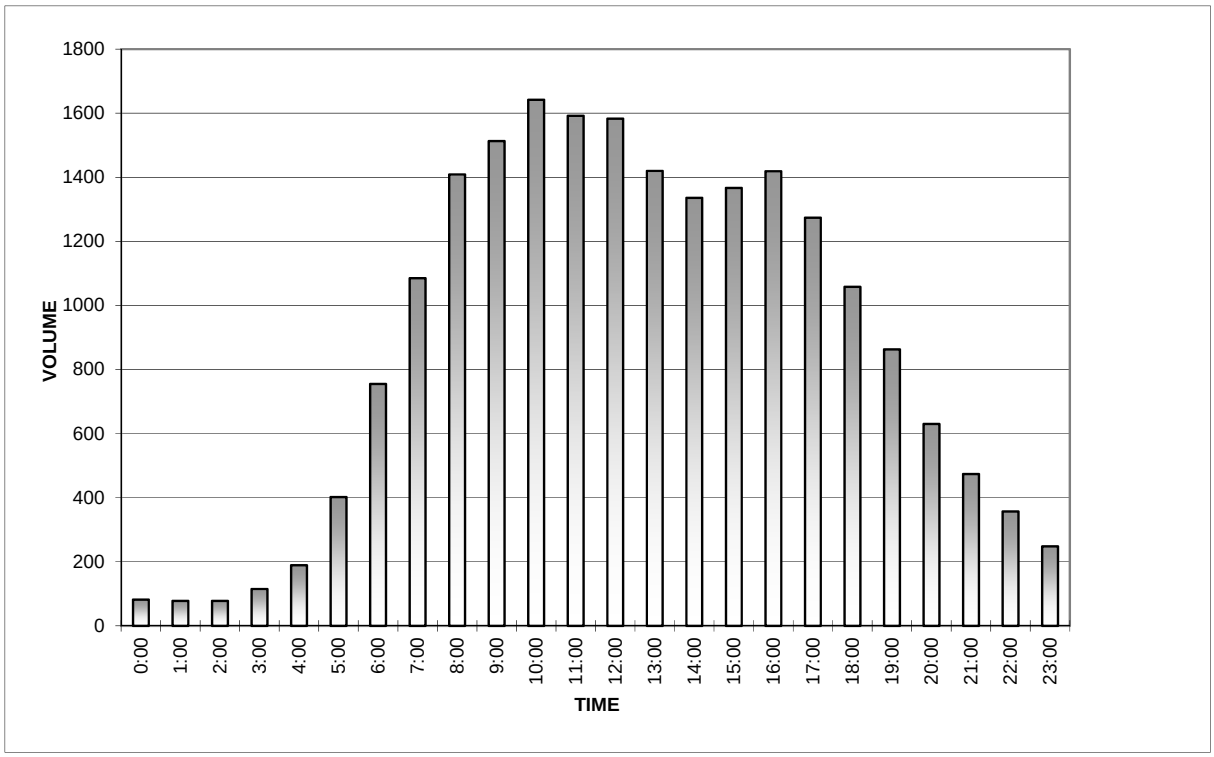


Eastbound FM 1488 east of Conroe Huffsmith Rd/Egypt Ln (Day 4)

Date Began:
4/13/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	18	17	19	28	82
1:00	32	11	17	18	78
2:00	16	8	30	24	78
3:00	18	26	35	36	115
4:00	41	34	62	52	189
5:00	72	104	98	128	402
6:00	128	180	199	248	755
7:00	219	266	282	318	1085
8:00	291	346	378	394	1409
9:00	368	408	368	369	1513
10:00	426	434	398	384	1642
11:00	409	372	404	407	1592
12:00	414	393	392	384	1583
13:00	374	366	338	342	1420
14:00	334	342	331	329	1336
15:00	364	367	306	330	1367
16:00	332	360	376	351	1419
17:00	330	362	302	280	1274
18:00	264	290	242	262	1058
19:00	210	231	203	219	863
20:00	168	185	144	133	630
21:00	134	118	108	114	474
22:00	92	98	82	85	357
23:00	83	75	46	44	248
				TOTAL:	20969

The A.M. peak hour from 9:15 to 10:15 is 1571
The P.M. peak hour from 16:30 to 17:30 is 1419

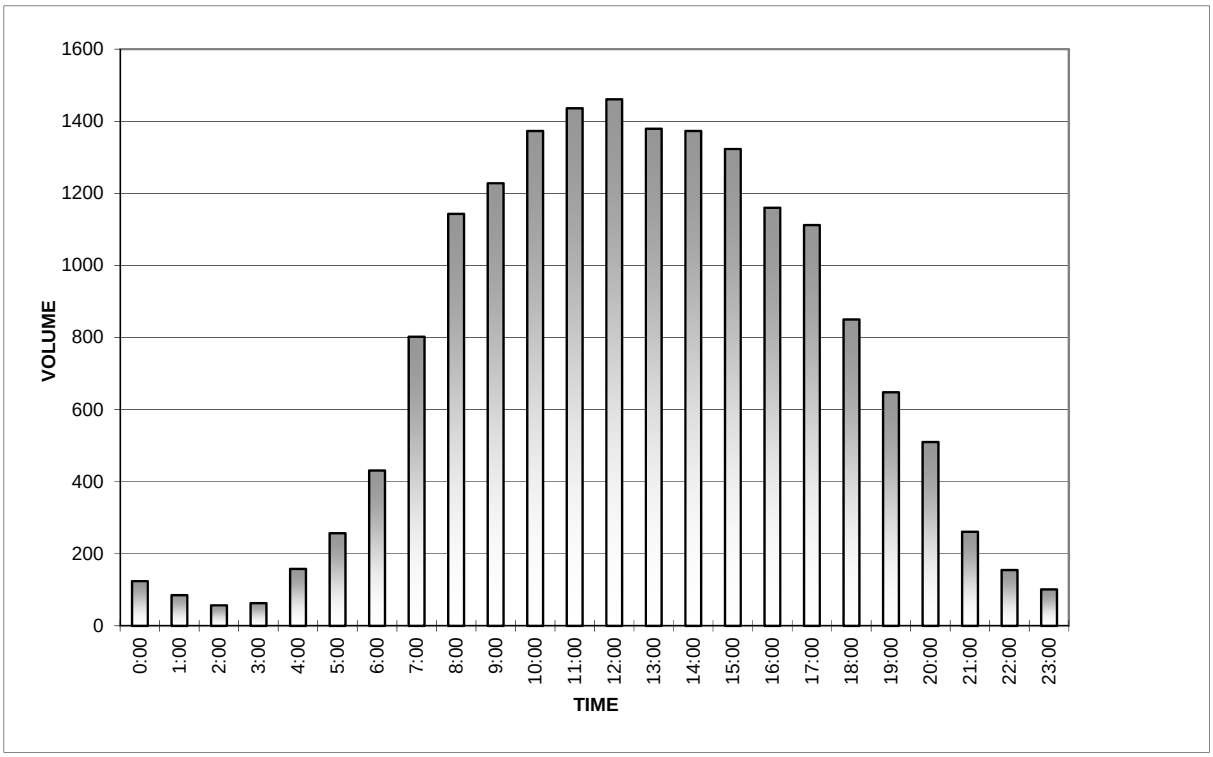


Eastbound FM 1488 east of Conroe Huffsmith Rd/Egypt Ln (Day 5)

Date Began:
4/14/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	36	30	30	28	124
1:00	24	29	17	15	85
2:00	8	20	22	7	57
3:00	10	14	19	20	63
4:00	36	46	42	34	158
5:00	49	74	68	66	257
6:00	65	96	114	156	431
7:00	163	195	198	246	802
8:00	266	310	303	264	1143
9:00	300	286	306	336	1228
10:00	332	330	344	367	1373
11:00	322	366	384	364	1436
12:00	368	360	345	388	1461
13:00	313	342	376	348	1379
14:00	340	350	347	336	1373
15:00	324	299	402	298	1323
16:00	342	284	260	274	1160
17:00	276	270	308	258	1112
18:00	228	232	197	193	850
19:00	170	178	148	152	648
20:00	142	127	129	112	510
21:00	91	70	52	48	261
22:00	46	46	34	29	155
23:00	38	30	15	18	101
				TOTAL:	17490

The A.M. peak hour from 9:15 to 10:15 is 1260
The P.M. peak hour from 14:45 to 15:45 is 1361

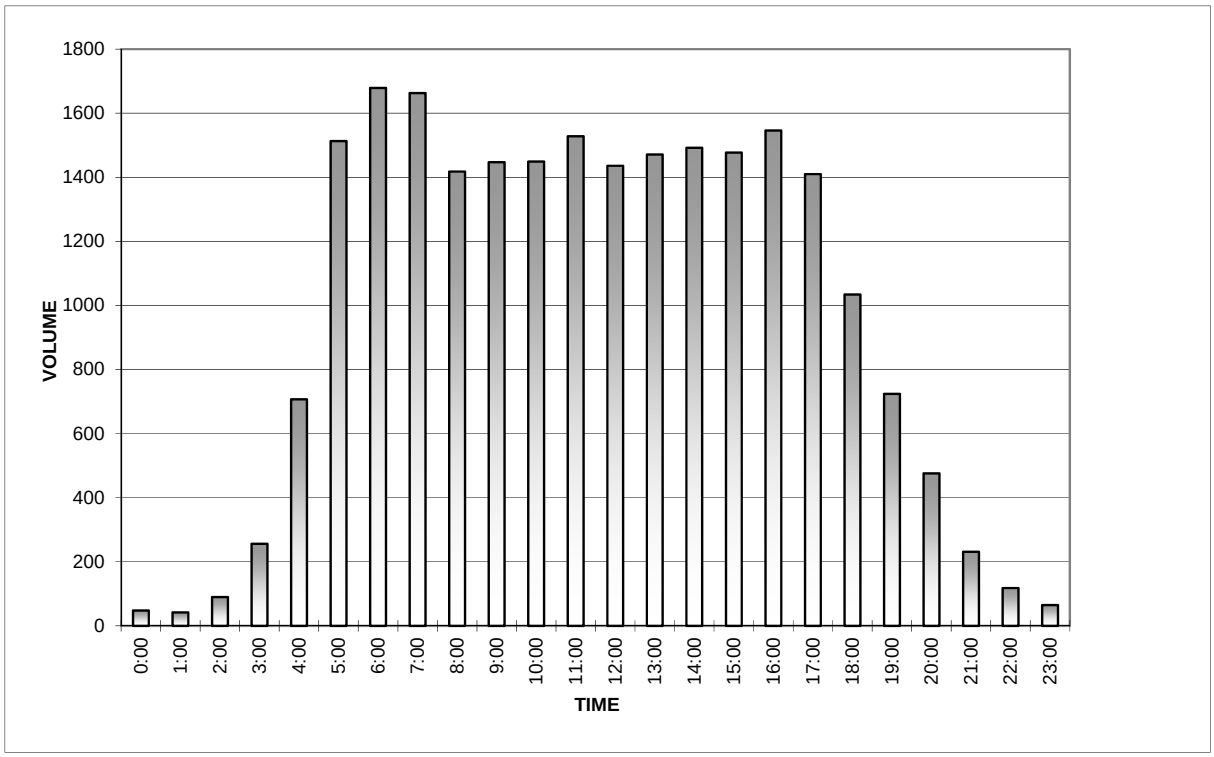


Eastbound FM 1488 east of Conroe Huffsmith Rd/Egypt Ln (Day 6)

Date Began:
4/15/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	14	8	14	12	48
1:00	8	16	10	8	42
2:00	20	21	16	33	90
3:00	40	56	68	92	256
4:00	118	182	188	219	707
5:00	314	353	394	452	1513
6:00	436	428	427	388	1679
7:00	466	427	398	372	1663
8:00	340	348	344	386	1418
9:00	338	373	372	364	1447
10:00	354	368	369	358	1449
11:00	386	410	374	358	1528
12:00	330	386	375	345	1436
13:00	395	342	348	386	1471
14:00	382	368	336	406	1492
15:00	366	363	362	386	1477
16:00	364	407	400	375	1546
17:00	384	384	346	296	1410
18:00	278	306	224	226	1034
19:00	209	179	175	161	724
20:00	123	152	113	88	476
21:00	80	76	44	31	231
22:00	36	29	25	28	118
23:00	14	22	18	11	65
				TOTAL:	23320

The A.M. peak hour from 5:45 to 6:45 is 1743
The P.M. peak hour from 16:15 to 17:15 is 1566

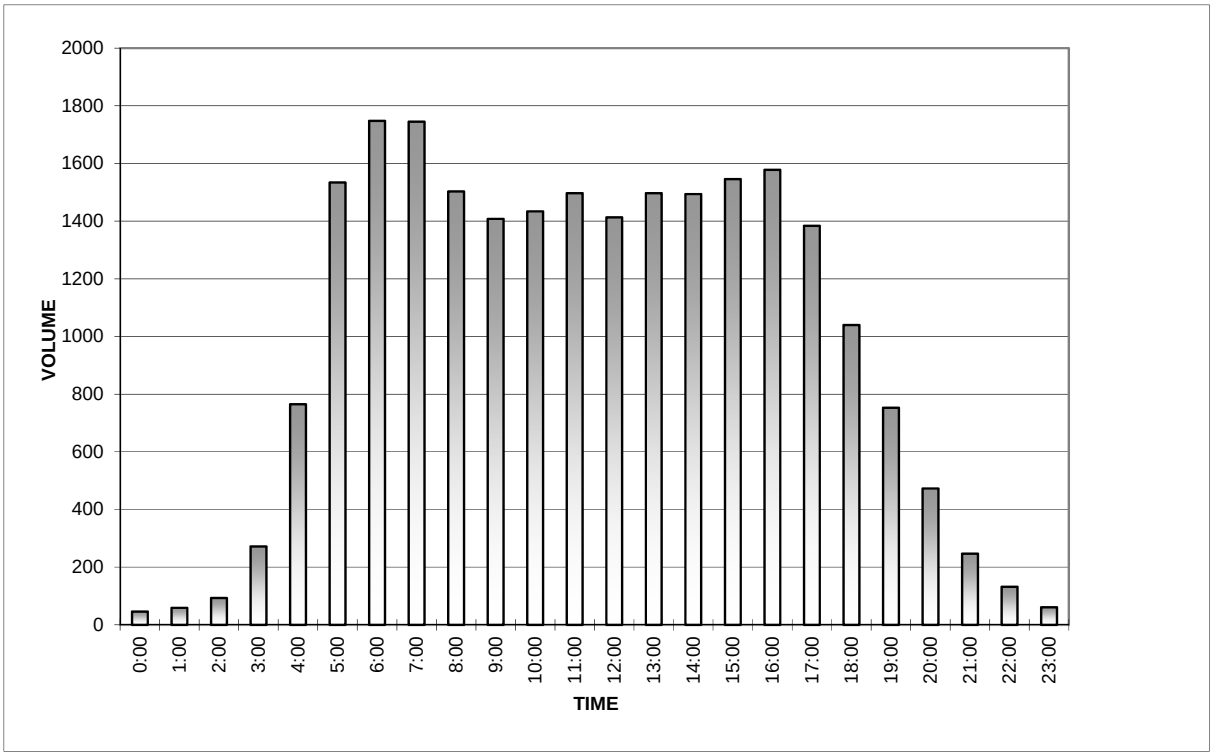


Eastbound FM 1488 east of Conroe Huffsmith Rd/Egypt Ln (Day 7)

Date Began:
4/16/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	10	14	15	7	46
1:00	13	14	17	15	59
2:00	21	20	19	33	93
3:00	47	55	78	92	272
4:00	141	168	226	230	765
5:00	310	336	422	466	1534
6:00	454	447	404	443	1748
7:00	459	430	460	396	1745
8:00	352	406	404	341	1503
9:00	322	378	340	368	1408
10:00	354	354	364	362	1434
11:00	386	368	382	361	1497
12:00	358	332	372	351	1413
13:00	373	340	388	396	1497
14:00	410	326	388	370	1494
15:00	402	374	408	362	1546
16:00	420	414	392	352	1578
17:00	382	350	372	280	1384
18:00	298	270	234	238	1040
19:00	210	178	180	185	753
20:00	136	143	110	84	473
21:00	62	61	64	60	247
22:00	44	37	29	22	132
23:00	13	16	16	16	61
				TOTAL:	23722

The A.M. peak hour from 6:45 to 7:45 is 1792
The P.M. peak hour from 15:30 to 16:30 is 1604

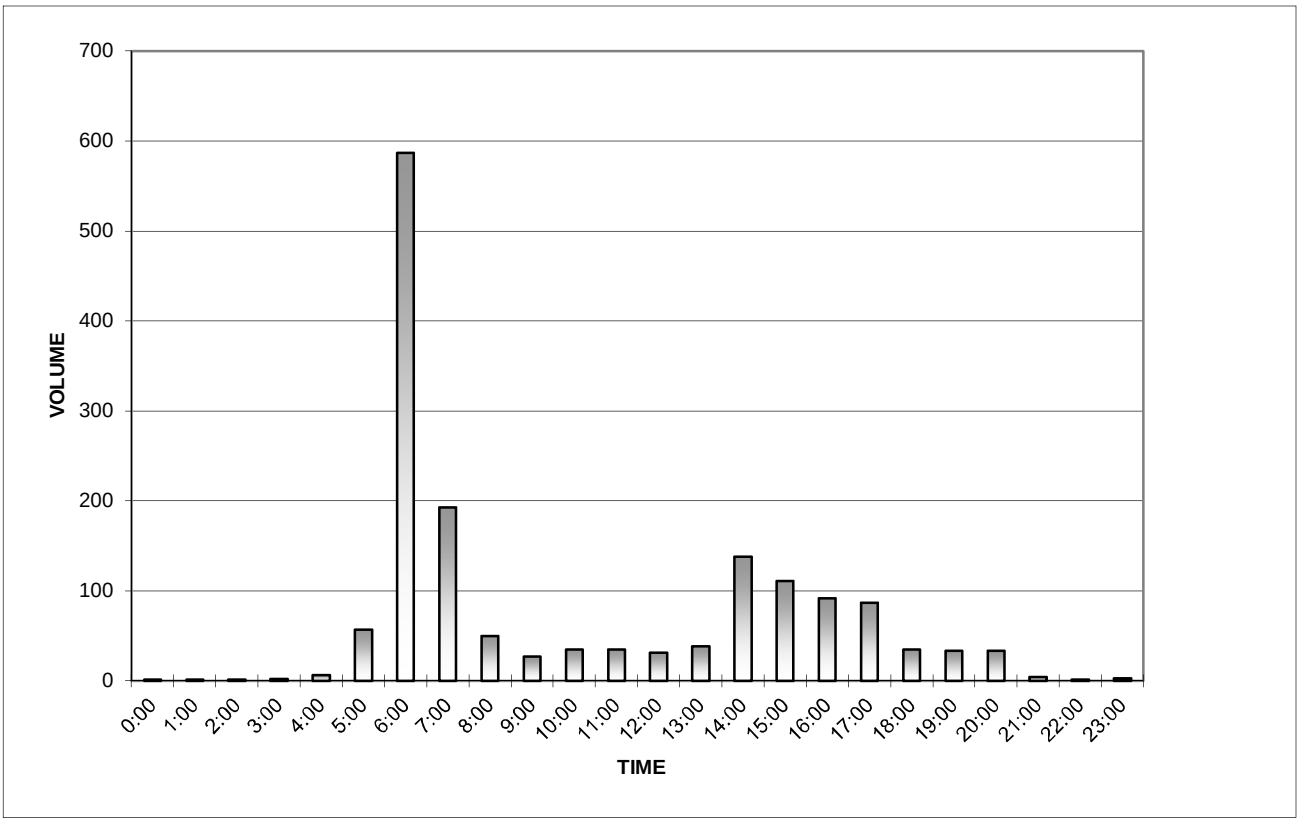


Westbound FM 149 East Access Rd north of FM 148

Date Began:
3/27/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	0	0	0	1
1:00	0	0	1	0	1
2:00	0	0	1	0	1
3:00	0	0	0	2	2
4:00	0	0	2	4	6
5:00	2	8	18	29	57
6:00	33	113	259	182	587
7:00	118	19	23	33	193
8:00	21	9	10	10	50
9:00	3	8	5	11	27
10:00	7	8	12	8	35
11:00	8	7	14	6	35
12:00	10	5	10	6	31
13:00	4	12	10	12	38
14:00	32	49	27	30	138
15:00	20	24	41	26	111
16:00	28	24	16	24	92
17:00	22	22	19	24	87
18:00	6	16	6	7	35
19:00	6	14	9	4	33
20:00	6	7	17	3	33
21:00	1	0	2	1	4
22:00	1	0	0	0	1
23:00	1	1	0	1	3
				TOTAL:	1601

The A.M. peak hour from 6:15 to 7:15 is 672
The P.M. peak hour from 14:15 to 15:15 is 126

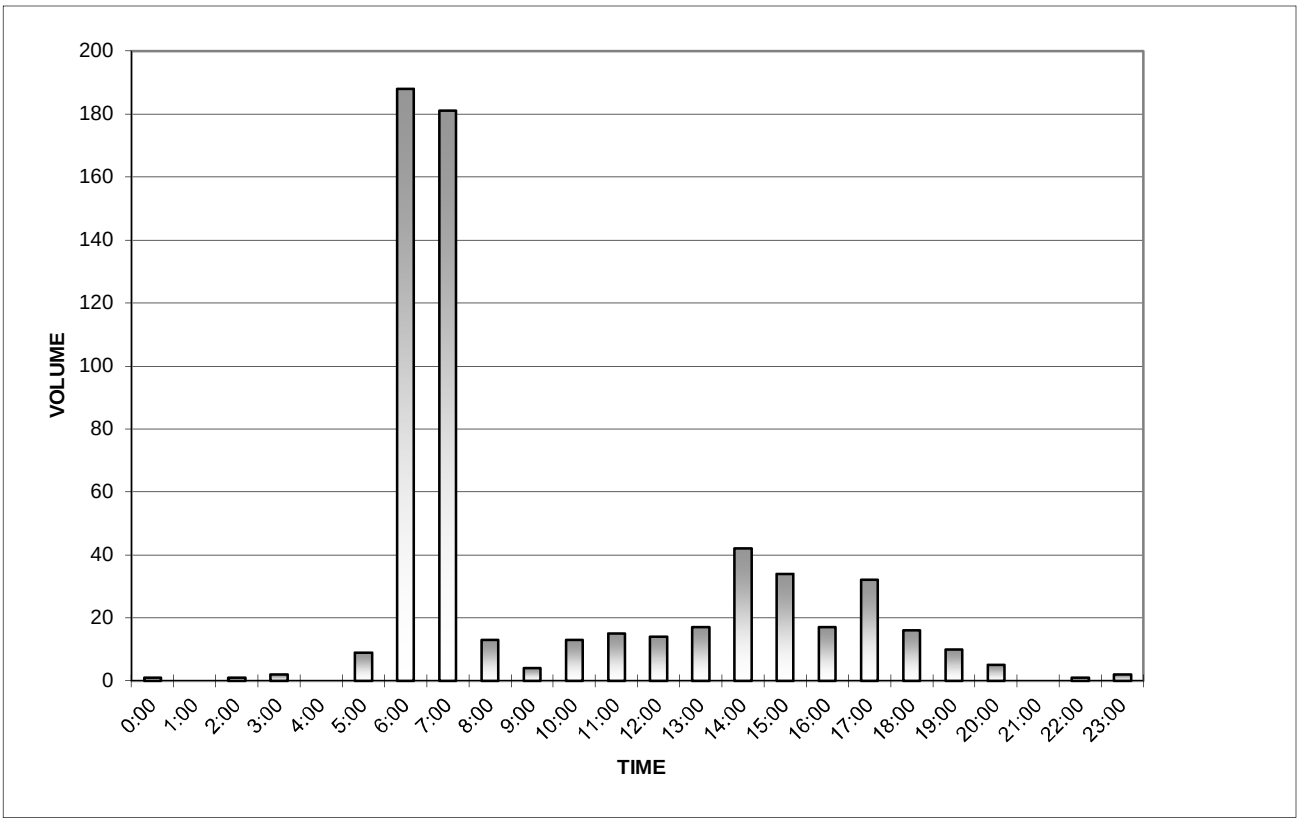


Westbound FM 149 East Access Rd south of FM 148

Date Began:
3/27/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	0	0	0	1
1:00	0	0	0	0	0
2:00	0	0	0	1	1
3:00	0	1	0	1	2
4:00	0	0	0	0	0
5:00	1	1	3	4	9
6:00	10	17	32	129	188
7:00	170	3	4	4	181
8:00	3	3	3	4	13
9:00	1	1	0	2	4
10:00	1	3	3	6	13
11:00	2	5	6	2	15
12:00	3	3	2	6	14
13:00	4	6	2	5	17
14:00	5	12	14	11	42
15:00	15	6	7	6	34
16:00	5	1	2	9	17
17:00	9	5	8	10	32
18:00	8	3	5	0	16
19:00	4	2	0	4	10
20:00	1	3	1	0	5
21:00	0	0	0	0	0
22:00	0	1	0	0	1
23:00	1	0	1	0	2
				TOTAL:	617

The A.M. peak hour from 6:15 to 7:15 is 348
The P.M. peak hour from 14:15 to 15:15 is 52

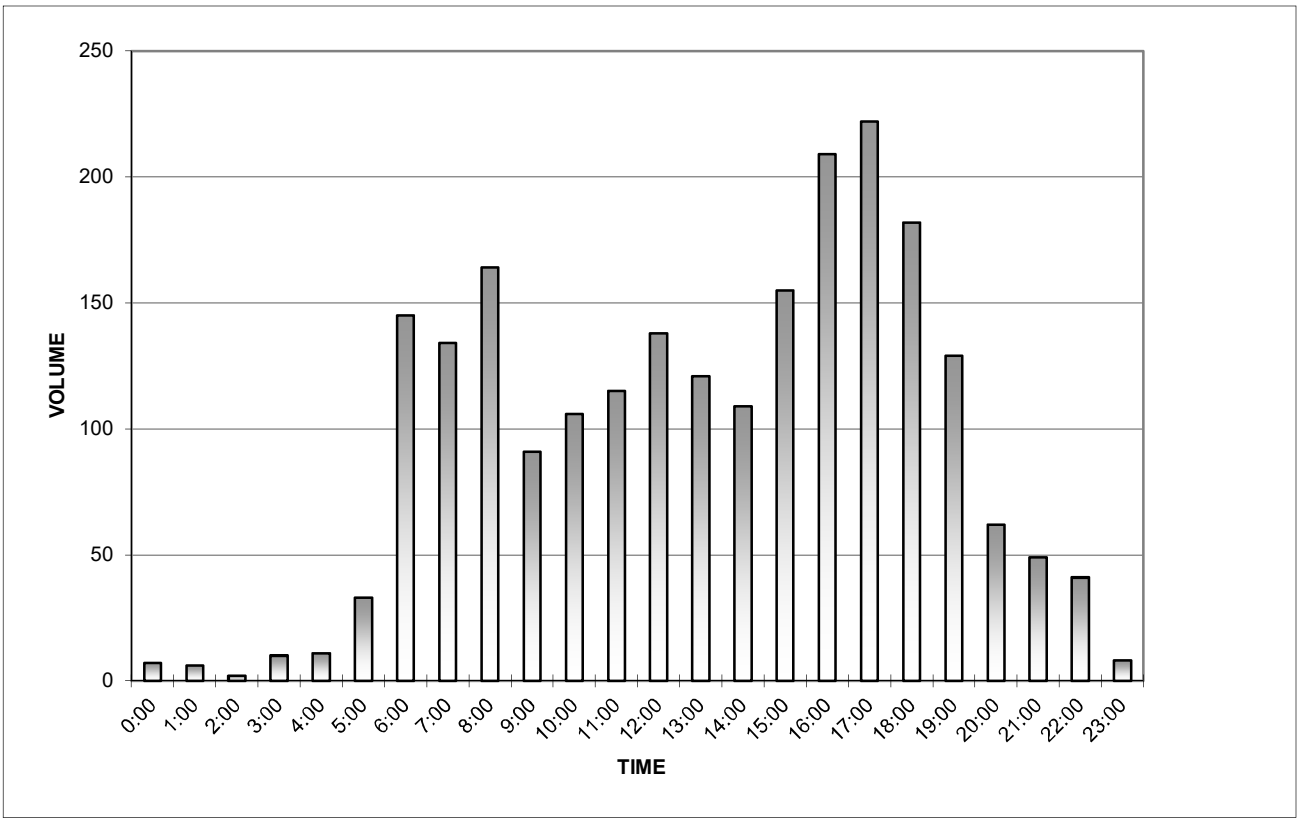


Westbound FM 149 West Access Rd north of FM 148

Date Began:
3/27/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	5	2	0	0	7
1:00	0	1	3	2	6
2:00	0	1	0	1	2
3:00	1	3	1	5	10
4:00	0	3	3	5	11
5:00	5	12	4	12	33
6:00	19	38	44	44	145
7:00	29	42	27	36	134
8:00	42	44	36	42	164
9:00	25	18	23	25	91
10:00	20	23	32	31	106
11:00	26	34	26	29	115
12:00	44	26	44	24	138
13:00	22	32	22	45	121
14:00	31	24	28	26	109
15:00	36	31	42	46	155
16:00	42	54	57	56	209
17:00	51	74	53	44	222
18:00	56	40	44	42	182
19:00	24	50	31	24	129
20:00	12	16	18	16	62
21:00	15	14	14	6	49
22:00	16	9	7	9	41
23:00	0	3	2	3	8
				TOTAL:	2249

The A.M. peak hour from 8:00 to 9:00 is 164
The P.M. peak hour from 16:30 to 17:30 is 238

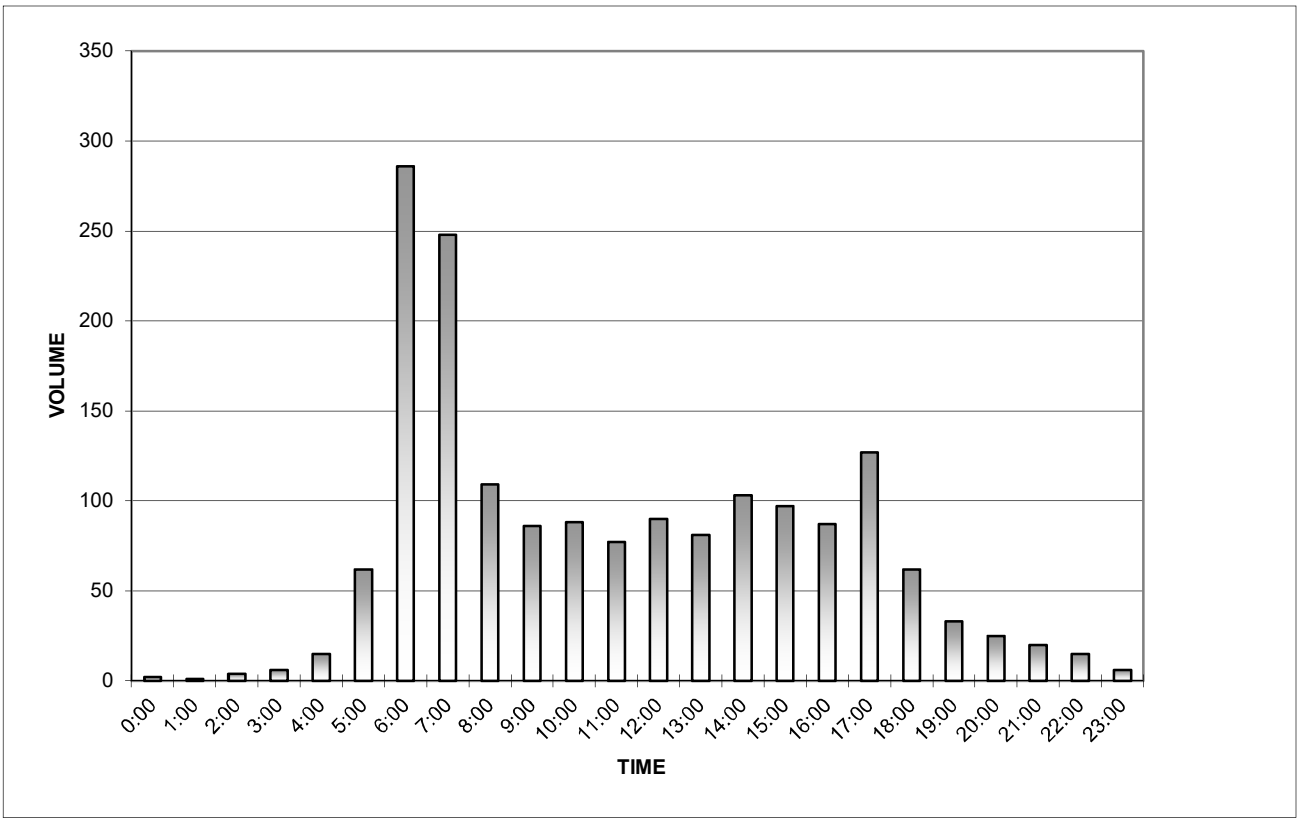


Westbound FM 149 West Access Rd south of FM 148

Date Began:
3/5/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	0	1	0	2
1:00	0	0	0	1	1
2:00	2	2	0	0	4
3:00	1	3	2	0	6
4:00	3	3	5	4	15
5:00	10	8	17	27	62
6:00	28	41	64	153	286
7:00	117	41	41	49	248
8:00	34	29	26	20	109
9:00	27	26	23	10	86
10:00	12	22	22	32	88
11:00	17	24	18	18	77
12:00	20	19	27	24	90
13:00	19	26	23	13	81
14:00	22	36	17	28	103
15:00	20	23	23	31	97
16:00	16	23	27	21	87
17:00	24	39	32	32	127
18:00	17	19	12	14	62
19:00	9	13	4	7	33
20:00	6	5	5	9	25
21:00	5	3	8	4	20
22:00	3	8	3	1	15
23:00	2	2	1	1	6
				TOTAL:	1730

The A.M. peak hour from 6:30 to 7:30 is 375
The P.M. peak hour from 17:00 to 18:00 is 127



Westbound FM 1488 east of FM 149

March 25, 2019

Mechanical Vehicle Classification

	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
0:00	9	0	4	3	0	1	0	0	0	1	0	0	0	0
0:15	7	0	3	1	0	3	0	0	0	0	0	0	0	0
0:30	5	0	1	2	0	0	0	0	0	2	0	0	0	0
0:45	11	0	4	3	0	3	0	0	1	0	0	0	0	0
Hr Total	**32**	**0**	**12**	**9**	**0**	**7**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**
1:00	6	0	2	3	0	0	0	0	0	1	0	0	0	0
1:15	5	0	2	3	0	0	0	0	0	0	0	0	0	0
1:30	5	0	3	2	0	0	0	0	0	0	0	0	0	0
1:45	5	0	3	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**21**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
2:00	7	0	1	4	0	2	0	0	0	0	0	0	0	0
2:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:30	6	0	2	1	0	3	0	0	0	0	0	0	0	0
2:45	11	0	4	5	0	2	0	0	0	0	0	0	0	0
Hr Total	**26**	**0**	**7**	**12**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00	2	0	1	0	0	1	0	0	0	0	0	0	0	0
3:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:30	3	0	1	2	0	0	0	0	0	0	0	0	0	0
3:45	6	0	3	0	1	1	0	0	1	0	0	0	0	0
Hr Total	**12**	**0**	**5**	**3**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
4:00	12	0	4	2	0	5	1	0	0	0	0	0	0	0
4:15	10	0	3	2	0	4	0	0	0	1	0	0	0	0
4:30	13	0	7	4	0	2	0	0	0	0	0	0	0	0
4:45	15	0	4	3	1	7	0	0	0	0	0	0	0	0
Hr Total	**50**	**0**	**18**	**11**	**1**	**18**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
5:00	17	0	4	5	1	7	0	0	0	0	0	0	0	0
5:15	31	0	8	11	0	12	0	0	0	0	0	0	0	0
5:30	50	0	18	11	1	18	0	0	0	2	0	0	0	0
5:45	61	0	27	14	2	16	0	0	2	0	0	0	0	0
Hr Total	**159**	**0**	**57**	**41**	**4**	**53**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**
6:00	58	0	20	16	1	17	0	0	3	0	0	0	1	0
6:15	113	1	49	27	1	28	1	0	5	1	0	0	0	0
6:30	148	0	64	42	2	26	0	0	14	0	0	0	0	0
6:45	250	0	106	70	1	51	1	0	16	1	3	1	0	0
Hr Total	**569**	**1**	**239**	**155**	**5**	**122**	**2**	**0**	**38**	**2**	**3**	**1**	**1**	**0**
7:00	131	1	52	32	2	31	0	0	11	2	0	0	0	0
7:15	106	0	33	33	0	32	2	0	6	0	0	0	0	0
7:30	148	1	54	34	0	40	5	0	11	2	0	1	0	0
7:45	135	2	41	35	3	40	5	0	9	0	0	0	0	0
Hr Total	**520**	**4**	**180**	**134**	**5**	**143**	**12**	**0**	**37**	**4**	**0**	**1**	**0**	**0**
8:00	121	1	36	33	2	38	2	0	8	0	0	0	1	0
8:15	125	0	36	46	5	25	4	0	4	4	0	0	1	0
8:30	132	1	44	44	0	32	5	0	4	0	1	0	1	0
8:45	109	0	33	37	3	22	1	0	12	1	0	0	0	0
Hr Total	**487**	**2**	**149**	**160**	**10**	**117**	**12**	**0**	**28**	**5**	**1**	**0**	**3**	**0**
9:00	135	0	50	41	5	26	3	0	7	1	0	1	0	1
9:15	141	0	40	52	1	31	2	0	10	4	0	0	0	1
9:30	135	0	43	34	5	32	5	0	15	0	1	0	0	0
9:45	109	1	34	43	1	18	2	0	6	3	0	0	0	1
Hr Total	**520**	**1**	**167**	**170**	**12**	**107**	**12**	**0**	**38**	**8**	**1**	**1**	**0**	**3**
10:00	107	0	35	38	1	22	0	1	10	0	0	0	0	0
10:15	111	0	34	37	1	30	0	0	7	1	0	0	0	1
10:30	109	1	39	31	1	27	1	0	6	3	0	0	0	0
10:45	103	0	32	27	0	36	0	0	5	3	0	0	0	0
Hr Total	**430**	**1**	**140**	**133**	**3**	**115**	**1**	**1**	**28**	**7**	**0**	**0**	**0**	**1**

Westbound FM 1488 east of FM 149

March 25, 2019

Mechanical Vehicle Classification

	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
11:00	111	0	30	36	3	26	4	1	10	1	0	0	0	0
11:15	101	2	25	30	3	28	1	0	12	0	0	0	0	0
11:30	110	0	32	40	1	29	1	0	6	1	0	0	0	0
11:45	118	1	37	34	0	35	1	0	9	0	1	0	0	0
Hr Total	**440**	**3**	**124**	**140**	**7**	**118**	**7**	**1**	**37**	**2**	**1**	**0**	**0**	**0**
12:00	127	0	39	32	3	42	1	0	8	2	0	0	0	0
12:15	120	0	43	32	3	33	1	0	7	1	0	0	0	0
12:30	119	0	43	37	1	28	1	0	8	1	0	0	0	0
12:45	102	0	33	29	1	29	0	0	9	0	1	0	0	0
Hr Total	**468**	**0**	**158**	**130**	**8**	**132**	**3**	**0**	**32**	**4**	**1**	**0**	**0**	**0**
13:00	140	1	43	45	0	38	0	1	8	3	0	1	0	0
13:15	143	0	49	50	0	30	0	0	12	0	1	0	1	0
13:30	124	0	37	40	4	35	0	0	8	0	0	0	0	0
13:45	145	1	53	43	3	34	1	0	6	4	0	0	0	0
Hr Total	**552**	**2**	**182**	**178**	**7**	**137**	**1**	**1**	**34**	**7**	**1**	**1**	**1**	**0**
14:00	146	0	52	55	2	32	0	0	5	0	0	0	0	0
14:15	119	1	27	42	0	32	1	0	9	5	1	0	1	0
14:30	159	0	61	56	3	30	0	0	7	1	1	0	0	0
14:45	153	0	47	55	1	35	2	0	9	2	1	1	0	0
Hr Total	**577**	**1**	**187**	**208**	**6**	**129**	**3**	**0**	**30**	**8**	**3**	**1**	**1**	**0**
15:00	159	1	44	53	2	46	0	1	10	0	1	1	0	0
15:15	159	1	55	58	0	28	1	0	14	2	0	0	0	0
15:30	133	0	40	39	1	38	1	0	10	3	0	1	0	0
15:45	162	1	48	51	3	39	1	1	14	0	2	1	1	0
Hr Total	**613**	**3**	**187**	**201**	**6**	**151**	**3**	**2**	**48**	**5**	**3**	**3**	**1**	**0**
16:00	189	2	70	50	4	46	0	1	12	1	2	0	1	0
16:15	169	1	54	55	2	42	0	0	12	2	1	0	0	0
16:30	181	0	60	56	0	44	0	1	18	1	1	0	0	0
16:45	179	1	65	61	2	39	0	1	7	1	1	1	0	0
Hr Total	**718**	**4**	**249**	**222**	**8**	**171**	**0**	**3**	**49**	**5**	**5**	**1**	**1**	**0**
17:00	198	2	63	65	1	49	0	0	15	1	1	0	0	1
17:15	212	0	76	62	0	58	1	0	13	0	0	1	1	0
17:30	212	1	73	68	1	50	0	1	15	0	2	1	0	0
17:45	189	3	57	56	1	53	2	0	17	0	0	0	0	0
Hr Total	**811**	**6**	**269**	**251**	**3**	**210**	**3**	**1**	**60**	**1**	**3**	**2**	**1**	**1**
18:00	171	0	64	56	0	40	1	0	6	1	2	0	1	0
18:15	187	0	64	60	0	42	0	0	16	2	3	0	0	0
18:30	166	0	61	44	0	48	0	0	11	0	0	1	0	1
18:45	156	0	60	48	2	36	0	0	8	1	1	0	0	0
Hr Total	**680**	**0**	**249**	**208**	**2**	**166**	**1**	**0**	**41**	**4**	**6**	**1**	**1**	**1**
19:00	127	2	48	31	0	39	0	0	7	0	0	0	0	0
19:15	117	1	42	34	1	36	0	0	2	0	0	0	1	0
19:30	102	2	39	35	0	21	0	0	4	0	1	0	0	0
19:45	75	0	33	21	0	18	0	0	3	0	0	0	0	0
Hr Total	**421**	**5**	**162**	**121**	**1**	**114**	**0**	**0**	**16**	**0**	**1**	**0**	**1**	**0**
20:00	97	1	34	32	0	24	1	0	5	0	0	0	0	0
20:15	79	0	29	27	0	20	0	0	3	0	0	0	0	0
20:30	91	1	25	30	0	27	1	0	7	0	0	0	0	0
20:45	94	0	40	34	0	17	0	0	3	0	0	0	0	0
Hr Total	**361**	**2**	**128**	**123**	**0**	**88**	**2**	**0**	**18**	**0**	**0**	**0**	**0**	**0**
21:00	93	0	34	22	1	33	0	0	2	1	0	0	0	0
21:15	110	0	44	35	0	26	0	0	5	0	0	0	0	0
21:30	65	0	27	23	0	14	0	0	1	0	0	0	0	0
21:45	61	0	25	20	0	13	0	0	2	1	0	0	0	0
Hr Total	**329**	**0**	**130**	**100**	**1**	**86**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**0**

Westbound FM 1488 east of FM 149

March 25, 2019

Mechanical Vehicle Classification

	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
22:00	58	0	25	17	0	14	0	0	2	0	0	0	0	0
22:15	48	0	21	16	0	9	0	0	2	0	0	0	0	0
22:30	35	0	15	15	0	5	0	0	0	0	0	0	0	0
22:45	33	1	18	6	0	8	0	0	0	0	0	0	0	0
Hr Total	**174**	**1**	**79**	**54**	**0**	**36**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
23:00	28	1	12	7	0	6	0	0	1	1	0	0	0	0
23:15	24	0	11	4	0	9	0	0	0	0	0	0	0	0
23:30	16	0	6	3	0	4	0	0	0	3	0	0	0	0
23:45	22	0	12	5	0	5	0	0	0	0	0	0	0	0
Hr Total	**90**	**1**	**41**	**19**	**0**	**24**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**
Gr. Total	9060	37	3129	2793	90	2253	63	9	553	75	29	12	11	6
% of Total	100.0%	0.4%	34.5%	30.8%	1.0%	24.9%	0.7%	0.1%	6.1%	0.8%	0.3%	0.1%	0.1%	0.1%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
	WESTBOUND													

WB FM 1488 east of FM 149
March 05, 2019
Mechanical Vehicle Classification

	WESTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
0:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0:15	10	0	5	3	0	1	0	0	1	0	0	0	0	0
0:30	11	0	4	7	0	0	0	0	0	0	0	0	0	0
0:45	7	0	4	1	0	1	0	0	0	1	0	0	0	0
Hr Total	**32**	**0**	**16**	**12**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
1:00	2	0	1	0	0	0	0	0	0	1	0	0	0	0
1:15	4	0	3	0	0	1	0	0	0	0	0	0	0	0
1:30	3	0	2	0	0	0	0	0	0	1	0	0	0	0
1:45	4	0	2	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**13**	**0**	**8**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
2:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0
2:15	4	0	2	1	0	1	0	0	0	0	0	0	0	0
2:30	8	0	5	3	0	0	0	0	0	0	0	0	0	0
2:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hr Total	**16**	**0**	**8**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00	2	0	1	0	0	0	0	0	0	1	0	0	0	0
3:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:30	3	0	2	1	0	0	0	0	0	0	0	0	0	0
3:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**9**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
4:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
4:15	13	0	11	2	0	0	0	0	0	0	0	0	0	0
4:30	19	0	12	5	0	1	0	0	0	1	0	0	0	0
4:45	18	0	9	8	0	1	0	0	0	0	0	0	0	0
Hr Total	**60**	**0**	**40**	**17**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
5:00	19	0	12	5	0	2	0	0	0	0	0	0	0	0
5:15	24	0	19	4	0	0	0	1	0	0	0	0	0	0
5:30	40	0	19	14	1	4	0	0	1	1	0	0	0	0
5:45	57	0	37	14	1	0	2	0	1	2	0	0	0	0
Hr Total	**140**	**0**	**87**	**37**	**2**	**6**	**2**	**1**	**2**	**3**	**0**	**0**	**0**	**0**
6:00	84	0	49	28	0	5	0	0	1	1	0	0	0	0
6:15	119	0	86	29	1	1	0	0	1	1	0	0	0	0
6:30	147	0	100	39	1	3	0	0	4	0	0	0	0	0
6:45	230	3	162	60	1	1	1	0	0	0	0	1	0	1
Hr Total	**580**	**3**	**397**	**156**	**3**	**10**	**1**	**0**	**6**	**2**	**0**	**1**	**0**	**1**
7:00	169	5	109	45	2	4	2	0	0	1	1	0	0	0
7:15	118	0	75	37	0	6	0	0	0	0	0	0	0	0
7:30	133	2	89	29	1	6	2	2	1	1	0	0	0	0
7:45	131	2	81	39	0	3	3	0	3	0	0	0	0	0
Hr Total	**551**	**9**	**354**	**150**	**3**	**19**	**7**	**2**	**4**	**2**	**1**	**0**	**0**	**0**
8:00	102	0	64	35	0	1	0	0	0	1	0	0	1	0
8:15	114	1	78	26	1	3	2	1	1	1	0	0	0	0
8:30	119	0	75	31	0	5	1	1	3	2	0	0	0	1
8:45	101	0	73	23	0	1	0	0	1	2	0	0	0	1
Hr Total	**436**	**1**	**290**	**115**	**1**	**10**	**3**	**2**	**5**	**6**	**0**	**0**	**1**	**2**
9:00	114	0	78	27	1	2	0	0	2	2	0	1	0	1
9:15	100	2	62	30	0	4	1	0	1	0	0	0	0	0
9:30	99	0	63	26	1	4	1	0	1	2	0	0	0	1
9:45	101	0	59	34	0	2	3	0	1	2	0	0	0	0
Hr Total	**414**	**2**	**262**	**117**	**2**	**12**	**5**	**0**	**5**	**6**	**0**	**1**	**0**	**2**
10:00	78	0	43	30	0	5	0	0	0	0	0	0	0	0
10:15	93	2	66	19	0	2	2	0	0	1	0	1	0	0
10:30	99	0	65	25	0	3	2	0	3	1	0	0	0	0
10:45	94	1	63	23	0	4	0	0	3	0	0	0	0	0
Hr Total	**364**	**3**	**237**	**97**	**0**	**14**	**4**	**0**	**6**	**2**	**0**	**1**	**0**	**0**
11:00	93	0	55	31	0	3	1	0	1	2	0	0	0	0
11:15	109	0	64	27	1	7	3	1	2	4	0	0	0	0
11:30	109	0	72	30	1	1	3	0	0	1	0	1	0	0
11:45	148	5	91	38	0	4	3	1	4	2	0	0	0	0
Hr Total	**459**	**5**	**282**	**126**	**2**	**15**	**10**	**2**	**7**	**9**	**0**	**1**	**0**	**0**

WB FM 1488 east of FM 149
March 05, 2019
Mechanical Vehicle Classification

	WESTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
12:00	121	0	79	30	0	2	4	0	4	1	0	0	0	1
12:15	105	1	67	30	0	2	0	0	2	3	0	0	0	0
12:30	124	2	76	34	0	3	2	0	5	1	0	0	0	1
12:45	116	1	68	35	0	5	3	0	3	1	0	0	0	0
Hr Total	**466**	**4**	**290**	**129**	**0**	**12**	**9**	**0**	**14**	**6**	**0**	**0**	**0**	**2**
13:00	125	0	79	39	0	2	4	0	0	1	0	0	0	0
13:15	127	0	79	36	0	5	1	0	1	4	0	1	0	0
13:30	113	3	75	27	0	3	2	0	1	1	0	0	0	1
13:45	131	0	96	24	1	6	0	0	3	0	1	0	0	0
Hr Total	**496**	**3**	**329**	**126**	**1**	**16**	**7**	**0**	**5**	**6**	**1**	**1**	**0**	**1**
14:00	114	0	78	31	0	1	2	0	1	1	0	0	0	0
14:15	131	1	86	33	1	5	2	0	2	0	1	0	0	0
14:30	145	0	96	39	1	5	3	0	0	0	0	0	1	0
14:45	132	0	84	37	0	4	2	1	3	1	0	0	0	0
Hr Total	**522**	**1**	**344**	**140**	**2**	**15**	**9**	**1**	**6**	**2**	**1**	**0**	**1**	**0**
15:00	153	2	101	38	2	3	3	0	2	1	0	0	1	0
15:15	150	2	103	38	1	3	1	1	1	0	0	0	0	0
15:30	170	0	126	36	0	3	2	0	2	0	1	0	0	0
15:45	181	0	128	37	1	9	2	0	1	1	2	0	0	0
Hr Total	**654**	**4**	**458**	**149**	**4**	**18**	**8**	**1**	**6**	**2**	**3**	**0**	**1**	**0**
16:00	174	2	120	40	1	7	2	0	1	1	0	0	0	0
16:15	194	2	130	48	0	6	4	0	3	1	0	0	0	0
16:30	206	1	132	60	0	5	2	0	4	1	1	0	0	0
16:45	196	3	126	49	2	7	4	0	4	1	0	0	0	0
Hr Total	**770**	**8**	**508**	**197**	**3**	**25**	**12**	**0**	**12**	**4**	**1**	**0**	**0**	**0**
17:00	183	2	119	43	0	11	2	0	4	1	0	1	0	0
17:15	221	2	160	54	0	2	1	0	2	0	0	0	0	0
17:30	204	3	139	55	0	3	1	0	2	0	0	0	1	0
17:45	215	1	160	45	0	6	0	0	1	0	1	1	0	0
Hr Total	**823**	**8**	**578**	**197**	**0**	**22**	**4**	**0**	**9**	**1**	**1**	**2**	**1**	**0**
18:00	215	6	150	49	0	8	0	1	0	0	0	0	1	0
18:15	172	0	120	46	0	3	1	0	1	0	0	0	1	0
18:30	172	1	127	40	0	3	1	0	0	0	0	0	0	0
18:45	145	3	90	47	0	1	1	0	3	0	0	0	0	0
Hr Total	**704**	**10**	**487**	**182**	**0**	**15**	**3**	**1**	**4**	**0**	**0**	**0**	**2**	**0**
19:00	132	0	90	34	0	2	1	0	4	1	0	0	0	0
19:15	111	0	76	29	0	2	1	0	3	0	0	0	0	0
19:30	117	0	83	28	0	3	1	0	1	1	0	0	0	0
19:45	81	0	55	22	0	2	0	0	2	0	0	0	0	0
Hr Total	**441**	**0**	**304**	**113**	**0**	**9**	**3**	**0**	**10**	**2**	**0**	**0**	**0**	**0**
20:00	78	0	56	19	0	3	0	0	0	0	0	0	0	0
20:15	102	0	67	32	0	2	0	0	1	0	0	0	0	0
20:30	82	2	52	22	0	5	0	0	0	1	0	0	0	0
20:45	66	1	48	14	0	2	0	0	1	0	0	0	0	0
Hr Total	**328**	**3**	**223**	**87**	**0**	**12**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
21:00	64	0	53	9	0	1	0	0	0	0	1	0	0	0
21:15	55	0	31	22	0	2	0	0	0	0	0	0	0	0
21:30	67	0	51	15	0	1	0	0	0	0	0	0	0	0
21:45	47	0	33	14	0	0	0	0	0	0	0	0	0	0
Hr Total	**233**	**0**	**168**	**60**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
22:00	26	0	19	6	0	0	1	0	0	0	0	0	0	0
22:15	29	0	21	8	0	0	0	0	0	0	0	0	0	0
22:30	28	0	20	7	0	1	0	0	0	0	0	0	0	0
22:45	17	0	9	3	0	3	1	0	1	0	0	0	0	0
Hr Total	**100**	**0**	**69**	**24**	**0**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
23:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0
23:15	14	0	13	1	0	0	0	0	0	0	0	0	0	0
23:30	17	0	13	4	0	0	0	0	0	0	0	0	0	0
23:45	6	0	4	1	0	1	0	0	0	0	0	0	0	0

WB FM 1488 east of FM 149
March 05, 2019
Mechanical Vehicle Classification

	WESTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
Hr Total	**61**	**0**	**52**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Gr. Total	8672	64	5798	2248	23	246	89	10	105	59	9	7	6	8
% of Total	100.0%	0.7%	66.9%	25.9%	0.3%	2.8%	1.0%	0.1%	1.2%	0.7%	0.1%	0.1%	0.1%	0.1%
	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
	WESTBOUND													

WB FM 1488 east of Spur 149 Rd
March 05, 2019
Mechanical Vehicle Classification

	WESTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
0:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0:15	12	0	9	2	0	0	0	0	1	0	0	0	0	0
0:30	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0:45	7	0	6	0	0	0	0	0	0	1	0	0	0	0
Hr Total	**37**	**0**	**30**	**5**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
1:00	2	0	1	0	0	0	0	0	0	1	0	0	0	0
1:15	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1:30	3	0	2	0	0	0	0	0	0	1	0	0	0	0
1:45	4	0	4	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**12**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
2:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
2:15	5	0	4	0	0	1	0	0	0	0	0	0	0	0
2:30	9	0	9	0	0	0	0	0	0	0	0	0	0	0
2:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hr Total	**20**	**0**	**18**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00	2	0	1	0	0	0	0	0	0	1	0	0	0	0
3:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3:45	5	0	5	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**11**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
4:00	13	0	11	1	0	0	0	0	0	1	0	0	0	0
4:15	11	0	11	0	0	0	0	0	0	0	0	0	0	0
4:30	27	0	23	2	0	1	0	0	0	1	0	0	0	0
4:45	24	0	21	3	0	0	0	0	0	0	0	0	0	0
Hr Total	**75**	**0**	**66**	**6**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
5:00	39	0	35	3	0	1	0	0	0	0	0	0	0	0
5:15	43	0	37	5	0	0	0	1	0	0	0	0	0	0
5:30	63	3	48	10	0	1	0	0	0	1	0	0	0	0
5:45	89	0	80	5	0	1	2	0	0	1	0	0	0	0
Hr Total	**234**	**3**	**200**	**23**	**0**	**3**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**0**
6:00	122	0	102	18	0	1	0	0	0	1	0	0	0	0
6:15	248	0	220	18	0	6	1	0	1	2	0	0	0	0
6:30	368	8	329	19	0	8	2	0	1	1	0	0	0	0
6:45	323	9	284	22	1	1	2	0	2	2	0	0	0	0
Hr Total	**1061**	**17**	**935**	**77**	**1**	**16**	**5**	**0**	**4**	**6**	**0**	**0**	**0**	**0**
7:00	189	5	162	15	2	2	2	0	0	1	0	0	0	0
7:15	163	1	139	15	0	3	3	0	2	0	0	0	0	0
7:30	179	6	147	18	1	1	2	2	0	1	0	0	1	0
7:45	173	2	151	15	0	0	5	0	0	0	0	0	0	0
Hr Total	**704**	**14**	**599**	**63**	**3**	**6**	**12**	**2**	**2**	**2**	**0**	**0**	**1**	**0**
8:00	134	0	117	14	0	1	0	1	0	1	0	0	0	0
8:15	159	0	140	12	0	4	2	0	0	1	0	0	0	0
8:30	144	1	118	14	0	3	1	0	2	4	1	0	0	0
8:45	128	0	110	11	0	1	2	0	0	2	0	0	0	2
Hr Total	**565**	**1**	**485**	**51**	**0**	**9**	**5**	**1**	**2**	**8**	**1**	**0**	**0**	**2**
9:00	142	0	114	21	0	1	2	0	1	2	1	0	0	0
9:15	128	2	103	19	0	2	2	0	0	0	0	0	0	0
9:30	126	1	111	11	0	0	1	0	0	1	0	1	0	0
9:45	127	0	102	19	0	0	3	0	0	2	1	0	0	0
Hr Total	**523**	**3**	**430**	**70**	**0**	**3**	**8**	**0**	**1**	**5**	**2**	**1**	**0**	**0**
10:00	102	0	78	21	0	1	0	0	0	1	0	0	1	0
10:15	111	0	91	15	0	1	3	0	0	1	0	0	0	0
10:30	124	1	99	17	0	3	3	0	0	1	0	0	0	0
10:45	117	1	101	8	0	2	2	0	1	2	0	0	0	0
Hr Total	**454**	**2**	**369**	**61**	**0**	**7**	**8**	**0**	**1**	**5**	**0**	**0**	**1**	**0**
11:00	123	0	105	13	0	1	2	0	0	1	0	1	0	0
11:15	137	1	104	15	0	5	6	1	1	4	0	0	0	0
11:30	147	2	117	18	0	4	4	1	1	0	0	0	0	0
11:45	148	0	124	13	0	3	3	0	3	2	0	0	0	0
Hr Total	**555**	**3**	**450**	**59**	**0**	**13**	**15**	**2**	**5**	**7**	**0**	**1**	**0**	**0**

WB FM 1488 east of Spur 149 Rd
March 05, 2019
Mechanical Vehicle Classification

	WESTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
12:00	168	1	140	18	0	1	5	0	2	1	0	0	0	0
12:15	123	0	115	4	0	2	0	0	1	1	0	0	0	0
12:30	146	5	129	6	1	0	2	0	2	1	0	0	0	0
12:45	155	1	125	20	0	1	5	0	2	0	0	0	1	0
Hr Total	**592**	**7**	**509**	**48**	**1**	**4**	**12**	**0**	**7**	**3**	**0**	**0**	**1**	**0**
13:00	141	4	121	8	0	2	4	0	0	1	0	1	0	0
13:15	168	1	136	21	0	1	2	0	2	5	0	0	0	0
13:30	147	0	126	18	0	0	1	0	0	0	1	0	0	1
13:45	160	1	139	9	0	5	1	0	4	0	1	0	0	0
Hr Total	**616**	**6**	**522**	**56**	**0**	**8**	**8**	**0**	**6**	**6**	**2**	**1**	**0**	**1**
14:00	179	0	156	13	0	2	4	0	4	0	0	0	0	0
14:15	198	4	156	13	0	21	1	0	3	0	0	0	0	0
14:30	159	1	136	15	0	2	3	0	0	1	0	0	0	1
14:45	179	0	148	19	0	3	6	1	1	1	0	0	0	0
Hr Total	**715**	**5**	**596**	**60**	**0**	**28**	**14**	**1**	**8**	**2**	**0**	**0**	**0**	**1**
15:00	196	4	168	15	1	1	6	0	0	1	0	0	0	0
15:15	187	4	172	9	0	0	1	0	0	0	1	0	0	0
15:30	151	6	128	13	0	1	1	0	1	1	0	0	0	0
15:45	172	2	147	15	0	2	2	0	2	2	0	0	0	0
Hr Total	**706**	**16**	**615**	**52**	**1**	**4**	**10**	**0**	**3**	**4**	**1**	**0**	**0**	**0**
16:00	156	2	132	14	0	2	2	0	2	2	0	0	0	0
16:15	173	2	148	15	0	2	2	0	2	2	0	0	0	0
16:30	160	2	136	14	0	2	2	0	2	2	0	0	0	0
16:45	175	2	149	16	0	2	2	0	2	2	0	0	0	0
Hr Total	**664**	**8**	**565**	**59**	**0**	**8**	**8**	**0**	**8**	**8**	**0**	**0**	**0**	**0**
17:00	169	2	144	15	0	2	2	0	2	2	0	0	0	0
17:15	171	2	146	15	0	2	2	0	2	2	0	0	0	0
17:30	169	2	144	15	0	2	2	0	2	2	0	0	0	0
17:45	172	2	147	15	0	2	2	0	2	2	0	0	0	0
Hr Total	**681**	**8**	**581**	**60**	**0**	**8**	**8**	**0**	**8**	**8**	**0**	**0**	**0**	**0**
18:00	183	2	157	16	0	2	2	0	2	2	0	0	0	0
18:15	142	1	124	13	0	1	1	0	1	1	0	0	0	0
18:30	162	2	138	14	0	2	2	0	2	2	0	0	0	0
18:45	156	2	132	14	0	2	2	0	2	2	0	0	0	0
Hr Total	**643**	**7**	**551**	**57**	**0**	**7**	**7**	**0**	**7**	**7**	**0**	**0**	**0**	**0**
19:00	131	1	114	12	0	1	1	0	1	1	0	0	0	0
19:15	109	1	94	10	0	1	1	0	1	1	0	0	0	0
19:30	110	1	95	10	0	1	1	0	1	1	0	0	0	0
19:45	88	1	75	8	0	1	1	0	1	1	0	0	0	0
Hr Total	**438**	**4**	**378**	**40**	**0**	**4**	**4**	**0**	**4**	**4**	**0**	**0**	**0**	**0**
20:00	83	1	71	7	0	1	1	0	1	1	0	0	0	0
20:15	86	1	73	8	0	1	1	0	1	1	0	0	0	0
20:30	89	1	76	8	0	1	1	0	1	1	0	0	0	0
20:45	67	1	56	6	0	1	1	0	1	1	0	0	0	0
Hr Total	**325**	**4**	**276**	**29**	**0**	**4**	**4**	**0**	**4**	**4**	**0**	**0**	**0**	**0**
21:00	57	1	47	5	0	1	1	0	1	1	0	0	0	0
21:15	66	1	55	6	0	1	1	0	1	1	0	0	0	0
21:30	69	1	58	6	0	1	1	0	1	1	0	0	0	0
21:45	45	0	41	4	0	0	0	0	0	0	0	0	0	0
Hr Total	**237**	**3**	**201**	**21**	**0**	**3**	**3**	**0**	**3**	**3**	**0**	**0**	**0**	**0**
22:00	29	0	26	3	0	0	0	0	0	0	0	0	0	0
22:15	34	0	31	3	0	0	0	0	0	0	0	0	0	0
22:30	30	0	27	3	0	0	0	0	0	0	0	0	0	0
22:45	21	0	19	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**114**	**0**	**103**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
23:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0
23:15	15	0	14	1	0	0	0	0	0	0	0	0	0	0
23:30	22	0	20	2	0	0	0	0	0	0	0	0	0	0
23:45	10	0	9	1	0	0	0	0	0	0	0	0	0	0

WB FM 1488 east of Spur 149 Rd
March 05, 2019
Mechanical Vehicle Classification

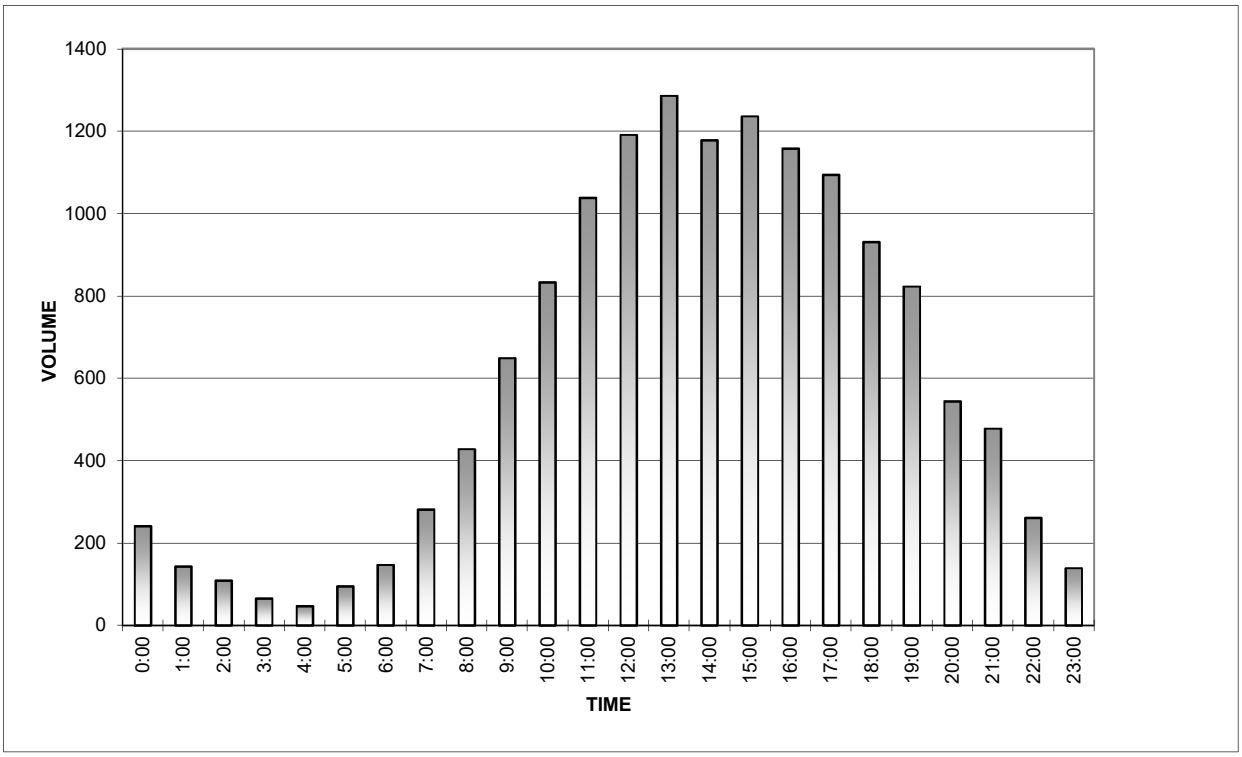
	WESTBOUND													
Time	Total	Bikes	Cars & Trailers	2 Axle, Long	Buses	2 Axle, 6 Tire	3 Axle, Single	4 Axle, Single	<5 Axle, Double	5 Axle, Double	>6 Axle, Double	<6 Axle, Multi	6 Axle, Multi	>6 Axle, Multi
Hr Total	**71**	**0**	**65**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Gr. Total	10053	111	8562	916	6	138	133	7	74	90	6	3	3	4
% of Total	100.0%	1.1%	85.2%	9.1%	0.1%	1.4%	1.3%	0.1%	0.7%	0.9%	0.1%	0.0%	0.0%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
	WESTBOUND													

Westbound FM 1488 east of FM 2978 (Day 1)

Date Began:
3/3/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	72	70	53	46	241
1:00	34	41	42	26	143
2:00	40	29	18	22	109
3:00	17	10	16	22	65
4:00	7	10	14	16	47
5:00	16	22	29	28	95
6:00	26	38	25	58	147
7:00	56	66	80	79	281
8:00	88	92	114	134	428
9:00	129	152	140	228	649
10:00	215	188	206	224	833
11:00	226	248	274	290	1038
12:00	272	314	311	294	1191
13:00	306	318	344	318	1286
14:00	306	271	310	291	1178
15:00	298	332	304	302	1236
16:00	294	290	286	288	1158
17:00	256	277	304	257	1094
18:00	253	232	229	217	931
19:00	208	219	194	202	823
20:00	136	161	120	127	544
21:00	152	120	124	82	478
22:00	72	64	74	51	261
23:00	40	33	38	28	139
				TOTAL:	14395

The A.M. peak hour from 9:15 to 10:15 is 735
The P.M. peak hour from 15:00 to 16:00 is 1236

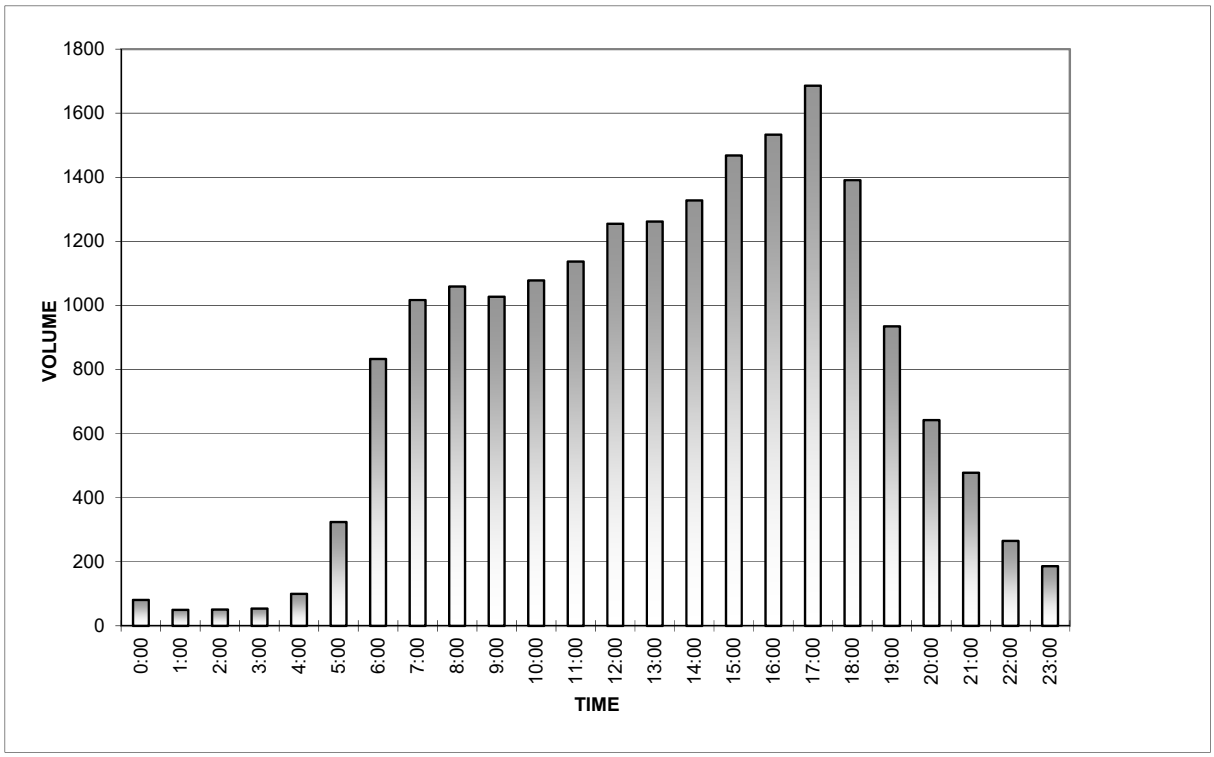


Westbound FM 1488 east of FM 2978 (Day 2)

Date Began:
3/4/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	23	32	12	14	81
1:00	15	10	13	12	50
2:00	14	10	11	16	51
3:00	12	10	19	13	54
4:00	14	22	32	32	100
5:00	42	70	100	112	324
6:00	144	215	248	226	833
7:00	210	241	264	302	1017
8:00	259	284	268	248	1059
9:00	233	280	250	264	1027
10:00	264	292	264	258	1078
11:00	262	283	274	318	1137
12:00	312	304	329	310	1255
13:00	314	336	298	314	1262
14:00	336	312	328	352	1328
15:00	354	384	380	350	1468
16:00	378	383	384	388	1533
17:00	400	444	424	418	1686
18:00	428	352	314	297	1391
19:00	285	244	210	196	935
20:00	176	188	146	132	642
21:00	146	126	112	94	478
22:00	68	70	61	66	265
23:00	56	55	44	31	186
				TOTAL:	19240

The A.M. peak hour from 7:45 to 8:45 is 1113
The P.M. peak hour from 17:15 to 18:15 is 1714

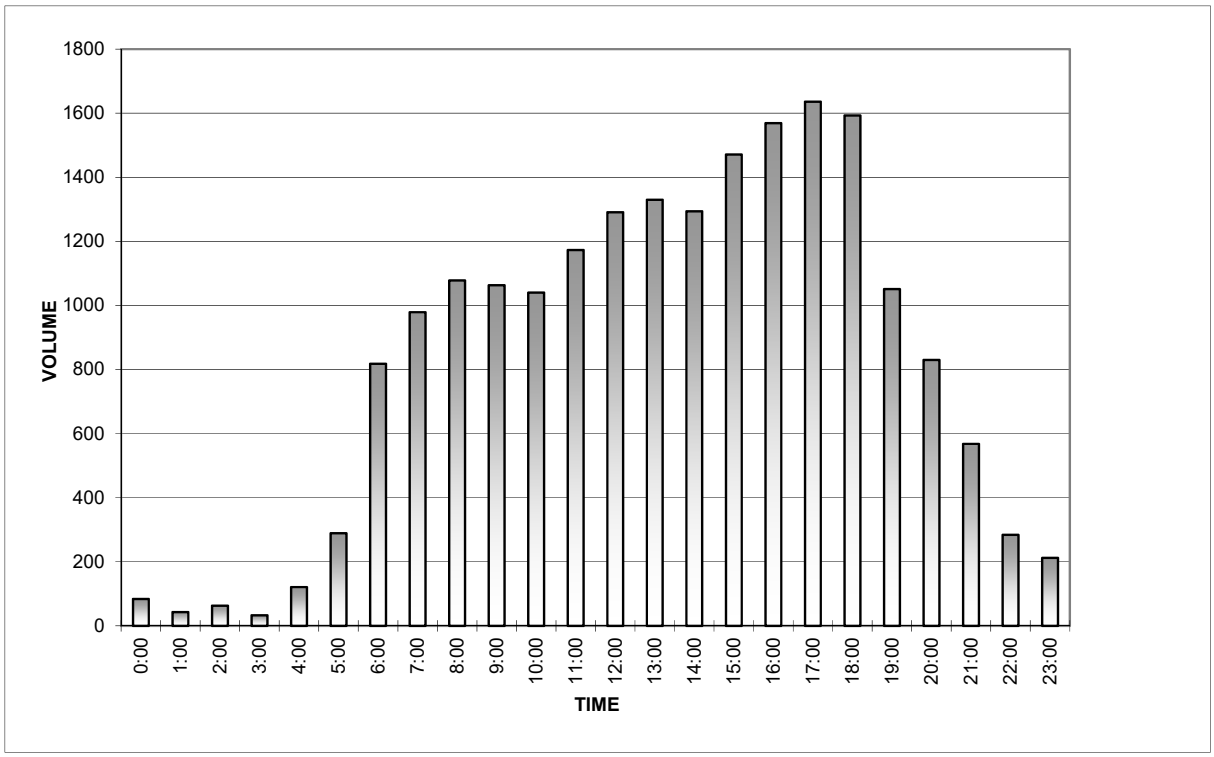


Westbound FM 1488 east of FM 2978 (Day 3)

Date Began:
3/5/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	30	22	17	15	84
1:00	14	15	6	8	43
2:00	13	20	15	15	63
3:00	4	9	4	16	33
4:00	22	24	32	43	121
5:00	38	62	91	98	289
6:00	128	214	246	230	818
7:00	217	266	250	246	979
8:00	244	284	310	240	1078
9:00	284	244	265	270	1063
10:00	226	272	280	262	1040
11:00	289	282	316	286	1173
12:00	337	324	298	332	1291
13:00	336	326	336	332	1330
14:00	316	313	330	335	1294
15:00	374	355	390	352	1471
16:00	370	386	423	390	1569
17:00	406	416	426	388	1636
18:00	420	392	398	383	1593
19:00	267	278	270	236	1051
20:00	240	248	170	172	830
21:00	172	160	122	114	568
22:00	95	74	66	49	284
23:00	62	77	40	33	212
				TOTAL:	19913

The A.M. peak hour from 8:15 to 9:15 is 1118
The P.M. peak hour from 17:15 to 18:15 is 1650

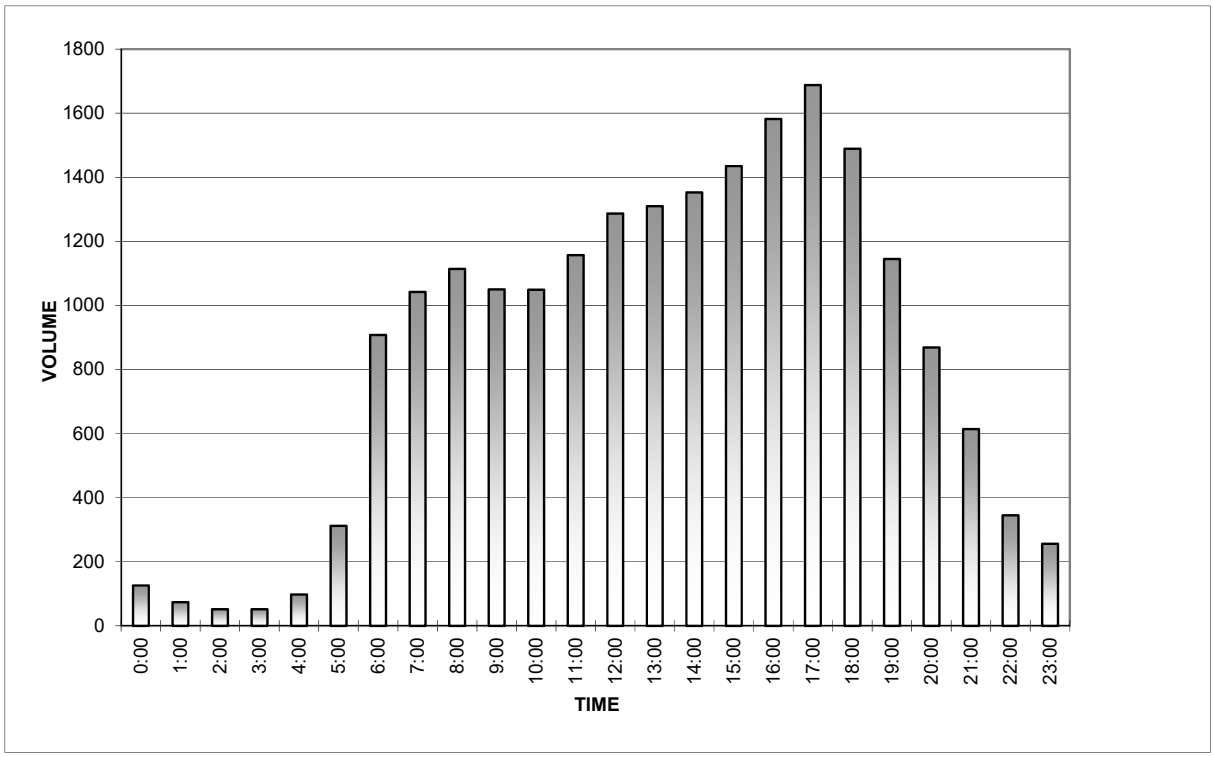


Westbound FM 1488 east of FM 2978 (Day 4)

Date Began:
3/6/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	42	30	24	30	126
1:00	14	20	20	20	74
2:00	14	13	9	16	52
3:00	12	16	12	12	52
4:00	14	22	30	32	98
5:00	28	80	108	96	312
6:00	162	214	270	262	908
7:00	228	270	256	288	1042
8:00	260	252	328	274	1114
9:00	250	282	208	310	1050
10:00	232	270	268	279	1049
11:00	276	290	279	312	1157
12:00	330	314	309	334	1287
13:00	348	340	308	314	1310
14:00	358	319	332	344	1353
15:00	362	356	364	353	1435
16:00	355	394	433	400	1582
17:00	404	398	446	440	1688
18:00	419	366	380	324	1489
19:00	322	294	256	273	1145
20:00	237	234	217	181	869
21:00	178	152	134	150	614
22:00	106	84	81	74	345
23:00	66	78	66	46	256
				TOTAL:	20407

The A.M. peak hour from 8:30 to 9:30 is 1134
The P.M. peak hour from 17:15 to 18:15 is 1703

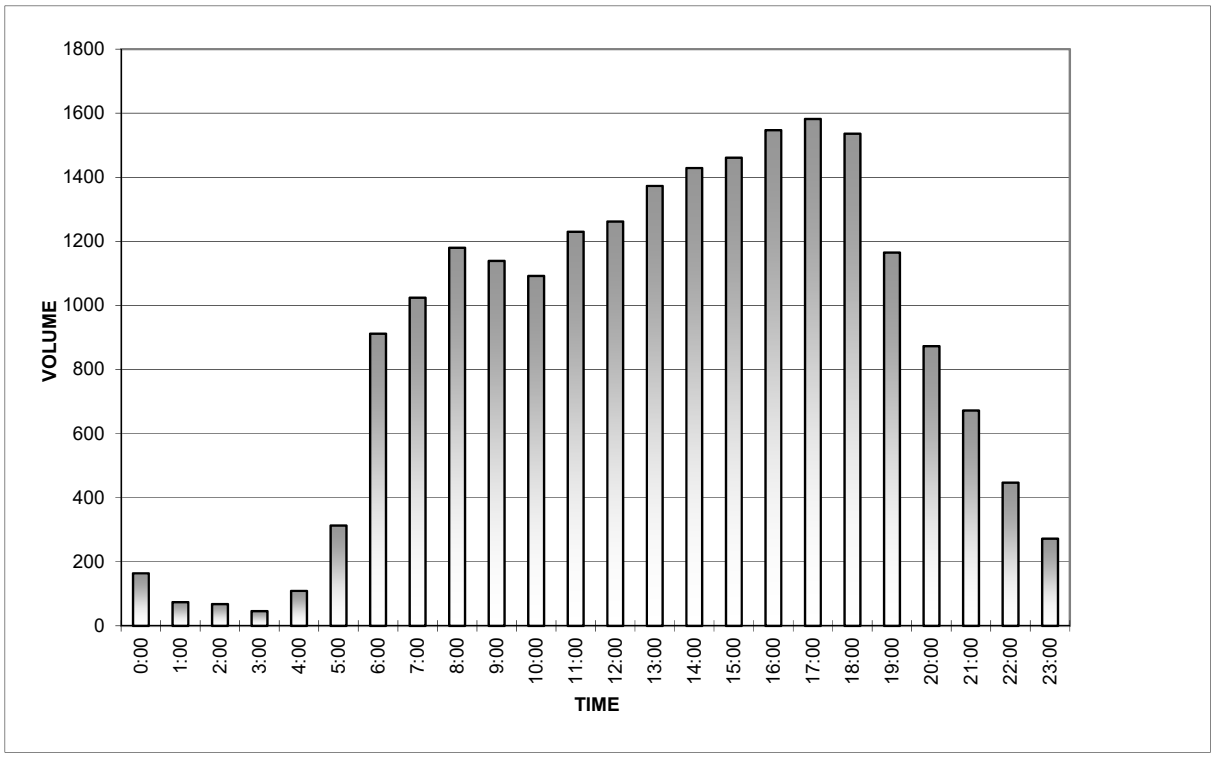


Westbound FM 1488 east of FM 2978 (Day 5)

Date Began:
3/7/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	50	42	30	42	164
1:00	22	18	16	18	74
2:00	19	13	18	18	68
3:00	6	14	12	14	46
4:00	19	24	30	36	109
5:00	36	65	101	111	313
6:00	164	240	262	246	912
7:00	208	284	268	264	1024
8:00	312	277	308	283	1180
9:00	270	286	269	314	1139
10:00	246	280	258	308	1092
11:00	316	294	312	308	1230
12:00	314	309	315	324	1262
13:00	376	334	339	324	1373
14:00	346	361	380	342	1429
15:00	344	360	359	398	1461
16:00	349	364	408	426	1547
17:00	402	408	422	350	1582
18:00	352	396	404	384	1536
19:00	292	305	272	296	1165
20:00	275	226	180	192	873
21:00	182	196	164	130	672
22:00	137	104	118	88	447
23:00	68	72	72	60	272
				TOTAL:	20970

The A.M. peak hour from 8:00 to 9:00 is 1180
The P.M. peak hour from 16:45 to 17:45 is 1658

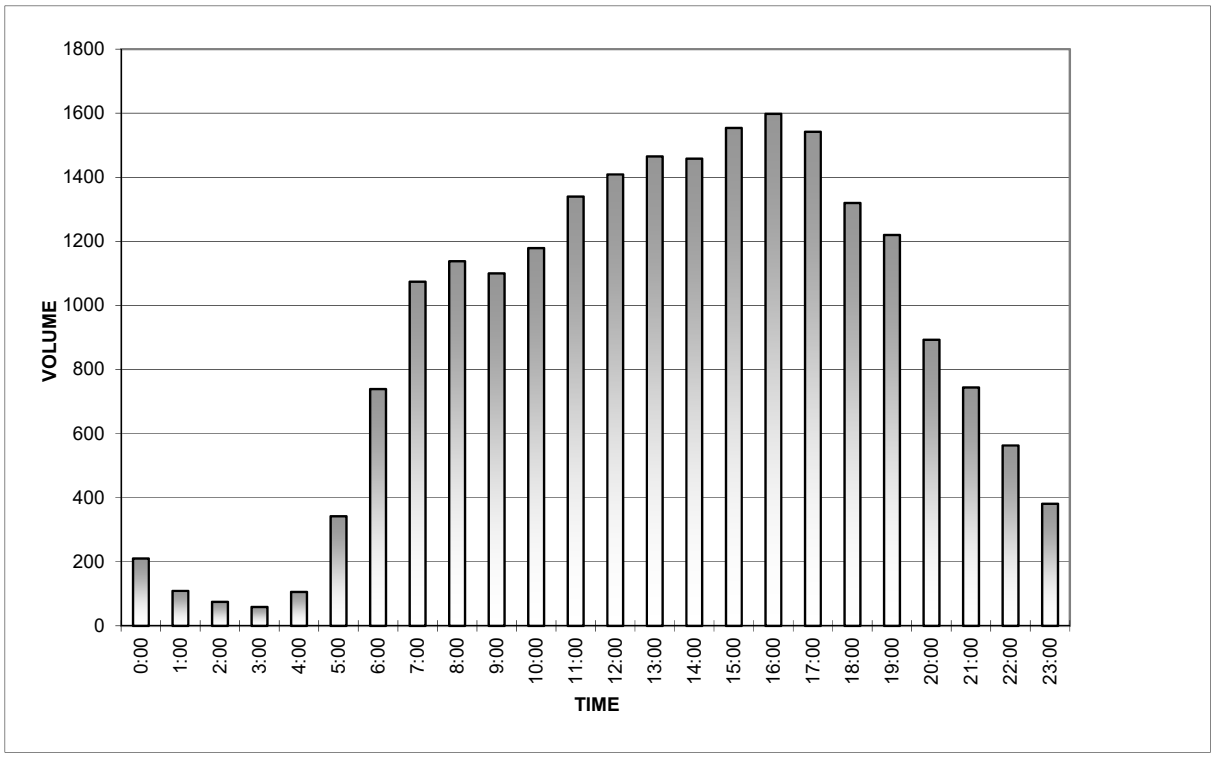


Westbound FM 1488 east of FM 2978 (Day 6)

Date Began:
3/8/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	56	58	48	48	210
1:00	26	23	34	26	109
2:00	24	18	20	13	75
3:00	8	22	14	15	59
4:00	20	20	34	32	106
5:00	42	94	102	104	342
6:00	126	168	217	228	739
7:00	214	296	288	276	1074
8:00	277	273	284	304	1138
9:00	266	276	262	296	1100
10:00	279	304	278	318	1179
11:00	315	310	364	351	1340
12:00	351	362	346	350	1409
13:00	362	377	378	348	1465
14:00	374	340	386	358	1458
15:00	400	382	386	386	1554
16:00	384	404	405	405	1598
17:00	406	356	394	386	1542
18:00	321	349	316	334	1320
19:00	336	318	296	270	1220
20:00	218	236	239	200	893
21:00	189	220	188	147	744
22:00	185	148	120	110	563
23:00	114	103	94	70	381
				TOTAL:	21618

The A.M. peak hour from 8:00 to 9:00 is 1138
The P.M. peak hour from 16:15 to 17:15 is 1620

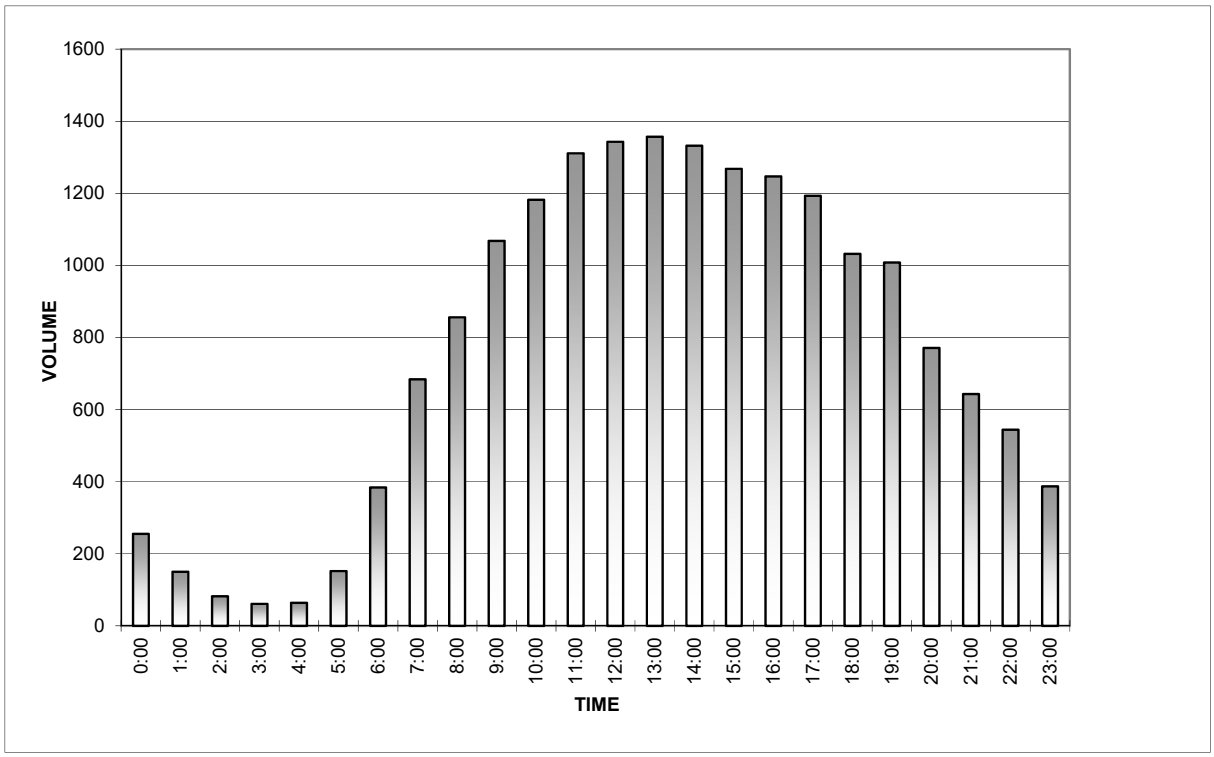


Westbound FM 1488 east of FM 2978 (Day 7)

Date Began:
3/9/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	76	68	47	64	255
1:00	42	38	34	36	150
2:00	28	20	12	22	82
3:00	10	17	15	19	61
4:00	14	12	12	26	64
5:00	25	31	40	56	152
6:00	60	99	97	128	384
7:00	130	170	188	196	684
8:00	194	206	212	244	856
9:00	222	284	274	288	1068
10:00	310	298	293	281	1182
11:00	312	332	330	337	1311
12:00	316	353	340	334	1343
13:00	324	372	315	346	1357
14:00	336	342	340	314	1332
15:00	296	320	332	320	1268
16:00	327	308	302	310	1247
17:00	280	328	285	300	1193
18:00	279	276	245	232	1032
19:00	248	258	242	260	1008
20:00	192	206	205	168	771
21:00	174	188	162	119	643
22:00	161	147	126	110	544
23:00	108	114	90	75	387
				TOTAL:	18374

The A.M. peak hour from 9:15 to 10:15 is 1156
The P.M. peak hour from 15:15 to 16:15 is 1299



WB FM 1488 east of FM 2979/Honea Egypt Rd
March 05, 2019
Mechanical Vehicle Classification

	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
0:00	27	0	25	1	0	0	0	0	0	1	0	0	0	0
0:15	22	0	18	4	0	0	0	0	0	0	0	0	0	0
0:30	15	0	12	3	0	0	0	0	0	0	0	0	0	0
0:45	12	0	8	2	0	0	0	0	0	2	0	0	0	0
Hr Total	**76**	**0**	**63**	**10**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
1:00	11	0	9	1	0	0	0	0	0	1	0	0	0	0
1:15	15	1	10	2	0	1	0	0	0	1	0	0	0	0
1:30	6	0	6	0	0	0	0	0	0	0	0	0	0	0
1:45	8	0	5	2	0	0	0	0	1	0	0	0	0	0
Hr Total	**40**	**1**	**30**	**5**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**
2:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0
2:15	17	0	13	3	0	0	0	0	0	1	0	0	0	0
2:30	14	0	9	2	0	1	1	0	0	1	0	0	0	0
2:45	13	0	10	2	0	0	1	0	0	0	0	0	0	0
Hr Total	**55**	**0**	**41**	**9**	**0**	**1**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
3:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
3:15	9	0	9	0	0	0	0	0	0	0	0	0	0	0
3:30	6	0	4	1	0	0	0	0	0	1	0	0	0	0
3:45	11	0	7	3	0	0	0	0	0	1	0	0	0	0
Hr Total	**31**	**0**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
4:00	22	0	14	5	0	1	0	0	0	2	0	0	0	0
4:15	24	0	18	5	0	0	0	0	0	1	0	0	0	0
4:30	28	0	23	4	0	0	0	0	0	1	0	0	0	0
4:45	48	1	29	17	0	1	0	0	0	0	0	0	0	0
Hr Total	**122**	**1**	**84**	**31**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
5:00	37	2	25	8	0	0	1	0	1	0	0	0	0	0
5:15	66	0	47	17	0	0	0	1	0	1	0	0	0	0
5:30	87	2	56	24	0	1	0	0	1	2	0	0	0	1
5:45	99	0	62	33	0	0	1	1	1	1	0	0	0	0
Hr Total	**289**	**4**	**190**	**82**	**0**	**1**	**2**	**2**	**3**	**4**	**0**	**0**	**0**	**1**
6:00	116	1	90	19	0	2	2	0	0	2	0	0	0	0
6:15	216	6	171	32	0	1	3	0	1	1	1	0	0	0
6:30	235	6	167	51	2	2	2	0	4	0	0	0	1	0
6:45	210	5	146	47	0	1	8	0	0	2	0	0	0	1
Hr Total	**777**	**18**	**574**	**149**	**2**	**6**	**15**	**0**	**5**	**5**	**1**	**0**	**1**	**1**
7:00	201	3	146	43	0	1	2	0	3	2	1	0	0	0
7:15	233	5	169	45	0	2	3	2	3	2	1	0	1	0
7:30	244	10	169	52	0	1	4	2	4	1	1	0	0	0
7:45	223	0	186	31	0	2	2	0	1	0	1	0	0	0
Hr Total	**901**	**18**	**670**	**171**	**0**	**6**	**11**	**4**	**11**	**5**	**4**	**0**	**1**	**0**
8:00	232	1	192	31	1	1	2	0	3	1	0	0	0	0
8:15	266	3	190	56	0	5	4	1	1	4	2	0	0	0
8:30	284	5	210	55	0	1	4	0	3	5	0	0	1	0
8:45	230	1	175	42	0	2	3	0	2	3	1	0	0	1
Hr Total	**1012**	**10**	**767**	**184**	**1**	**9**	**13**	**1**	**9**	**13**	**3**	**0**	**1**	**1**
9:00	261	5	190	47	5	1	2	0	5	4	0	1	0	1
9:15	232	4	174	47	0	1	2	0	2	1	1	0	0	0
9:30	259	9	170	56	0	3	9	2	5	3	1	0	1	0
9:45	256	4	194	48	0	3	1	0	0	3	3	0	0	0
Hr Total	**1008**	**22**	**728**	**198**	**5**	**8**	**14**	**2**	**12**	**11**	**5**	**1**	**1**	**1**
10:00	211	7	146	43	1	3	7	0	1	0	3	0	0	0
10:15	254	1	195	43	0	2	4	0	1	5	2	0	0	1
10:30	255	4	181	52	2	2	2	0	4	3	2	1	1	1
10:45	251	3	187	48	0	4	5	0	1	3	0	0	0	0
Hr Total	**971**	**15**	**709**	**186**	**3**	**11**	**18**	**0**	**7**	**11**	**7**	**1**	**1**	**2**

WB FM 1488 east of FM 2979/Honea Egypt Rd
March 05, 2019
Mechanical Vehicle Classification

	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
11:00	268	13	190	43	0	4	8	0	5	2	2	0	0	1
11:15	240	4	163	47	2	6	6	0	7	3	0	1	1	0
11:30	300	15	225	41	2	3	7	0	2	2	1	0	1	1
11:45	287	6	228	39	0	0	8	1	1	1	0	1	2	0
Hr Total	**1095**	**38**	**806**	**170**	**4**	**13**	**29**	**1**	**15**	**8**	**3**	**2**	**4**	**2**
12:00	313	6	239	56	1	4	4	0	0	2	1	0	0	0
12:15	318	18	216	66	2	5	4	0	3	3	1	0	0	0
12:30	265	2	212	38	0	2	5	0	1	2	1	0	2	0
12:45	309	7	241	44	1	3	7	0	1	4	0	0	1	0
Hr Total	**1205**	**33**	**908**	**204**	**4**	**14**	**20**	**0**	**5**	**11**	**3**	**0**	**3**	**0**
13:00	319	9	244	52	2	1	4	0	5	1	1	0	0	0
13:15	292	12	209	51	0	3	5	2	4	3	1	1	0	1
13:30	316	8	236	50	4	1	6	2	4	2	0	0	2	1
13:45	315	9	238	58	0	2	3	1	1	1	2	0	0	0
Hr Total	**1242**	**38**	**927**	**211**	**6**	**7**	**18**	**5**	**14**	**7**	**4**	**1**	**2**	**2**
14:00	309	12	236	50	1	3	3	0	2	2	0	0	0	0
14:15	319	4	252	53	1	1	1	2	2	1	2	0	0	0
14:30	312	15	240	34	2	1	9	2	3	1	1	0	1	3
14:45	329	9	269	39	1	1	4	1	2	1	1	0	0	1
Hr Total	**1269**	**40**	**997**	**176**	**5**	**6**	**17**	**5**	**9**	**5**	**4**	**0**	**1**	**4**
15:00	349	8	270	57	2	2	4	0	1	3	1	1	0	0
15:15	334	11	275	31	2	2	6	0	2	2	0	0	3	0
15:30	348	8	267	65	0	2	3	0	1	0	1	0	1	0
15:45	349	5	298	37	0	0	5	1	1	0	1	0	0	1
Hr Total	**1380**	**32**	**1110**	**190**	**4**	**6**	**18**	**1**	**5**	**5**	**3**	**1**	**4**	**1**
16:00	335	6	268	54	1	1	2	1	1	1	0	0	0	0
16:15	372	11	297	51	0	3	3	3	0	1	1	0	1	1
16:30	388	11	308	58	1	1	5	0	1	1	2	0	0	0
16:45	364	18	279	54	0	0	0	1	4	2	3	1	1	1
Hr Total	**1459**	**46**	**1152**	**217**	**2**	**5**	**10**	**5**	**6**	**5**	**6**	**1**	**2**	**2**
17:00	392	17	319	41	2	3	3	1	2	2	1	0	1	0
17:15	392	13	324	46	1	0	3	1	3	0	0	0	1	0
17:30	381	6	310	54	2	1	2	0	3	2	1	0	0	0
17:45	373	10	296	62	1	1	1	1	1	0	0	0	0	0
Hr Total	**1538**	**46**	**1249**	**203**	**6**	**5**	**9**	**3**	**9**	**4**	**2**	**0**	**2**	**0**
18:00	412	13	333	55	3	1	2	1	2	0	1	1	0	0
18:15	366	11	294	47	0	0	3	4	3	2	1	0	0	1
18:30	374	7	304	55	0	0	1	0	4	1	1	0	1	0
18:45	332	18	259	46	0	1	0	0	2	2	2	0	0	2
Hr Total	**1484**	**49**	**1190**	**203**	**3**	**2**	**6**	**5**	**11**	**5**	**5**	**1**	**1**	**3**
19:00	262	5	195	53	0	1	3	1	4	0	0	0	0	0
19:15	247	4	190	44	2	0	3	2	0	0	0	0	2	0
19:30	240	8	203	25	1	0	2	0	0	1	0	0	0	0
19:45	240	3	198	35	0	1	1	0	1	0	0	0	1	0
Hr Total	**989**	**20**	**786**	**157**	**3**	**2**	**9**	**3**	**5**	**1**	**0**	**0**	**3**	**0**
20:00	226	7	189	28	0	0	1	1	0	0	0	0	0	0
20:15	239	7	197	29	0	1	2	0	1	1	1	0	0	0
20:30	164	4	137	22	0	1	0	0	0	0	0	0	0	0
20:45	163	0	138	21	1	0	0	0	1	1	1	0	0	0
Hr Total	**792**	**18**	**661**	**100**	**1**	**2**	**3**	**1**	**2**	**2**	**2**	**0**	**0**	**0**
21:00	175	8	144	22	0	0	1	0	0	0	0	0	0	0
21:15	146	1	126	19	0	0	0	0	0	0	0	0	0	0
21:30	114	0	94	19	0	0	0	0	1	0	0	0	0	0
21:45	100	0	84	14	0	0	1	0	1	0	0	0	0	0
Hr Total	**535**	**9**	**448**	**74**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

WB FM 1488 east of FM 2979/Honea Egypt Rd
March 05, 2019
Mechanical Vehicle Classification

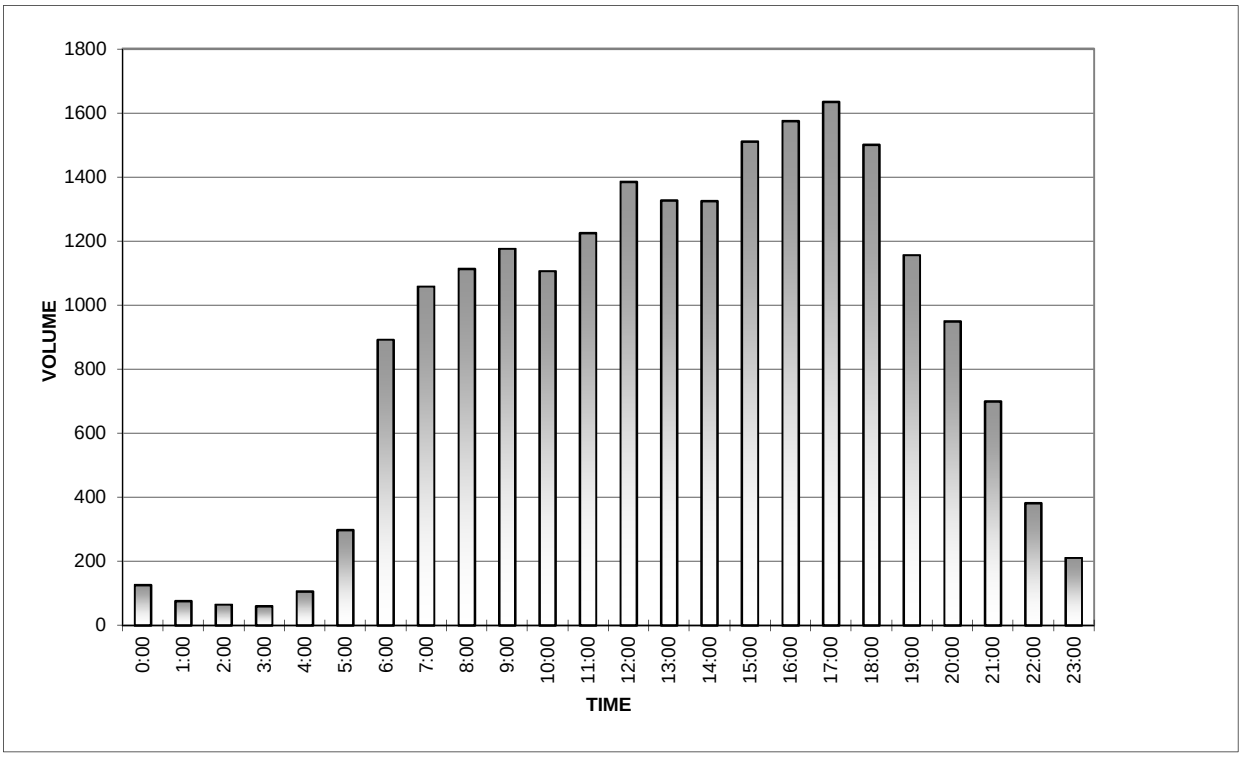
	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
22:00	92	0	77	15	0	0	0	0	0	0	0	0	0	0
22:15	68	0	57	9	0	0	0	0	1	1	0	0	0	0
22:30	65	0	51	14	0	0	0	0	0	0	0	0	0	0
22:45	42	0	36	6	0	0	0	0	0	0	0	0	0	0
Hr Total	**267**	**0**	**221**	**44**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
23:00	60	1	48	10	0	0	0	0	0	1	0	0	0	0
23:15	78	0	67	9	0	1	0	1	0	0	0	0	0	0
23:30	35	0	32	3	0	0	0	0	0	0	0	0	0	0
23:45	34	0	26	6	0	0	1	0	1	0	0	0	0	0
Hr Total	**207**	**1**	**173**	**28**	**0**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**
Gr. Total	18744	459	14509	3006	49	108	217	39	133	117	52	8	27	20
% of Total	100.0%	2.4%	77.4%	16.0%	0.3%	0.6%	1.2%	0.2%	0.7%	0.6%	0.3%	0.0%	0.1%	0.1%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
	WESTBOUND													

Westbound FM 1488 west of Conroe Huffsmith Rd/Egypt Ln (Day 1)

Date Began:
4/10/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	34	38	30	24	126
1:00	20	21	12	23	76
2:00	22	14	10	19	65
3:00	10	20	12	18	60
4:00	12	24	36	34	106
5:00	36	62	88	112	298
6:00	142	222	240	288	892
7:00	224	256	284	294	1058
8:00	256	253	316	288	1113
9:00	286	322	294	274	1176
10:00	280	297	256	273	1106
11:00	308	306	273	338	1225
12:00	329	349	360	346	1384
13:00	336	342	324	324	1326
14:00	346	320	354	304	1324
15:00	351	386	392	381	1510
16:00	386	362	412	414	1574
17:00	405	413	432	384	1634
18:00	406	414	342	339	1501
19:00	318	299	255	284	1156
20:00	253	230	248	218	949
21:00	200	197	158	144	699
22:00	123	92	92	74	381
23:00	74	60	44	33	211
				TOTAL:	20950

The A.M. peak hour from 8:30 to 9:30 is 1212
The P.M. peak hour from 16:45 to 17:45 is 1664

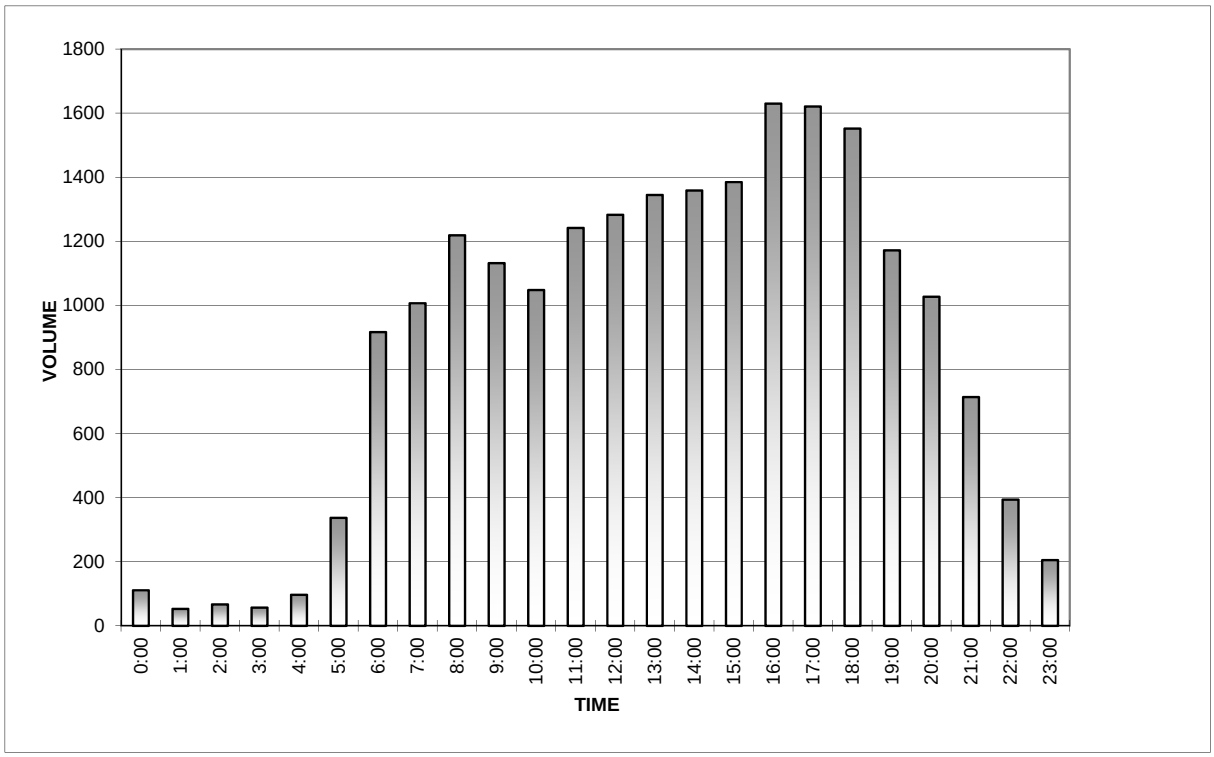


Westbound FM 1488 west of Conroe Huffsmith Rd/Egypt Ln (Day 2)

Date Began:
4/11/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	36	36	19	20	111
1:00	16	18	6	13	53
2:00	12	18	23	14	67
3:00	9	15	14	19	57
4:00	9	14	34	40	97
5:00	44	92	107	94	337
6:00	169	220	258	270	917
7:00	222	244	277	264	1007
8:00	304	306	303	306	1219
9:00	307	300	264	261	1132
10:00	254	246	246	302	1048
11:00	298	306	307	331	1242
12:00	315	310	334	324	1283
13:00	338	343	356	308	1345
14:00	320	364	336	339	1359
15:00	345	328	358	354	1385
16:00	375	422	422	411	1630
17:00	404	412	397	408	1621
18:00	422	366	384	380	1552
19:00	299	318	255	300	1172
20:00	280	294	222	231	1027
21:00	210	200	160	144	714
22:00	132	94	98	70	394
23:00	66	57	50	32	205
				TOTAL:	20974

The A.M. peak hour from 8:15 to 9:15 is 1222
The P.M. peak hour from 16:15 to 17:15 is 1659

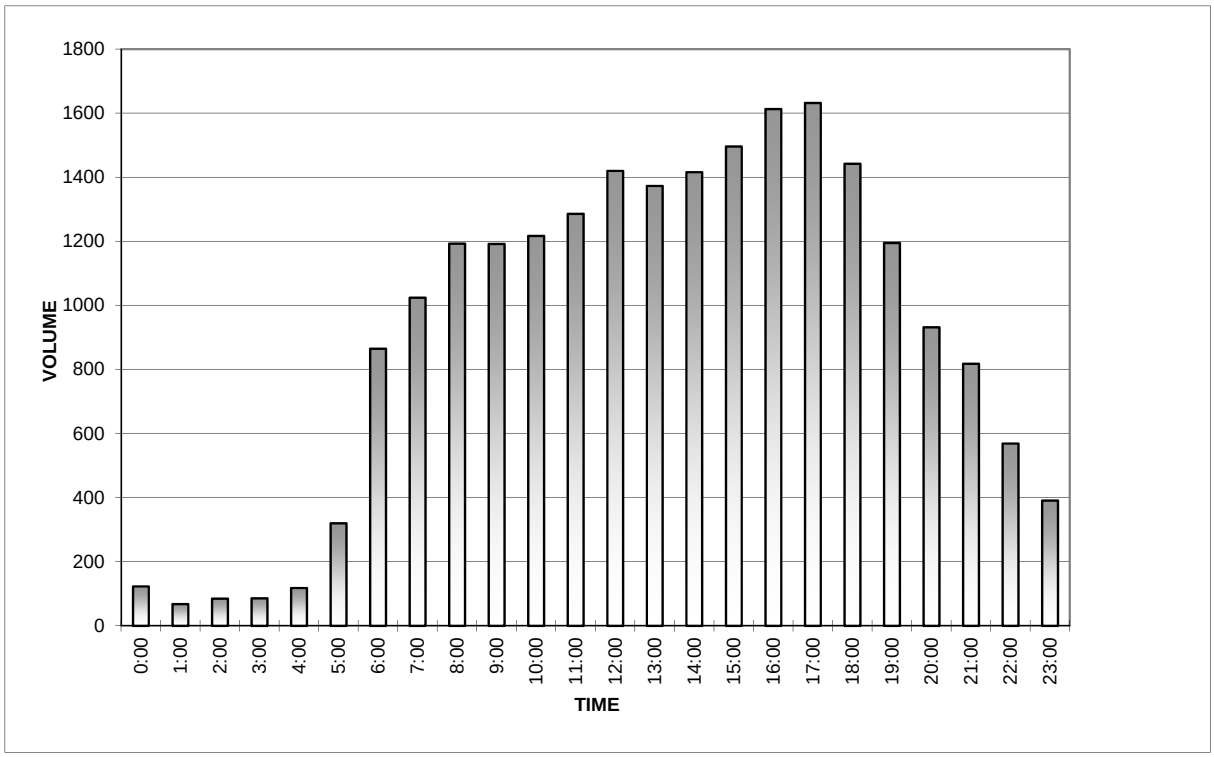


Westbound FM 1488 west of Conroe Huffsmith Rd/Egypt Ln (Day 3)

Date Began:
4/12/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	26	48	34	15	123
1:00	13	20	23	12	68
2:00	21	22	30	12	85
3:00	19	26	22	19	86
4:00	22	19	36	41	118
5:00	28	77	111	104	320
6:00	143	206	246	270	865
7:00	244	242	274	264	1024
8:00	271	290	329	303	1193
9:00	300	300	318	274	1192
10:00	284	322	300	311	1217
11:00	330	310	322	324	1286
12:00	339	386	318	377	1420
13:00	330	338	364	341	1373
14:00	380	358	332	346	1416
15:00	362	374	388	372	1496
16:00	390	420	402	401	1613
17:00	422	398	400	412	1632
18:00	408	366	360	308	1442
19:00	299	313	289	294	1195
20:00	238	250	229	215	932
21:00	200	216	208	194	818
22:00	175	156	138	100	569
23:00	107	117	72	95	391
				TOTAL:	21874

The A.M. peak hour from 8:30 to 9:30 is 1232
The P.M. peak hour from 16:15 to 17:15 is 1645

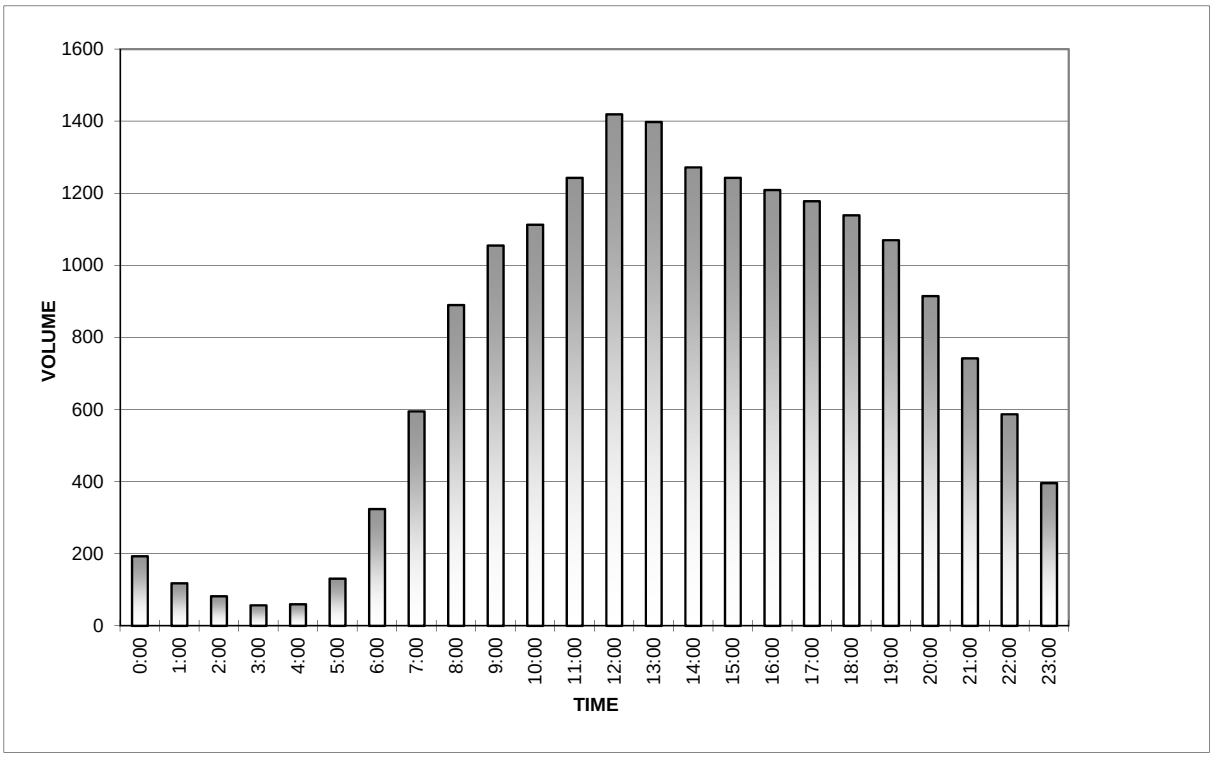


Westbound FM 1488 west of Conroe Huffsmith Rd/Egypt Ln (Day 4)

Date Began:
4/13/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	47	51	56	39	193
1:00	36	32	28	22	118
2:00	19	26	14	23	82
3:00	12	18	17	10	57
4:00	11	18	11	20	60
5:00	17	32	42	40	131
6:00	54	69	90	111	324
7:00	98	134	167	196	595
8:00	162	224	238	266	890
9:00	218	239	276	322	1055
10:00	258	267	286	302	1113
11:00	298	322	292	331	1243
12:00	358	344	369	348	1419
13:00	354	356	323	365	1398
14:00	344	302	308	318	1272
15:00	319	316	322	286	1243
16:00	306	310	305	288	1209
17:00	302	278	314	284	1178
18:00	266	320	298	255	1139
19:00	264	272	254	280	1070
20:00	238	241	204	232	915
21:00	196	206	192	148	742
22:00	155	189	130	113	587
23:00	111	100	97	88	396
				TOTAL:	18429

The A.M. peak hour from 9:15 to 10:15 is 1095
The P.M. peak hour from 14:45 to 15:45 is 1275

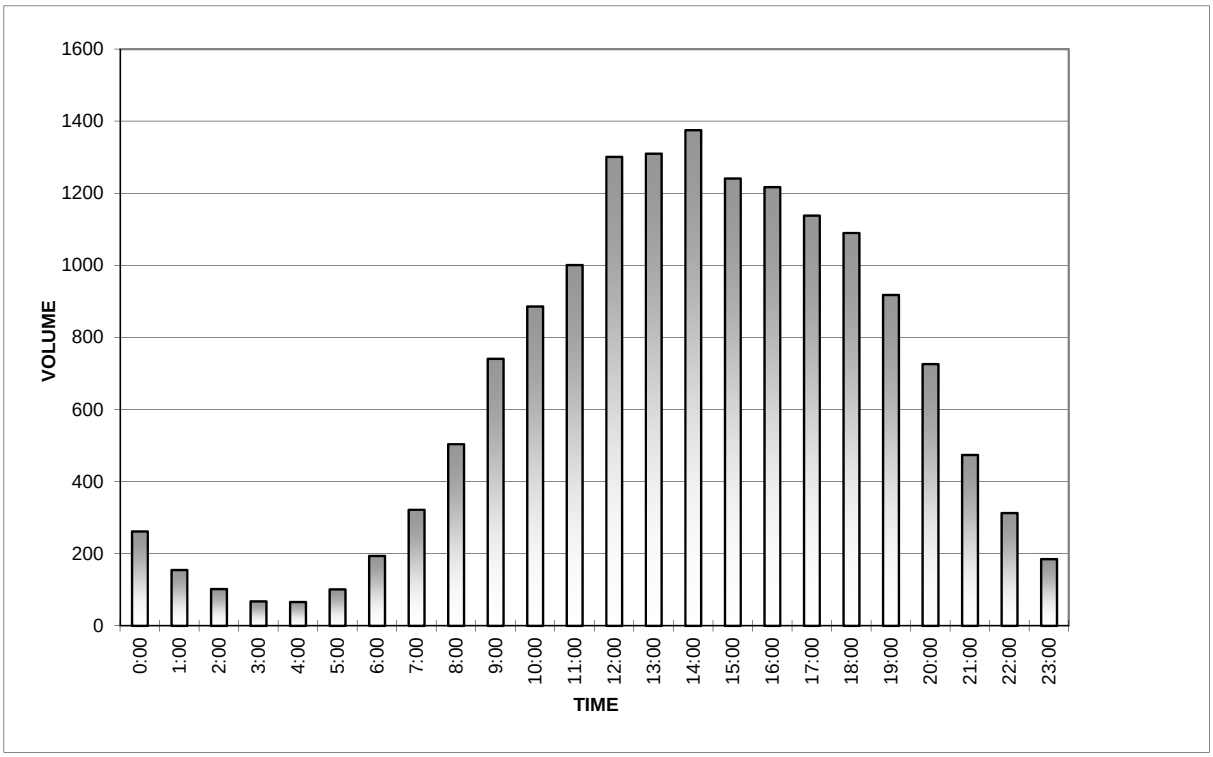


Westbound FM 1488 west of Conroe Huffsmith Rd/Egypt Ln (Day 5)

Date Began:
4/14/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	66	52	80	64	262
1:00	40	49	39	27	155
2:00	26	42	16	18	102
3:00	15	18	22	13	68
4:00	16	24	12	14	66
5:00	8	22	23	48	101
6:00	36	58	38	62	194
7:00	78	74	72	98	322
8:00	78	138	144	144	504
9:00	136	190	186	229	741
10:00	202	216	202	266	886
11:00	235	236	257	273	1001
12:00	325	326	320	330	1301
13:00	331	316	322	341	1310
14:00	324	335	378	338	1375
15:00	290	329	316	306	1241
16:00	300	294	305	318	1217
17:00	276	297	282	283	1138
18:00	267	316	277	230	1090
19:00	225	244	227	222	918
20:00	198	164	170	194	726
21:00	138	116	130	90	474
22:00	72	112	74	55	313
23:00	60	40	44	41	185
				TOTAL:	15690

The A.M. peak hour from 9:15 to 10:15 is 807
The P.M. peak hour from 14:15 to 15:15 is 1341

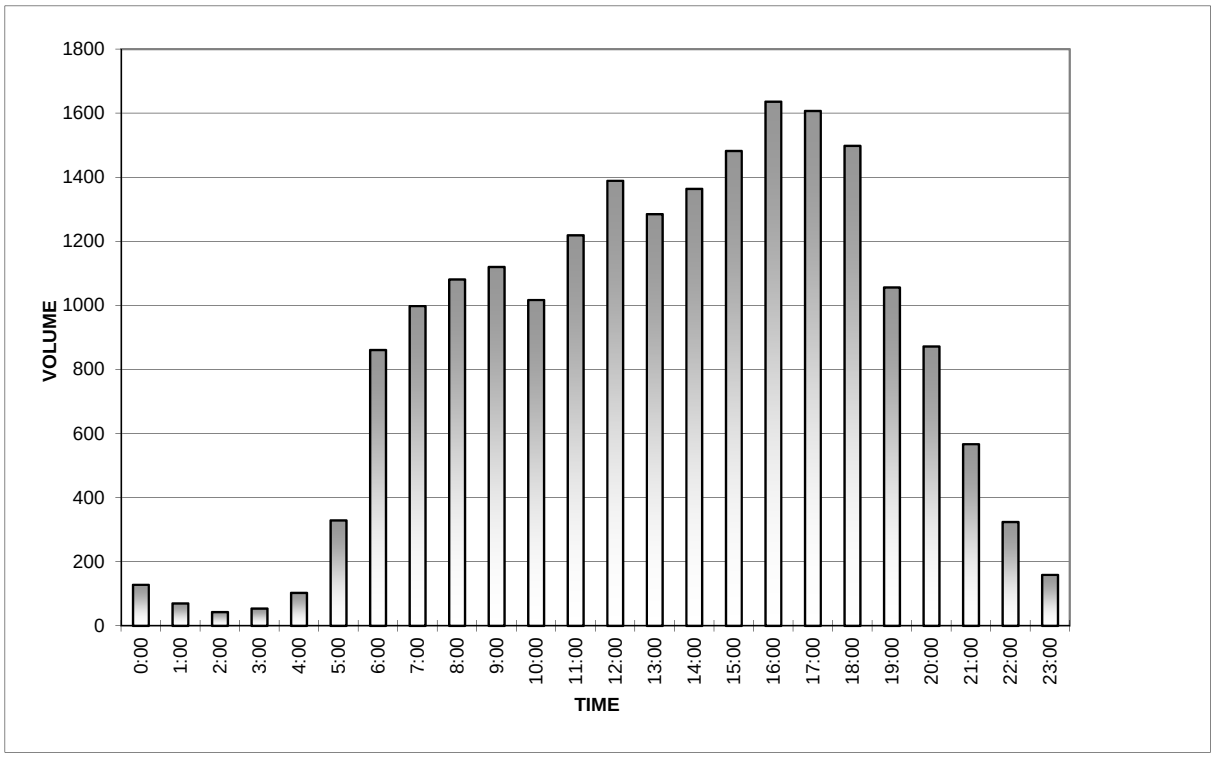


Westbound FM 1488 west of Conroe Huffsmith Rd/Egypt Ln (Day 6)

Date Began:
4/15/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	44	27	25	32	128
1:00	26	16	14	14	70
2:00	12	11	10	10	43
3:00	16	15	10	13	54
4:00	16	18	27	42	103
5:00	41	84	94	110	329
6:00	180	191	248	242	861
7:00	234	244	256	264	998
8:00	258	262	293	268	1081
9:00	276	290	288	266	1120
10:00	258	264	236	259	1017
11:00	280	286	317	336	1219
12:00	331	350	336	372	1389
13:00	334	330	301	320	1285
14:00	340	336	352	336	1364
15:00	357	397	362	366	1482
16:00	406	384	406	440	1636
17:00	415	418	396	378	1607
18:00	391	392	391	324	1498
19:00	286	296	232	242	1056
20:00	256	260	169	187	872
21:00	177	132	136	122	567
22:00	101	79	82	62	324
23:00	55	48	32	24	159
				TOTAL:	20262

The A.M. peak hour from 8:30 to 9:30 is 1127
The P.M. peak hour from 16:30 to 17:30 is 1679

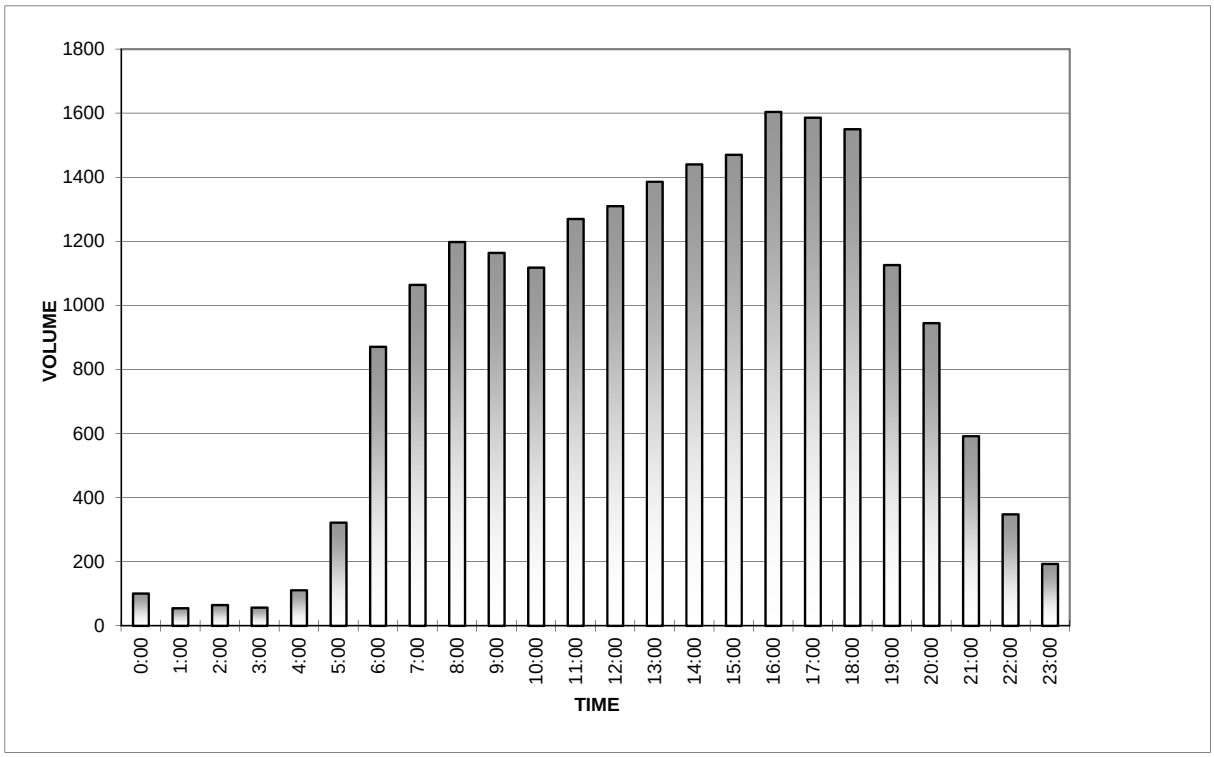


Westbound FM 1488 west of Conroe Huffsmith Rd/Egypt Ln (Day 7)

Date Began:
4/16/2019

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	36	26	19	20	101
1:00	16	16	7	16	55
2:00	20	20	12	13	65
3:00	8	18	13	18	57
4:00	12	22	30	47	111
5:00	50	70	94	108	322
6:00	137	214	262	258	871
7:00	234	262	291	277	1064
8:00	312	292	288	306	1198
9:00	279	296	282	307	1164
10:00	274	278	272	294	1118
11:00	289	304	349	328	1270
12:00	321	336	319	334	1310
13:00	372	344	348	322	1386
14:00	338	356	371	375	1440
15:00	310	384	398	378	1470
16:00	366	420	414	404	1604
17:00	394	386	411	395	1586
18:00	450	378	393	329	1550
19:00	262	296	292	276	1126
20:00	257	274	206	208	945
21:00	184	158	128	122	592
22:00	112	87	73	76	348
23:00	63	44	34	52	193
				TOTAL:	20946

The A.M. peak hour from 8:00 to 9:00 is 1198
The P.M. peak hour from 17:15 to 18:15 is 1642



FM 1488 west of Sh 242 (EB and WB) - ATR
Tue May 21, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655695, Location: 30.228896, -95.515659

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

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-05-21 12:00AM	35	**35**	27	**27**	**62**
12:15AM	22	**22**	27	**27**	**49**
12:30AM	25	**25**	29	**29**	**54**
12:45AM	15	**15**	31	**31**	**46**
Hourly Total	97	**97**	114	**114**	**211**
1:00AM	12	**12**	18	**18**	**30**
1:15AM	13	**13**	19	**19**	**32**
1:30AM	29	**29**	14	**14**	**43**
1:45AM	12	**12**	16	**16**	**28**
Hourly Total	66	**66**	67	**67**	**133**
2:00AM	16	**16**	21	**21**	**37**
2:15AM	10	**10**	17	**17**	**27**
2:30AM	13	**13**	11	**11**	**24**
2:45AM	14	**14**	19	**19**	**33**
Hourly Total	53	**53**	68	**68**	**121**
3:00AM	20	**20**	12	**12**	**32**
3:15AM	19	**19**	21	**21**	**40**
3:30AM	32	**32**	19	**19**	**51**
3:45AM	33	**33**	16	**16**	**49**
Hourly Total	104	**104**	68	**68**	**172**
4:00AM	41	**41**	22	**22**	**63**
4:15AM	46	**46**	21	**21**	**67**
4:30AM	73	**73**	32	**32**	**105**
4:45AM	115	**115**	48	**48**	**163**
Hourly Total	275	**275**	123	**123**	**398**
5:00AM	123	**123**	51	**51**	**174**
5:15AM	193	**193**	84	**84**	**277**
5:30AM	261	**261**	113	**113**	**374**
5:45AM	260	**260**	147	**147**	**407**
Hourly Total	837	**837**	395	**395**	**1232**
6:00AM	331	**331**	174	**174**	**505**
6:15AM	499	**499**	201	**201**	**700**
6:30AM	541	**541**	288	**288**	**829**
6:45AM	553	**553**	321	**321**	**874**
Hourly Total	1924	**1924**	984	**984**	**2908**
7:00AM	514	**514**	352	**352**	**866**
7:15AM	526	**526**	397	**397**	**923**
7:30AM	536	**536**	424	**424**	**960**
7:45AM	509	**509**	445	**445**	**954**
Hourly Total	2085	**2085**	1618	**1618**	**3703**
8:00AM	444	**444**	421	**421**	**865**
8:15AM	427	**427**	424	**424**	**851**
8:30AM	492	**492**	451	**451**	**943**
8:45AM	415	**415**	427	**427**	**842**
Hourly Total	1778	**1778**	1723	**1723**	**3501**
9:00AM	399	**399**	319	**319**	**718**
9:15AM	424	**424**	346	**346**	**770**
9:30AM	366	**366**	349	**349**	**715**
9:45AM	408	**408**	383	**383**	**791**
Hourly Total	1597	**1597**	1397	**1397**	**2994**
10:00AM	360	**360**	323	**323**	**683**
10:15AM	370	**370**	330	**330**	**700**
10:30AM	374	**374**	294	**294**	**668**
10:45AM	405	**405**	370	**370**	**775**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	1509	**1509**	1317	**1317**	**2826**
11:00AM	365	**365**	326	**326**	**691**
11:15AM	398	**398**	378	**378**	**776**
11:30AM	372	**372**	353	**353**	**725**
11:45AM	371	**371**	335	**335**	**706**
Hourly Total	1506	**1506**	1392	**1392**	**2898**
12:00PM	345	**345**	311	**311**	**656**
12:15PM	404	**404**	372	**372**	**776**
12:30PM	431	**431**	383	**383**	**814**
12:45PM	396	**396**	434	**434**	**830**
Hourly Total	1576	**1576**	1500	**1500**	**3076**
1:00PM	365	**365**	436	**436**	**801**
1:15PM	389	**389**	362	**362**	**751**
1:30PM	385	**385**	417	**417**	**802**
1:45PM	384	**384**	403	**403**	**787**
Hourly Total	1523	**1523**	1618	**1618**	**3141**
2:00PM	409	**409**	390	**390**	**799**
2:15PM	414	**414**	387	**387**	**801**
2:30PM	417	**417**	430	**430**	**847**
2:45PM	447	**447**	409	**409**	**856**
Hourly Total	1687	**1687**	1616	**1616**	**3303**
3:00PM	420	**420**	450	**450**	**870**
3:15PM	429	**429**	433	**433**	**862**
3:30PM	434	**434**	441	**441**	**875**
3:45PM	475	**475**	499	**499**	**974**
Hourly Total	1758	**1758**	1823	**1823**	**3581**
4:00PM	430	**430**	544	**544**	**974**
4:15PM	491	**491**	558	**558**	**1049**
4:30PM	455	**455**	548	**548**	**1003**
4:45PM	452	**452**	567	**567**	**1019**
Hourly Total	1828	**1828**	2217	**2217**	**4045**
5:00PM	471	**471**	566	**566**	**1037**
5:15PM	521	**521**	656	**656**	**1177**
5:30PM	493	**493**	574	**574**	**1067**
5:45PM	450	**450**	572	**572**	**1022**
Hourly Total	1935	**1935**	2368	**2368**	**4303**
6:00PM	497	**497**	480	**480**	**977**
6:15PM	512	**512**	454	**454**	**966**
6:30PM	443	**443**	460	**460**	**903**
6:45PM	405	**405**	403	**403**	**808**
Hourly Total	1857	**1857**	1797	**1797**	**3654**
7:00PM	323	**323**	391	**391**	**714**
7:15PM	345	**345**	377	**377**	**722**
7:30PM	322	**322**	294	**294**	**616**
7:45PM	277	**277**	288	**288**	**565**
Hourly Total	1267	**1267**	1350	**1350**	**2617**
8:00PM	242	**242**	275	**275**	**517**
8:15PM	239	**239**	256	**256**	**495**
8:30PM	228	**228**	223	**223**	**451**
8:45PM	187	**187**	226	**226**	**413**
Hourly Total	896	**896**	980	**980**	**1876**
9:00PM	173	**173**	176	**176**	**349**
9:15PM	218	**218**	176	**176**	**394**
9:30PM	115	**115**	139	**139**	**254**
9:45PM	107	**107**	142	**142**	**249**
Hourly Total	613	**613**	633	**633**	**1246**
10:00PM	115	**115**	118	**118**	**233**
10:15PM	115	**115**	106	**106**	**221**
10:30PM	89	**89**	98	**98**	**187**
10:45PM	86	**86**	83	**83**	**169**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	405	**405**	405	**405**	**810**
11:00PM	63	**63**	77	**77**	**140**
11:15PM	59	**59**	57	**57**	**116**
11:30PM	38	**38**	37	**37**	**75**
11:45PM	34	**34**	44	**44**	**78**
Hourly Total	194	**194**	215	**215**	**409**
Total	27370	**27370**	25788	**25788**	**53158**
% Approach	100%	-	100%	-	-
% Total	51.5%	**51.5%**	48.5%	**48.5%**	-
Vehicles	27364	**27364**	25782	**25782**	53146
% Vehicles	100.0%	**100.0%**	100.0%	**100.0%**	100.0%
Bicycles on Road	6	**6**	6	**6**	12
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

FM 1488 west of Sh 242 (EB and WB) - ATR
Tue May 21, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655695, Location: 30.228896, -95.515659

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

FM 1488 west of Sh 242 (EB and WB) - ATR
Tue May 21, 2019
AM Peak (May 21 2019 7AM - 8 AM)
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655695, Location: 30.228896, -95.515659

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

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-05-21 7:00AM	514	**514**	352	**352**	**866**
7:15AM	526	**526**	397	**397**	**923**
7:30AM	536	**536**	424	**424**	**960**
7:45AM	509	**509**	445	**445**	**954**
Total	2085	**2085**	1618	**1618**	**3703**
% Approach	100%	**-**	100%	**-**	-
% Total	56.3%	**56.3%**	43.7%	**43.7%**	-
PHF	0.972	**0.972**	0.909	**0.909**	0.964
Vehicles	2085	**2085**	1618	**1618**	3703
% Vehicles	100%	**100%**	100%	**100%**	100%
Bicycles on Road	0	**0**	0	**0**	0
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

FM 1488 west of Sh 242 (EB and WB) - ATR
Tue May 21, 2019
AM Peak (May 21 2019 7AM - 8 AM)
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655695, Location: 30.228896, -95.515659

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

FM 1488 west of Sh 242 (EB and WB) - ATR
Tue May 21, 2019
Midday Peak (May 21 2019 12PM - 1 PM)
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655695, Location: 30.228896, -95.515659

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

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-05-21 12:00PM	345	**345**	311	**311**	**656**
12:15PM	404	**404**	372	**372**	**776**
12:30PM	431	**431**	383	**383**	**814**
12:45PM	396	**396**	434	**434**	**830**
Total	1576	**1576**	1500	**1500**	**3076**
% Approach	100%	**-**	100%	**-**	-
% Total	51.2%	**51.2%**	48.8%	**48.8%**	-
PHF	0.914	**0.914**	0.863	**0.863**	0.926
Vehicles	1576	**1576**	1499	**1499**	3075
% Vehicles	100%	**100%**	99.9%	**99.9%**	100.0%
Bicycles on Road	0	**0**	1	**1**	1
% Bicycles on Road	0%	**0%**	0.1%	**0.1%**	0%

*T: Thru

FM 1488 west of Sh 242 (EB and WB) - ATR
Tue May 21, 2019
Midday Peak (May 21 2019 12PM - 1 PM)
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655695, Location: 30.228896, -95.515659

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

FM 1488 west of Sh 242 (EB and WB) - ATR
Tue May 21, 2019
PM Peak (May 21 2019 5PM - 6 PM) - Overall Peak Hour
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655695, Location: 30.228896, -95.515659

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

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-05-21 5:00PM	471	**471**	566	**566**	**1037**
5:15PM	521	**521**	656	**656**	**1177**
5:30PM	493	**493**	574	**574**	**1067**
5:45PM	450	**450**	572	**572**	**1022**
Total	1935	**1935**	2368	**2368**	**4303**
% Approach	100%	-	100%	-	-
% Total	45.0%	**45.0%**	55.0%	**55.0%**	-
PHF	0.929	**0.929**	0.903	**0.903**	0.915
Vehicles	1935	**1935**	2367	**2367**	4302
% Vehicles	100%	**100%**	100.0%	**100.0%**	100.0%
Bicycles on Road	0	**0**	1	**1**	1
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

FM 1488 west of Sh 242 (EB and WB) - ATR
Tue May 21, 2019
PM Peak (May 21 2019 5PM - 6 PM) - Overall Peak Hour
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655695, Location: 30.228896, -95.515659

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

Vissim Model Results

			AM Peak						PM Peak					
Intersection	Movement		All Vehicle Delay (s)	LOS	Delay by Approach (s)	LOS by Approach	Average Queue (ft)	Max. Queue (ft)	All Vehicle Delay (s)	LOS	Delay by Approach (s)	LOS by Approach	Average Queue (ft)	Max. Queue (ft)
West Access Rd N	WB	Through	0.1	A	0.1	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
	EB	Through	0.2	A	0.2	A	0.0	0.0	0.1	A	0.1	A	0.0	0.0
West Access Rd S	EB	Through	0.1	A	0.1	A	0.0	0.0	0.1	A	0.1	A	0.0	0.0
	WB	Through	0.1	A	0.1	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
East Access Rd N	EB	Through	0.0	A	0.0	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
	WB	Through	83.4	F	83.4	F	1278.8	1669.2	0.1	A	0.1	A	0.0	0.0
East Access Rd S	EB	Through	0.1	A	0.1	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
	WB	Through	0.1	A	0.1	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
Spur 149	SB	Right	25.4	C			0.2	12.0	0.0	A			0.0	0.0
	SB	Through	0.0	A	25.4	C	0.0	11.0	0.0	A	0.0	A	0.0	0.0
	SB	Left	0.0	A			0.0	11.0	0.0	A			0.0	0.0
	NB	Left	115.1	F			139.5	353.0	26.7	D			29.6	195.6
	NB	Through	0.0	A	65.7	E	0.0	353.0	0.0	A	18.8	C	0.0	195.6
	NB	Right	35.8	D			94.6	358.3	16.9	C			35.5	200.9
	EB	Left	44.7	D			58.1	312.5	34.1	D			26.1	209.2
	EB	Right	12.2	B	13.3	B	50.1	326.6	10.1	B	14.4	B	37.2	223.2
	EB	Through	13.3	B			42.5	312.5	14.8	B			30.2	209.2
	WB	Through	29.8	C			697.2	1470.9	5.9	A			34.3	223.6
	WB	Right	0.0	A	34.2	C	0.0	1485.3	0.0	A	11.0	B	0.0	250.1
	WB	Left	54.3	D			465.6	1470.9	32.2	D			34.5	223.6
FM 149 N	SB	Through	9.7	A	9.6	A	22.7	269.1	9.6	A	9.4	A	16.9	216.3
	SB	Right	9.5	A			27.4	309.5	8.4	A			22.5	256.7
	NB	Through	5.5	A	11.2	B	14.4	121.8	6.2	A	11.0	B	23.8	277.6
	NB	Left	48.8	D			15.2	121.8	46.7	E			24.1	277.6
	EB	Left	35.8	D	24.4	C	17.4	136.0	38.6	E	35.1	E	33.2	187.1
	EB	Right	10.6	B			7.0	96.3	8.9	A			0.9	44.1
FM 149 S	NB	Through	6.8	A	14.0	B	19.7	234.4	7.2	A	7.7	A	13.4	230.1
	NB	Left	36.1	D			27.3	234.4	28.5	D			13.2	230.1
	SB	Through	8.6	A	8.3	A	18.4	237.9	8.2	A	7.5	A	9.6	147.2
	SB	Right	7.8	A			24.5	253.2	5.9	A			13.2	162.5
	EB	Left	30.5	C	24.8	C	18.4	137.0	32.5	D	24.6	C	25.1	156.8
	EB	Right	9.3	A			1.9	62.3	7.4	A			2.4	59.4

FM 1488 west of I-45 (EB and WB) - ATR
Tue May 21, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655697, Location: 30.236642, -95.462355

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

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-05-21 12:00AM	38	**38**	38	**38**	**76**
12:15AM	36	**36**	46	**46**	**82**
12:30AM	23	**23**	42	**42**	**65**
12:45AM	24	**24**	31	**31**	**55**
Hourly Total	121	**121**	157	**157**	**278**
1:00AM	10	**10**	26	**26**	**36**
1:15AM	13	**13**	32	**32**	**45**
1:30AM	31	**31**	22	**22**	**53**
1:45AM	14	**14**	21	**21**	**35**
Hourly Total	68	**68**	101	**101**	**169**
2:00AM	22	**22**	13	**13**	**35**
2:15AM	8	**8**	20	**20**	**28**
2:30AM	16	**16**	26	**26**	**42**
2:45AM	9	**9**	15	**15**	**24**
Hourly Total	55	**55**	74	**74**	**129**
3:00AM	18	**18**	15	**15**	**33**
3:15AM	29	**29**	28	**28**	**57**
3:30AM	34	**34**	17	**17**	**51**
3:45AM	47	**47**	20	**20**	**67**
Hourly Total	128	**128**	80	**80**	**208**
4:00AM	40	**40**	23	**23**	**63**
4:15AM	69	**69**	28	**28**	**97**
4:30AM	102	**102**	43	**43**	**145**
4:45AM	144	**144**	44	**44**	**188**
Hourly Total	355	**355**	138	**138**	**493**
5:00AM	168	**168**	66	**66**	**234**
5:15AM	210	**210**	63	**63**	**273**
5:30AM	304	**304**	106	**106**	**410**
5:45AM	348	**348**	130	**130**	**478**
Hourly Total	1030	**1030**	365	**365**	**1395**
6:00AM	365	**365**	185	**185**	**550**
6:15AM	485	**485**	221	**221**	**706**
6:30AM	585	**585**	287	**287**	**872**
6:45AM	586	**586**	313	**313**	**899**
Hourly Total	2021	**2021**	1006	**1006**	**3027**
7:00AM	571	**571**	306	**306**	**877**
7:15AM	576	**576**	370	**370**	**946**
7:30AM	585	**585**	398	**398**	**983**
7:45AM	566	**566**	407	**407**	**973**
Hourly Total	2298	**2298**	1481	**1481**	**3779**
8:00AM	562	**562**	418	**418**	**980**
8:15AM	503	**503**	429	**429**	**932**
8:30AM	530	**530**	375	**375**	**905**
8:45AM	507	**507**	315	**315**	**822**
Hourly Total	2102	**2102**	1537	**1537**	**3639**
9:00AM	388	**388**	284	**284**	**672**
9:15AM	406	**406**	327	**327**	**733**
9:30AM	361	**361**	323	**323**	**684**
9:45AM	450	**450**	279	**279**	**729**
Hourly Total	1605	**1605**	1213	**1213**	**2818**
10:00AM	355	**355**	297	**297**	**652**
10:15AM	355	**355**	272	**272**	**627**
10:30AM	373	**373**	285	**285**	**658**
10:45AM	367	**367**	297	**297**	**664**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	1450	**1450**	1151	**1151**	**2601**
11:00AM	349	**349**	321	**321**	**670**
11:15AM	388	**388**	324	**324**	**712**
11:30AM	349	**349**	314	**314**	**663**
11:45AM	373	**373**	310	**310**	**683**
Hourly Total	1459	**1459**	1269	**1269**	**2728**
12:00PM	337	**337**	332	**332**	**669**
12:15PM	389	**389**	349	**349**	**738**
12:30PM	352	**352**	333	**333**	**685**
12:45PM	399	**399**	366	**366**	**765**
Hourly Total	1477	**1477**	1380	**1380**	**2857**
1:00PM	343	**343**	343	**343**	**686**
1:15PM	387	**387**	389	**389**	**776**
1:30PM	381	**381**	382	**382**	**763**
1:45PM	338	**338**	381	**381**	**719**
Hourly Total	1449	**1449**	1495	**1495**	**2944**
2:00PM	385	**385**	338	**338**	**723**
2:15PM	358	**358**	393	**393**	**751**
2:30PM	436	**436**	415	**415**	**851**
2:45PM	405	**405**	367	**367**	**772**
Hourly Total	1584	**1584**	1513	**1513**	**3097**
3:00PM	402	**402**	425	**425**	**827**
3:15PM	402	**402**	505	**505**	**907**
3:30PM	385	**385**	457	**457**	**842**
3:45PM	441	**441**	478	**478**	**919**
Hourly Total	1630	**1630**	1865	**1865**	**3495**
4:00PM	403	**403**	480	**480**	**883**
4:15PM	445	**445**	506	**506**	**951**
4:30PM	461	**461**	570	**570**	**1031**
4:45PM	417	**417**	602	**602**	**1019**
Hourly Total	1726	**1726**	2158	**2158**	**3884**
5:00PM	507	**507**	584	**584**	**1091**
5:15PM	498	**498**	626	**626**	**1124**
5:30PM	473	**473**	539	**539**	**1012**
5:45PM	434	**434**	518	**518**	**952**
Hourly Total	1912	**1912**	2267	**2267**	**4179**
6:00PM	445	**445**	457	**457**	**902**
6:15PM	421	**421**	511	**511**	**932**
6:30PM	411	**411**	481	**481**	**892**
6:45PM	317	**317**	414	**414**	**731**
Hourly Total	1594	**1594**	1863	**1863**	**3457**
7:00PM	295	**295**	413	**413**	**708**
7:15PM	347	**347**	364	**364**	**711**
7:30PM	267	**267**	308	**308**	**575**
7:45PM	214	**214**	310	**310**	**524**
Hourly Total	1123	**1123**	1395	**1395**	**2518**
8:00PM	230	**230**	314	**314**	**544**
8:15PM	198	**198**	278	**278**	**476**
8:30PM	165	**165**	275	**275**	**440**
8:45PM	157	**157**	261	**261**	**418**
Hourly Total	750	**750**	1128	**1128**	**1878**
9:00PM	146	**146**	208	**208**	**354**
9:15PM	162	**162**	221	**221**	**383**
9:30PM	131	**131**	185	**185**	**316**
9:45PM	105	**105**	165	**165**	**270**
Hourly Total	544	**544**	779	**779**	**1323**
10:00PM	122	**122**	147	**147**	**269**
10:15PM	96	**96**	144	**144**	**240**
10:30PM	76	**76**	131	**131**	**207**
10:45PM	79	**79**	102	**102**	**181**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	373	**373**	524	**524**	**897**
11:00PM	75	**75**	95	**95**	**170**
11:15PM	56	**56**	84	**84**	**140**
11:30PM	45	**45**	69	**69**	**114**
11:45PM	58	**58**	43	**43**	**101**
Hourly Total	234	**234**	291	**291**	**525**
Total	27088	**27088**	25230	**25230**	**52318**
% Approach	100%	-	100%	-	-
% Total	51.8%	**51.8%**	48.2%	**48.2%**	-
Vehicles	27083	**27083**	25230	**25230**	52313
% Vehicles	100.0%	**100.0%**	100%	**100%**	100.0%
Bicycles on Road	5	**5**	0	**0**	5
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

FM 1488 west of I-45 (EB and WB) - ATR
Tue May 21, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655697, Location: 30.236642, -95.462355

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

FM 1488 west of I-45 (EB and WB) - ATR
Tue May 21, 2019
AM Peak (May 21 2019 7:15AM - 8:15 AM)
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655697, Location: 30.236642, -95.462355

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

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-05-21 7:15AM	576	**576**	370	**370**	**946**
7:30AM	585	**585**	398	**398**	**983**
7:45AM	566	**566**	407	**407**	**973**
8:00AM	562	**562**	418	**418**	**980**
Total	2289	**2289**	1593	**1593**	**3882**
% Approach	100%	-	100%	-	-
% Total	59.0%	**59.0%**	41.0%	**41.0%**	-
PHF	0.979	**0.979**	0.953	**0.953**	0.988
Vehicles	2288	**2288**	1593	**1593**	3881
% Vehicles	100.0%	**100.0%**	100%	**100%**	100.0%
Bicycles on Road	1	**1**	0	**0**	1
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

FM 1488 west of I-45 (EB and WB) - ATR
Tue May 21, 2019
AM Peak (May 21 2019 7:15AM - 8:15 AM)
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655697, Location: 30.236642, -95.462355

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

FM 1488 west of I-45 (EB and WB) - ATR
Tue May 21, 2019
Midday Peak (May 21 2019 12PM - 1 PM)
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655697, Location: 30.236642, -95.462355

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

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-05-21 12:00PM	337	**337**	332	**332**	**669**
12:15PM	389	**389**	349	**349**	**738**
12:30PM	352	**352**	333	**333**	**685**
12:45PM	399	**399**	366	**366**	**765**
Total	1477	**1477**	1380	**1380**	**2857**
% Approach	100%	-	100%	-	-
% Total	51.7%	**51.7%**	48.3%	**48.3%**	-
PHF	0.925	**0.925**	0.943	**0.943**	0.934
Vehicles	1477	**1477**	1380	**1380**	2857
% Vehicles	100%	**100%**	100%	**100%**	100%
Bicycles on Road	0	**0**	0	**0**	0
% Bicycles on Road	0%	**0%**	0%	**0%**	0%

*T: Thru

FM 1488 west of I-45 (EB and WB) - ATR
Tue May 21, 2019
Midday Peak (May 21 2019 12PM - 1 PM)
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655697, Location: 30.236642, -95.462355

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

FM 1488 west of I-45 (EB and WB) - ATR
Tue May 21, 2019
PM Peak (May 21 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655697, Location: 30.236642, -95.462355

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

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-05-21 4:30PM	461	**461**	570	**570**	**1031**
4:45PM	417	**417**	602	**602**	**1019**
5:00PM	507	**507**	584	**584**	**1091**
5:15PM	498	**498**	626	**626**	**1124**
Total	1883	**1883**	2382	**2382**	**4265**
% Approach	100%	-	100%	-	-
% Total	44.2%	**44.2%**	55.8%	**55.8%**	-
PHF	0.928	**0.928**	0.951	**0.951**	0.948
Vehicles	1882	**1882**	2382	**2382**	4264
% Vehicles	99.9%	**99.9%**	100%	**100%**	100.0%
Bicycles on Road	1	**1**	0	**0**	1
% Bicycles on Road	0.1%	**0.1%**	0%	**0%**	0%

*T: Thru

FM 1488 west of I-45 (EB and WB) - ATR
Tue May 21, 2019
PM Peak (May 21 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Vehicles, Bicycles on Road)
All Channels
ID: 655697, Location: 30.236642, -95.462355

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

TURNING MOVEMENT COUNTS

FM 149 West Access Road (North) at SH 149 - TMC

Wed May 15, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656259, Location: 30.229227, -95.692292

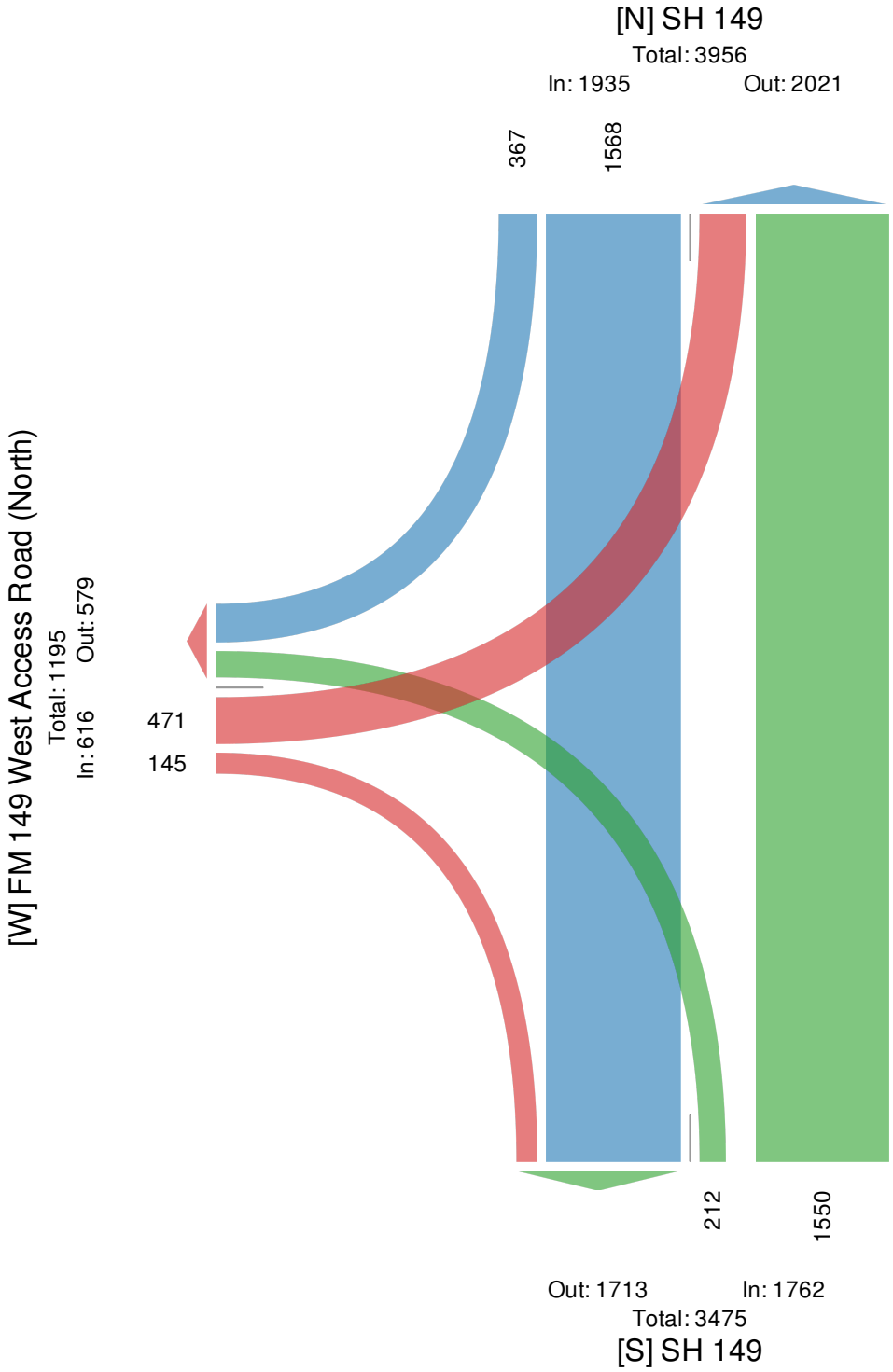
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 149 West Access Road (North) Eastbound					SH 149 Northbound					SH 149 Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-05-15 6:30AM	11	12	0	**23**	0	10	66	0	**76**	0	127	34	0	**161**	0	**260**
6:45AM	27	43	0	**70**	0	14	74	0	**88**	0	138	14	0	**152**	0	**310**
Hourly Total	38	55	0	**93**	0	24	140	0	**164**	0	265	48	0	**313**	0	**570**
7:00AM	16	21	0	**37**	0	7	84	0	**91**	0	138	23	0	**161**	0	**289**
7:15AM	28	8	0	**36**	0	14	89	0	**103**	0	137	14	0	**151**	0	**290**
7:30AM	18	5	0	**23**	0	10	68	0	**78**	0	100	20	0	**120**	0	**221**
7:45AM	20	8	0	**28**	0	5	63	0	**68**	0	98	23	0	**121**	0	**217**
Hourly Total	82	42	0	**124**	0	36	304	0	**340**	0	473	80	0	**553**	0	**1017**
8:00AM	19	3	0	**22**	0	11	72	0	**83**	0	75	19	0	**94**	0	**199**
8:15AM	23	3	0	**26**	0	11	86	0	**97**	0	81	15	0	**96**	0	**219**
Hourly Total	42	6	0	**48**	0	22	158	0	**180**	0	156	34	0	**190**	0	**418**
4:15PM	37	4	0	**41**	0	14	106	0	**120**	0	80	21	0	**101**	0	**262**
4:30PM	33	5	0	**38**	0	13	110	0	**123**	0	85	27	0	**112**	0	**273**
4:45PM	41	4	0	**45**	0	21	134	0	**155**	0	93	19	0	**112**	0	**312**
Hourly Total	111	13	0	**124**	0	48	350	0	**398**	0	258	67	0	**325**	0	**847**
5:00PM	45	8	0	**53**	0	19	138	0	**157**	0	92	35	0	**127**	0	**337**
5:15PM	41	6	0	**47**	0	12	121	0	**133**	0	93	30	0	**123**	0	**303**
5:30PM	42	6	0	**48**	0	17	116	0	**133**	0	100	34	0	**134**	0	**315**
5:45PM	34	5	0	**39**	0	19	110	0	**129**	0	71	18	0	**89**	0	**257**
Hourly Total	162	25	0	**187**	0	67	485	0	**552**	0	356	117	0	**473**	0	**1212**
6:00PM	36	4	0	**40**	0	15	113	0	**128**	0	60	21	0	**81**	0	**249**
Hourly Total	36	4	0	**40**	0	15	113	0	**128**	0	60	21	0	**81**	0	**249**
Total	471	145	0	**616**	0	212	1550	0	**1762**	0	1568	367	0	**1935**	0	**4313**
% Approach	76.5%	23.5%	0%	**-**	-	12.0%	88.0%	0%	**-**	-	81.0%	19.0%	0%	**-**	-	-
% Total	10.9%	3.4%	0%	**14.3%**	-	4.9%	35.9%	0%	**40.9%**	-	36.4%	8.5%	0%	**44.9%**	-	-
Lights	456	144	0	**600**	-	190	1498	0	**1688**	-	1507	350	0	**1857**	-	4145
% Lights	96.8%	99.3%	0%	**97.4%**	-	89.6%	96.6%	0%	**95.8%**	-	96.1%	95.4%	0%	**96.0%**	-	96.1%
Articulated Trucks	2	0	0	**2**	-	2	10	0	**12**	-	12	3	0	**15**	-	29
% Articulated Trucks	0.4%	0%	0%	**0.3%**	-	0.9%	0.6%	0%	**0.7%**	-	0.8%	0.8%	0%	**0.8%**	-	0.7%
Buses and Single-Unit Trucks	13	1	0	**14**	-	20	42	0	**62**	-	49	14	0	**63**	-	139
% Buses and Single-Unit Trucks	2.8%	0.7%	0%	**2.3%**	-	9.4%	2.7%	0%	**3.5%**	-	3.1%	3.8%	0%	**3.3%**	-	3.2%
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

FM 149 West Access Road (North) at SH 149 - TMC
Wed May 15, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656259, Location: 30.229227, -95.692292

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



FM 149 West Access Road (North) at SH 149 - TMC

Wed May 15, 2019
AM Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656259, Location: 30.229227, -95.692292

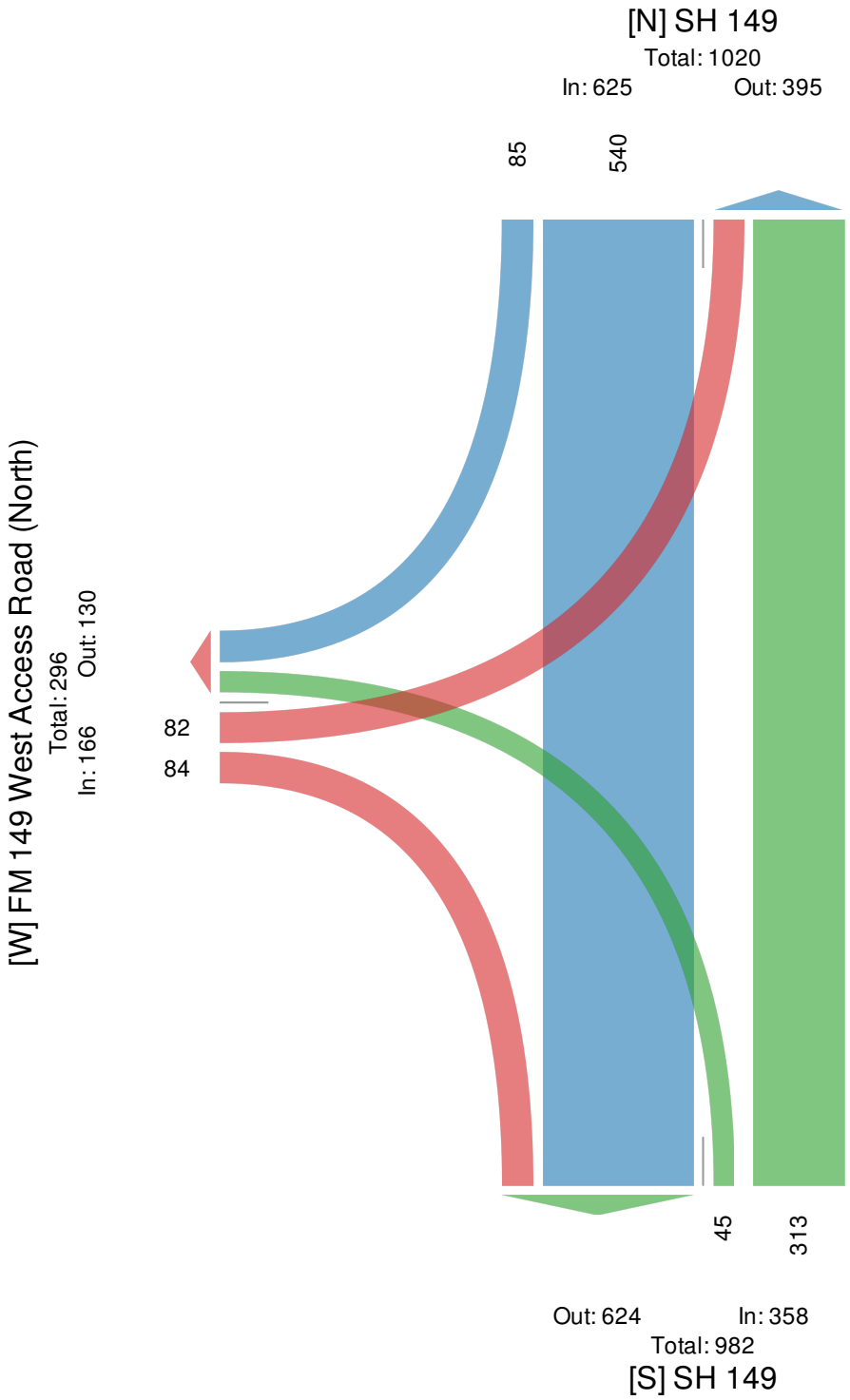
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 149 West Access Road (North)					SH 149					SH 149					
Direction	Eastbound					Northbound					Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-05-15 6:30AM	11	12	0	**23**	0	10	66	0	**76**	0	127	34	0	**161**	0	**260**
6:45AM	27	43	0	**70**	0	14	74	0	**88**	0	138	14	0	**152**	0	**310**
7:00AM	16	21	0	**37**	0	7	84	0	**91**	0	138	23	0	**161**	0	**289**
7:15AM	28	8	0	**36**	0	14	89	0	**103**	0	137	14	0	**151**	0	**290**
Total	82	84	0	**166**	0	45	313	0	**358**	0	540	85	0	**625**	0	**1149**
% Approach	49.4%	50.6%	0%	**-**	-	12.6%	87.4%	0%	**-**	-	86.4%	13.6%	0%	**-**	-	-
% Total	7.1%	7.3%	0%	**14.4%**	-	3.9%	27.2%	0%	**31.2%**	-	47.0%	7.4%	0%	**54.4%**	-	-
PHF	0.732	0.488	-	**0.593**	-	0.804	0.879	-	**0.869**	-	0.978	0.625	-	**0.970**	-	0.927
Lights	76	83	0	**159**	-	36	284	0	**320**	-	525	81	0	**606**	-	1085
% Lights	92.7%	98.8%	0%	**95.8%**	-	80.0%	90.7%	0%	**89.4%**	-	97.2%	95.3%	0%	**97.0%**	-	94.4%
Articulated Trucks	2	0	0	**2**	-	0	5	0	**5**	-	2	1	0	**3**	-	10
% Articulated Trucks	2.4%	0%	0%	**1.2%**	-	0%	1.6%	0%	**1.4%**	-	0.4%	1.2%	0%	**0.5%**	-	0.9%
Buses and Single-Unit Trucks	4	1	0	**5**	-	9	24	0	**33**	-	13	3	0	**16**	-	54
% Buses and Single-Unit Trucks	4.9%	1.2%	0%	**3.0%**	-	20.0%	7.7%	0%	**9.2%**	-	2.4%	3.5%	0%	**2.6%**	-	4.7%
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

FM 149 West Access Road (North) at SH 149 - TMC
Wed May 15, 2019
AM Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656259, Location: 30.229227, -95.692292

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



FM 149 West Access Road (North) at SH 149 - TMC

Wed May 15, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656259, Location: 30.229227, -95.692292

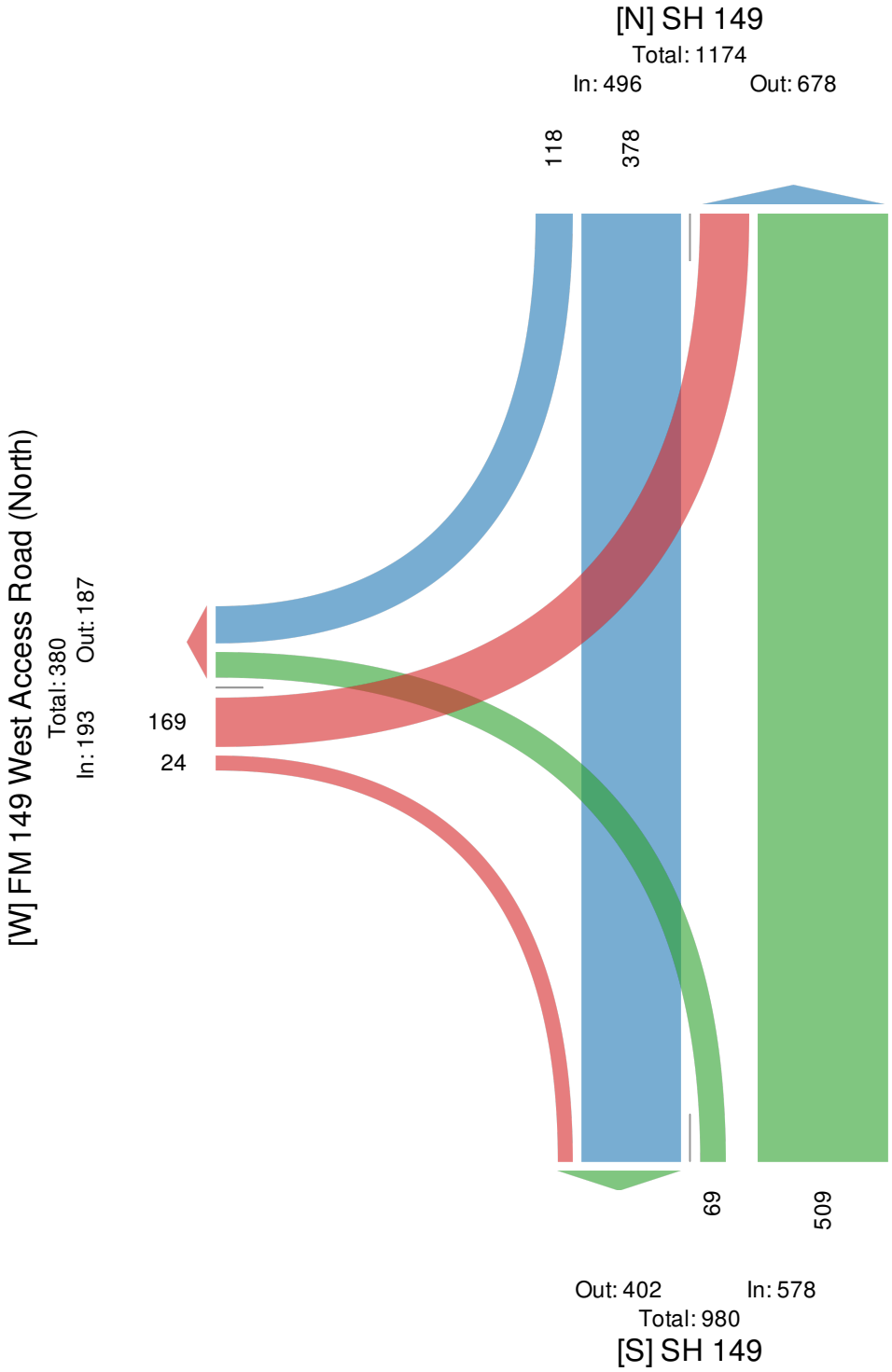
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 149 West Access Road (North)					SH 149					SH 149					
Direction	Eastbound					Northbound					Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-05-15 4:45PM	41	4	0	**45**	0	21	134	0	**155**	0	93	19	0	**112**	0	**312**
5:00PM	45	8	0	**53**	0	19	138	0	**157**	0	92	35	0	**127**	0	**337**
5:15PM	41	6	0	**47**	0	12	121	0	**133**	0	93	30	0	**123**	0	**303**
5:30PM	42	6	0	**48**	0	17	116	0	**133**	0	100	34	0	**134**	0	**315**
Total	169	24	0	**193**	0	69	509	0	**578**	0	378	118	0	**496**	0	**1267**
% Approach	87.6%	12.4%	0%	**-**	-	11.9%	88.1%	0%	**-**	-	76.2%	23.8%	0%	**-**	-	-
% Total	13.3%	1.9%	0%	**15.2%**	-	5.4%	40.2%	0%	**45.6%**	-	29.8%	9.3%	0%	**39.1%**	-	-
PHF	0.939	0.750	-	**0.910**	-	0.821	0.922	-	**0.920**	-	0.945	0.843	-	**0.925**	-	0.940
Lights	167	24	0	**191**	-	69	504	0	**573**	-	353	115	0	**468**	-	1232
% Lights	98.8%	100%	0%	**99.0%**	-	100%	99.0%	0%	**99.1%**	-	93.4%	97.5%	0%	**94.4%**	-	97.2%
Articulated Trucks	0	0	0	**0**	-	0	2	0	**2**	-	6	0	0	**6**	-	8
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.4%	0%	**0.3%**	-	1.6%	0%	0%	**1.2%**	-	0.6%
Buses and Single-Unit Trucks	2	0	0	**2**	-	0	3	0	**3**	-	19	3	0	**22**	-	27
% Buses and Single-Unit Trucks	1.2%	0%	0%	**1.0%**	-	0%	0.6%	0%	**0.5%**	-	5.0%	2.5%	0%	**4.4%**	-	2.1%
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

FM 149 West Access Road (North) at SH 149 - TMC
Wed May 15, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656259, Location: 30.229227, -95.692292

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



FM 149 West Access Road (South) at SH 149 - TMC

Wed May 15, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656270, Location: 30.228012, -95.691866

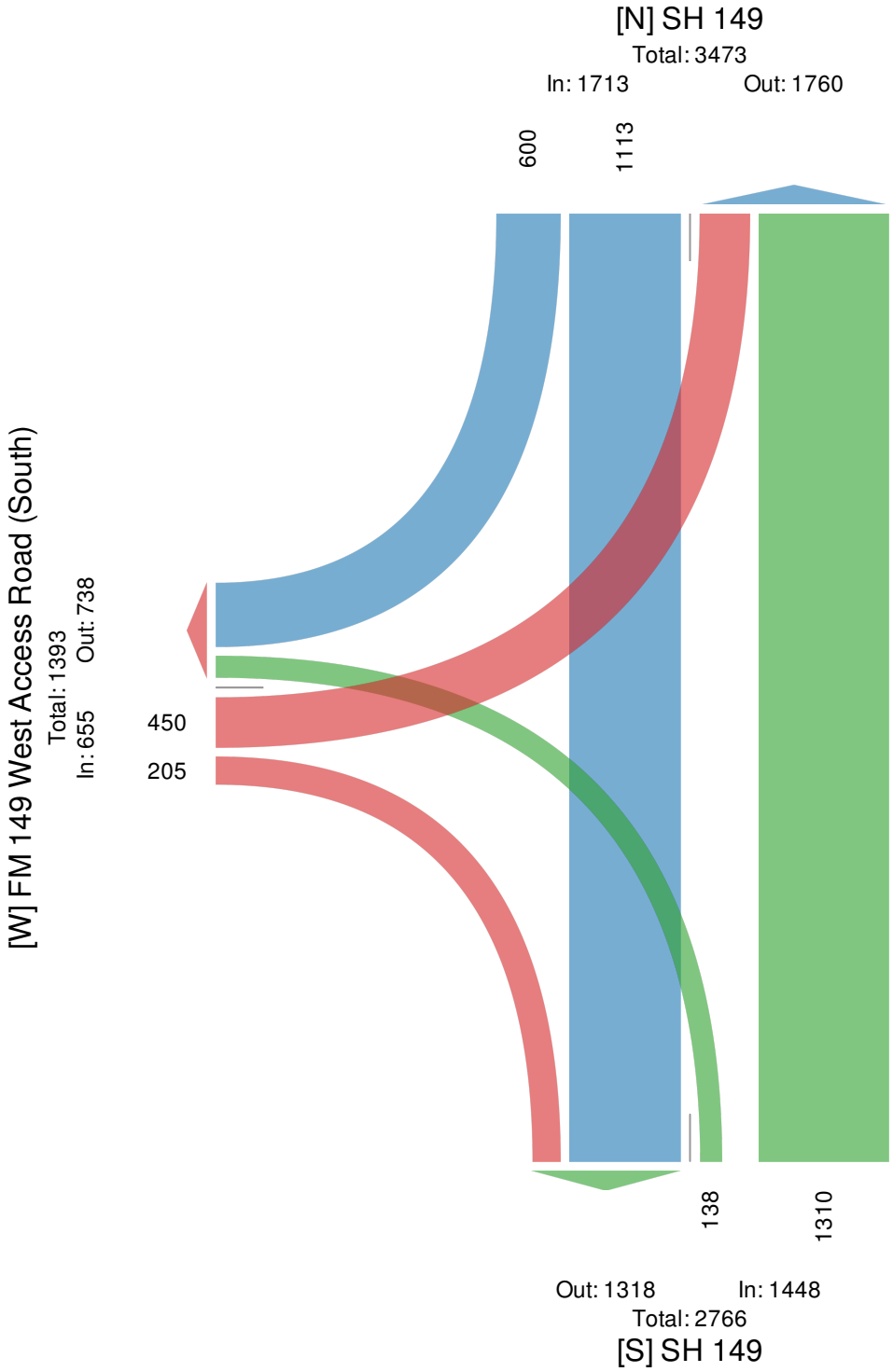
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 149 West Access Road (South) Eastbound					SH 149 Northbound					SH 149 Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-05-15 6:30AM	17	12	0	**29**	0	11	60	0	**71**	0	86	51	0	**137**	0	**237**
6:45AM	23	14	0	**37**	0	44	64	0	**108**	0	98	80	0	**178**	0	**323**
Hourly Total	40	26	0	**66**	0	55	124	0	**179**	0	184	131	0	**315**	0	**560**
7:00AM	29	10	0	**39**	0	28	66	0	**94**	0	94	67	0	**161**	0	**294**
7:15AM	43	9	0	**52**	0	5	57	0	**62**	0	95	47	0	**142**	0	**256**
7:30AM	19	9	0	**28**	0	5	58	0	**63**	0	69	37	0	**106**	0	**197**
7:45AM	11	12	0	**23**	0	10	58	0	**68**	0	65	45	0	**110**	0	**201**
Hourly Total	102	40	0	**142**	0	48	239	0	**287**	0	323	196	0	**519**	0	**948**
8:00AM	10	9	0	**19**	0	10	76	0	**86**	0	49	29	0	**78**	0	**183**
8:15AM	22	7	0	**29**	0	5	76	0	**81**	0	58	25	0	**83**	0	**193**
Hourly Total	32	16	0	**48**	0	15	152	0	**167**	0	107	54	0	**161**	0	**376**
4:15PM	33	16	0	**49**	0	4	86	0	**90**	0	57	27	0	**84**	0	**223**
4:30PM	38	15	0	**53**	0	2	81	0	**83**	0	57	35	0	**92**	0	**228**
4:45PM	34	24	0	**58**	0	2	124	0	**126**	0	70	27	0	**97**	0	**281**
Hourly Total	105	55	0	**160**	0	8	291	0	**299**	0	184	89	0	**273**	0	**732**
5:00PM	48	20	0	**68**	0	2	109	0	**111**	0	73	27	0	**100**	0	**279**
5:15PM	34	14	0	**48**	0	1	94	0	**95**	0	70	27	0	**97**	0	**240**
5:30PM	19	13	0	**32**	0	5	114	0	**119**	0	75	31	0	**106**	0	**257**
5:45PM	40	13	0	**53**	0	2	91	0	**93**	0	50	28	0	**78**	0	**224**
Hourly Total	141	60	0	**201**	0	10	408	0	**418**	0	268	113	0	**381**	0	**1000**
6:00PM	30	8	0	**38**	0	2	96	0	**98**	0	47	17	0	**64**	0	**200**
Hourly Total	30	8	0	**38**	0	2	96	0	**98**	0	47	17	0	**64**	0	**200**
Total	450	205	0	**655**	0	138	1310	0	**1448**	0	1113	600	0	**1713**	0	**3816**
% Approach	68.7%	31.3%	0%	**-**	-	9.5%	90.5%	0%	**-**	-	65.0%	35.0%	0%	**-**	-	-
% Total	11.8%	5.4%	0%	**17.2%**	-	3.6%	34.3%	0%	**37.9%**	-	29.2%	15.7%	0%	**44.9%**	-	-
Lights	436	180	0	**616**	-	135	1256	0	**1391**	-	1067	584	0	**1651**	-	3658
% Lights	96.9%	87.8%	0%	**94.0%**	-	97.8%	95.9%	0%	**96.1%**	-	95.9%	97.3%	0%	**96.4%**	-	95.9%
Articulated Trucks	3	12	0	**15**	-	2	6	0	**8**	-	9	4	0	**13**	-	36
% Articulated Trucks	0.7%	5.9%	0%	**2.3%**	-	1.4%	0.5%	0%	**0.6%**	-	0.8%	0.7%	0%	**0.8%**	-	0.9%
Buses and Single-Unit Trucks	11	13	0	**24**	-	1	48	0	**49**	-	37	12	0	**49**	-	122
% Buses and Single-Unit Trucks	2.4%	6.3%	0%	**3.7%**	-	0.7%	3.7%	0%	**3.4%**	-	3.3%	2.0%	0%	**2.9%**	-	3.2%
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

FM 149 West Access Road (South) at SH 149 - TMC
Wed May 15, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656270, Location: 30.228012, -95.691866

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



FM 149 West Access Road (South) at SH 149 - TMC

Wed May 15, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656270, Location: 30.228012, -95.691866

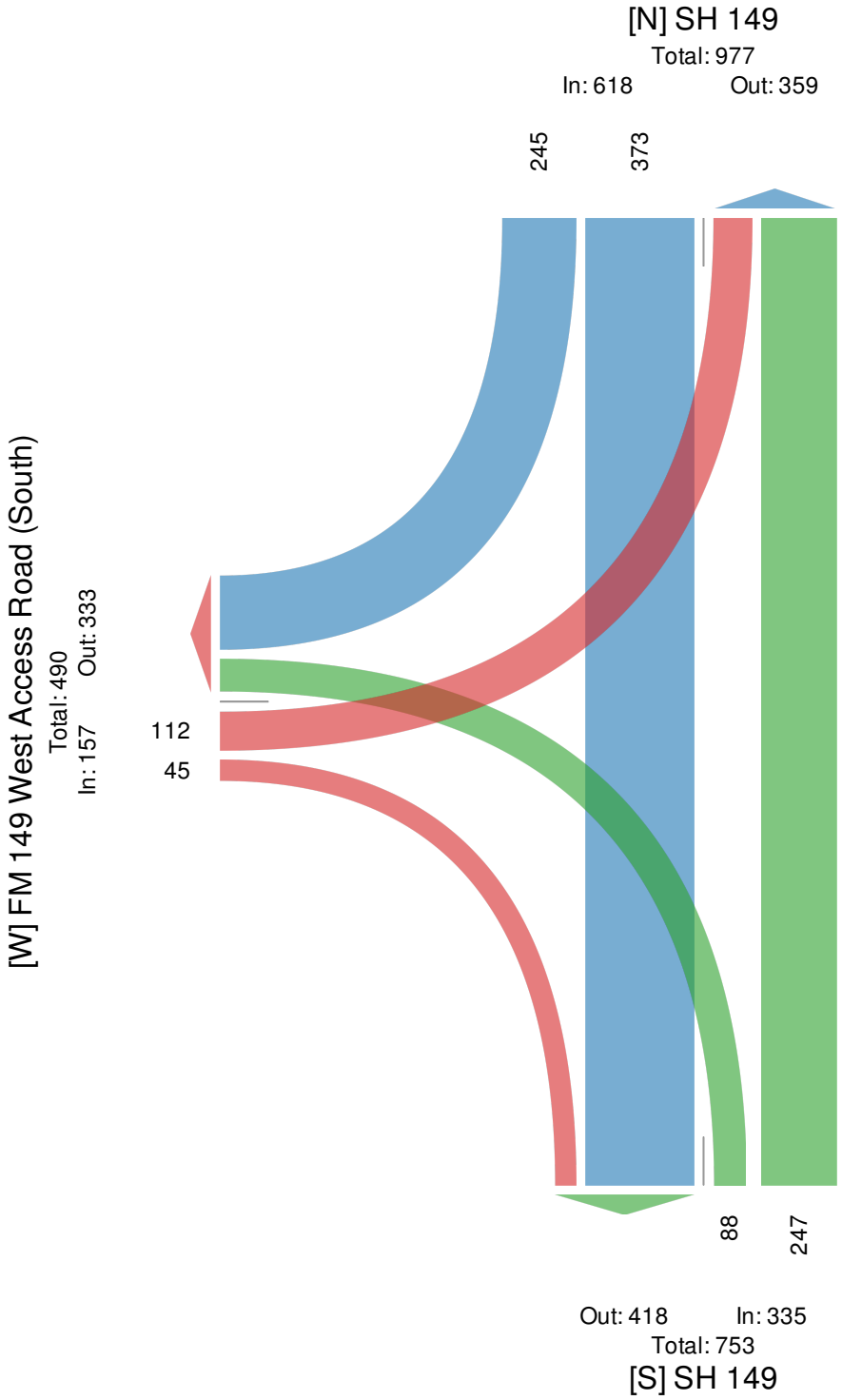
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 149 West Access Road (South)					SH 149					SH 149					
Direction	Eastbound					Northbound					Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-05-15 6:30AM	17	12	0	**29**	0	11	60	0	**71**	0	86	51	0	**137**	0	**237**
6:45AM	23	14	0	**37**	0	44	64	0	**108**	0	98	80	0	**178**	0	**323**
7:00AM	29	10	0	**39**	0	28	66	0	**94**	0	94	67	0	**161**	0	**294**
7:15AM	43	9	0	**52**	0	5	57	0	**62**	0	95	47	0	**142**	0	**256**
Total	112	45	0	**157**	0	88	247	0	**335**	0	373	245	0	**618**	0	**1110**
% Approach	71.3%	28.7%	0%	**-**	-	26.3%	73.7%	0%	**-**	-	60.4%	39.6%	0%	**-**	-	-
% Total	10.1%	4.1%	0%	**14.1%**	-	7.9%	22.3%	0%	**30.2%**	-	33.6%	22.1%	0%	**55.7%**	-	-
PHF	0.651	0.804	-	**0.755**	-	0.500	0.936	-	**0.775**	-	0.952	0.766	-	**0.868**	-	0.859
Lights	105	43	0	**148**	-	87	216	0	**303**	-	357	243	0	**600**	-	1051
% Lights	93.8%	95.6%	0%	**94.3%**	-	98.9%	87.4%	0%	**90.4%**	-	95.7%	99.2%	0%	**97.1%**	-	94.7%
Articulated Trucks	0	1	0	**1**	-	0	3	0	**3**	-	1	1	0	**2**	-	6
% Articulated Trucks	0%	2.2%	0%	**0.6%**	-	0%	1.2%	0%	**0.9%**	-	0.3%	0.4%	0%	**0.3%**	-	0.5%
Buses and Single-Unit Trucks	7	1	0	**8**	-	1	28	0	**29**	-	15	1	0	**16**	-	53
% Buses and Single-Unit Trucks	6.3%	2.2%	0%	**5.1%**	-	1.1%	11.3%	0%	**8.7%**	-	4.0%	0.4%	0%	**2.6%**	-	4.8%
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

FM 149 West Access Road (South) at SH 149 - TMC
Wed May 15, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656270, Location: 30.228012, -95.691866

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



FM 149 West Access Road (South) at SH 149 - TMC

Wed May 15, 2019
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656270, Location: 30.228012, -95.691866

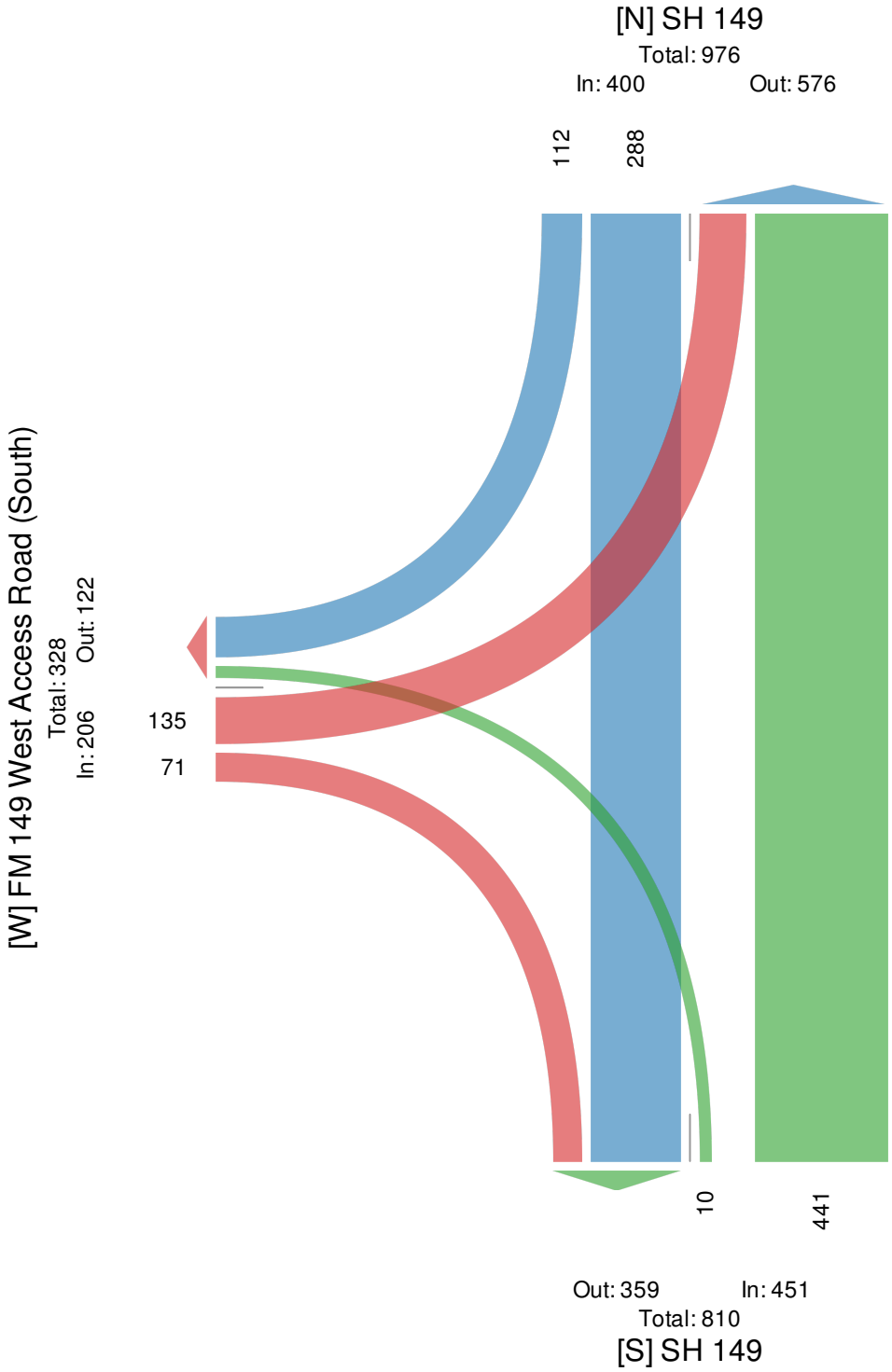
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 149 West Access Road (South)					SH 149					SH 149					
Direction	Eastbound					Northbound					Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-05-15 4:45PM	34	24	0	**58**	0	2	124	0	**126**	0	70	27	0	**97**	0	**281**
5:00PM	48	20	0	**68**	0	2	109	0	**111**	0	73	27	0	**100**	0	**279**
5:15PM	34	14	0	**48**	0	1	94	0	**95**	0	70	27	0	**97**	0	**240**
5:30PM	19	13	0	**32**	0	5	114	0	**119**	0	75	31	0	**106**	0	**257**
Total	135	71	0	**206**	0	10	441	0	**451**	0	288	112	0	**400**	0	**1057**
% Approach	65.5%	34.5%	0%	**-**	-	2.2%	97.8%	0%	**-**	-	72.0%	28.0%	0%	**-**	-	-
% Total	12.8%	6.7%	0%	**19.5%**	-	0.9%	41.7%	0%	**42.7%**	-	27.2%	10.6%	0%	**37.8%**	-	-
PHF	0.703	0.740	-	**0.757**	-	0.500	0.889	-	**0.895**	-	0.960	0.903	-	**0.943**	-	0.940
Lights	133	55	0	**188**	-	9	439	0	**448**	-	269	107	0	**376**	-	1012
% Lights	98.5%	77.5%	0%	**91.3%**	-	90.0%	99.5%	0%	**99.3%**	-	93.4%	95.5%	0%	**94.0%**	-	95.7%
Articulated Trucks	2	10	0	**12**	-	1	0	0	**1**	-	6	1	0	**7**	-	20
% Articulated Trucks	1.5%	14.1%	0%	**5.8%**	-	10.0%	0%	0%	**0.2%**	-	2.1%	0.9%	0%	**1.8%**	-	1.9%
Buses and Single-Unit Trucks	0	6	0	**6**	-	0	2	0	**2**	-	13	4	0	**17**	-	25
% Buses and Single-Unit Trucks	0%	8.5%	0%	**2.9%**	-	0%	0.5%	0%	**0.4%**	-	4.5%	3.6%	0%	**4.3%**	-	2.4%
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

FM 149 West Access Road (South) at SH 149 - TMC
Wed May 15, 2019
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 656270, Location: 30.228012, -95.691866

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



Spur FM 149 at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644665, Location: 30.222949, -95.680004

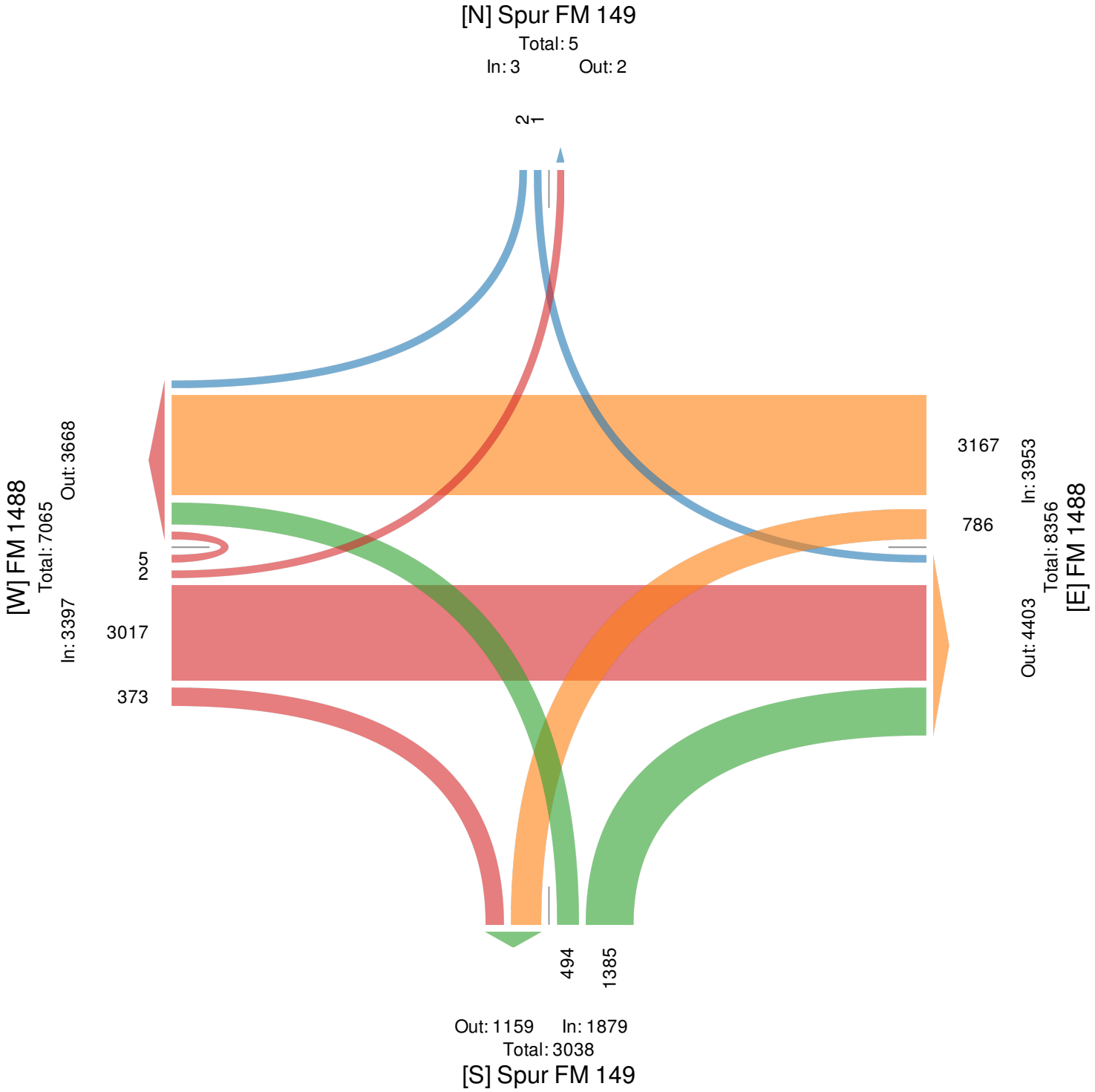
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Spur FM 149						Spur FM 149						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 6:30AM	0	227	36	0	**263**	0	48	348	0	0	**396**	0	71	0	44	0	**115**	0	0	0	0	0	**0**	0	**774**
6:45AM	0	228	39	0	**267**	0	37	388	0	0	**425**	0	62	0	40	0	**102**	0	0	0	0	0	**0**	0	**794**
Hourly Total	0	455	75	0	**530**	0	85	736	0	0	**821**	0	133	0	84	0	**217**	0	0	0	0	0	**0**	0	**1568**
7:00AM	0	241	42	0	**283**	0	34	202	0	0	**236**	0	39	0	47	0	**86**	0	0	0	1	0	**1**	0	**606**
7:15AM	2	240	45	1	**288**	0	70	122	0	0	**192**	0	19	0	71	0	**90**	0	0	0	1	0	**1**	0	**571**
7:30AM	0	213	19	0	**232**	0	57	164	0	0	**221**	0	22	0	72	0	**94**	0	0	0	0	0	**0**	0	**547**
7:45AM	0	194	16	0	**210**	0	53	126	0	0	**179**	0	18	0	83	0	**101**	0	0	0	0	0	**0**	0	**490**
Hourly Total	2	888	122	1	**1013**	0	214	614	0	0	**828**	0	98	0	273	0	**371**	0	0	0	2	0	**2**	0	**2214**
8:00AM	0	181	15	0	**196**	0	53	134	0	0	**187**	0	12	0	88	0	**100**	0	0	0	0	0	**0**	0	**483**
8:15AM	0	142	14	0	**156**	0	60	112	0	0	**172**	0	12	0	71	0	**83**	0	0	0	0	0	**0**	0	**411**
Hourly Total	0	323	29	0	**352**	0	113	246	0	0	**359**	0	24	0	159	0	**183**	0	0	0	0	0	**0**	0	**894**
4:15PM	0	162	19	0	**181**	0	46	154	0	0	**200**	0	35	0	89	0	**124**	0	1	0	0	0	**1**	0	**506**
4:30PM	0	188	24	0	**212**	0	42	209	0	0	**251**	0	24	0	84	0	**108**	0	0	0	0	0	**0**	0	**571**
4:45PM	0	171	18	2	**191**	0	53	207	0	0	**260**	0	27	0	112	0	**139**	0	0	0	0	0	**0**	0	**590**
Hourly Total	0	521	61	2	**584**	0	141	570	0	0	**711**	0	86	0	285	0	**371**	0	1	0	0	0	**1**	0	**1667**
5:00PM	0	146	13	2	**161**	0	38	187	0	0	**225**	0	35	0	103	0	**138**	0	0	0	0	0	**0**	0	**524**
5:15PM	0	216	21	0	**237**	0	58	210	0	0	**268**	0	24	0	156	0	**180**	0	0	0	0	0	**0**	0	**685**
5:30PM	0	181	22	0	**203**	0	51	220	0	0	**271**	0	29	0	123	0	**152**	0	0	0	0	0	**0**	0	**626**
5:45PM	0	156	17	0	**173**	0	49	211	0	0	**260**	0	36	0	98	0	**134**	0	0	0	0	0	**0**	0	**567**
Hourly Total	0	699	73	2	**774**	0	196	828	0	0	**1024**	0	124	0	480	0	**604**	0	0	0	0	0	**0**	0	**2402**
6:00PM	0	131	13	0	**144**	0	37	173	0	0	**210**	0	29	0	104	0	**133**	0	0	0	0	0	**0**	0	**487**
Hourly Total	0	131	13	0	**144**	0	37	173	0	0	**210**	0	29	0	104	0	**133**	0	0	0	0	0	**0**	0	**487**
Total	2	3017	373	5	**3397**	0	786	3167	0	0	**3953**	0	494	0	1385	0	**1879**	0	1	0	2	0	**3**	0	**9232**
% Approach	0.1%	88.8%	11.0%	0.1%	**-**	-	19.9%	80.1%	0%	0%	**-**	-	26.3%	0%	73.7%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	-
% Total	0%	32.7%	4.0%	0.1%	**36.8%**	-	8.5%	34.3%	0%	0%	**42.8%**	-	5.4%	0%	15.0%	0%	**20.4%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	2	2939	361	5	**3307**	-	769	3094	0	0	**3863**	-	481	0	1341	0	**1822**	-	1	0	2	0	**3**	-	8995
% Lights	100%	97.4%	96.8%	100%	**97.4%**	-	97.8%	97.7%	0%	0%	**97.7%**	-	97.4%	0%	96.8%	0%	**97.0%**	-	100%	0%	100%	0%	**100%**	-	97.4%
Articulated Trucks	0	21	2	0	**23**	-	3	21	0	0	**24**	-	4	0	8	0	**12**	-	0	0	0	0	**0**	-	59
% Articulated Trucks	0%	0.7%	0.5%	0%	**0.7%**	-	0.4%	0.7%	0%	0%	**0.6%**	-	0.8%	0%	0.6%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	0	57	10	0	**67**	-	14	52	0	0	**66**	-	9	0	36	0	**45**	-	0	0	0	0	**0**	-	178
% Buses and Single-Unit Trucks	0%	1.9%	2.7%	0%	**2.0%**	-	1.8%	1.6%	0%	0%	**1.7%**	-	1.8%	0%	2.6%	0%	**2.4%**	-	0%	0%	0%	0%	**0%**	-	1.9%
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

Spur FM 149 at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644665, Location: 30.222949, -95.680004

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



Spur FM 149 at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644665, Location: 30.222949, -95.680004

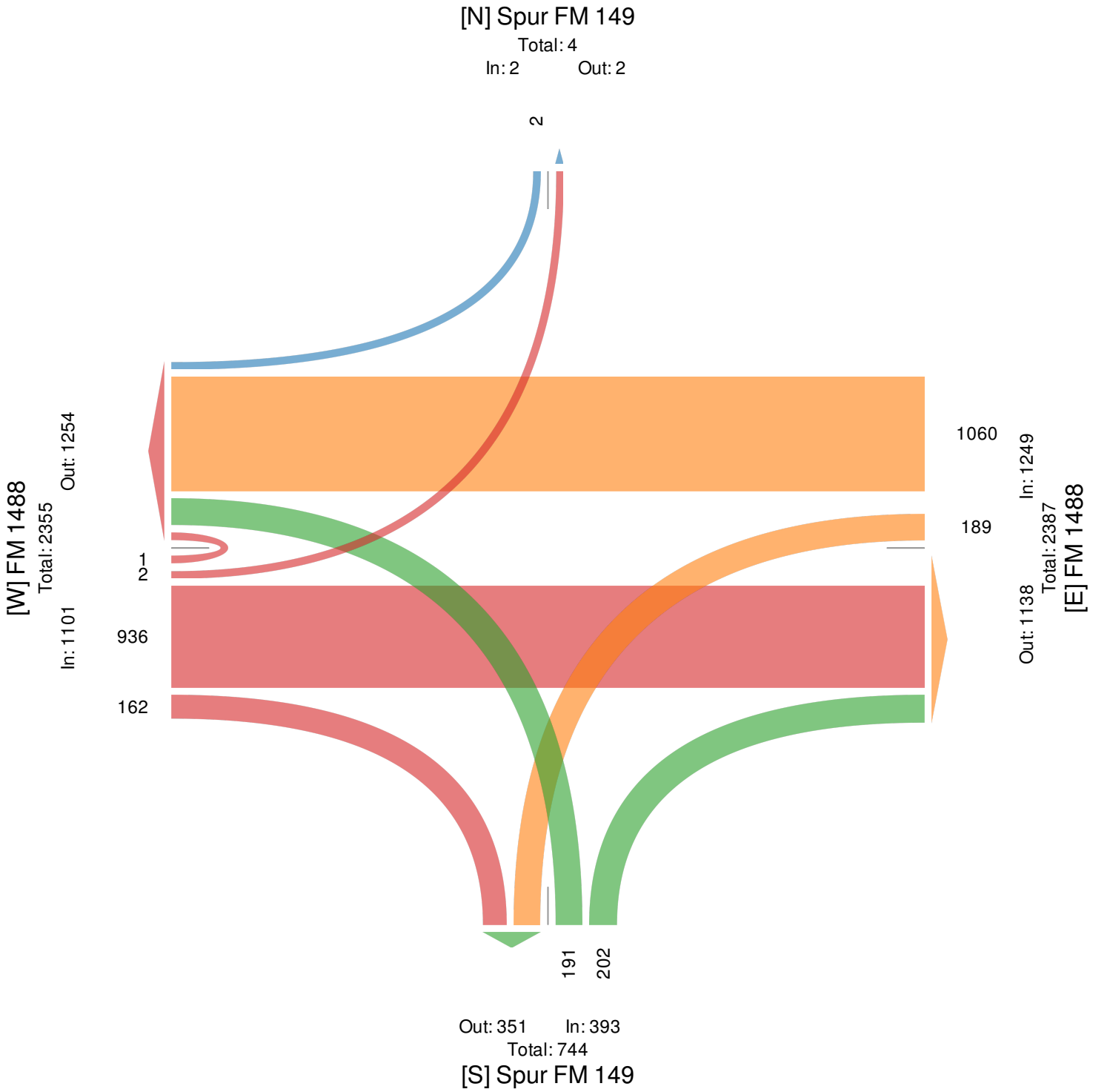
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Spur FM 149						Spur FM 149						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 6:30AM	0	227	36	0	**263**	0	48	348	0	0	**396**	0	71	0	44	0	**115**	0	0	0	0	0	**0**	0	**774**
6:45AM	0	228	39	0	**267**	0	37	388	0	0	**425**	0	62	0	40	0	**102**	0	0	0	0	0	**0**	0	**794**
7:00AM	0	241	42	0	**283**	0	34	202	0	0	**236**	0	39	0	47	0	**86**	0	0	0	1	0	**1**	0	**606**
7:15AM	2	240	45	1	**288**	0	70	122	0	0	**192**	0	19	0	71	0	**90**	0	0	0	1	0	**1**	0	**571**
Total	2	936	162	1	**1101**	0	189	1060	0	0	**1249**	0	191	0	202	0	**393**	0	0	0	2	0	**2**	0	**2745**
% Approach	0.2%	85.0%	14.7%	0.1%	**-**	-	15.1%	84.9%	0%	0%	**-**	-	48.6%	0%	51.4%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0.1%	34.1%	5.9%	0%	**40.1%**	-	6.9%	38.6%	0%	0%	**45.5%**	-	7.0%	0%	7.4%	0%	**14.3%**	-	0%	0%	0.1%	0%	**0.1%**	-	**-**
PHF	0.250	0.971	0.900	0.250	**0.956**	-	0.675	0.683	-	-	**0.735**	-	0.673	-	0.711	-	**0.854**	-	-	-	0.500	-	**0.500**	-	0.864
Lights	2	909	153	1	**1065**	-	185	1034	0	0	**1219**	-	186	0	191	0	**377**	-	0	0	2	0	**2**	-	2663
% Lights	100%	97.1%	94.4%	100%	**96.7%**	-	97.9%	97.5%	0%	0%	**97.6%**	-	97.4%	0%	94.6%	0%	**95.9%**	-	0%	0%	100%	0%	**100%**	-	97.0%
Articulated Trucks	0	7	0	0	**7**	-	0	7	0	0	**7**	-	2	0	3	0	**5**	-	0	0	0	0	**0**	-	19
% Articulated Trucks	0%	0.7%	0%	0%	**0.6%**	-	0%	0.7%	0%	0%	**0.6%**	-	1.0%	0%	1.5%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	0	20	9	0	**29**	-	4	19	0	0	**23**	-	3	0	8	0	**11**	-	0	0	0	0	**0**	-	63
% Buses and Single-Unit Trucks	0%	2.1%	5.6%	0%	**2.6%**	-	2.1%	1.8%	0%	0%	**1.8%**	-	1.6%	0%	4.0%	0%	**2.8%**	-	0%	0%	0%	0%	**0%**	-	2.3%
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

Spur FM 149 at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644665, Location: 30.222949, -95.680004

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



Spur FM 149 at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644665, Location: 30.222949, -95.680004

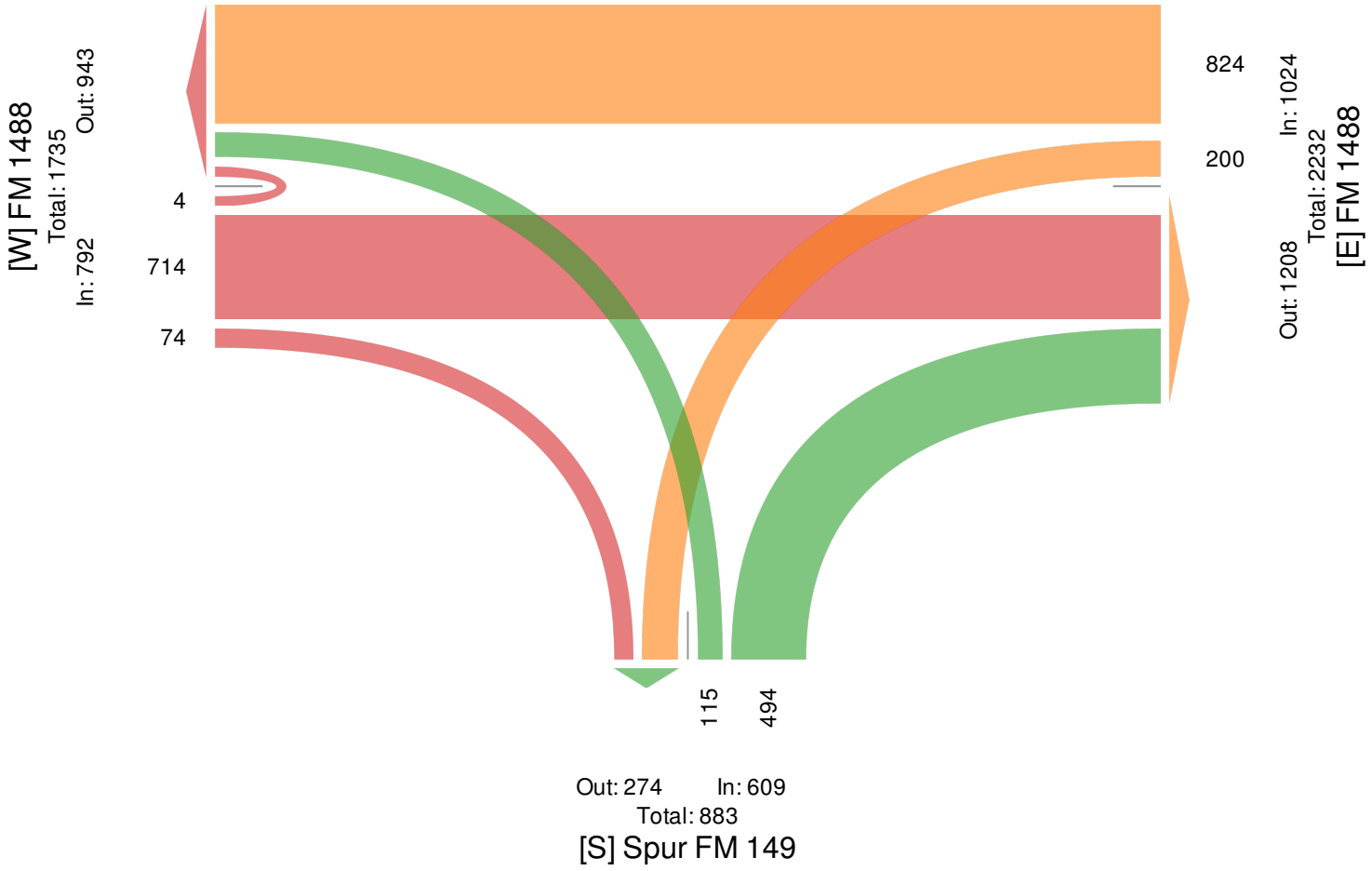
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Spur FM 149						Spur FM 149						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 4:45PM	0	171	18	2	**191**	0	53	207	0	0	**260**	0	27	0	112	0	**139**	0	0	0	0	0	**0**	0	**590**
5:00PM	0	146	13	2	**161**	0	38	187	0	0	**225**	0	35	0	103	0	**138**	0	0	0	0	0	**0**	0	**524**
5:15PM	0	216	21	0	**237**	0	58	210	0	0	**268**	0	24	0	156	0	**180**	0	0	0	0	0	**0**	0	**685**
5:30PM	0	181	22	0	**203**	0	51	220	0	0	**271**	0	29	0	123	0	**152**	0	0	0	0	0	**0**	0	**626**
Total	0	714	74	4	**792**	0	200	824	0	0	**1024**	0	115	0	494	0	**609**	0	0	0	0	0	**0**	0	**2425**
% Approach	0%	90.2%	9.3%	0.5%	**-**	-	19.5%	80.5%	0%	0%	**-**	-	18.9%	0%	81.1%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0%	29.4%	3.1%	0.2%	**32.7%**	-	8.2%	34.0%	0%	0%	**42.2%**	-	4.7%	0%	20.4%	0%	**25.1%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	-	0.826	0.841	0.500	**0.835**	-	0.862	0.936	-	-	**0.945**	-	0.821	-	0.792	-	**0.846**	-	-	-	-	-	**-**	-	0.885
Lights	0	699	73	4	**776**	-	197	814	0	0	**1011**	-	113	0	491	0	**604**	-	0	0	0	0	**0**	-	2391
% Lights	0%	97.9%	98.6%	100%	**98.0%**	-	98.5%	98.8%	0%	0%	**98.7%**	-	98.3%	0%	99.4%	0%	**99.2%**	-	0%	0%	0%	0%	**-**	-	98.6%
Articulated Trucks	0	6	0	0	**6**	-	1	3	0	0	**4**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	11
% Articulated Trucks	0%	0.8%	0%	0%	**0.8%**	-	0.5%	0.4%	0%	0%	**0.4%**	-	0%	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	0%	**-**	-	0.5%
Buses and Single-Unit Trucks	0	9	1	0	**10**	-	2	7	0	0	**9**	-	2	0	2	0	**4**	-	0	0	0	0	**0**	-	23
% Buses and Single-Unit Trucks	0%	1.3%	1.4%	0%	**1.3%**	-	1.0%	0.8%	0%	0%	**0.9%**	-	1.7%	0%	0.4%	0%	**0.7%**	-	0%	0%	0%	0%	**-**	-	0.9%
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

Spur FM 149 at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644665, Location: 30.222949, -95.680004

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



FM 1488 at Mostyn Dr - TMC
Wed Apr 10, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644659, Location: 30.222465, -95.66449

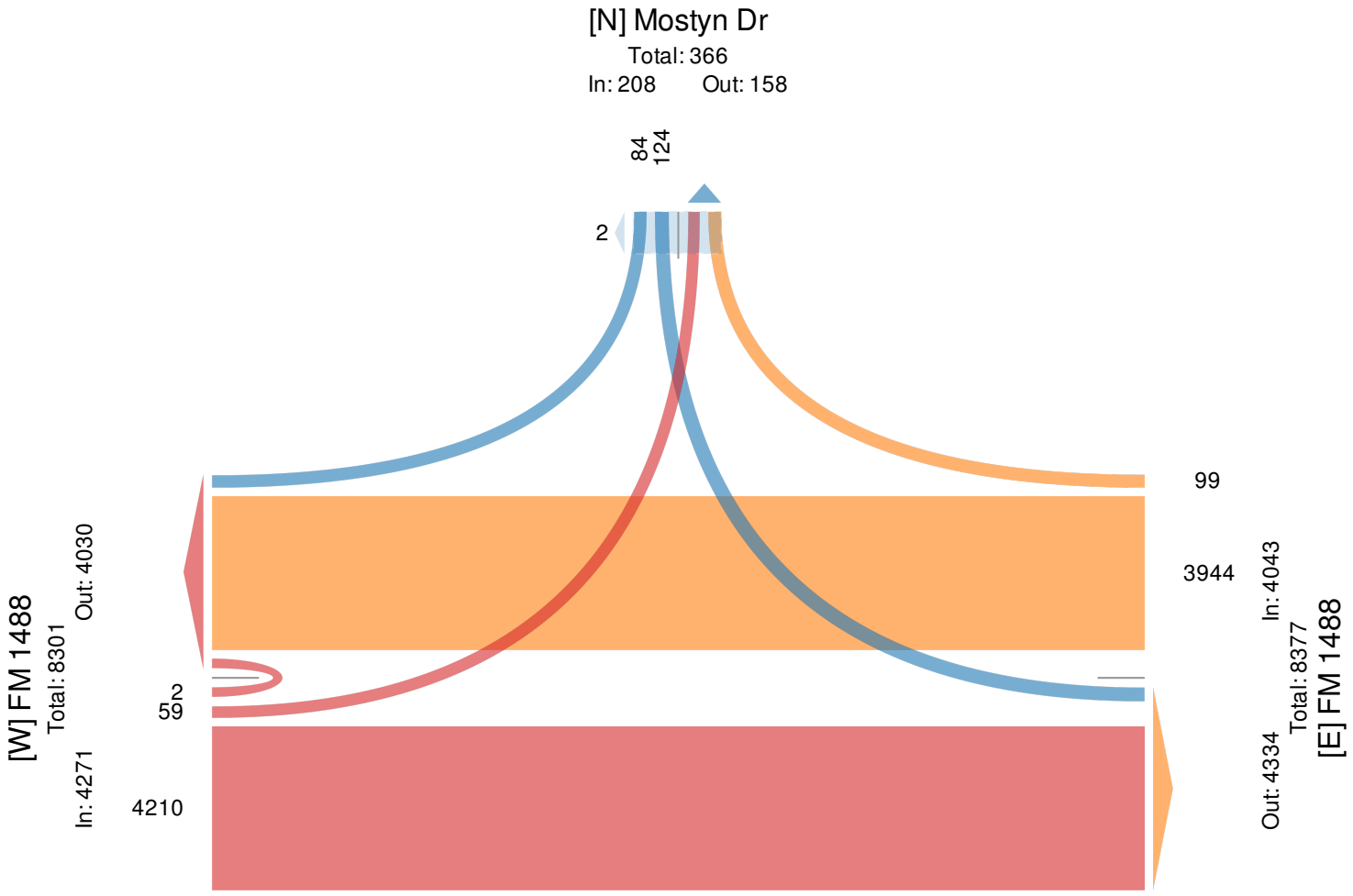
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488					FM 1488					Mostyn Dr					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-04-10 6:30AM	2	250	0	**252**	0	401	3	0	**404**	0	12	8	0	**20**	0	**676**
6:45AM	2	260	0	**262**	0	412	5	0	**417**	0	11	14	0	**25**	0	**704**
Hourly Total	4	510	0	**514**	0	813	8	0	**821**	0	23	22	0	**45**	0	**1380**
7:00AM	1	276	0	**277**	0	212	4	0	**216**	0	7	9	0	**16**	0	**509**
7:15AM	1	338	0	**339**	0	206	4	0	**210**	0	7	5	0	**12**	0	**561**
7:30AM	0	269	0	**269**	0	159	5	0	**164**	0	18	3	0	**21**	0	**454**
7:45AM	4	255	0	**259**	0	197	4	0	**201**	0	9	4	0	**13**	0	**473**
Hourly Total	6	1138	0	**1144**	0	774	17	0	**791**	0	41	21	0	**62**	0	**1997**
8:00AM	5	233	0	**238**	0	192	4	0	**196**	0	11	9	0	**20**	0	**454**
8:15AM	4	210	2	**216**	0	150	7	0	**157**	0	5	8	0	**13**	0	**386**
Hourly Total	9	443	2	**454**	0	342	11	0	**353**	0	16	17	0	**33**	0	**840**
4:15PM	5	275	0	**280**	0	222	7	0	**229**	0	8	4	0	**12**	1	**521**
4:30PM	7	293	0	**300**	0	239	7	0	**246**	0	3	6	0	**9**	0	**555**
4:45PM	6	246	0	**252**	0	250	8	0	**258**	0	4	2	0	**6**	0	**516**
Hourly Total	18	814	0	**832**	0	711	22	0	**733**	0	15	12	0	**27**	1	**1592**
5:00PM	8	301	0	**309**	0	272	6	0	**278**	0	3	1	0	**4**	0	**591**
5:15PM	1	283	0	**284**	0	270	10	0	**280**	0	9	1	0	**10**	0	**574**
5:30PM	5	247	0	**252**	0	257	7	0	**264**	0	6	3	0	**9**	0	**525**
5:45PM	6	240	0	**246**	0	256	8	0	**264**	0	4	4	0	**8**	0	**518**
Hourly Total	20	1071	0	**1091**	0	1055	31	0	**1086**	0	22	9	0	**31**	0	**2208**
6:00PM	2	234	0	**236**	0	249	10	0	**259**	0	7	3	0	**10**	1	**505**
Hourly Total	2	234	0	**236**	0	249	10	0	**259**	0	7	3	0	**10**	1	**505**
Total	59	4210	2	**4271**	0	3944	99	0	**4043**	0	124	84	0	**208**	2	**8522**
% Approach	1.4%	98.6%	0%	**-**	-	97.6%	2.4%	0%	**-**	-	59.6%	40.4%	0%	**-**	-	-
% Total	0.7%	49.4%	0%	**50.1%**	-	46.3%	1.2%	0%	**47.4%**	-	1.5%	1.0%	0%	**2.4%**	-	-
Lights	58	4070	2	**4130**	-	3846	98	0	**3944**	-	119	81	0	**200**	-	8274
% Lights	98.3%	96.7%	100%	**96.7%**	-	97.5%	99.0%	0%	**97.6%**	-	96.0%	96.4%	0%	**96.2%**	-	97.1%
Articulated Trucks	0	35	0	**35**	-	34	1	0	**35**	-	0	1	0	**1**	-	71
% Articulated Trucks	0%	0.8%	0%	**0.8%**	-	0.9%	1.0%	0%	**0.9%**	-	0%	1.2%	0%	**0.5%**	-	0.8%
Buses and Single-Unit Trucks	1	105	0	**106**	-	64	0	0	**64**	-	5	2	0	**7**	-	177
% Buses and Single-Unit Trucks	1.7%	2.5%	0%	**2.5%**	-	1.6%	0%	0%	**1.6%**	-	4.0%	2.4%	0%	**3.4%**	-	2.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

FM 1488 at Mostyn Dr - TMC
Wed Apr 10, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644659, Location: 30.222465, -95.66449

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



FM 1488 at Mostyn Dr - TMC
Wed Apr 10, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644659, Location: 30.222465, -95.66449

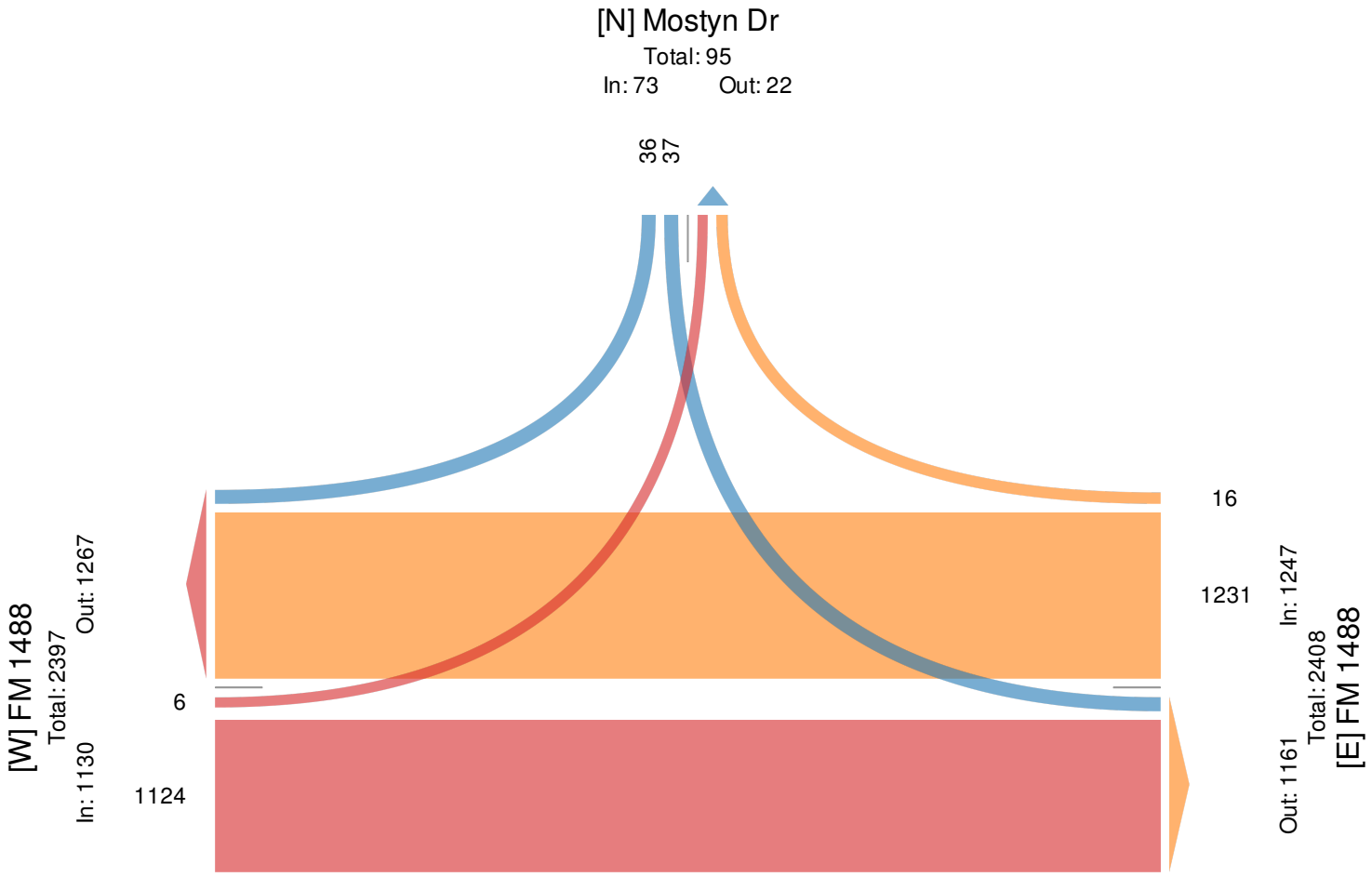
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Mostyn Dr Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-04-10 6:30AM	2	250	0	**252**	0	401	3	0	**404**	0	12	8	0	**20**	0	**676**
6:45AM	2	260	0	**262**	0	412	5	0	**417**	0	11	14	0	**25**	0	**704**
7:00AM	1	276	0	**277**	0	212	4	0	**216**	0	7	9	0	**16**	0	**509**
7:15AM	1	338	0	**339**	0	206	4	0	**210**	0	7	5	0	**12**	0	**561**
Total	6	1124	0	**1130**	0	1231	16	0	**1247**	0	37	36	0	**73**	0	**2450**
% Approach	0.5%	99.5%	0%	**-**	-	98.7%	1.3%	0%	**-**	-	50.7%	49.3%	0%	**-**	-	-
% Total	0.2%	45.9%	0%	**46.1%**	-	50.2%	0.7%	0%	**50.9%**	-	1.5%	1.5%	0%	**3.0%**	-	-
PHF	0.750	0.831	-	**0.833**	-	0.747	0.800	-	**0.748**	-	0.771	0.643	-	**0.730**	-	0.870
Lights	6	1088	0	**1094**	-	1208	16	0	**1224**	-	36	36	0	**72**	-	2390
% Lights	100%	96.8%	0%	**96.8%**	-	98.1%	100%	0%	**98.2%**	-	97.3%	100%	0%	**98.6%**	-	97.6%
Articulated Trucks	0	11	0	**11**	-	6	0	0	**6**	-	0	0	0	**0**	-	17
% Articulated Trucks	0%	1.0%	0%	**1.0%**	-	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	0	25	0	**25**	-	17	0	0	**17**	-	1	0	0	**1**	-	43
% Buses and Single-Unit Trucks	0%	2.2%	0%	**2.2%**	-	1.4%	0%	0%	**1.4%**	-	2.7%	0%	0%	**1.4%**	-	1.8%
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

FM 1488 at Mostyn Dr - TMC
Wed Apr 10, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644659, Location: 30.222465, -95.66449

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



FM 1488 at Mostyn Dr - TMC
Wed Apr 10, 2019
PM Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644659, Location: 30.222465, -95.66449

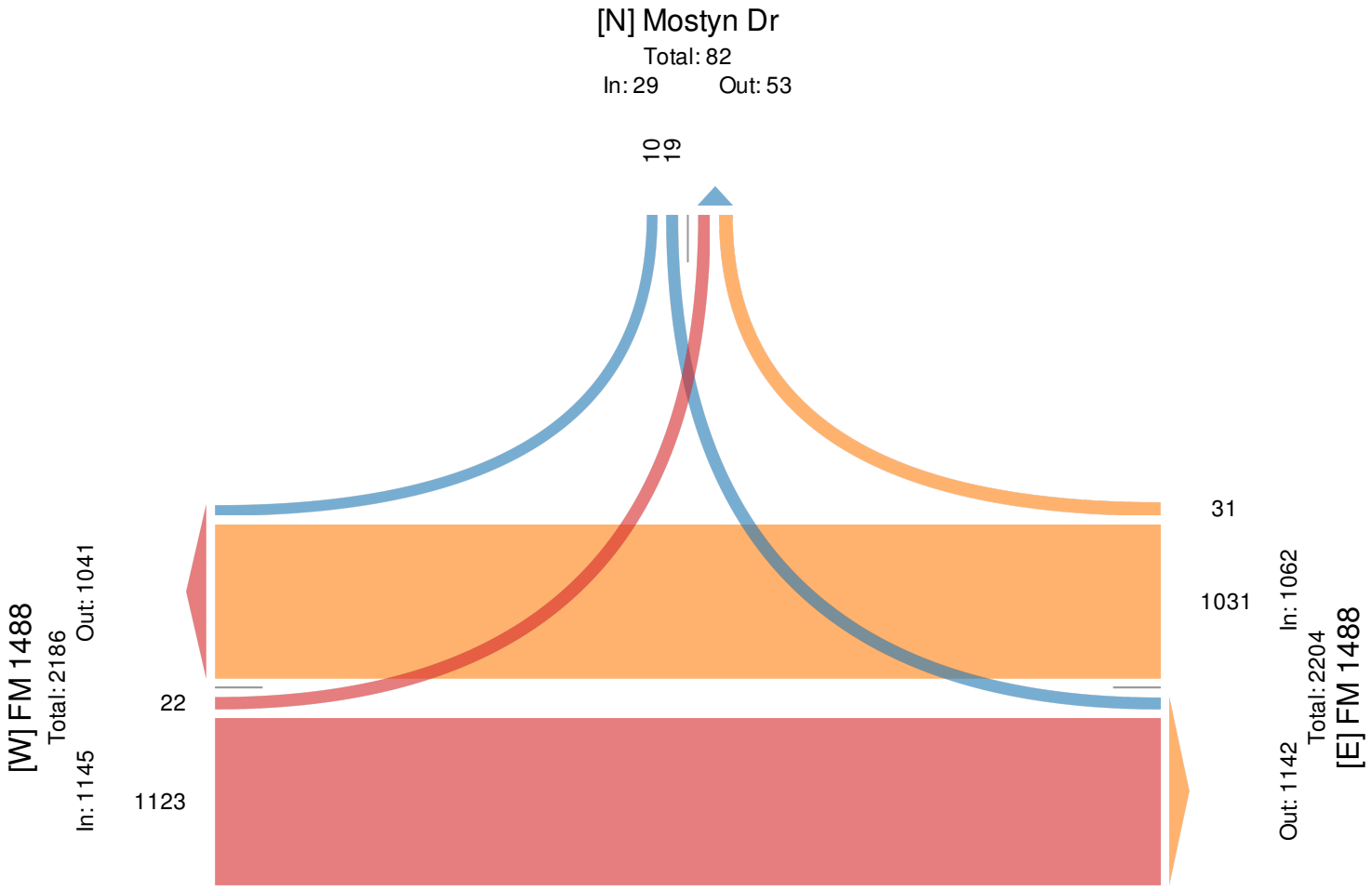
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488					FM 1488					Mostyn Dr					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-04-10 4:30PM	7	293	0	**300**	0	239	7	0	**246**	0	3	6	0	**9**	0	**555**
4:45PM	6	246	0	**252**	0	250	8	0	**258**	0	4	2	0	**6**	0	**516**
5:00PM	8	301	0	**309**	0	272	6	0	**278**	0	3	1	0	**4**	0	**591**
5:15PM	1	283	0	**284**	0	270	10	0	**280**	0	9	1	0	**10**	0	**574**
Total	22	1123	0	**1145**	0	1031	31	0	**1062**	0	19	10	0	**29**	0	**2236**
% Approach	1.9%	98.1%	0%	**-**	-	97.1%	2.9%	0%	**-**	-	65.5%	34.5%	0%	**-**	-	-
% Total	1.0%	50.2%	0%	**51.2%**	-	46.1%	1.4%	0%	**47.5%**	-	0.8%	0.4%	0%	**1.3%**	-	-
PHF	0.688	0.933	-	**0.926**	-	0.948	0.775	-	**0.948**	-	0.528	0.417	-	**0.725**	-	0.946
Lights	22	1104	0	**1126**	-	1003	31	0	**1034**	-	19	8	0	**27**	-	2187
% Lights	100%	98.3%	0%	**98.3%**	-	97.3%	100%	0%	**97.4%**	-	100%	80.0%	0%	**93.1%**	-	97.8%
Articulated Trucks	0	4	0	**4**	-	13	0	0	**13**	-	0	0	0	**0**	-	17
% Articulated Trucks	0%	0.4%	0%	**0.3%**	-	1.3%	0%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	0.8%
Buses and Single-Unit Trucks	0	15	0	**15**	-	15	0	0	**15**	-	0	2	0	**2**	-	32
% Buses and Single-Unit Trucks	0%	1.3%	0%	**1.3%**	-	1.5%	0%	0%	**1.4%**	-	0%	20.0%	0%	**6.9%**	-	1.4%
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

FM 1488 at Mostyn Dr - TMC
Wed Apr 10, 2019
PM Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644659, Location: 30.222465, -95.66449

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



FM 1488 at Manor Dr - TMC
Wed Mar 27, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644662, Location: 30.222459, -95.661507

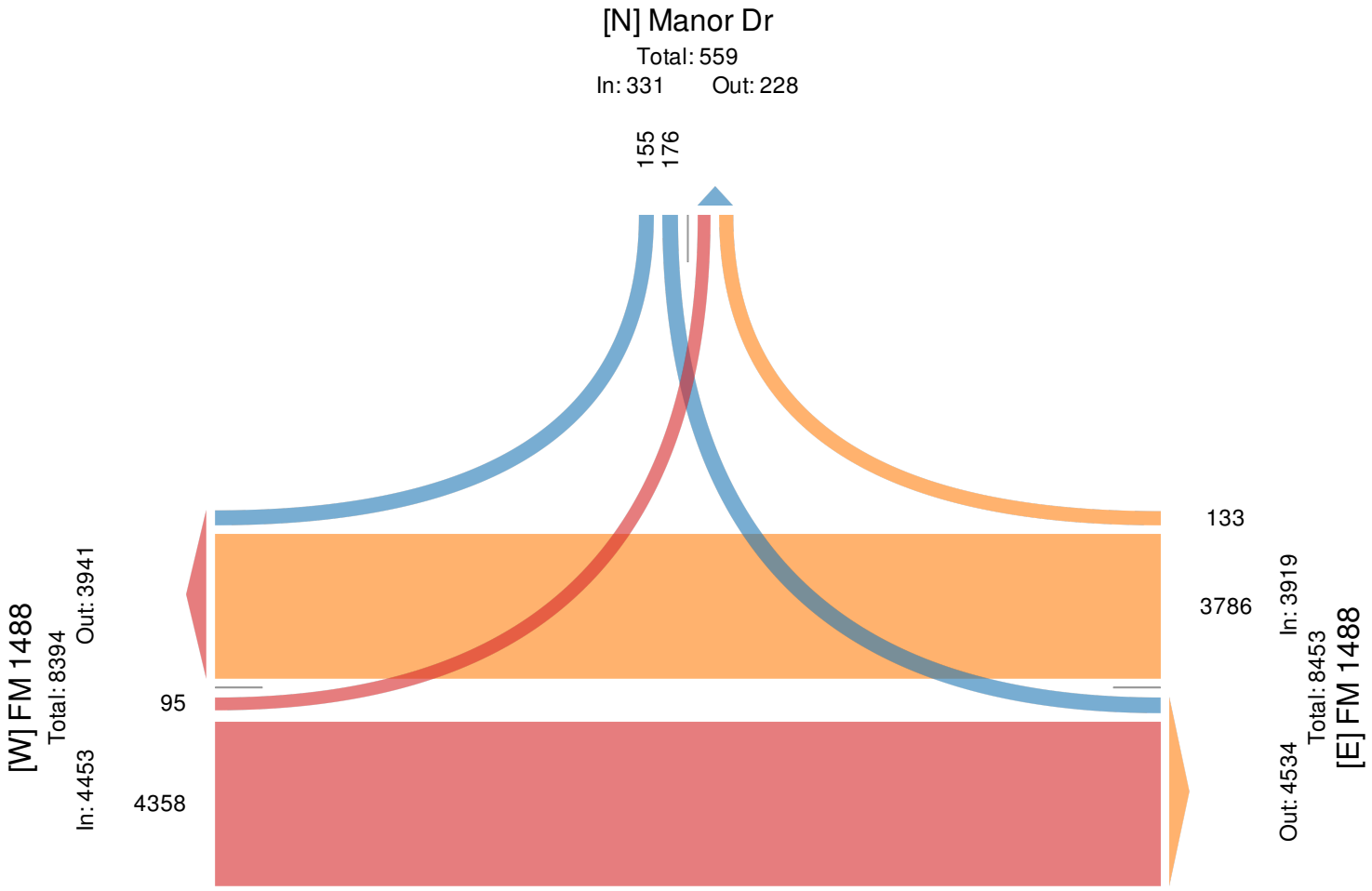
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Manor Dr Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 6:30AM	3	239	0	**242**	0	374	1	0	**375**	0	18	14	0	**32**	0	**649**
6:45AM	2	247	0	**249**	0	392	2	0	**394**	0	11	22	0	**33**	0	**676**
Hourly Total	5	486	0	**491**	0	766	3	0	**769**	0	29	36	0	**65**	0	**1325**
7:00AM	4	293	0	**297**	0	187	5	0	**192**	0	15	16	0	**31**	0	**520**
7:15AM	5	327	0	**332**	0	170	7	0	**177**	0	11	3	0	**14**	0	**523**
7:30AM	2	317	0	**319**	0	203	4	0	**207**	0	12	9	0	**21**	0	**547**
7:45AM	1	285	0	**286**	0	182	6	0	**188**	0	13	7	0	**20**	0	**494**
Hourly Total	12	1222	0	**1234**	0	742	22	0	**764**	0	51	35	0	**86**	0	**2084**
8:00AM	6	270	0	**276**	0	168	6	0	**174**	0	23	4	0	**27**	0	**477**
8:15AM	4	219	0	**223**	0	177	11	0	**188**	0	11	8	0	**19**	0	**430**
Hourly Total	10	489	0	**499**	0	345	17	0	**362**	0	34	12	0	**46**	0	**907**
4:15PM	9	263	0	**272**	0	201	7	0	**208**	0	4	9	0	**13**	0	**493**
4:30PM	7	269	0	**276**	0	239	13	0	**252**	0	8	7	0	**15**	0	**543**
4:45PM	8	271	0	**279**	0	241	11	0	**252**	0	6	14	0	**20**	0	**551**
Hourly Total	24	803	0	**827**	0	681	31	0	**712**	0	18	30	0	**48**	0	**1587**
5:00PM	5	240	0	**245**	0	221	14	0	**235**	0	10	6	0	**16**	0	**496**
5:15PM	11	364	0	**375**	0	295	18	0	**313**	0	13	9	0	**22**	0	**710**
5:30PM	11	285	0	**296**	0	250	8	0	**258**	0	8	7	0	**15**	0	**569**
5:45PM	11	251	0	**262**	0	248	10	0	**258**	0	7	11	0	**18**	0	**538**
Hourly Total	38	1140	0	**1178**	0	1014	50	0	**1064**	0	38	33	0	**71**	0	**2313**
6:00PM	6	218	0	**224**	0	238	10	0	**248**	0	6	9	0	**15**	0	**487**
Hourly Total	6	218	0	**224**	0	238	10	0	**248**	0	6	9	0	**15**	0	**487**
Total	95	4358	0	**4453**	0	3786	133	0	**3919**	0	176	155	0	**331**	0	**8703**
% Approach	2.1%	97.9%	0%	**-**	-	96.6%	3.4%	0%	**-**	-	53.2%	46.8%	0%	**-**	-	-
% Total	1.1%	50.1%	0%	**51.2%**	-	43.5%	1.5%	0%	**45.0%**	-	2.0%	1.8%	0%	**3.8%**	-	-
Lights	92	4235	0	**4327**	-	3702	126	0	**3828**	-	174	152	0	**326**	-	8481
% Lights	96.8%	97.2%	0%	**97.2%**	-	97.8%	94.7%	0%	**97.7%**	-	98.9%	98.1%	0%	**98.5%**	-	97.4%
Articulated Trucks	0	33	0	**33**	-	23	0	0	**23**	-	1	0	0	**1**	-	57
% Articulated Trucks	0%	0.8%	0%	**0.7%**	-	0.6%	0%	0%	**0.6%**	-	0.6%	0%	0%	**0.3%**	-	0.7%
Buses and Single-Unit Trucks	3	90	0	**93**	-	61	7	0	**68**	-	1	3	0	**4**	-	165
% Buses and Single-Unit Trucks	3.2%	2.1%	0%	**2.1%**	-	1.6%	5.3%	0%	**1.7%**	-	0.6%	1.9%	0%	**1.2%**	-	1.9%
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

FM 1488 at Manor Dr - TMC
Wed Mar 27, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644662, Location: 30.222459, -95.661507

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



FM 1488 at Manor Dr - TMC
Wed Mar 27, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644662, Location: 30.222459, -95.661507

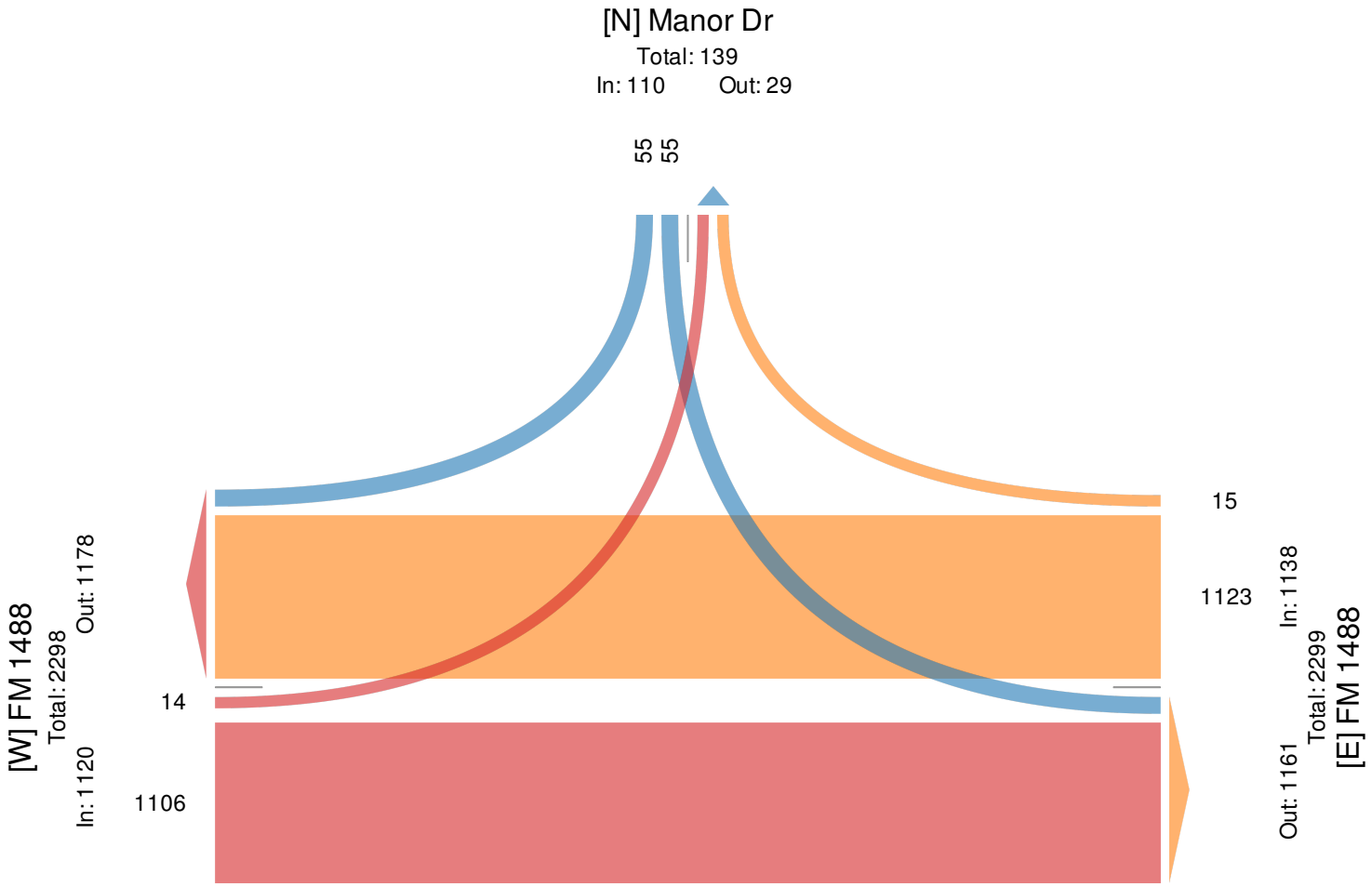
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Manor Dr Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 6:30AM	3	239	0	**242**	0	374	1	0	**375**	0	18	14	0	**32**	0	**649**
6:45AM	2	247	0	**249**	0	392	2	0	**394**	0	11	22	0	**33**	0	**676**
7:00AM	4	293	0	**297**	0	187	5	0	**192**	0	15	16	0	**31**	0	**520**
7:15AM	5	327	0	**332**	0	170	7	0	**177**	0	11	3	0	**14**	0	**523**
Total	14	1106	0	**1120**	0	1123	15	0	**1138**	0	55	55	0	**110**	0	**2368**
% Approach	1.3%	98.8%	0%	**-**	-	98.7%	1.3%	0%	**-**	-	50.0%	50.0%	0%	**-**	-	-
% Total	0.6%	46.7%	0%	**47.3%**	-	47.4%	0.6%	0%	**48.1%**	-	2.3%	2.3%	0%	**4.6%**	-	-
PHF	0.700	0.846	-	**0.843**	-	0.716	0.536	-	**0.722**	-	0.764	0.625	-	**0.833**	-	0.876
Lights	12	1068	0	**1080**	-	1096	15	0	**1111**	-	54	54	0	**108**	-	2299
% Lights	85.7%	96.6%	0%	**96.4%**	-	97.6%	100%	0%	**97.6%**	-	98.2%	98.2%	0%	**98.2%**	-	97.1%
Articulated Trucks	0	13	0	**13**	-	6	0	0	**6**	-	1	0	0	**1**	-	20
% Articulated Trucks	0%	1.2%	0%	**1.2%**	-	0.5%	0%	0%	**0.5%**	-	1.8%	0%	0%	**0.9%**	-	0.8%
Buses and Single-Unit Trucks	2	25	0	**27**	-	21	0	0	**21**	-	0	1	0	**1**	-	49
% Buses and Single-Unit Trucks	14.3%	2.3%	0%	**2.4%**	-	1.9%	0%	0%	**1.8%**	-	0%	1.8%	0%	**0.9%**	-	2.1%
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

FM 1488 at Manor Dr - TMC
Wed Mar 27, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644662, Location: 30.222459, -95.661507

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



FM 1488 at Manor Dr - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644662, Location: 30.222459, -95.661507

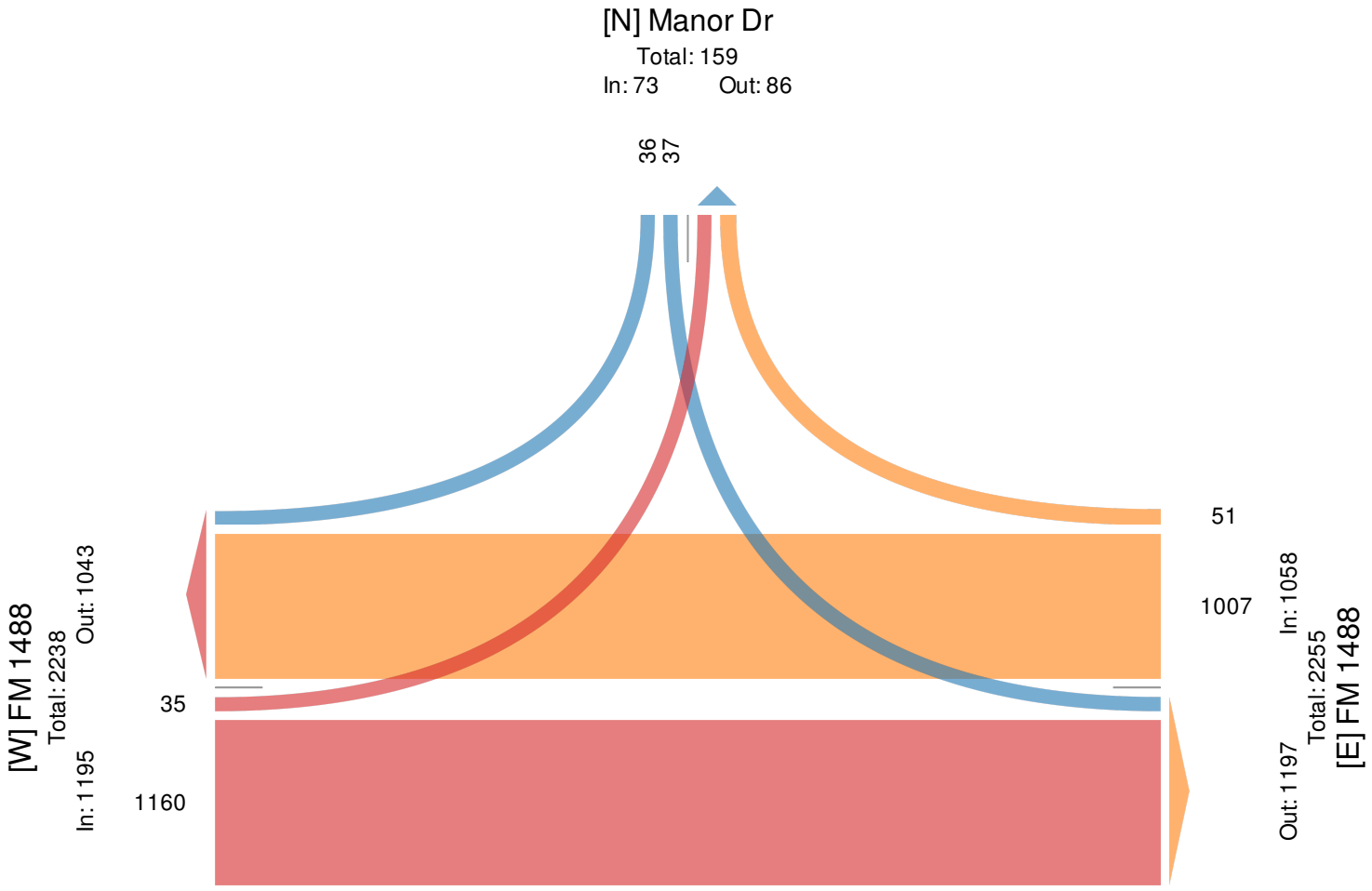
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Manor Dr Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	8	271	0	**279**	0	241	11	0	**252**	0	6	14	0	**20**	0	**551**
5:00PM	5	240	0	**245**	0	221	14	0	**235**	0	10	6	0	**16**	0	**496**
5:15PM	11	364	0	**375**	0	295	18	0	**313**	0	13	9	0	**22**	0	**710**
5:30PM	11	285	0	**296**	0	250	8	0	**258**	0	8	7	0	**15**	0	**569**
Total	35	1160	0	**1195**	0	1007	51	0	**1058**	0	37	36	0	**73**	0	**2326**
% Approach	2.9%	97.1%	0%	**-**	-	95.2%	4.8%	0%	**-**	-	50.7%	49.3%	0%	**-**	-	-
% Total	1.5%	49.9%	0%	**51.4%**	-	43.3%	2.2%	0%	**45.5%**	-	1.6%	1.5%	0%	**3.1%**	-	-
PHF	0.795	0.797	-	**0.797**	-	0.853	0.708	-	**0.845**	-	0.712	0.643	-	**0.830**	-	0.819
Lights	34	1145	0	**1179**	-	1000	50	0	**1050**	-	37	34	0	**71**	-	2300
% Lights	97.1%	98.7%	0%	**98.7%**	-	99.3%	98.0%	0%	**99.2%**	-	100%	94.4%	0%	**97.3%**	-	98.9%
Articulated Trucks	0	7	0	**7**	-	2	0	0	**2**	-	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.6%	0%	**0.6%**	-	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.4%
Buses and Single-Unit Trucks	1	8	0	**9**	-	5	1	0	**6**	-	0	2	0	**2**	-	17
% Buses and Single-Unit Trucks	2.9%	0.7%	0%	**0.8%**	-	0.5%	2.0%	0%	**0.6%**	-	0%	5.6%	0%	**2.7%**	-	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

FM 1488 at Manor Dr - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644662, Location: 30.222459, -95.661507

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



FM 1488 at Thousand Oaks Blvd - TMC
Wed Mar 27, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644663, Location: 30.222433, -95.658018

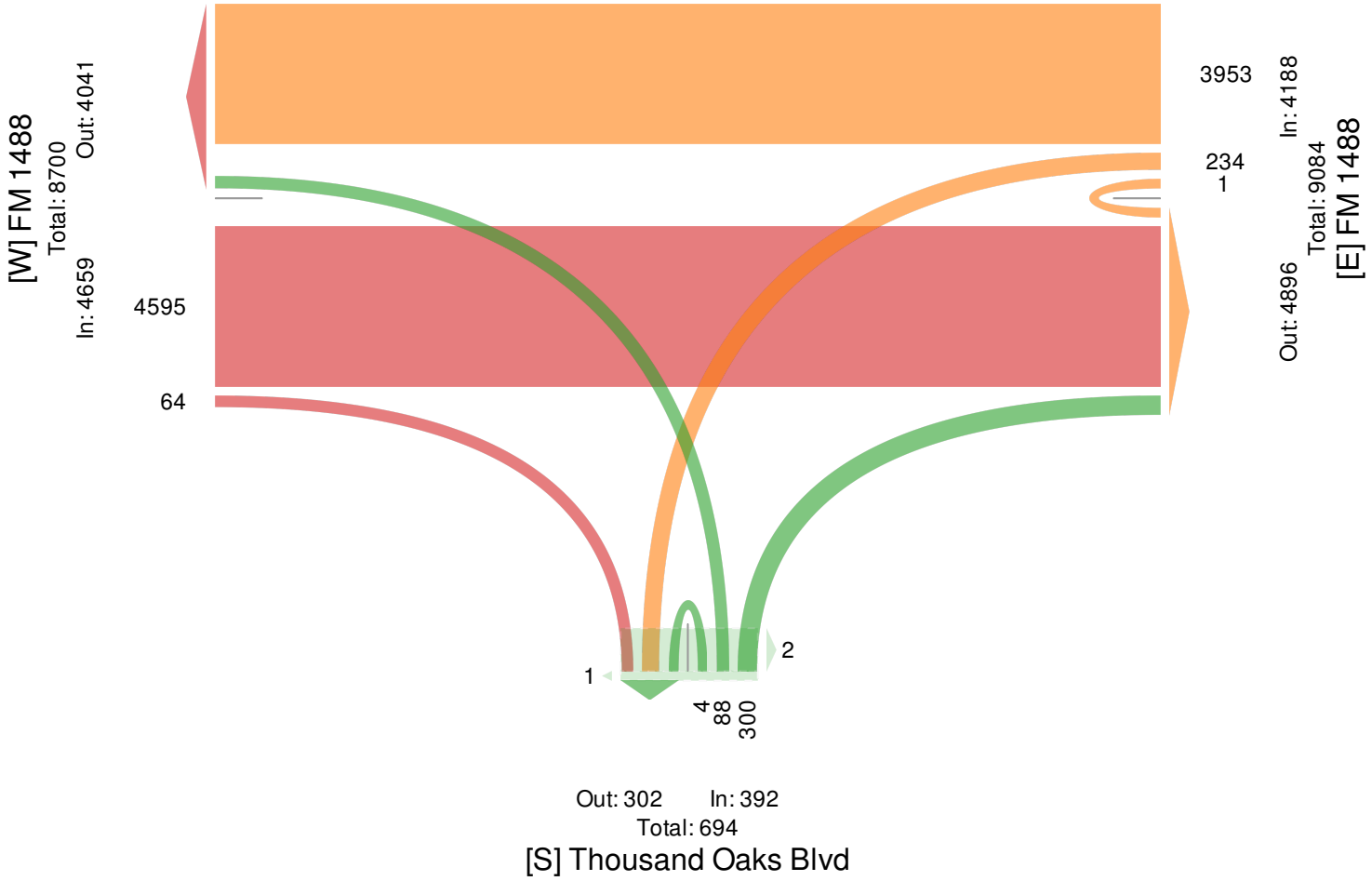
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Thousand Oaks Blvd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 6:30AM	281	1	0	**282**	0	2	386	0	**388**	0	5	15	0	**20**	0	**690**
6:45AM	275	2	0	**277**	0	6	401	0	**407**	0	13	17	0	**30**	0	**714**
Hourly Total	556	3	0	**559**	0	8	787	0	**795**	0	18	32	0	**50**	0	**1404**
7:00AM	309	4	0	**313**	0	5	188	0	**193**	0	5	19	0	**24**	0	**530**
7:15AM	347	4	0	**351**	0	6	178	0	**184**	0	5	30	0	**35**	0	**570**
7:30AM	328	2	0	**330**	0	7	200	0	**207**	0	6	23	0	**29**	0	**566**
7:45AM	294	2	0	**296**	0	12	190	0	**202**	0	2	15	0	**17**	0	**515**
Hourly Total	1278	12	0	**1290**	0	30	756	0	**786**	0	18	87	0	**105**	0	**2181**
8:00AM	287	3	0	**290**	0	10	174	0	**184**	0	1	36	0	**37**	1	**511**
8:15AM	241	4	0	**245**	0	19	196	0	**215**	0	3	20	0	**23**	2	**483**
Hourly Total	528	7	0	**535**	0	29	370	0	**399**	0	4	56	0	**60**	3	**994**
4:15PM	279	3	0	**282**	0	21	220	0	**241**	0	5	18	0	**23**	0	**546**
4:30PM	271	8	0	**279**	0	22	259	1	**282**	0	4	18	0	**22**	0	**583**
4:45PM	277	5	0	**282**	0	16	254	0	**270**	0	4	13	0	**17**	0	**569**
Hourly Total	827	16	0	**843**	0	59	733	1	**793**	0	13	49	0	**62**	0	**1698**
5:00PM	247	3	0	**250**	0	23	239	0	**262**	0	4	11	0	**15**	0	**527**
5:15PM	386	7	0	**393**	0	17	306	0	**323**	0	9	20	0	**29**	0	**745**
5:30PM	297	2	0	**299**	0	18	256	0	**274**	0	8	19	2	**29**	0	**602**
5:45PM	257	9	0	**266**	0	22	259	0	**281**	0	11	16	0	**27**	0	**574**
Hourly Total	1187	21	0	**1208**	0	80	1060	0	**1140**	0	32	66	2	**100**	0	**2448**
6:00PM	219	5	0	**224**	0	28	247	0	**275**	0	3	10	2	**15**	0	**514**
Hourly Total	219	5	0	**224**	0	28	247	0	**275**	0	3	10	2	**15**	0	**514**
Total	4595	64	0	**4659**	0	234	3953	1	**4188**	0	88	300	4	**392**	3	**9239**
% Approach	98.6%	1.4%	0%	**-**	-	5.6%	94.4%	0%	**-**	-	22.4%	76.5%	1.0%	**-**	-	**-**
% Total	49.7%	0.7%	0%	**50.4%**	-	2.5%	42.8%	0%	**45.3%**	-	1.0%	3.2%	0%	**4.2%**	-	**-**
Lights	4477	61	0	**4538**	-	233	3854	1	**4088**	-	87	295	4	**386**	-	9012
% Lights	97.4%	95.3%	0%	**97.4%**	-	99.6%	97.5%	100%	**97.6%**	-	98.9%	98.3%	100%	**98.5%**	-	97.5%
Articulated Trucks	34	0	0	**34**	-	0	25	0	**25**	-	0	0	0	**0**	-	59
% Articulated Trucks	0.7%	0%	0%	**0.7%**	-	0%	0.6%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	84	3	0	**87**	-	1	74	0	**75**	-	1	5	0	**6**	-	168
% Buses and Single-Unit Trucks	1.8%	4.7%	0%	**1.9%**	-	0.4%	1.9%	0%	**1.8%**	-	1.1%	1.7%	0%	**1.5%**	-	1.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

FM 1488 at Thousand Oaks Blvd - TMC
Wed Mar 27, 2019
Full Length (6:30 AM-8:30 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644663, Location: 30.222433, -95.658018

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



FM 1488 at Thousand Oaks Blvd - TMC

Wed Mar 27, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644663, Location: 30.222433, -95.658018

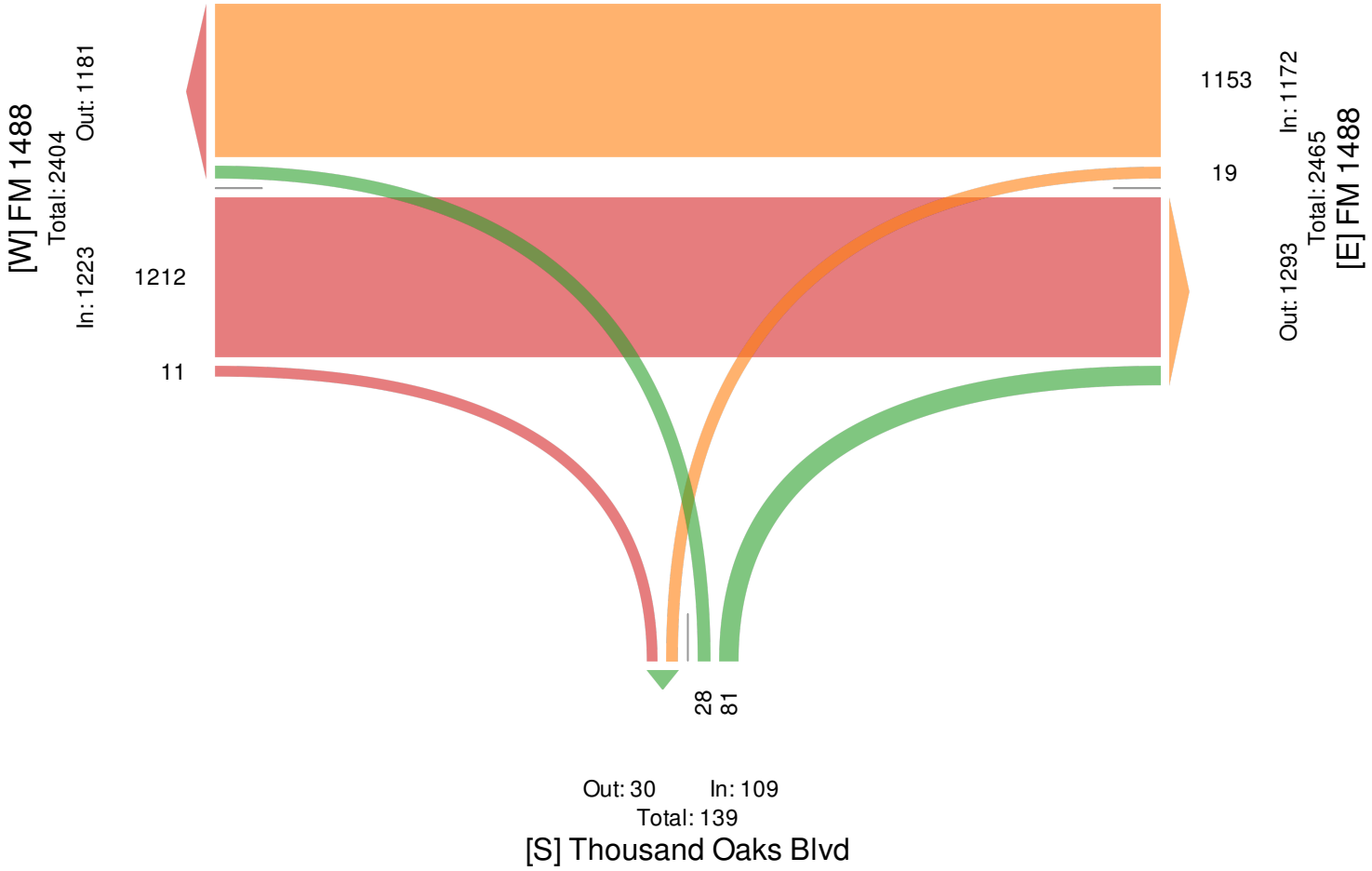
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Thousand Oaks Blvd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 6:30AM	281	1	0	**282**	0	2	386	0	**388**	0	5	15	0	**20**	0	**690**
6:45AM	275	2	0	**277**	0	6	401	0	**407**	0	13	17	0	**30**	0	**714**
7:00AM	309	4	0	**313**	0	5	188	0	**193**	0	5	19	0	**24**	0	**530**
7:15AM	347	4	0	**351**	0	6	178	0	**184**	0	5	30	0	**35**	0	**570**
Total	1212	11	0	**1223**	0	19	1153	0	**1172**	0	28	81	0	**109**	0	**2504**
% Approach	99.1%	0.9%	0%	**-**	-	1.6%	98.4%	0%	**-**	-	25.7%	74.3%	0%	**-**	-	-
% Total	48.4%	0.4%	0%	**48.8%**	-	0.8%	46.0%	0%	**46.8%**	-	1.1%	3.2%	0%	**4.4%**	-	-
PHF	0.873	0.688	-	**0.871**	-	0.792	0.719	-	**0.720**	-	0.538	0.675	-	**0.779**	-	0.877
Lights	1176	10	0	**1186**	-	18	1122	0	**1140**	-	28	79	0	**107**	-	2433
% Lights	97.0%	90.9%	0%	**97.0%**	-	94.7%	97.3%	0%	**97.3%**	-	100%	97.5%	0%	**98.2%**	-	97.2%
Articulated Trucks	14	0	0	**14**	-	0	8	0	**8**	-	0	0	0	**0**	-	22
% Articulated Trucks	1.2%	0%	0%	**1.1%**	-	0%	0.7%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	22	1	0	**23**	-	1	23	0	**24**	-	0	2	0	**2**	-	49
% Buses and Single-Unit Trucks	1.8%	9.1%	0%	**1.9%**	-	5.3%	2.0%	0%	**2.0%**	-	0%	2.5%	0%	**1.8%**	-	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

FM 1488 at Thousand Oaks Blvd - TMC
Wed Mar 27, 2019
AM Peak (6:30 AM - 7:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644663, Location: 30.222433, -95.658018

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



FM 1488 at Thousand Oaks Blvd - TMC
Wed Mar 27, 2019
PM Peak (5 PM - 6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644663, Location: 30.222433, -95.658018

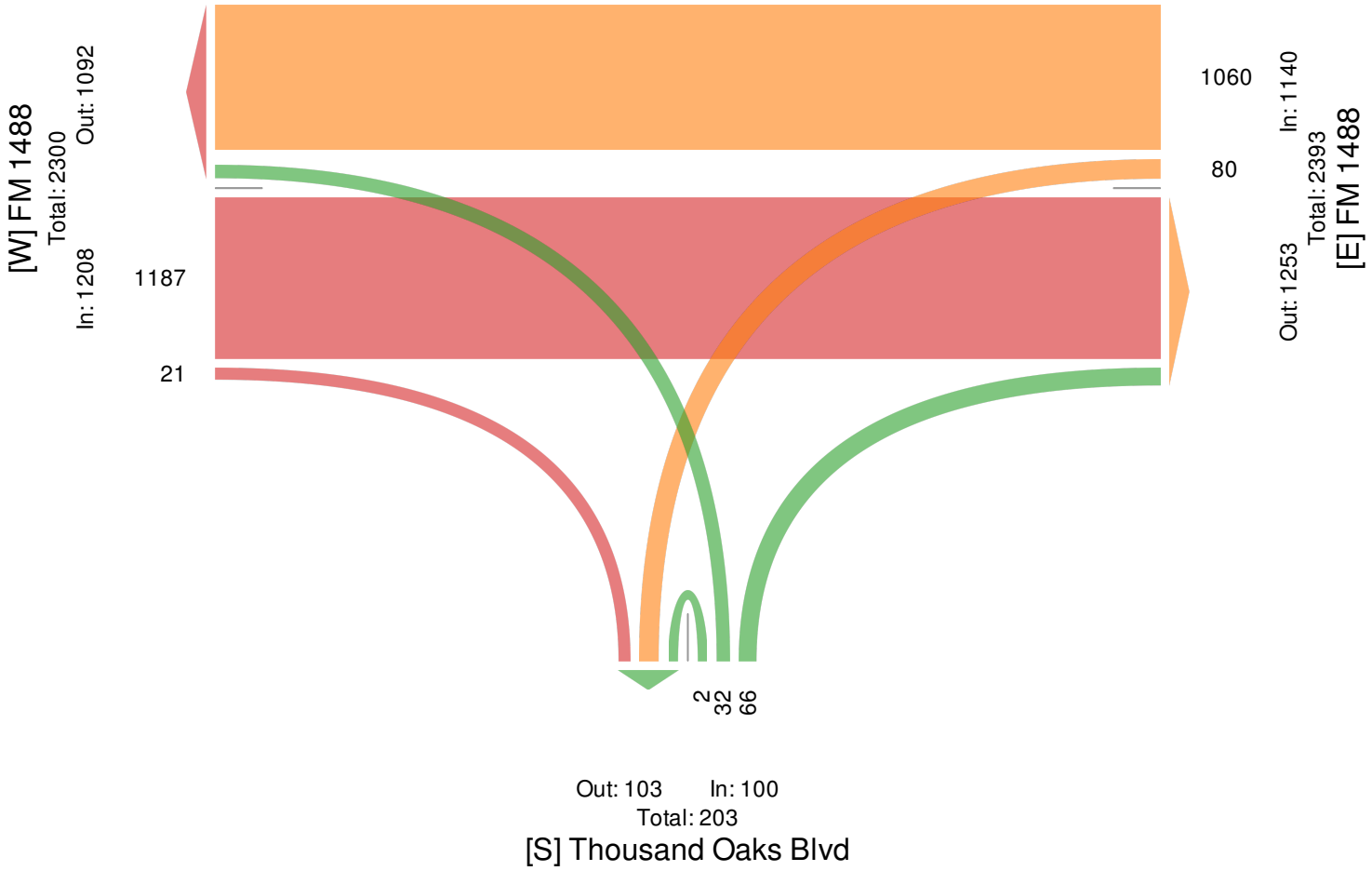
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Thousand Oaks Blvd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	247	3	0	**250**	0	23	239	0	**262**	0	4	11	0	**15**	0	**527**
5:15PM	386	7	0	**393**	0	17	306	0	**323**	0	9	20	0	**29**	0	**745**
5:30PM	297	2	0	**299**	0	18	256	0	**274**	0	8	19	2	**29**	0	**602**
5:45PM	257	9	0	**266**	0	22	259	0	**281**	0	11	16	0	**27**	0	**574**
Total	1187	21	0	**1208**	0	80	1060	0	**1140**	0	32	66	2	**100**	0	**2448**
% Approach	98.3%	1.7%	0%	**-**	-	7.0%	93.0%	0%	**-**	-	32.0%	66.0%	2.0%	**-**	-	-
% Total	48.5%	0.9%	0%	**49.3%**	-	3.3%	43.3%	0%	**46.6%**	-	1.3%	2.7%	0.1%	**4.1%**	-	-
PHF	0.769	0.583	-	**0.768**	-	0.870	0.866	-	**0.882**	-	0.727	0.825	0.250	**0.862**	-	0.821
Lights	1176	21	0	**1197**	-	80	1049	0	**1129**	-	32	66	2	**100**	-	2426
% Lights	99.1%	100%	0%	**99.1%**	-	100%	99.0%	0%	**99.0%**	-	100%	100%	100%	**100%**	-	99.1%
Articulated Trucks	5	0	0	**5**	-	0	0	0	**0**	-	0	0	0	**0**	-	5
% Articulated Trucks	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	6	0	0	**6**	-	0	11	0	**11**	-	0	0	0	**0**	-	17
% Buses and Single-Unit Trucks	0.5%	0%	0%	**0.5%**	-	0%	1.0%	0%	**1.0%**	-	0%	0%	0%	**0%**	-	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

FM 1488 at Thousand Oaks Blvd - TMC
Wed Mar 27, 2019
PM Peak (5 PM - 6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644663, Location: 30.222433, -95.658018

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



Magnolia Parkway Elementary School at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (6:45 AM-8:45 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644667, Location: 30.222434, -95.649445

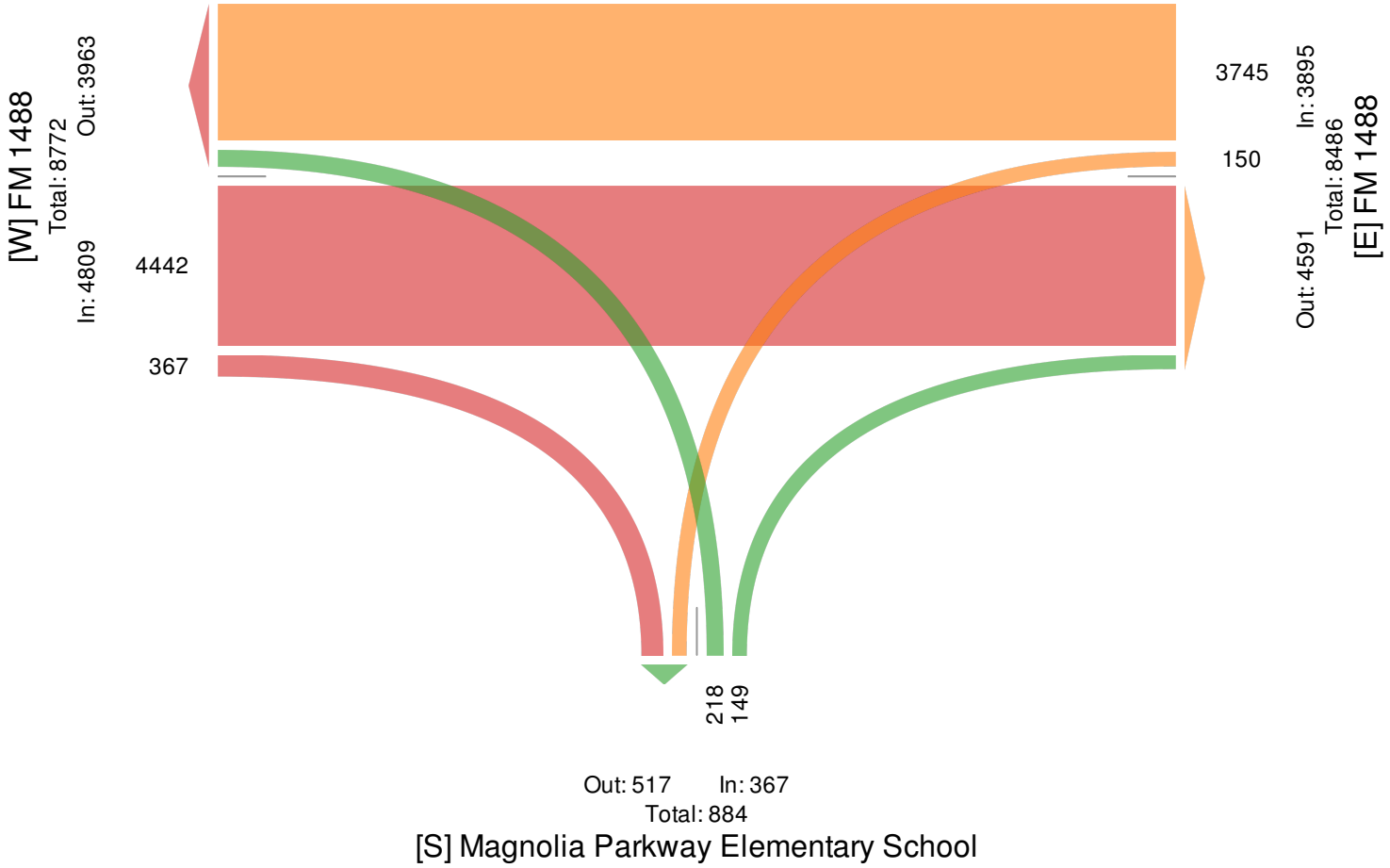
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Magnolia Parkway Elementary School Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 6:45AM	296	12	0	**308**	0	4	392	0	**396**	0	3	4	0	**7**	0	**711**
Hourly Total	296	12	0	**308**	0	4	392	0	**396**	0	3	4	0	**7**	0	**711**
7:00AM	296	9	0	**305**	0	12	181	0	**193**	0	8	1	0	**9**	0	**507**
7:15AM	334	48	0	**382**	0	10	175	0	**185**	0	11	10	0	**21**	0	**588**
7:30AM	304	45	0	**349**	0	18	179	0	**197**	0	24	14	0	**38**	0	**584**
7:45AM	267	50	0	**317**	0	20	173	0	**193**	0	33	34	0	**67**	0	**577**
Hourly Total	1201	152	0	**1353**	0	60	708	0	**768**	0	76	59	0	**135**	0	**2256**
8:00AM	247	53	0	**300**	0	15	154	0	**169**	0	41	22	0	**63**	0	**532**
8:15AM	255	29	0	**284**	0	11	169	0	**180**	0	30	20	0	**50**	0	**514**
8:30AM	201	6	0	**207**	0	4	149	0	**153**	0	8	8	0	**16**	0	**376**
Hourly Total	703	88	0	**791**	0	30	472	0	**502**	0	79	50	0	**129**	0	**1422**
4:15PM	293	4	0	**297**	0	3	219	0	**222**	0	11	4	0	**15**	0	**534**
4:30PM	273	12	0	**285**	0	5	267	0	**272**	0	5	7	0	**12**	0	**569**
4:45PM	291	5	0	**296**	0	2	276	0	**278**	0	16	6	0	**22**	0	**596**
Hourly Total	857	21	0	**878**	0	10	762	0	**772**	0	32	17	0	**49**	0	**1699**
5:00PM	248	10	0	**258**	0	6	260	0	**266**	0	4	4	0	**8**	0	**532**
5:15PM	343	48	0	**391**	0	17	330	0	**347**	0	6	0	0	**6**	0	**744**
5:30PM	299	27	0	**326**	0	17	265	0	**282**	0	7	6	0	**13**	0	**621**
5:45PM	270	6	0	**276**	0	2	298	0	**300**	0	2	2	0	**4**	0	**580**
Hourly Total	1160	91	0	**1251**	0	42	1153	0	**1195**	0	19	12	0	**31**	0	**2477**
6:00PM	225	3	0	**228**	0	4	258	0	**262**	0	9	7	0	**16**	0	**506**
Hourly Total	225	3	0	**228**	0	4	258	0	**262**	0	9	7	0	**16**	0	**506**
Total	4442	367	0	**4809**	0	150	3745	0	**3895**	0	218	149	0	**367**	0	**9071**
% Approach	92.4%	7.6%	0%	**-**	-	3.9%	96.1%	0%	**-**	-	59.4%	40.6%	0%	**-**	-	-
% Total	49.0%	4.0%	0%	**53.0%**	-	1.7%	41.3%	0%	**42.9%**	-	2.4%	1.6%	0%	**4.0%**	-	-
Lights	4344	355	0	**4699**	-	144	3654	0	**3798**	-	212	133	0	**345**	-	8842
% Lights	97.8%	96.7%	0%	**97.7%**	-	96.0%	97.6%	0%	**97.5%**	-	97.2%	89.3%	0%	**94.0%**	-	97.5%
Articulated Trucks	28	1	0	**29**	-	0	32	0	**32**	-	0	1	0	**1**	-	62
% Articulated Trucks	0.6%	0.3%	0%	**0.6%**	-	0%	0.9%	0%	**0.8%**	-	0%	0.7%	0%	**0.3%**	-	0.7%
Buses and Single-Unit Trucks	70	11	0	**81**	-	6	59	0	**65**	-	6	15	0	**21**	-	167
% Buses and Single-Unit Trucks	1.6%	3.0%	0%	**1.7%**	-	4.0%	1.6%	0%	**1.7%**	-	2.8%	10.1%	0%	**5.7%**	-	1.8%
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

Magnolia Parkway Elementary School at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (6:45 AM-8:45 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644667, Location: 30.222434, -95.649445

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



Magnolia Parkway Elementary School at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644667, Location: 30.222434, -95.649445

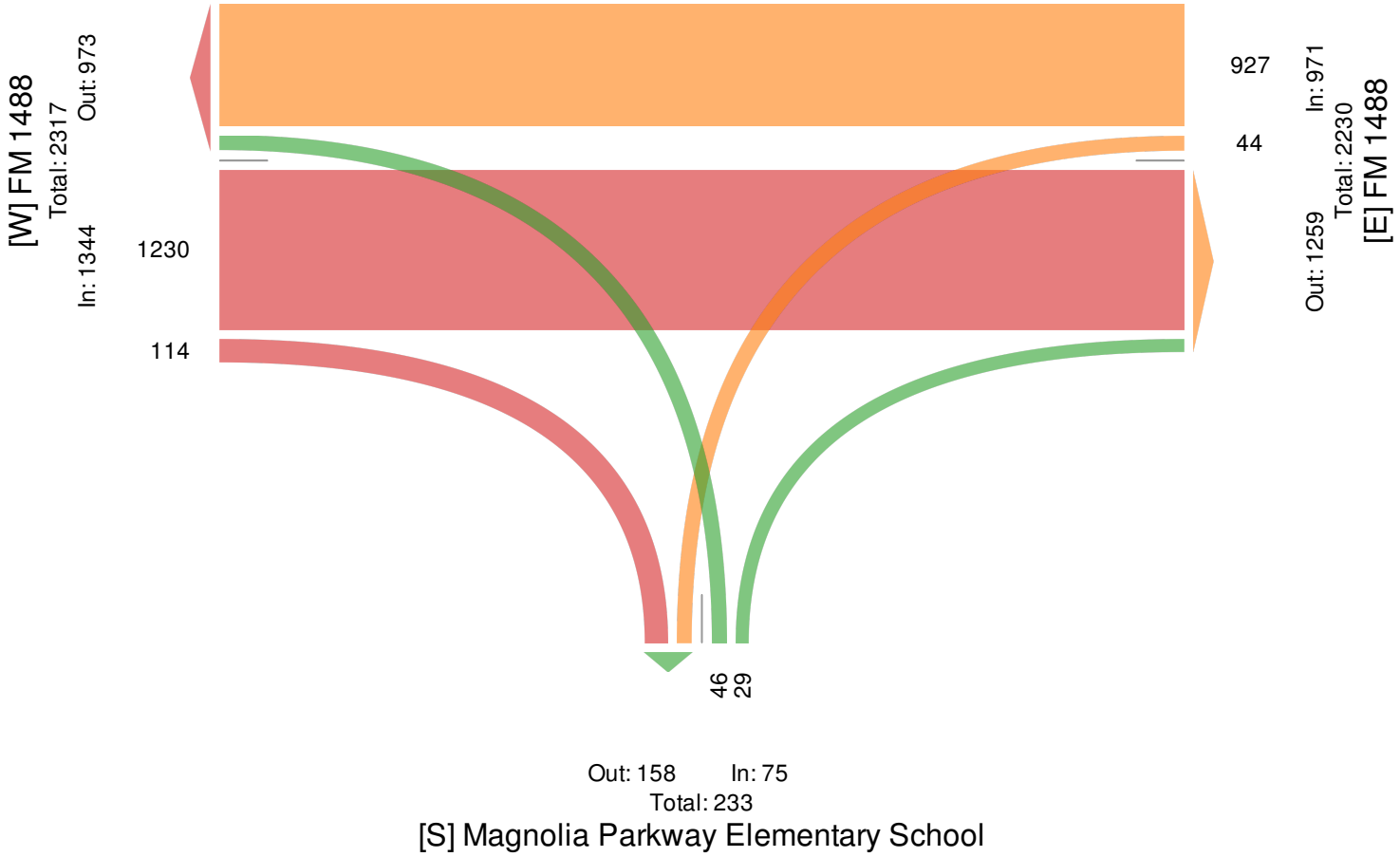
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Magnolia Parkway Elementary School Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 6:45AM	296	12	0	**308**	0	4	392	0	**396**	0	3	4	0	**7**	0	**711**
7:00AM	296	9	0	**305**	0	12	181	0	**193**	0	8	1	0	**9**	0	**507**
7:15AM	334	48	0	**382**	0	10	175	0	**185**	0	11	10	0	**21**	0	**588**
7:30AM	304	45	0	**349**	0	18	179	0	**197**	0	24	14	0	**38**	0	**584**
Total	1230	114	0	**1344**	0	44	927	0	**971**	0	46	29	0	**75**	0	**2390**
% Approach	91.5%	8.5%	0%	**-**	-	4.5%	95.5%	0%	**-**	-	61.3%	38.7%	0%	**-**	-	-
% Total	51.5%	4.8%	0%	**56.2%**	-	1.8%	38.8%	0%	**40.6%**	-	1.9%	1.2%	0%	**3.1%**	-	-
PHF	0.921	0.594	-	**0.880**	-	0.611	0.591	-	**0.613**	-	0.479	0.518	-	**0.493**	-	0.840
Lights	1200	109	0	**1309**	-	44	899	0	**943**	-	46	29	0	**75**	-	2327
% Lights	97.6%	95.6%	0%	**97.4%**	-	100%	97.0%	0%	**97.1%**	-	100%	100%	0%	**100%**	-	97.4%
Articulated Trucks	10	1	0	**11**	-	0	10	0	**10**	-	0	0	0	**0**	-	21
% Articulated Trucks	0.8%	0.9%	0%	**0.8%**	-	0%	1.1%	0%	**1.0%**	-	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	20	4	0	**24**	-	0	18	0	**18**	-	0	0	0	**0**	-	42
% Buses and Single-Unit Trucks	1.6%	3.5%	0%	**1.8%**	-	0%	1.9%	0%	**1.9%**	-	0%	0%	0%	**0%**	-	1.8%
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

Magnolia Parkway Elementary School at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644667, Location: 30.222434, -95.649445

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



Magnolia Parkway Elementary School at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644667, Location: 30.222434, -95.649445

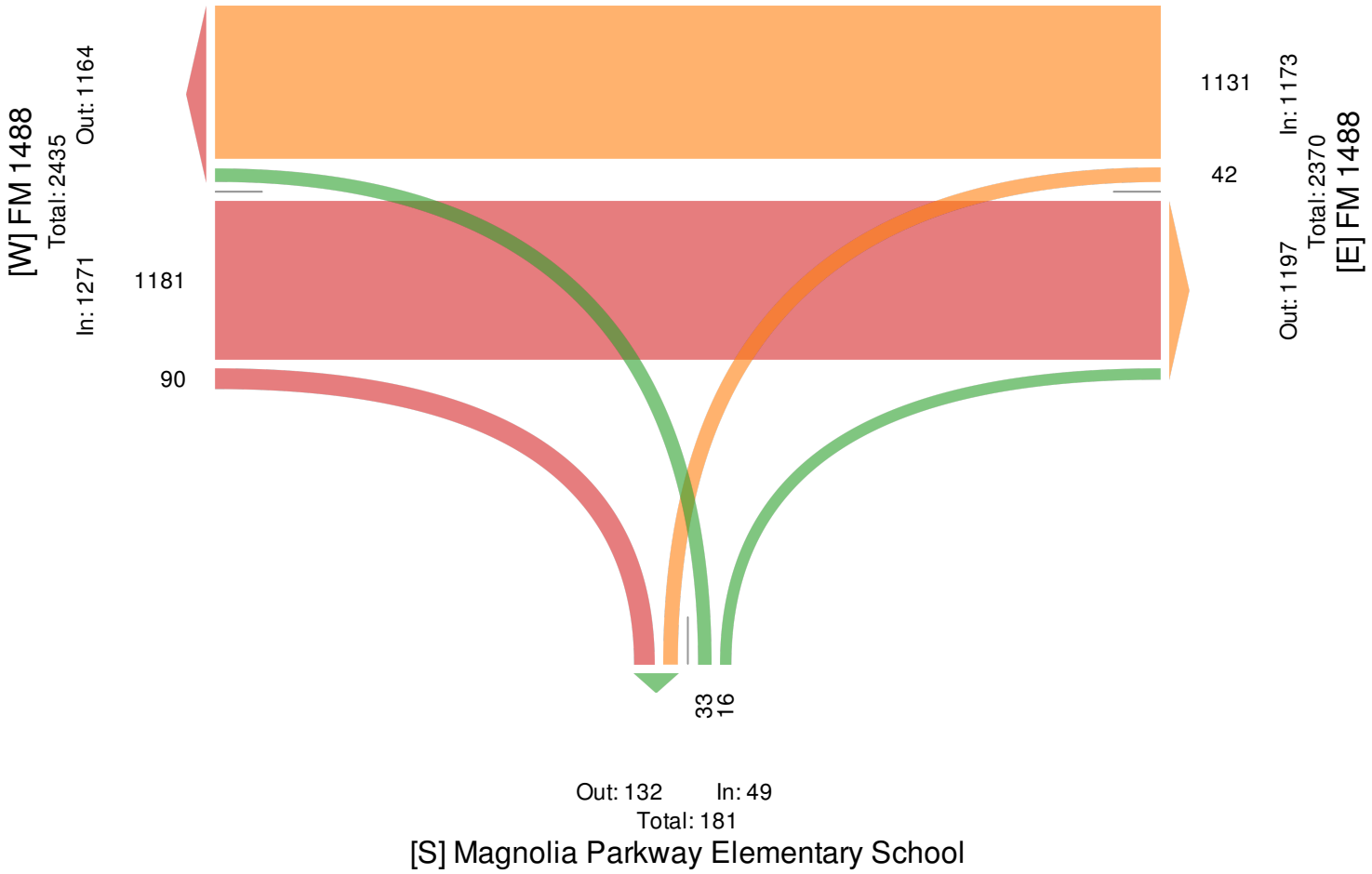
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Magnolia Parkway Elementary School Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	291	5	0	**296**	0	2	276	0	**278**	0	16	6	0	**22**	0	**596**
5:00PM	248	10	0	**258**	0	6	260	0	**266**	0	4	4	0	**8**	0	**532**
5:15PM	343	48	0	**391**	0	17	330	0	**347**	0	6	0	0	**6**	0	**744**
5:30PM	299	27	0	**326**	0	17	265	0	**282**	0	7	6	0	**13**	0	**621**
Total	1181	90	0	**1271**	0	42	1131	0	**1173**	0	33	16	0	**49**	0	**2493**
% Approach	92.9%	7.1%	0%	**-**	-	3.6%	96.4%	0%	**-**	-	67.3%	32.7%	0%	**-**	-	-
% Total	47.4%	3.6%	0%	**51.0%**	-	1.7%	45.4%	0%	**47.1%**	-	1.3%	0.6%	0%	**2.0%**	-	-
PHF	0.861	0.469	-	**0.813**	-	0.618	0.857	-	**0.845**	-	0.516	0.667	-	**0.557**	-	0.838
Lights	1166	90	0	**1256**	-	42	1122	0	**1164**	-	33	16	0	**49**	-	2469
% Lights	98.7%	100%	0%	**98.8%**	-	100%	99.2%	0%	**99.2%**	-	100%	100%	0%	**100%**	-	99.0%
Articulated Trucks	6	0	0	**6**	-	0	2	0	**2**	-	0	0	0	**0**	-	8
% Articulated Trucks	0.5%	0%	0%	**0.5%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	9	0	0	**9**	-	0	7	0	**7**	-	0	0	0	**0**	-	16
% Buses and Single-Unit Trucks	0.8%	0%	0%	**0.7%**	-	0%	0.6%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.6%
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

Magnolia Parkway Elementary School at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644667, Location: 30.222434, -95.649445

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



Lake Windcrest Blvd at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (6:45 AM-8:45 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644670, Location: 30.222233, -95.637628

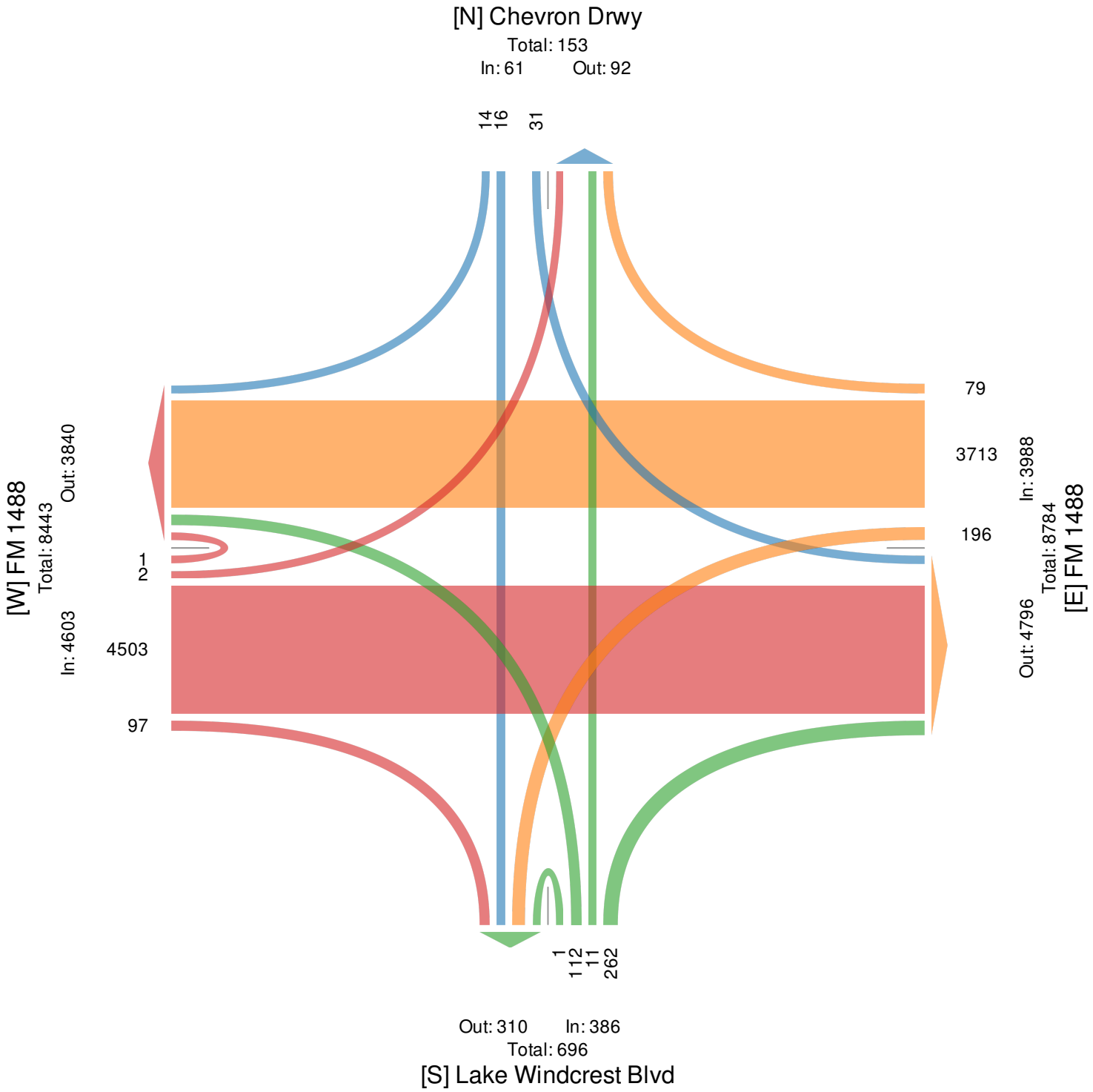
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Lake Windcrest Blvd						Chevron Drwy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 6:45AM	0	282	8	0	290	0	3	363	3	0	369	0	20	1	18	0	39	0	1	0	1	0	2	0	700
Hourly Total	0	282	8	0	290	0	3	363	3	0	369	0	20	1	18	0	39	0	1	0	1	0	2	0	700
7:00AM	0	310	5	0	315	0	7	170	1	0	178	0	12	0	16	0	28	0	0	1	0	0	1	0	522
7:15AM	0	365	6	0	371	0	9	166	2	0	177	0	11	0	21	0	32	0	0	0	0	0	0	0	580
7:30AM	0	297	6	0	303	0	5	191	1	0	197	0	8	0	26	0	34	0	1	0	0	0	1	0	535
7:45AM	0	304	0	0	304	0	12	181	2	0	195	0	10	0	25	0	35	0	1	0	0	0	1	0	535
Hourly Total	0	1276	17	0	1293	0	33	708	6	0	747	0	41	0	88	0	129	0	2	1	0	0	3	0	2172
8:00AM	0	293	4	1	298	0	11	157	4	0	172	0	4	0	18	0	22	0	0	1	0	0	1	0	493
8:15AM	0	285	3	0	288	0	8	177	1	0	186	0	3	2	9	0	14	0	3	0	0	0	3	0	491
8:30AM	1	198	3	0	202	0	6	145	2	0	153	0	4	0	11	0	15	0	0	1	0	0	1	0	371
Hourly Total	1	776	10	1	788	0	25	479	7	0	511	0	11	2	38	0	51	0	3	2	0	0	5	0	1355
4:15PM	0	272	10	0	282	0	17	227	5	0	249	0	2	2	15	0	19	0	2	1	1	0	4	0	554
4:30PM	0	291	6	0	297	0	21	257	5	0	283	0	5	0	18	0	23	0	2	1	1	0	4	0	607
4:45PM	0	272	9	0	281	0	20	258	6	0	284	0	7	1	16	1	25	0	5	0	2	0	7	0	597
Hourly Total	0	835	25	0	860	0	58	742	16	0	816	0	14	3	49	1	67	0	9	2	4	0	15	0	1758
5:00PM	0	244	5	0	249	0	13	289	6	0	308	0	4	0	13	0	17	0	4	0	0	0	4	0	578
5:15PM	0	315	9	0	324	0	18	313	8	0	339	0	9	1	13	0	23	0	3	1	2	0	6	0	692
5:30PM	1	290	9	0	300	0	17	284	14	0	315	0	6	3	13	0	22	0	3	5	1	0	9	0	646
5:45PM	0	264	7	0	271	0	14	272	12	0	298	0	4	1	16	0	21	0	4	3	3	0	10	0	600
Hourly Total	1	1113	30	0	1144	0	62	1158	40	0	1260	0	23	5	55	0	83	0	14	9	6	0	29	0	2516
6:00PM	0	221	7	0	228	0	15	263	7	0	285	0	3	0	14	0	17	0	2	2	3	0	7	0	537
Hourly Total	0	221	7	0	228	0	15	263	7	0	285	0	3	0	14	0	17	0	2	2	3	0	7	0	537
Total	2	4503	97	1	4603	0	196	3713	79	0	3988	0	112	11	262	1	386	0	31	16	14	0	61	0	9038
% Approach	0%	97.8%	2.1%	0%	-	-	4.9%	93.1%	2.0%	0%	-	-	29.0%	2.8%	67.9%	0.3%	-	-	50.8%	26.2%	23.0%	0%	-	-	-
% Total	0%	49.8%	1.1%	0%	50.9%	-	2.2%	41.1%	0.9%	0%	44.1%	-	1.2%	0.1%	2.9%	0%	4.3%	-	0.3%	0.2%	0.2%	0%	0.7%	-	-
Lights	2	4382	95	1	4480	-	193	3618	77	0	3888	-	111	11	257	1	380	-	31	16	14	0	61	-	8809
% Lights	100%	97.3%	97.9%	100%	97.3%	-	98.5%	97.4%	97.5%	0%	97.5%	-	99.1%	100%	98.1%	100%	98.4%	-	100%	100%	100%	0%	100%	-	97.5%
Articulated Trucks	0	32	1	0	33	-	0	32	0	0	32	-	0	0	1	0	1	-	0	0	0	0	0	-	66
% Articulated Trucks	0%	0.7%	1.0%	0%	0.7%	-	0%	0.9%	0%	0%	0.8%	-	0%	0%	0.4%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.7%
Buses and Single-Unit Trucks	0	89	1	0	90	-	3	63	2	0	68	-	1	0	4	0	5	-	0	0	0	0	0	-	163
% Buses and Single-Unit Trucks	0%	2.0%	1.0%	0%	2.0%	-	1.5%	1.7%	2.5%	0%	1.7%	-	0.9%	0%	1.5%	0%	1.3%	-	0%	0%	0%	0%	0%	-	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

Lake Windcrest Blvd at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (6:45 AM-8:45 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644670, Location: 30.222233, -95.637628

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



Lake Windcrest Blvd at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644670, Location: 30.222233, -95.637628

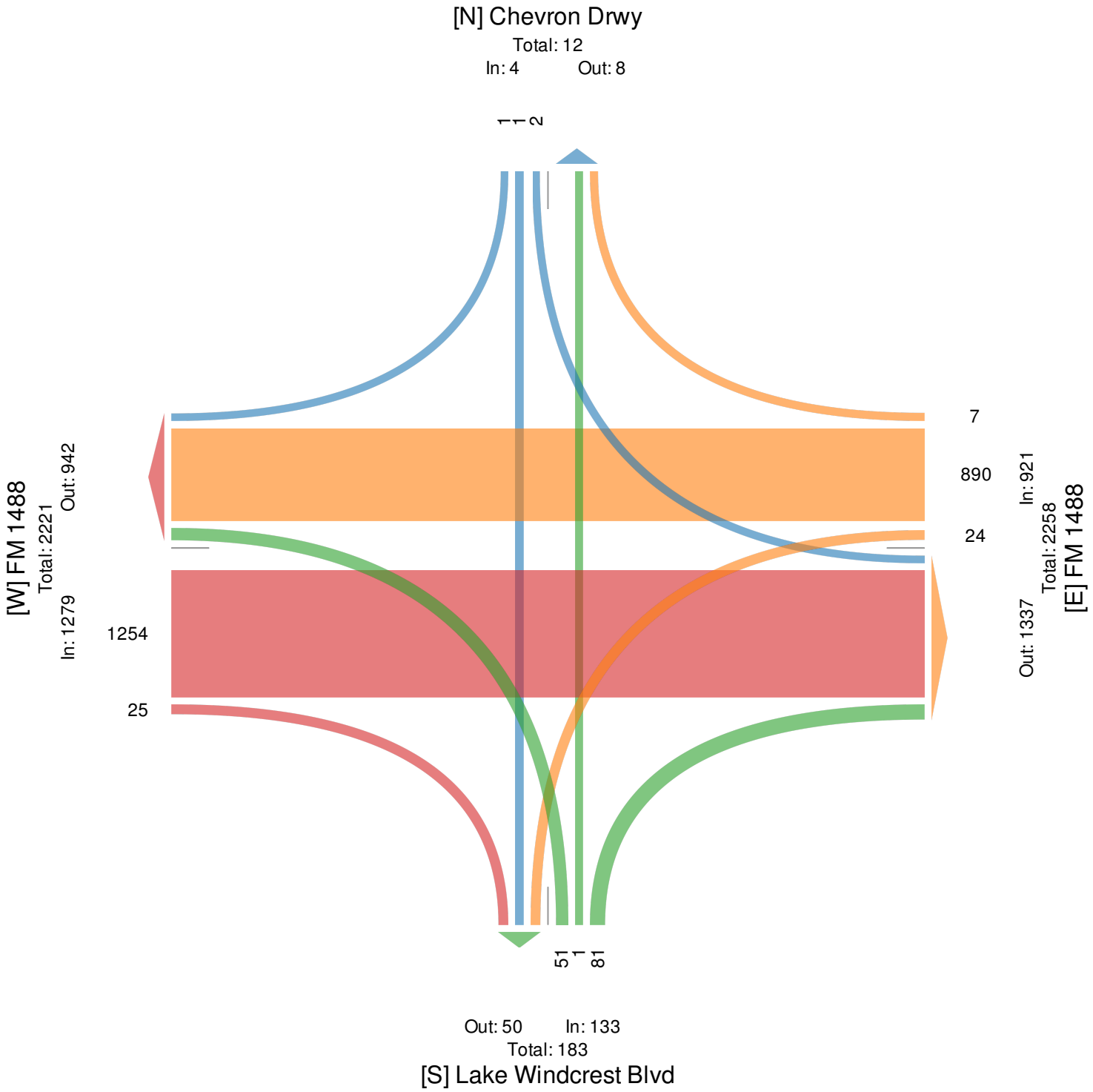
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound						FM 1488 Westbound						Lake Windcrest Blvd Northbound						Chevron Drwy Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 6:45AM	0	282	8	0	**290**	0	3	363	3	0	**369**	0	20	1	18	0	**39**	0	1	0	1	0	**2**	0	**700**
7:00AM	0	310	5	0	**315**	0	7	170	1	0	**178**	0	12	0	16	0	**28**	0	0	1	0	0	**1**	0	**522**
7:15AM	0	365	6	0	**371**	0	9	166	2	0	**177**	0	11	0	21	0	**32**	0	0	0	0	0	**0**	0	**580**
7:30AM	0	297	6	0	**303**	0	5	191	1	0	**197**	0	8	0	26	0	**34**	0	1	0	0	0	**1**	0	**535**
Total	0	1254	25	0	**1279**	0	24	890	7	0	**921**	0	51	1	81	0	**133**	0	2	1	1	0	**4**	0	**2337**
% Approach	0%	98.0%	2.0%	0%	**-**	-	2.6%	96.6%	0.8%	0%	**-**	-	38.3%	0.8%	60.9%	0%	**-**	-	50.0%	25.0%	25.0%	0%	**-**	-	**-**
% Total	0%	53.7%	1.1%	0%	**54.7%**	-	1.0%	38.1%	0.3%	0%	**39.4%**	-	2.2%	0%	3.5%	0%	**5.7%**	-	0.1%	0%	0%	0%	**0.2%**	-	**-**
PHF	-	0.859	0.781	-	**0.862**	-	0.667	0.613	0.583	-	**0.624**	-	0.638	0.250	0.779	-	**0.853**	-	0.500	0.250	0.250	-	**0.500**	-	0.835
Lights	0	1227	24	0	**1251**	-	22	864	7	0	**893**	-	51	1	80	0	**132**	-	2	1	1	0	**4**	-	2280
% Lights	0%	97.8%	96.0%	0%	**97.8%**	-	91.7%	97.1%	100%	0%	**97.0%**	-	100%	100%	98.8%	0%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	97.6%
Articulated Trucks	0	10	1	0	**11**	-	0	10	0	0	**10**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	21
% Articulated Trucks	0%	0.8%	4.0%	0%	**0.9%**	-	0%	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	0	17	0	0	**17**	-	2	16	0	0	**18**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	36
% Buses and Single-Unit Trucks	0%	1.4%	0%	0%	**1.3%**	-	8.3%	1.8%	0%	0%	**2.0%**	-	0%	0%	1.2%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	1.5%
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

Lake Windcrest Blvd at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644670, Location: 30.222233, -95.637628

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



Lake Windcrest Blvd at FM 1488 - TMC
Wed Mar 27, 2019
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: 644670, Location: 30.222233, -95.637628

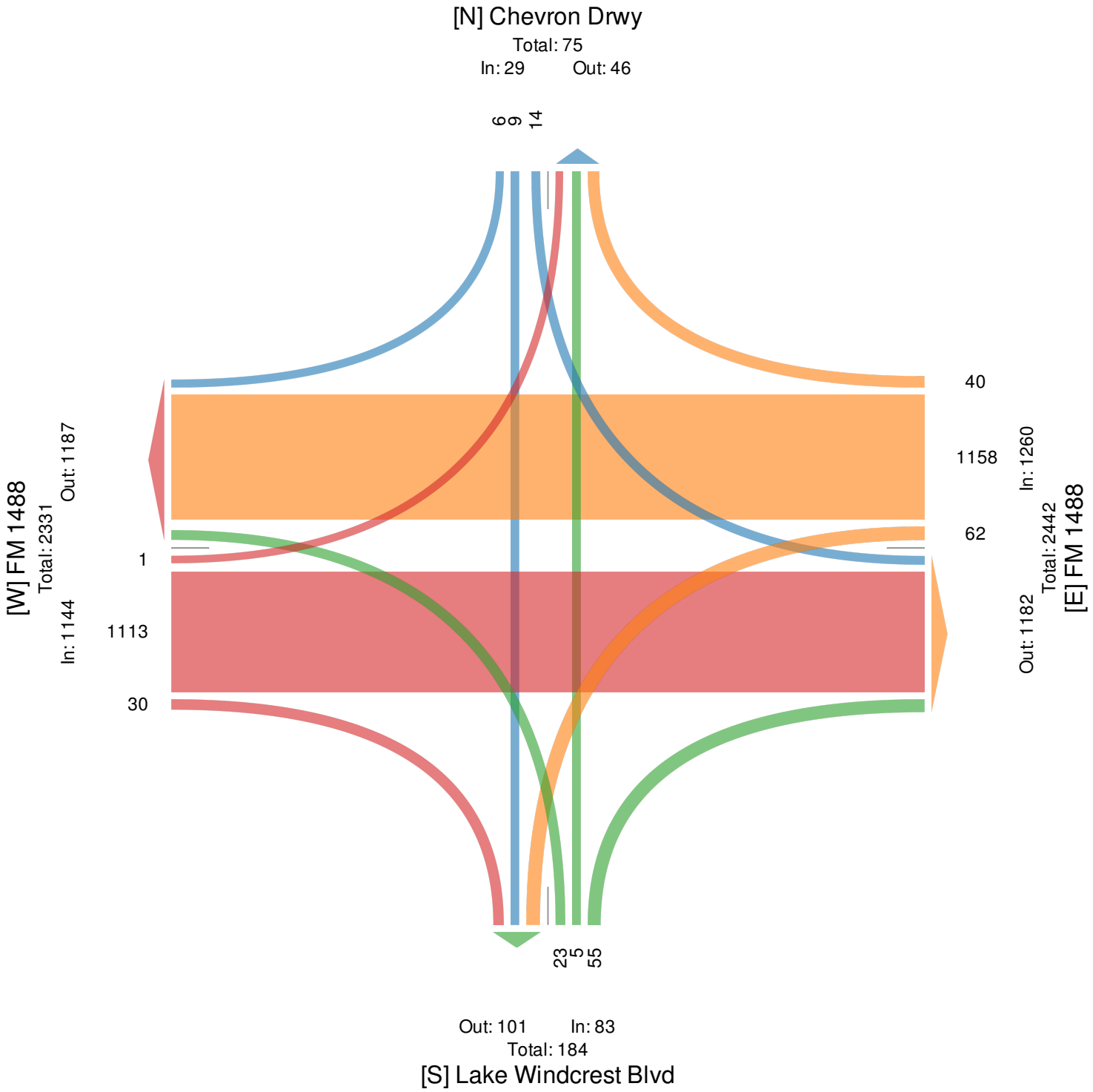
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Lake Windcrest Blvd						Chevron Drwy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 5:00PM	0	244	5	0	**249**	0	13	289	6	0	**308**	0	4	0	13	0	**17**	0	4	0	0	0	**4**	0	**578**
5:15PM	0	315	9	0	**324**	0	18	313	8	0	**339**	0	9	1	13	0	**23**	0	3	1	2	0	**6**	0	**692**
5:30PM	1	290	9	0	**300**	0	17	284	14	0	**315**	0	6	3	13	0	**22**	0	3	5	1	0	**9**	0	**646**
5:45PM	0	264	7	0	**271**	0	14	272	12	0	**298**	0	4	1	16	0	**21**	0	4	3	3	0	**10**	0	**600**
Total	1	1113	30	0	**1144**	0	62	1158	40	0	**1260**	0	23	5	55	0	**83**	0	14	9	6	0	**29**	0	**2516**
% Approach	0.1%	97.3%	2.6%	0%	**-**	-	4.9%	91.9%	3.2%	0%	**-**	-	27.7%	6.0%	66.3%	0%	**-**	-	48.3%	31.0%	20.7%	0%	**-**	-	**-**
% Total	0%	44.2%	1.2%	0%	**45.5%**	-	2.5%	46.0%	1.6%	0%	**50.1%**	-	0.9%	0.2%	2.2%	0%	**3.3%**	-	0.6%	0.4%	0.2%	0%	**1.2%**	-	**-**
PHF	0.250	0.883	0.833	-	**0.883**	-	0.861	0.925	0.714	-	**0.929**	-	0.639	0.417	0.859	-	**0.902**	-	0.875	0.450	0.500	-	**0.725**	-	0.909
Lights	1	1102	30	0	**1133**	-	62	1146	39	0	**1247**	-	23	5	55	0	**83**	-	14	9	6	0	**29**	-	2492
% Lights	100%	99.0%	100%	0%	**99.0%**	-	100%	99.0%	97.5%	0%	**99.0%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.0%
Articulated Trucks	0	5	0	0	**5**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	6
% Articulated Trucks	0%	0.4%	0%	0%	**0.4%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	6	0	0	**6**	-	0	11	1	0	**12**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	18
% Buses and Single-Unit Trucks	0%	0.5%	0%	0%	**0.5%**	-	0%	0.9%	2.5%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
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

Lake Windcrest Blvd at FM 1488 - TMC
Wed Mar 27, 2019
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: 644670, Location: 30.222233, -95.637628

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



Windcrest National at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (6:45 AM-8:45 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644671, Location: 30.22145, -95.605782

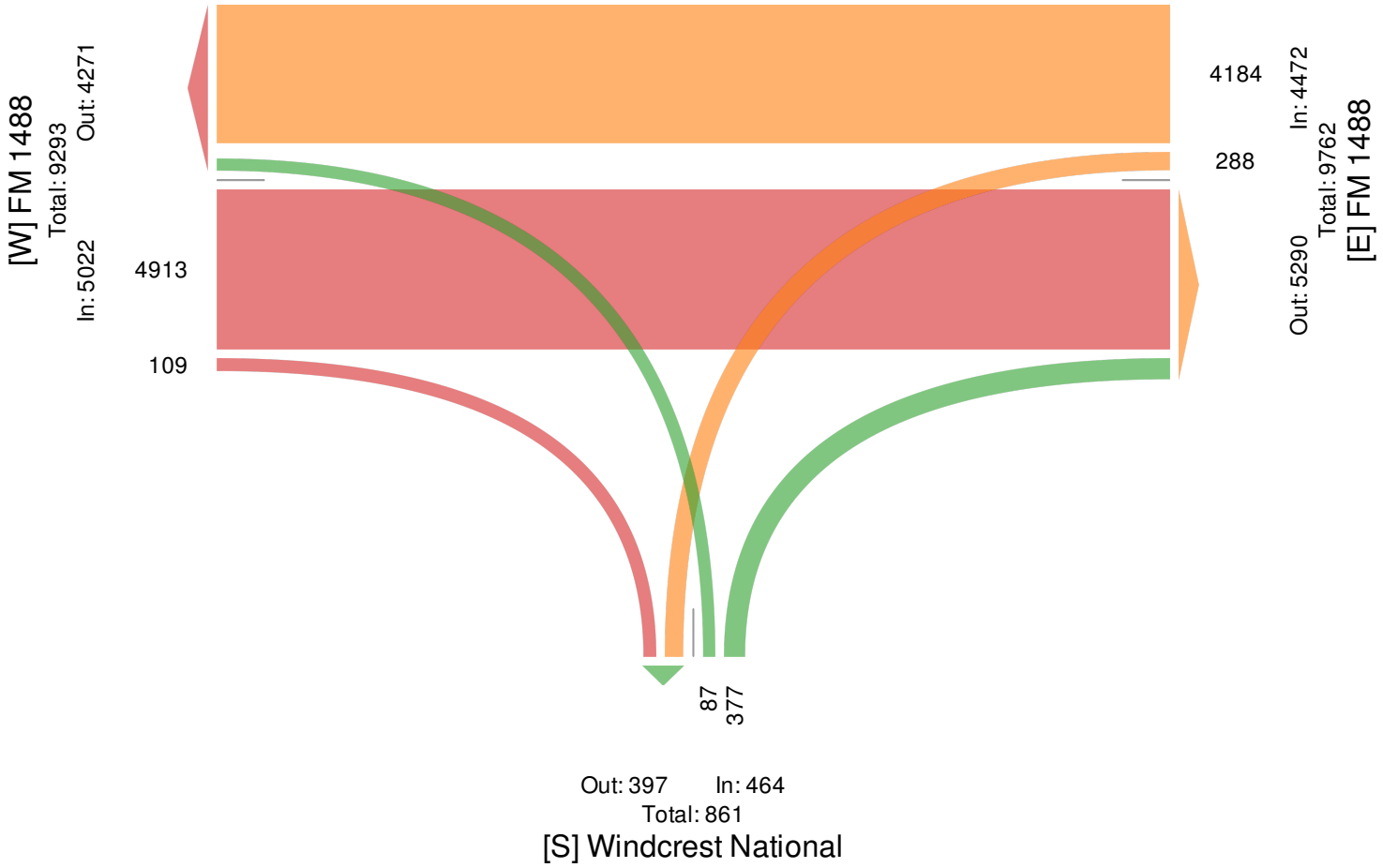
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Windcrest National Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 6:45AM	310	3	0	**313**	0	4	313	0	**317**	0	10	21	0	**31**	0	**661**
Hourly Total	310	3	0	**313**	0	4	313	0	**317**	0	10	21	0	**31**	0	**661**
7:00AM	330	2	0	**332**	0	17	192	0	**209**	0	3	14	0	**17**	0	**558**
7:15AM	368	4	0	**372**	0	12	200	0	**212**	0	1	28	0	**29**	0	**613**
7:30AM	303	9	0	**312**	0	13	205	0	**218**	0	4	27	0	**31**	0	**561**
7:45AM	349	21	0	**370**	0	36	216	0	**252**	0	6	25	0	**31**	0	**653**
Hourly Total	1350	36	0	**1386**	0	78	813	0	**891**	0	14	94	0	**108**	0	**2385**
8:00AM	302	23	0	**325**	0	74	173	0	**247**	0	11	27	0	**38**	0	**610**
8:15AM	322	9	0	**331**	0	45	216	0	**261**	0	6	25	0	**31**	0	**623**
8:30AM	224	2	0	**226**	0	7	167	0	**174**	0	3	24	0	**27**	0	**427**
Hourly Total	848	34	0	**882**	0	126	556	0	**682**	0	20	76	0	**96**	0	**1660**
4:15PM	297	5	0	**302**	0	11	267	0	**278**	0	6	20	0	**26**	0	**606**
4:30PM	331	4	0	**335**	0	10	312	0	**322**	0	5	17	0	**22**	0	**679**
4:45PM	284	1	0	**285**	0	7	292	0	**299**	0	5	21	0	**26**	0	**610**
Hourly Total	912	10	0	**922**	0	28	871	0	**899**	0	16	58	0	**74**	0	**1895**
5:00PM	301	3	0	**304**	0	8	326	0	**334**	0	6	30	0	**36**	0	**674**
5:15PM	322	7	0	**329**	0	12	355	0	**367**	0	5	17	0	**22**	0	**718**
5:30PM	318	6	0	**324**	0	12	328	0	**340**	0	10	41	0	**51**	0	**715**
5:45PM	322	5	0	**327**	0	2	343	0	**345**	0	3	17	0	**20**	0	**692**
Hourly Total	1263	21	0	**1284**	0	34	1352	0	**1386**	0	24	105	0	**129**	0	**2799**
6:00PM	230	5	0	**235**	0	18	279	0	**297**	0	3	23	0	**26**	0	**558**
Hourly Total	230	5	0	**235**	0	18	279	0	**297**	0	3	23	0	**26**	0	**558**
Total	4913	109	0	**5022**	0	288	4184	0	**4472**	0	87	377	0	**464**	0	**9958**
% Approach	97.8%	2.2%	0%	**-**	-	6.4%	93.6%	0%	**-**	-	18.8%	81.3%	0%	**-**	-	-
% Total	49.3%	1.1%	0%	**50.4%**	-	2.9%	42.0%	0%	**44.9%**	-	0.9%	3.8%	0%	**4.7%**	-	-
Lights	4779	105	0	**4884**	-	275	4075	0	**4350**	-	83	370	0	**453**	-	9687
% Lights	97.3%	96.3%	0%	**97.3%**	-	95.5%	97.4%	0%	**97.3%**	-	95.4%	98.1%	0%	**97.6%**	-	97.3%
Articulated Trucks	35	0	0	**35**	-	1	34	0	**35**	-	0	1	0	**1**	-	71
% Articulated Trucks	0.7%	0%	0%	**0.7%**	-	0.3%	0.8%	0%	**0.8%**	-	0%	0.3%	0%	**0.2%**	-	0.7%
Buses and Single-Unit Trucks	99	4	0	**103**	-	12	75	0	**87**	-	4	6	0	**10**	-	200
% Buses and Single-Unit Trucks	2.0%	3.7%	0%	**2.1%**	-	4.2%	1.8%	0%	**1.9%**	-	4.6%	1.6%	0%	**2.2%**	-	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

Windcrest National at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (6:45 AM-8:45 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644671, Location: 30.22145, -95.605782

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



Windcrest National at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644671, Location: 30.22145, -95.605782

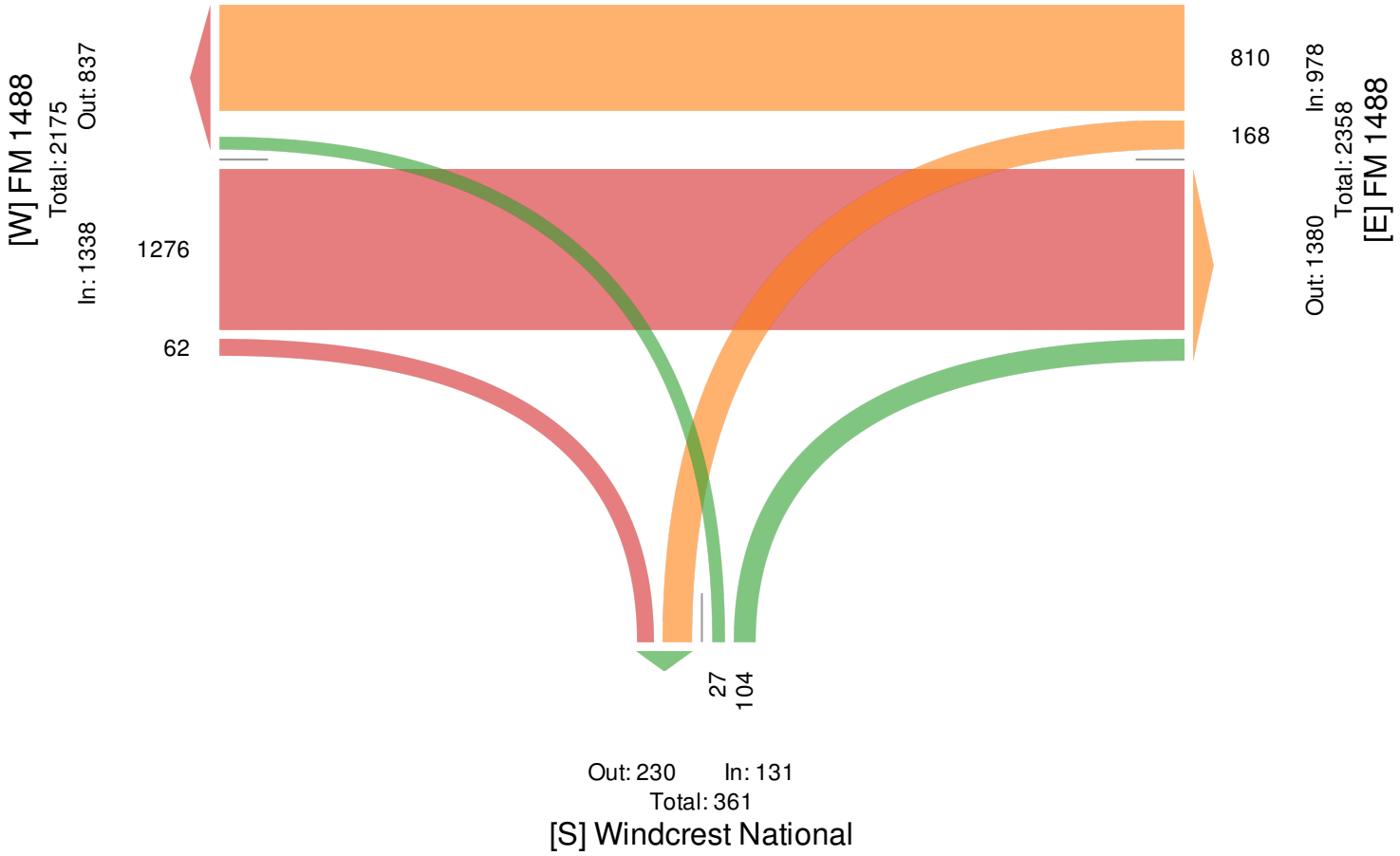
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Windcrest National Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:30AM	303	9	0	**312**	0	13	205	0	**218**	0	4	27	0	**31**	0	**561**
7:45AM	349	21	0	**370**	0	36	216	0	**252**	0	6	25	0	**31**	0	**653**
8:00AM	302	23	0	**325**	0	74	173	0	**247**	0	11	27	0	**38**	0	**610**
8:15AM	322	9	0	**331**	0	45	216	0	**261**	0	6	25	0	**31**	0	**623**
Total	1276	62	0	**1338**	0	168	810	0	**978**	0	27	104	0	**131**	0	**2447**
% Approach	95.4%	4.6%	0%	**-**	-	17.2%	82.8%	0%	**-**	-	20.6%	79.4%	0%	**-**	-	-
% Total	52.1%	2.5%	0%	**54.7%**	-	6.9%	33.1%	0%	**40.0%**	-	1.1%	4.3%	0%	**5.4%**	-	-
PHF	0.914	0.674	-	**0.904**	-	0.568	0.938	-	**0.937**	-	0.614	0.963	-	**0.862**	-	0.937
Lights	1222	61	0	**1283**	-	164	777	0	**941**	-	25	101	0	**126**	-	2350
% Lights	95.8%	98.4%	0%	**95.9%**	-	97.6%	95.9%	0%	**96.2%**	-	92.6%	97.1%	0%	**96.2%**	-	96.0%
Articulated Trucks	12	0	0	**12**	-	0	8	0	**8**	-	0	0	0	**0**	-	20
% Articulated Trucks	0.9%	0%	0%	**0.9%**	-	0%	1.0%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.8%
Buses and Single-Unit Trucks	42	1	0	**43**	-	4	25	0	**29**	-	2	3	0	**5**	-	77
% Buses and Single-Unit Trucks	3.3%	1.6%	0%	**3.2%**	-	2.4%	3.1%	0%	**3.0%**	-	7.4%	2.9%	0%	**3.8%**	-	3.1%
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

Windcrest National at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644671, Location: 30.22145, -95.605782

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



Windcrest National at FM 1488 - TMC
Wed Mar 27, 2019
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: 644671, Location: 30.22145, -95.605782

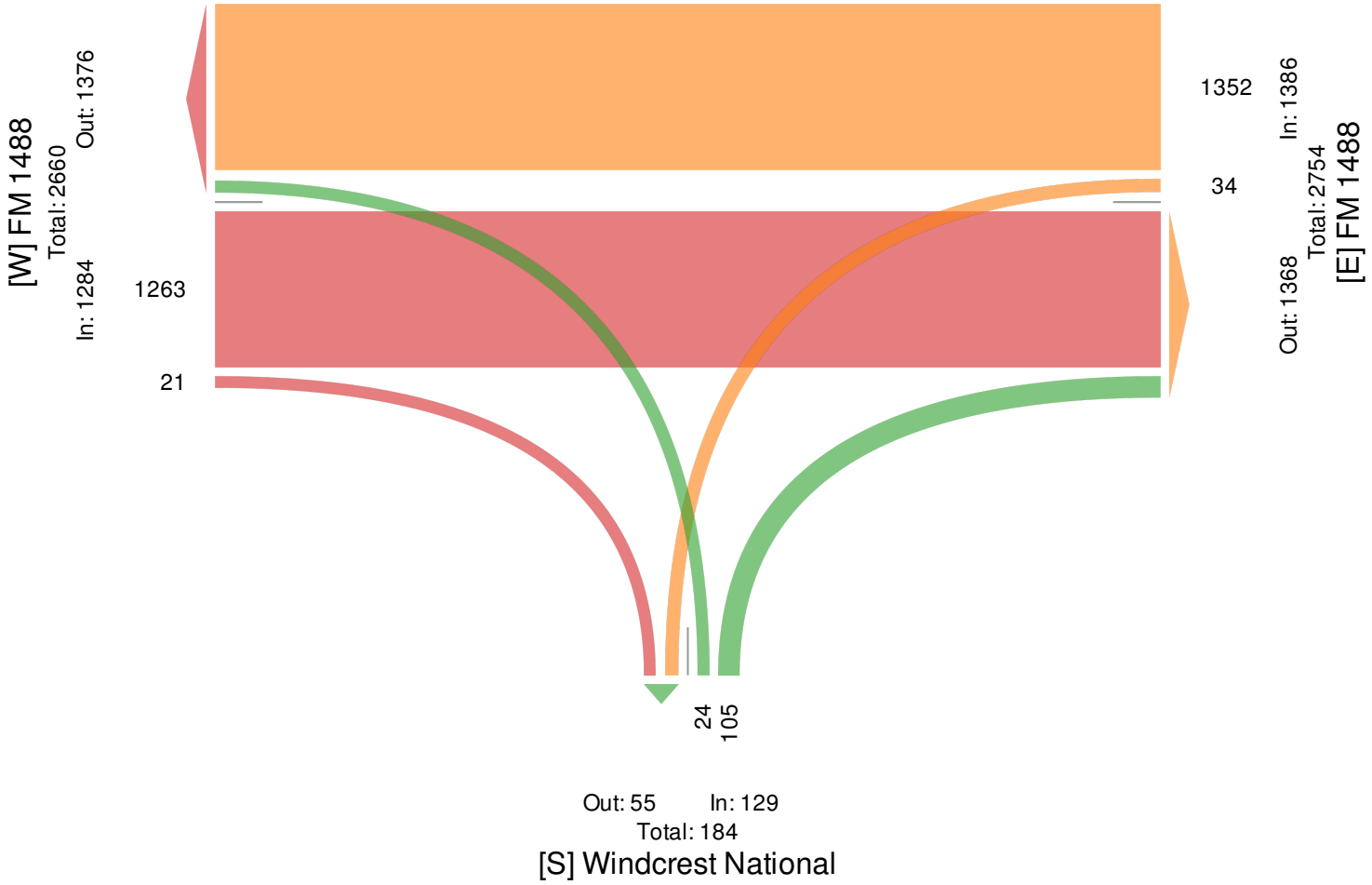
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Windcrest National Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	301	3	0	**304**	0	8	326	0	**334**	0	6	30	0	**36**	0	**674**
5:15PM	322	7	0	**329**	0	12	355	0	**367**	0	5	17	0	**22**	0	**718**
5:30PM	318	6	0	**324**	0	12	328	0	**340**	0	10	41	0	**51**	0	**715**
5:45PM	322	5	0	**327**	0	2	343	0	**345**	0	3	17	0	**20**	0	**692**
Total	1263	21	0	**1284**	0	34	1352	0	**1386**	0	24	105	0	**129**	0	**2799**
% Approach	98.4%	1.6%	0%	**-**	-	2.5%	97.5%	0%	**-**	-	18.6%	81.4%	0%	**-**	-	-
% Total	45.1%	0.8%	0%	**45.9%**	-	1.2%	48.3%	0%	**49.5%**	-	0.9%	3.8%	0%	**4.6%**	-	-
PHF	0.981	0.750	-	**0.976**	-	0.708	0.952	-	**0.944**	-	0.600	0.640	-	**0.632**	-	0.975
Lights	1244	20	0	**1264**	-	33	1333	0	**1366**	-	23	104	0	**127**	-	2757
% Lights	98.5%	95.2%	0%	**98.4%**	-	97.1%	98.6%	0%	**98.6%**	-	95.8%	99.0%	0%	**98.4%**	-	98.5%
Articulated Trucks	7	0	0	**7**	-	0	2	0	**2**	-	0	0	0	**0**	-	9
% Articulated Trucks	0.6%	0%	0%	**0.5%**	-	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	12	1	0	**13**	-	1	17	0	**18**	-	1	1	0	**2**	-	33
% Buses and Single-Unit Trucks	1.0%	4.8%	0%	**1.0%**	-	2.9%	1.3%	0%	**1.3%**	-	4.2%	1.0%	0%	**1.6%**	-	1.2%
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

Windcrest National at FM 1488 - TMC
Wed Mar 27, 2019
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: 644671, Location: 30.22145, -95.605782

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



Cimarron Creek at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644672, Location: 30.221121, -95.594323

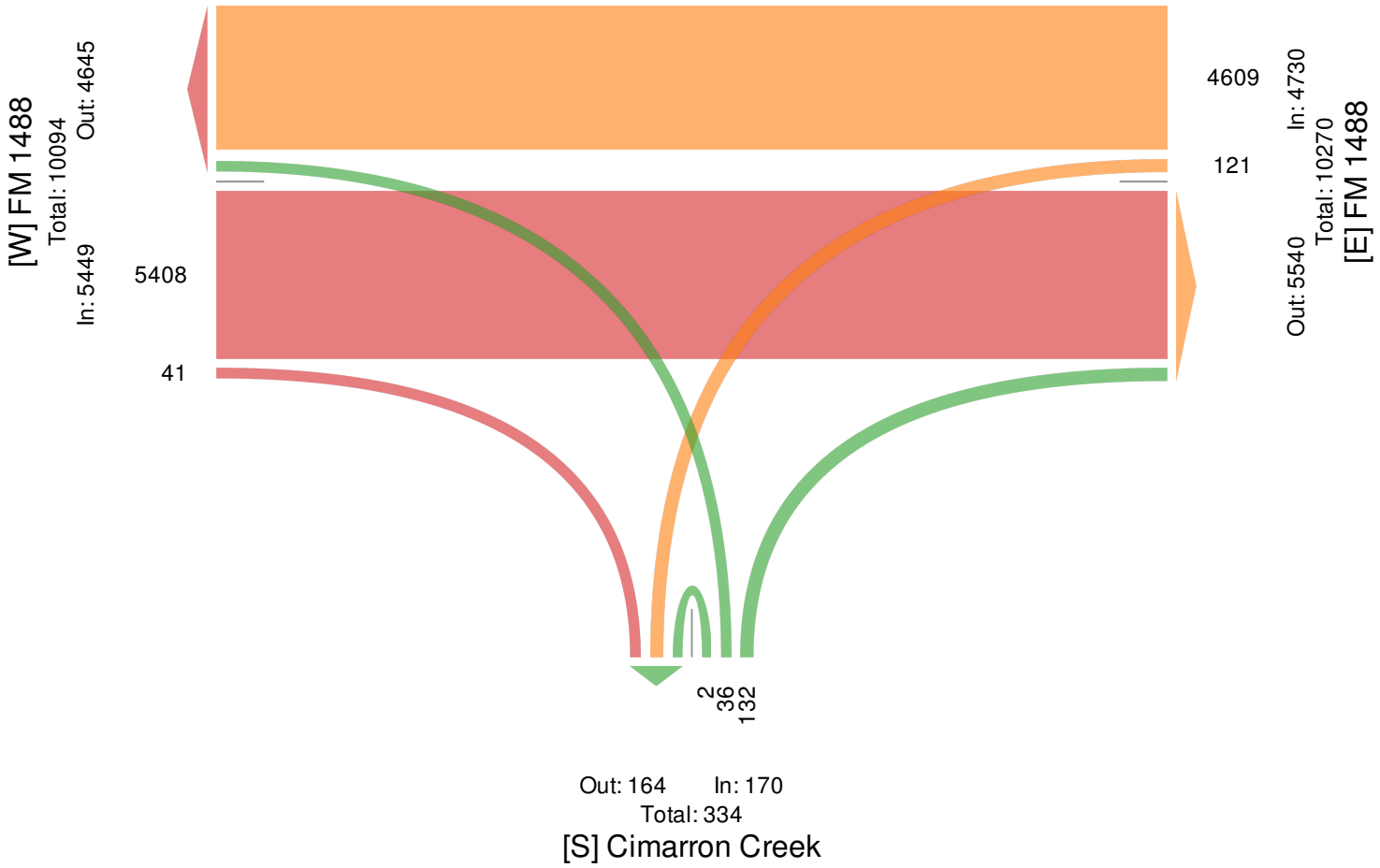
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Cimarron Creek Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	347	2	0	**349**	0	6	227	0	**233**	0	0	8	0	**8**	0	**590**
7:15AM	386	2	0	**388**	0	0	217	0	**217**	0	3	14	0	**17**	0	**622**
7:30AM	358	2	0	**360**	0	8	225	0	**233**	0	3	12	0	**15**	0	**608**
7:45AM	375	0	0	**375**	0	4	253	0	**257**	0	4	8	1	**13**	0	**645**
Hourly Total	1466	6	0	**1472**	0	18	922	0	**940**	0	10	42	1	**53**	0	**2465**
8:00AM	370	4	0	**374**	0	5	239	0	**244**	0	7	8	0	**15**	0	**633**
8:15AM	382	6	0	**388**	0	7	244	0	**251**	0	4	8	0	**12**	0	**651**
8:30AM	264	3	0	**267**	0	2	183	0	**185**	0	3	4	0	**7**	0	**459**
8:45AM	279	2	0	**281**	0	6	201	0	**207**	0	4	10	0	**14**	0	**502**
Hourly Total	1295	15	0	**1310**	0	20	867	0	**887**	0	18	30	0	**48**	0	**2245**
4:15PM	328	1	0	**329**	0	8	311	0	**319**	0	0	8	0	**8**	0	**656**
4:30PM	317	7	0	**324**	0	10	362	0	**372**	0	2	5	0	**7**	0	**703**
4:45PM	357	4	0	**361**	0	18	323	0	**341**	0	1	8	1	**10**	0	**712**
Hourly Total	1002	12	0	**1014**	0	36	996	0	**1032**	0	3	21	1	**25**	0	**2071**
5:00PM	343	0	0	**343**	0	8	365	0	**373**	0	0	5	0	**5**	0	**721**
5:15PM	306	3	0	**309**	0	7	385	0	**392**	0	0	9	0	**9**	0	**710**
5:30PM	384	0	0	**384**	0	10	357	0	**367**	0	2	7	0	**9**	0	**760**
5:45PM	340	2	0	**342**	0	10	388	0	**398**	0	0	8	0	**8**	0	**748**
Hourly Total	1373	5	0	**1378**	0	35	1495	0	**1530**	0	2	29	0	**31**	0	**2939**
6:00PM	272	3	0	**275**	0	12	329	0	**341**	0	3	10	0	**13**	0	**629**
Hourly Total	272	3	0	**275**	0	12	329	0	**341**	0	3	10	0	**13**	0	**629**
Total	5408	41	0	**5449**	0	121	4609	0	**4730**	0	36	132	2	**170**	0	**10349**
% Approach	99.2%	0.8%	0%	**-**	-	2.6%	97.4%	0%	**-**	-	21.2%	77.6%	1.2%	**-**	-	-
% Total	52.3%	0.4%	0%	**52.7%**	-	1.2%	44.5%	0%	**45.7%**	-	0.3%	1.3%	0%	**1.6%**	-	-
Lights	5274	36	0	**5310**	-	118	4487	0	**4605**	-	35	123	2	**160**	-	10075
% Lights	97.5%	87.8%	0%	**97.4%**	-	97.5%	97.4%	0%	**97.4%**	-	97.2%	93.2%	100%	**94.1%**	-	97.4%
Articulated Trucks	37	1	0	**38**	-	2	38	0	**40**	-	1	4	0	**5**	-	83
% Articulated Trucks	0.7%	2.4%	0%	**0.7%**	-	1.7%	0.8%	0%	**0.8%**	-	2.8%	3.0%	0%	**2.9%**	-	0.8%
Buses and Single-Unit Trucks	97	4	0	**101**	-	1	84	0	**85**	-	0	5	0	**5**	-	191
% Buses and Single-Unit Trucks	1.8%	9.8%	0%	**1.9%**	-	0.8%	1.8%	0%	**1.8%**	-	0%	3.8%	0%	**2.9%**	-	1.8%
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

Cimarron Creek at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644672, Location: 30.221121, -95.594323

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



Cimarron Creek at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644672, Location: 30.221121, -95.594323

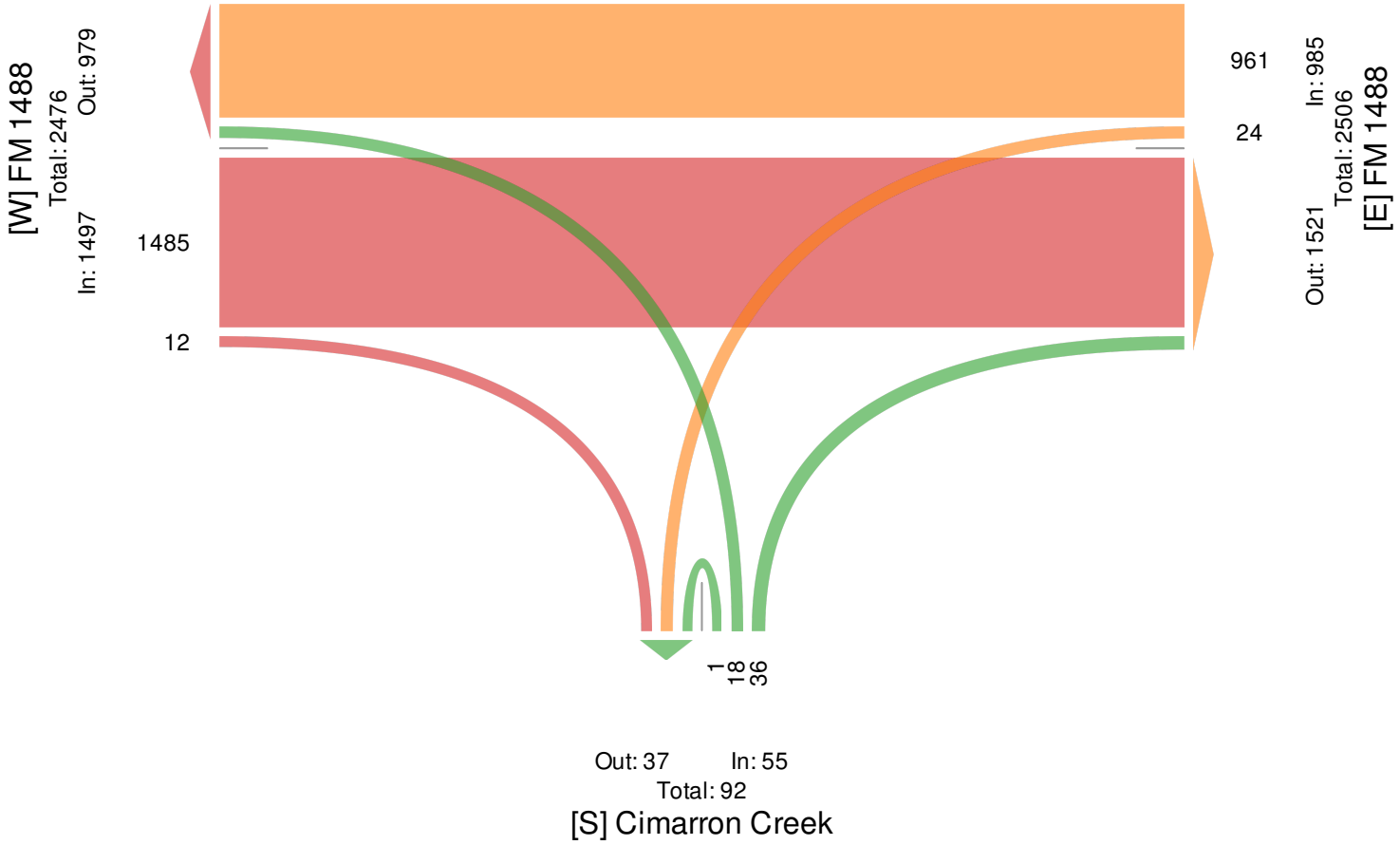
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Cimarron Creek Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:30AM	358	2	0	**360**	0	8	225	0	**233**	0	3	12	0	**15**	0	**608**
7:45AM	375	0	0	**375**	0	4	253	0	**257**	0	4	8	1	**13**	0	**645**
8:00AM	370	4	0	**374**	0	5	239	0	**244**	0	7	8	0	**15**	0	**633**
8:15AM	382	6	0	**388**	0	7	244	0	**251**	0	4	8	0	**12**	0	**651**
Total	1485	12	0	**1497**	0	24	961	0	**985**	0	18	36	1	**55**	0	**2537**
% Approach	99.2%	0.8%	0%	**-**	-	2.4%	97.6%	0%	**-**	-	32.7%	65.5%	1.8%	**-**	-	-
% Total	58.5%	0.5%	0%	**59.0%**	-	0.9%	37.9%	0%	**38.8%**	-	0.7%	1.4%	0%	**2.2%**	-	-
PHF	0.972	0.500	-	**0.965**	-	0.750	0.950	-	**0.958**	-	0.643	0.750	0.250	**0.917**	-	0.974
Lights	1433	9	0	**1442**	-	24	921	0	**945**	-	18	34	1	**53**	-	2440
% Lights	96.5%	75.0%	0%	**96.3%**	-	100%	95.8%	0%	**95.9%**	-	100%	94.4%	100%	**96.4%**	-	96.2%
Articulated Trucks	10	1	0	**11**	-	0	11	0	**11**	-	0	0	0	**0**	-	22
% Articulated Trucks	0.7%	8.3%	0%	**0.7%**	-	0%	1.1%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	42	2	0	**44**	-	0	29	0	**29**	-	0	2	0	**2**	-	75
% Buses and Single-Unit Trucks	2.8%	16.7%	0%	**2.9%**	-	0%	3.0%	0%	**2.9%**	-	0%	5.6%	0%	**3.6%**	-	3.0%
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

Cimarron Creek at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644672, Location: 30.221121, -95.594323

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



Cimarron Creek at FM 1488 - TMC

Wed Mar 27, 2019
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: 644672, Location: 30.221121, -95.594323

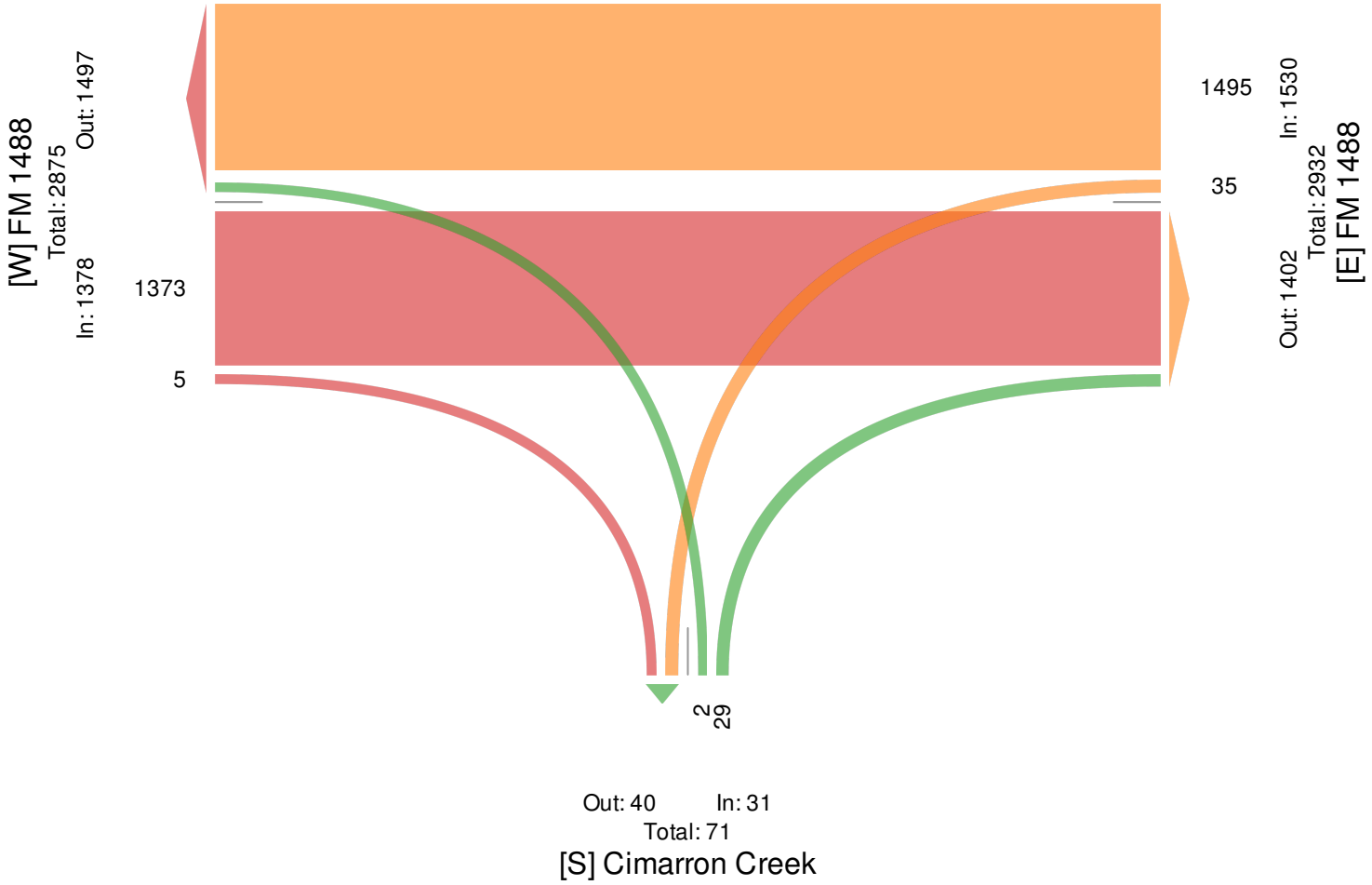
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Cimarron Creek Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	343	0	0	**343**	0	8	365	0	**373**	0	0	5	0	**5**	0	**721**
5:15PM	306	3	0	**309**	0	7	385	0	**392**	0	0	9	0	**9**	0	**710**
5:30PM	384	0	0	**384**	0	10	357	0	**367**	0	2	7	0	**9**	0	**760**
5:45PM	340	2	0	**342**	0	10	388	0	**398**	0	0	8	0	**8**	0	**748**
Total	1373	5	0	**1378**	0	35	1495	0	**1530**	0	2	29	0	**31**	0	**2939**
% Approach	99.6%	0.4%	0%	**-**	-	2.3%	97.7%	0%	**-**	-	6.5%	93.5%	0%	**-**	-	-
% Total	46.7%	0.2%	0%	**46.9%**	-	1.2%	50.9%	0%	**52.1%**	-	0.1%	1.0%	0%	**1.1%**	-	-
PHF	0.894	0.417	-	**0.897**	-	0.875	0.963	-	**0.961**	-	0.250	0.806	-	**0.861**	-	0.967
Lights	1359	5	0	**1364**	-	34	1475	0	**1509**	-	2	28	0	**30**	-	2903
% Lights	99.0%	100%	0%	**99.0%**	-	97.1%	98.7%	0%	**98.6%**	-	100%	96.6%	0%	**96.8%**	-	98.8%
Articulated Trucks	5	0	0	**5**	-	1	3	0	**4**	-	0	1	0	**1**	-	10
% Articulated Trucks	0.4%	0%	0%	**0.4%**	-	2.9%	0.2%	0%	**0.3%**	-	0%	3.4%	0%	**3.2%**	-	0.3%
Buses and Single-Unit Trucks	9	0	0	**9**	-	0	17	0	**17**	-	0	0	0	**0**	-	26
% Buses and Single-Unit Trucks	0.7%	0%	0%	**0.7%**	-	0%	1.1%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	0.9%
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

Cimarron Creek at FM 1488 - TMC
Wed Mar 27, 2019
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: 644672, Location: 30.221121, -95.594323

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



Cimarron Way at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644673, Location: 30.221082, -95.592242

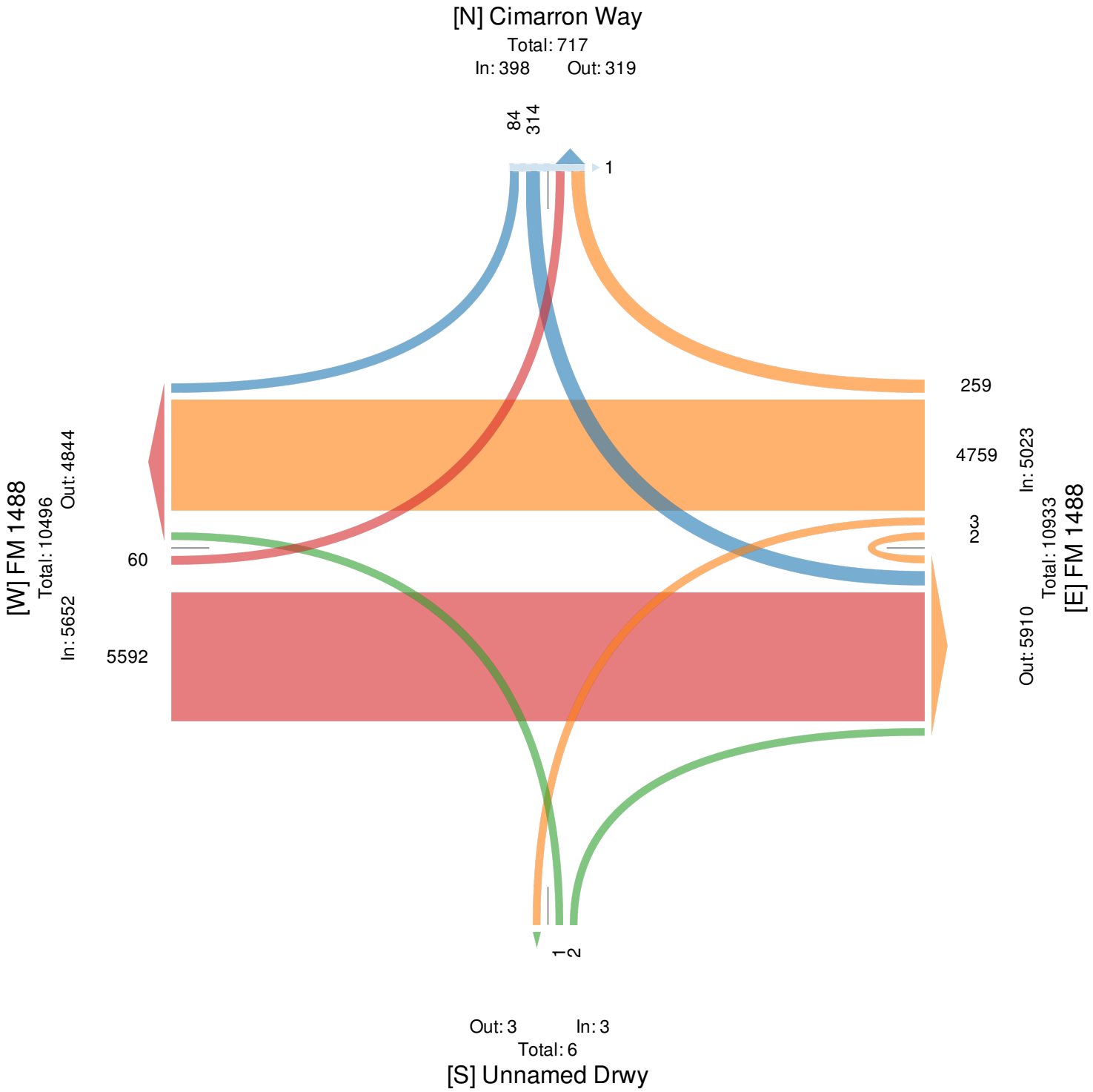
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Unnamed Drwy						Cimarron Way						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	1	364	0	0	**365**	0	0	224	7	0	**231**	0	0	0	0	0	**0**	0	20	0	7	0	**27**	0	**623**
7:15AM	0	402	0	0	**402**	0	0	220	9	0	**229**	0	0	0	0	0	**0**	0	26	0	4	0	**30**	0	**661**
7:30AM	0	375	0	0	**375**	0	1	248	7	0	**256**	0	0	0	0	0	**0**	0	32	0	4	0	**36**	0	**667**
7:45AM	1	381	0	0	**382**	0	0	261	9	0	**270**	0	0	0	0	0	**0**	0	21	0	10	0	**31**	0	**683**
Hourly Total	2	1522	0	0	**1524**	0	1	953	32	0	**986**	0	0	0	0	0	**0**	0	99	0	25	0	**124**	0	**2634**
8:00AM	4	388	0	0	**392**	0	0	247	13	1	**261**	0	1	0	0	0	**1**	0	20	0	12	0	**32**	0	**686**
8:15AM	6	428	0	0	**434**	0	0	250	3	0	**253**	0	0	0	0	0	**0**	0	22	0	3	0	**25**	0	**712**
8:30AM	2	270	0	0	**272**	0	1	182	6	0	**189**	0	0	0	1	0	**1**	0	27	0	1	0	**28**	0	**490**
8:45AM	2	295	0	0	**297**	0	0	218	8	0	**226**	0	0	0	0	0	**0**	0	14	0	1	0	**15**	1	**538**
Hourly Total	14	1381	0	0	**1395**	0	1	897	30	1	**929**	0	1	0	1	0	**2**	0	83	0	17	0	**100**	1	**2426**
4:15PM	5	334	0	0	**339**	0	0	321	22	0	**343**	0	0	0	0	0	**0**	0	6	0	7	0	**13**	0	**695**
4:30PM	3	335	0	0	**338**	0	1	396	29	0	**426**	0	0	0	1	0	**1**	0	13	0	5	0	**18**	0	**783**
4:45PM	8	351	0	0	**359**	0	0	344	18	0	**362**	0	0	0	0	0	**0**	0	20	0	5	0	**25**	0	**746**
Hourly Total	16	1020	0	0	**1036**	0	1	1061	69	0	**1131**	0	0	0	1	0	**1**	0	39	0	17	0	**56**	0	**2224**
5:00PM	7	347	0	0	**354**	0	0	383	40	0	**423**	0	0	0	0	0	**0**	0	22	0	5	0	**27**	0	**804**
5:15PM	6	307	0	0	**313**	0	0	384	20	0	**404**	0	0	0	0	0	**0**	0	14	0	5	0	**19**	0	**736**
5:30PM	5	400	0	0	**405**	0	0	361	18	1	**380**	0	0	0	0	0	**0**	0	21	0	4	0	**25**	0	**810**
5:45PM	6	330	0	0	**336**	0	0	383	26	0	**409**	0	0	0	0	0	**0**	0	19	0	4	0	**23**	0	**768**
Hourly Total	24	1384	0	0	**1408**	0	0	1511	104	1	**1616**	0	0	0	0	0	**0**	0	76	0	18	0	**94**	0	**3118**
6:00PM	4	285	0	0	**289**	0	0	337	24	0	**361**	0	0	0	0	0	**0**	0	17	0	7	0	**24**	0	**674**
Hourly Total	4	285	0	0	**289**	0	0	337	24	0	**361**	0	0	0	0	0	**0**	0	17	0	7	0	**24**	0	**674**
Total	60	5592	0	0	**5652**	0	3	4759	259	2	**5023**	0	1	0	2	0	**3**	0	314	0	84	0	**398**	1	**11076**
% Approach	1.1%	98.9%	0%	0%	**-**	-	0.1%	94.7%	5.2%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	78.9%	0%	21.1%	0%	**-**	-	-
% Total	0.5%	50.5%	0%	0%	**51.0%**	-	0%	43.0%	2.3%	0%	**45.4%**	-	0%	0%	0%	0%	**0%**	-	2.8%	0%	0.8%	0%	**3.6%**	-	-
Lights	57	5442	0	0	**5499**	-	3	4632	255	2	**4892**	-	0	0	2	0	**2**	-	310	0	80	0	**390**	-	10783
% Lights	95.0%	97.3%	0%	0%	**97.3%**	-	100%	97.3%	98.5%	100%	**97.4%**	-	0%	0%	100%	0%	**66.7%**	-	98.7%	0%	95.2%	0%	**98.0%**	-	97.4%
Articulated Trucks	0	39	0	0	**39**	-	0	38	0	0	**38**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	77
% Articulated Trucks	0%	0.7%	0%	0%	**0.7%**	-	0%	0.8%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	3	111	0	0	**114**	-	0	89	4	0	**93**	-	1	0	0	0	**1**	-	4	0	4	0	**8**	-	216
% Buses and Single-Unit Trucks	5.0%	2.0%	0%	0%	**2.0%**	-	0%	1.9%	1.5%	0%	**1.9%**	-	100%	0%	0%	0%	**33.3%**	-	1.3%	0%	4.8%	0%	**2.0%**	-	2.0%
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

Cimarron Way at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644673, Location: 30.221082, -95.592242

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



Cimarron Way at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644673, Location: 30.221082, -95.592242

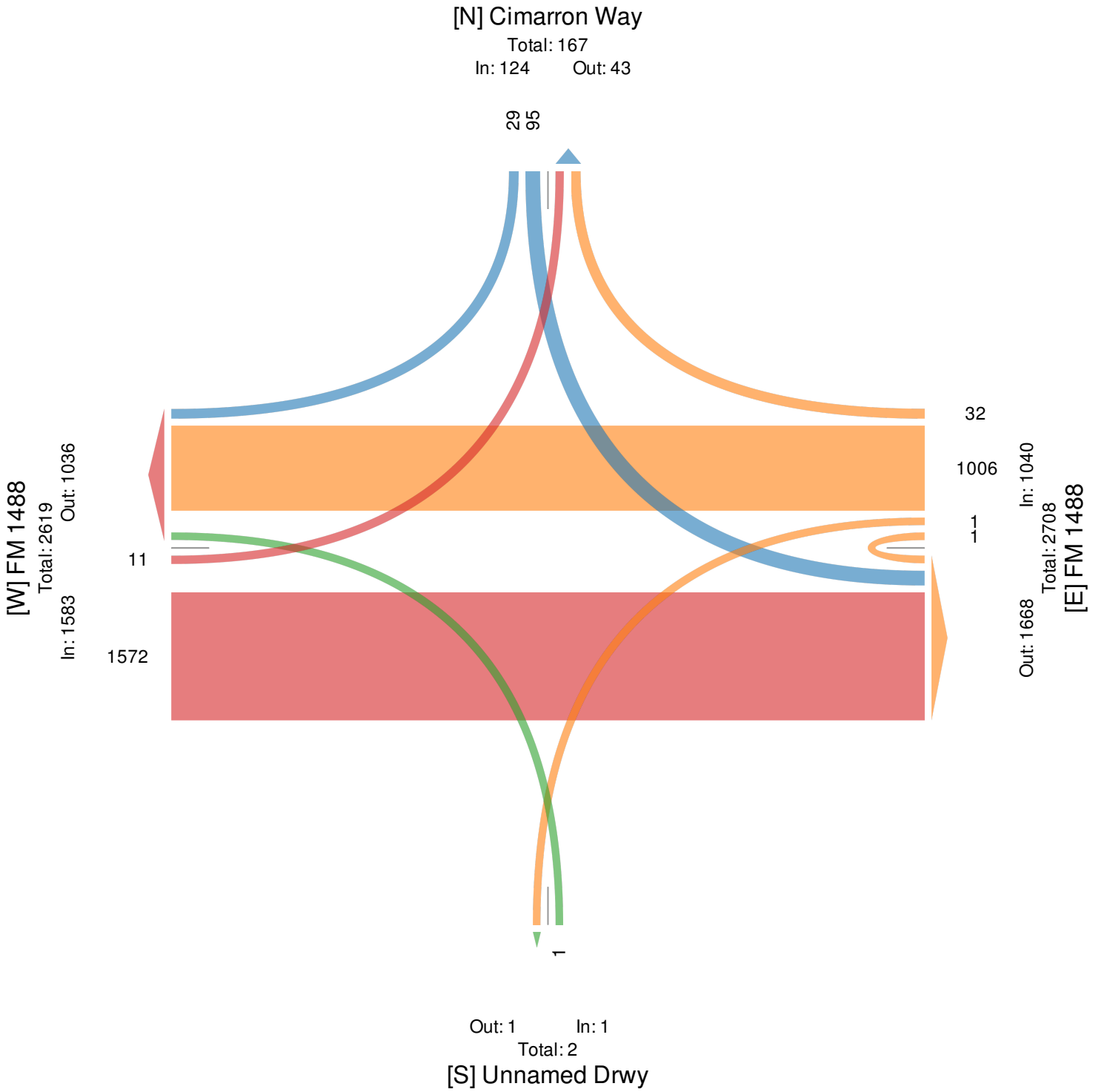
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Unnamed Drwy						Cimarron Way						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:30AM	0	375	0	0	**375**	0	1	248	7	0	**256**	0	0	0	0	0	**0**	0	32	0	4	0	**36**	0	**667**
7:45AM	1	381	0	0	**382**	0	0	261	9	0	**270**	0	0	0	0	0	**0**	0	21	0	10	0	**31**	0	**683**
8:00AM	4	388	0	0	**392**	0	0	247	13	1	**261**	0	1	0	0	0	**1**	0	20	0	12	0	**32**	0	**686**
8:15AM	6	428	0	0	**434**	0	0	250	3	0	**253**	0	0	0	0	0	**0**	0	22	0	3	0	**25**	0	**712**
Total	11	1572	0	0	**1583**	0	1	1006	32	1	**1040**	0	1	0	0	0	**1**	0	95	0	29	0	**124**	0	**2748**
% Approach	0.7%	99.3%	0%	0%	**-**	-	0.1%	96.7%	3.1%	0.1%	**-**	-	100%	0%	0%	0%	**-**	-	76.6%	0%	23.4%	0%	**-**	-	-
% Total	0.4%	57.2%	0%	0%	**57.6%**	-	0%	36.6%	1.2%	0%	**37.8%**	-	0%	0%	0%	0%	**0%**	-	3.5%	0%	1.1%	0%	**4.5%**	-	-
PHF	0.458	0.918	-	-	**0.912**	-	0.250	0.964	0.615	0.250	**0.963**	-	0.250	-	-	-	**0.250**	-	0.742	-	0.604	-	**0.861**	-	0.965
Lights	11	1510	0	0	**1521**	-	1	968	30	1	**1000**	-	0	0	0	0	**0**	-	94	0	26	0	**120**	-	2641
% Lights	100%	96.1%	0%	0%	**96.1%**	-	100%	96.2%	93.8%	100%	**96.2%**	-	0%	0%	0%	0%	**0%**	-	98.9%	0%	89.7%	0%	**96.8%**	-	96.1%
Articulated Trucks	0	11	0	0	**11**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	20
% Articulated Trucks	0%	0.7%	0%	0%	**0.7%**	-	0%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	0	51	0	0	**51**	-	0	29	2	0	**31**	-	1	0	0	0	**1**	-	1	0	3	0	**4**	-	87
% Buses and Single-Unit Trucks	0%	3.2%	0%	0%	**3.2%**	-	0%	2.9%	6.3%	0%	**3.0%**	-	100%	0%	0%	0%	**100%**	-	1.1%	0%	10.3%	0%	**3.2%**	-	3.2%
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

Cimarron Way at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644673, Location: 30.221082, -95.592242

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



Cimarron Way at FM 1488 - TMC
Wed Mar 27, 2019
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: 644673, Location: 30.221082, -95.592242

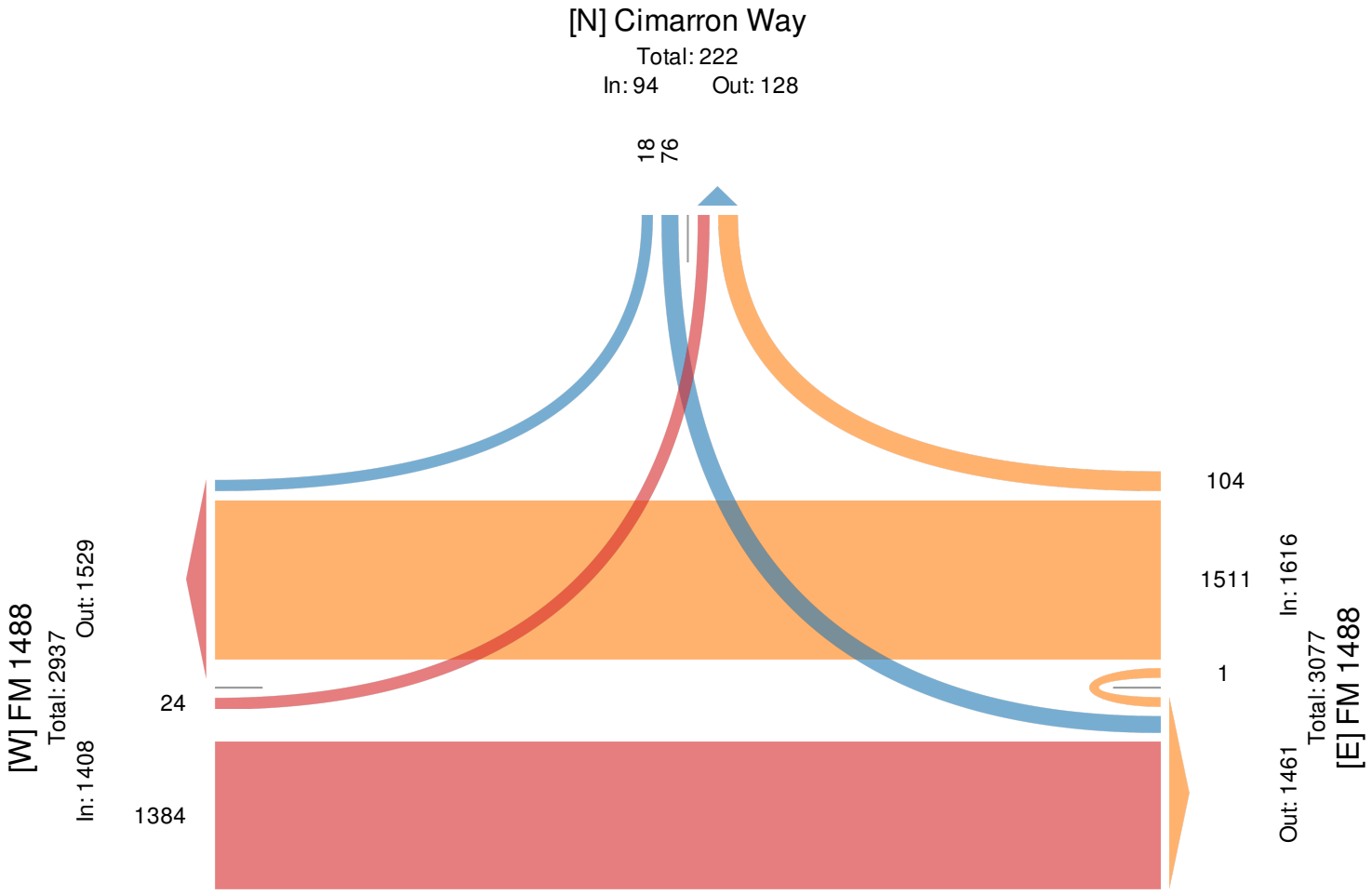
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound						FM 1488 Westbound						Unnamed Drwy Northbound						Cimarron Way Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	7	347	0	0	**354**	0	0	383	40	0	**423**	0	0	0	0	0	**0**	0	22	0	5	0	**27**	0	**804**
5:15PM	6	307	0	0	**313**	0	0	384	20	0	**404**	0	0	0	0	0	**0**	0	14	0	5	0	**19**	0	**736**
5:30PM	5	400	0	0	**405**	0	0	361	18	1	**380**	0	0	0	0	0	**0**	0	21	0	4	0	**25**	0	**810**
5:45PM	6	330	0	0	**336**	0	0	383	26	0	**409**	0	0	0	0	0	**0**	0	19	0	4	0	**23**	0	**768**
Total	24	1384	0	0	**1408**	0	0	1511	104	1	**1616**	0	0	0	0	0	**0**	0	76	0	18	0	**94**	0	**3118**
% Approach	1.7%	98.3%	0%	0%	**-**	-	0%	93.5%	6.4%	0.1%	**-**	-	0%	0%	0%	0%	**-**	-	80.9%	0%	19.1%	0%	**-**	-	-
% Total	0.8%	44.4%	0%	0%	**45.2%**	-	0%	48.5%	3.3%	0%	**51.8%**	-	0%	0%	0%	0%	**0%**	-	2.4%	0%	0.6%	0%	**3.0%**	-	-
PHF	0.857	0.865	-	-	**0.869**	-	-	0.984	0.650	0.250	**0.955**	-	-	-	-	-	**-**	-	0.864	-	0.900	-	**0.870**	-	0.962
Lights	23	1369	0	0	**1392**	-	0	1491	103	1	**1595**	-	0	0	0	0	**0**	-	75	0	18	0	**93**	-	3080
% Lights	95.8%	98.9%	0%	0%	**98.9%**	-	0%	98.7%	99.0%	100%	**98.7%**	-	0%	0%	0%	0%	**-**	-	98.7%	0%	100%	0%	**98.9%**	-	98.8%
Articulated Trucks	0	6	0	0	**6**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.4%	0%	0%	**0.4%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	1	9	0	0	**10**	-	0	17	1	0	**18**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	29
% Buses and Single-Unit Trucks	4.2%	0.7%	0%	0%	**0.7%**	-	0%	1.1%	1.0%	0%	**1.1%**	-	0%	0%	0%	0%	**-**	-	1.3%	0%	0%	0%	**1.1%**	-	0.9%
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

Cimarron Way at FM 1488 - TMC
Wed Mar 27, 2019
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: 644673, Location: 30.221082, -95.592242

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



Tamina Road at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644674, Location: 30.220911, -95.584766

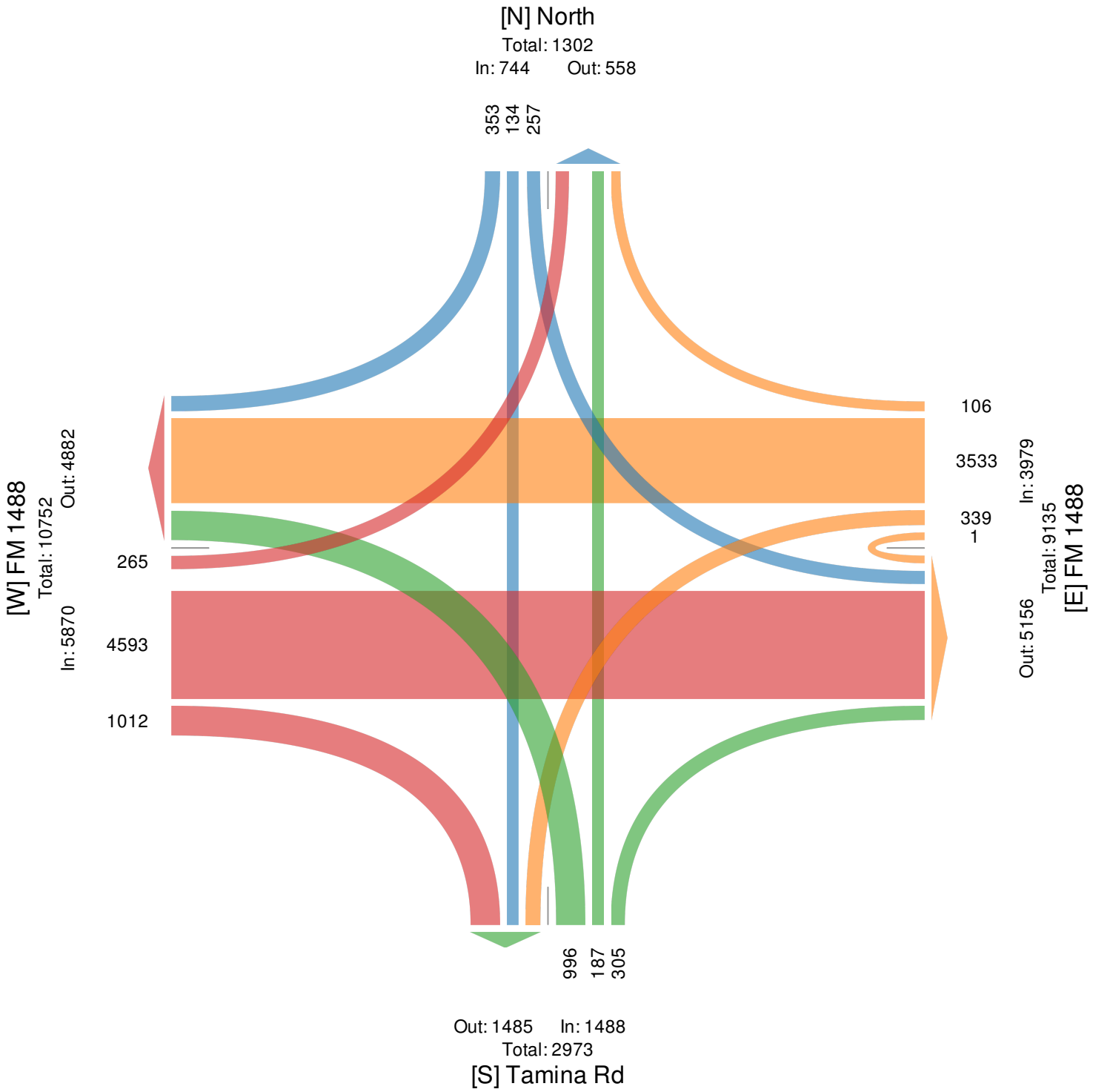
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Tamina Rd						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	3	291	91	0	385	0	19	150	4	0	173	0	48	6	10	0	64	0	5	2	6	0	13	0	635
7:15AM	7	322	100	0	429	0	15	168	1	0	184	0	61	4	9	0	74	0	2	0	4	0	6	0	693
7:30AM	5	310	82	0	397	0	20	192	4	0	216	0	53	10	9	0	72	0	6	2	10	0	18	0	703
7:45AM	7	323	72	0	402	0	19	195	9	0	223	0	58	3	9	0	70	0	6	3	5	0	14	0	709
Hourly Total	22	1246	345	0	1613	0	73	705	18	0	796	0	220	23	37	0	280	0	19	7	25	0	51	0	2740
8:00AM	8	340	66	0	414	0	20	193	7	0	220	0	68	7	21	0	96	0	8	4	13	0	25	0	755
8:15AM	10	361	63	0	434	0	20	172	7	0	199	0	48	6	18	0	72	0	4	3	13	0	20	0	725
8:30AM	11	239	54	0	304	0	18	151	6	0	175	0	36	8	19	0	63	0	3	1	7	0	11	0	553
8:45AM	7	246	49	0	302	0	11	175	6	0	192	0	31	7	13	0	51	0	6	5	9	0	20	0	565
Hourly Total	36	1186	232	0	1454	0	69	691	26	0	786	0	183	28	71	0	282	0	21	13	42	0	76	0	2598
4:15PM	26	261	52	0	339	0	27	237	8	0	272	0	57	17	21	0	95	0	21	15	36	0	72	0	778
4:30PM	21	272	50	0	343	0	27	258	6	0	291	0	76	17	23	0	116	0	21	8	40	0	69	0	819
4:45PM	26	280	54	0	360	0	21	248	9	0	278	0	67	21	24	0	112	0	24	13	39	0	76	0	826
Hourly Total	73	813	156	0	1042	0	75	743	23	0	841	0	200	55	68	0	323	0	66	36	115	0	217	0	2423
5:00PM	33	268	62	0	363	0	20	277	7	0	304	0	84	14	31	0	129	0	44	16	40	0	100	0	896
5:15PM	29	236	60	0	325	0	27	276	9	0	312	0	93	20	25	0	138	0	29	19	38	0	86	0	861
5:30PM	29	313	64	0	406	0	28	279	6	1	314	0	74	22	30	0	126	0	27	15	34	0	76	0	922
5:45PM	22	303	55	0	380	0	28	317	8	0	353	0	73	14	26	0	113	0	21	10	29	0	60	0	906
Hourly Total	113	1120	241	0	1474	0	103	1149	30	1	1283	0	324	70	112	0	506	0	121	60	141	0	322	0	3585
6:00PM	21	228	38	0	287	0	19	245	9	0	273	0	69	11	17	0	97	0	30	18	30	0	78	0	735
Hourly Total	21	228	38	0	287	0	19	245	9	0	273	0	69	11	17	0	97	0	30	18	30	0	78	0	735
Total	265	4593	1012	0	5870	0	339	3533	106	1	3979	0	996	187	305	0	1488	0	257	134	353	0	744	0	12081
% Approach	4.5%	78.2%	17.2%	0%	-	-	8.5%	88.8%	2.7%	0%	-	-	66.9%	12.6%	20.5%	0%	-	-	34.5%	18.0%	47.4%	0%	-	-	-
% Total	2.2%	38.0%	8.4%	0%	48.6%	-	2.8%	29.2%	0.9%	0%	32.9%	-	8.2%	1.5%	2.5%	0%	12.3%	-	2.1%	1.1%	2.9%	0%	6.2%	-	-
Lights	262	4455	998	0	5715	-	336	3416	105	1	3858	-	989	187	298	0	1474	-	255	134	353	0	742	-	11789
% Lights	98.9%	97.0%	98.6%	0%	97.4%	-	99.1%	96.7%	99.1%	100%	97.0%	-	99.3%	100%	97.7%	0%	99.1%	-	99.2%	100%	100%	0%	99.7%	-	97.6%
Articulated Trucks	0	37	3	0	40	-	2	38	0	0	40	-	0	0	0	0	0	-	0	0	0	0	0	-	80
% Articulated Trucks	0%	0.8%	0.3%	0%	0.7%	-	0.6%	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
Buses and Single-Unit Trucks	3	101	11	0	115	-	1	79	1	0	81	-	7	0	7	0	14	-	2	0	0	0	2	-	212
% Buses and Single-Unit Trucks	1.1%	2.2%	1.1%	0%	2.0%	-	0.3%	2.2%	0.9%	0%	2.0%	-	0.7%	0%	2.3%	0%	0.9%	-	0.8%	0%	0%	0%	0.3%	-	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

Tamina Road at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644674, Location: 30.220911, -95.584766

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



Tamina Road at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644674, Location: 30.220911, -95.584766

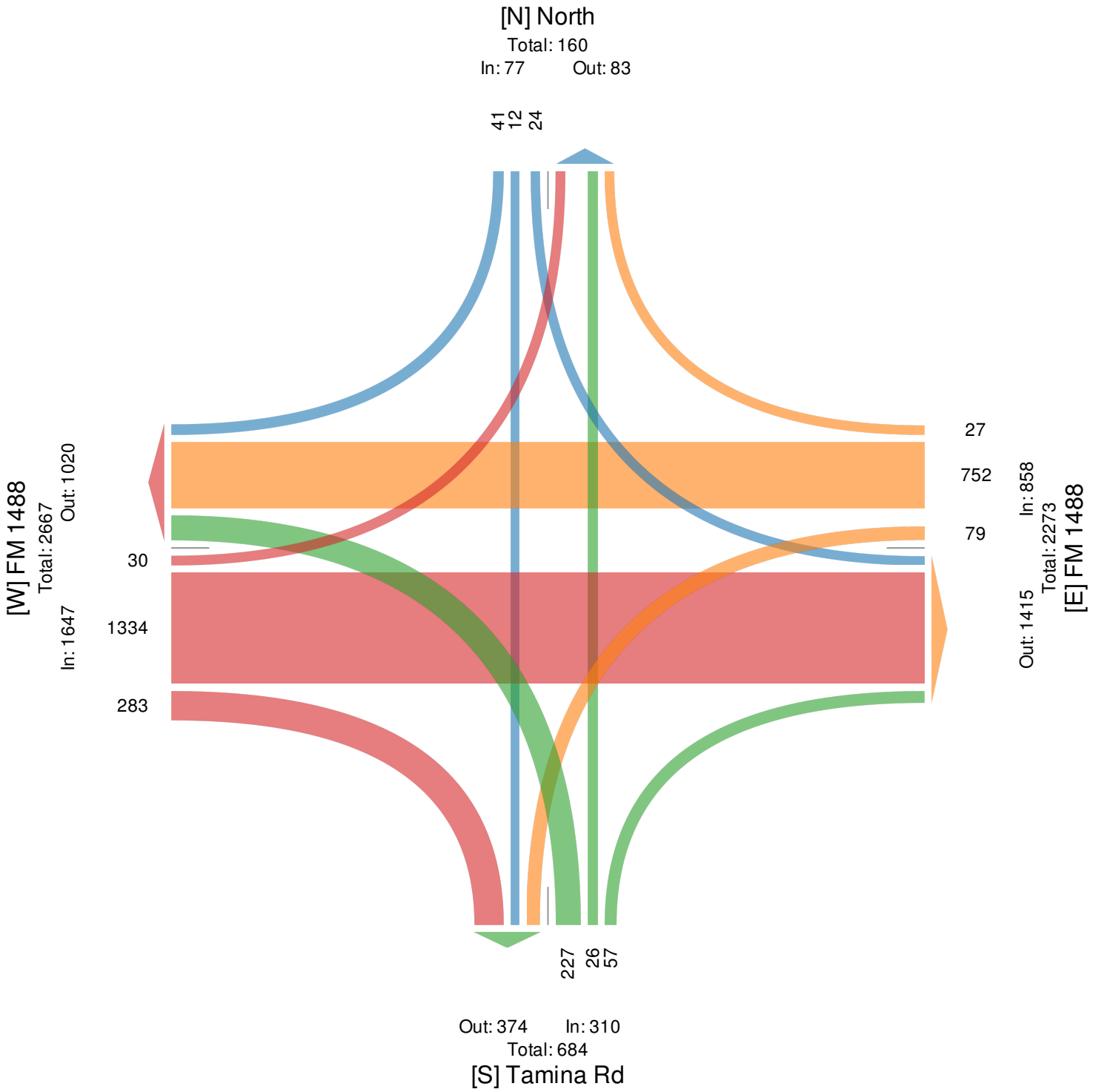
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Tamina Rd						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:30AM	5	310	82	0	397	0	20	192	4	0	216	0	53	10	9	0	72	0	6	2	10	0	18	0	703
7:45AM	7	323	72	0	402	0	19	195	9	0	223	0	58	3	9	0	70	0	6	3	5	0	14	0	709
8:00AM	8	340	66	0	414	0	20	193	7	0	220	0	68	7	21	0	96	0	8	4	13	0	25	0	755
8:15AM	10	361	63	0	434	0	20	172	7	0	199	0	48	6	18	0	72	0	4	3	13	0	20	0	725
Total	30	1334	283	0	**1647**	0	79	752	27	0	**858**	0	227	26	57	0	**310**	0	24	12	41	0	**77**	0	**2892**
% Approach	1.8%	81.0%	17.2%	0%	-	-	9.2%	87.6%	3.1%	0%	-	-	73.2%	8.4%	18.4%	0%	-	-	31.2%	15.6%	53.2%	0%	-	-	-
% Total	1.0%	46.1%	9.8%	0%	**57.0%**	-	2.7%	26.0%	0.9%	0%	**29.7%**	-	7.8%	0.9%	2.0%	0%	**10.7%**	-	0.8%	0.4%	1.4%	0%	**2.7%**	-	-
PHF	0.750	0.924	0.863	-	**0.949**	-	0.988	0.964	0.750	-	**0.962**	-	0.835	0.650	0.679	-	**0.807**	-	0.750	0.750	0.788	-	**0.770**	-	0.958
Lights	29	1279	279	0	**1587**	-	79	717	27	0	**823**	-	222	26	54	0	**302**	-	23	12	41	0	**76**	-	2788
% Lights	96.7%	95.9%	98.6%	0%	**96.4%**	-	100%	95.3%	100%	0%	**95.9%**	-	97.8%	100%	94.7%	0%	**97.4%**	-	95.8%	100%	100%	0%	**98.7%**	-	96.4%
Articulated Trucks	0	8	2	0	**10**	-	0	10	0	0	**10**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	20
% Articulated Trucks	0%	0.6%	0.7%	0%	**0.6%**	-	0%	1.3%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	1	47	2	0	**50**	-	0	25	0	0	**25**	-	5	0	3	0	**8**	-	1	0	0	0	**1**	-	84
% Buses and Single-Unit Trucks	3.3%	3.5%	0.7%	0%	**3.0%**	-	0%	3.3%	0%	0%	**2.9%**	-	2.2%	0%	5.3%	0%	**2.6%**	-	4.2%	0%	0%	0%	**1.3%**	-	2.9%
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

Tamina Road at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644674, Location: 30.220911, -95.584766

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



Tamina Road at FM 1488 - TMC
Wed Mar 27, 2019
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: 644674, Location: 30.220911, -95.584766

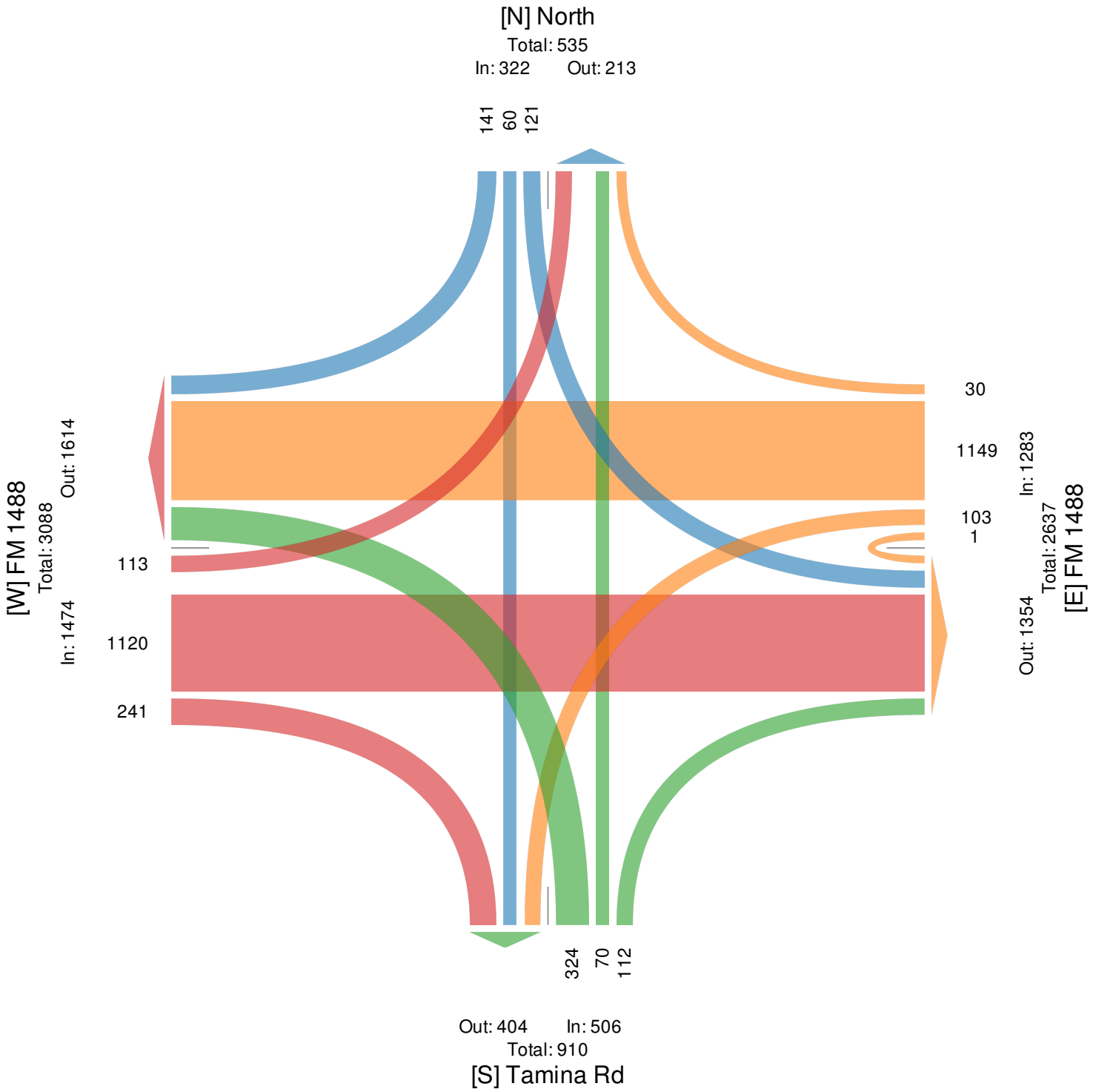
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Tamina Rd						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 5:00PM	33	268	62	0	**363**	0	20	277	7	0	**304**	0	84	14	31	0	**129**	0	44	16	40	0	**100**	0	**896**
5:15PM	29	236	60	0	**325**	0	27	276	9	0	**312**	0	93	20	25	0	**138**	0	29	19	38	0	**86**	0	**861**
5:30PM	29	313	64	0	**406**	0	28	279	6	1	**314**	0	74	22	30	0	**126**	0	27	15	34	0	**76**	0	**922**
5:45PM	22	303	55	0	**380**	0	28	317	8	0	**353**	0	73	14	26	0	**113**	0	21	10	29	0	**60**	0	**906**
Total	113	1120	241	0	**1474**	0	103	1149	30	1	**1283**	0	324	70	112	0	**506**	0	121	60	141	0	**322**	0	**3585**
% Approach	7.7%	76.0%	16.4%	0%	**-**	-	8.0%	89.6%	2.3%	0.1%	**-**	-	64.0%	13.8%	22.1%	0%	**-**	-	37.6%	18.6%	43.8%	0%	**-**	-	-
% Total	3.2%	31.2%	6.7%	0%	**41.1%**	-	2.9%	32.1%	0.8%	0%	**35.8%**	-	9.0%	2.0%	3.1%	0%	**14.1%**	-	3.4%	1.7%	3.9%	0%	**9.0%**	-	-
PHF	0.856	0.895	0.941	-	**0.908**	-	0.920	0.906	0.833	0.250	**0.909**	-	0.871	0.795	0.903	-	**0.917**	-	0.688	0.789	0.881	-	**0.805**	-	0.972
Lights	113	1106	238	0	**1457**	-	101	1130	30	1	**1262**	-	323	70	112	0	**505**	-	121	60	141	0	**322**	-	3546
% Lights	100%	98.8%	98.8%	0%	**98.8%**	-	98.1%	98.3%	100%	100%	**98.4%**	-	99.7%	100%	100%	0%	**99.8%**	-	100%	100%	100%	0%	**100%**	-	98.9%
Articulated Trucks	0	6	0	0	**6**	-	1	4	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	11
% Articulated Trucks	0%	0.5%	0%	0%	**0.4%**	-	1.0%	0.3%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	0	8	3	0	**11**	-	1	15	0	0	**16**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	28
% Buses and Single-Unit Trucks	0%	0.7%	1.2%	0%	**0.7%**	-	1.0%	1.3%	0%	0%	**1.2%**	-	0.3%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.8%
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

Tamina Road at FM 1488 - TMC
Wed Mar 27, 2019
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: 644674, Location: 30.220911, -95.584766

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



FM 1488 at Honea Egypt Rd/FM 2978 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644696, Location: 30.220974, -95.568219

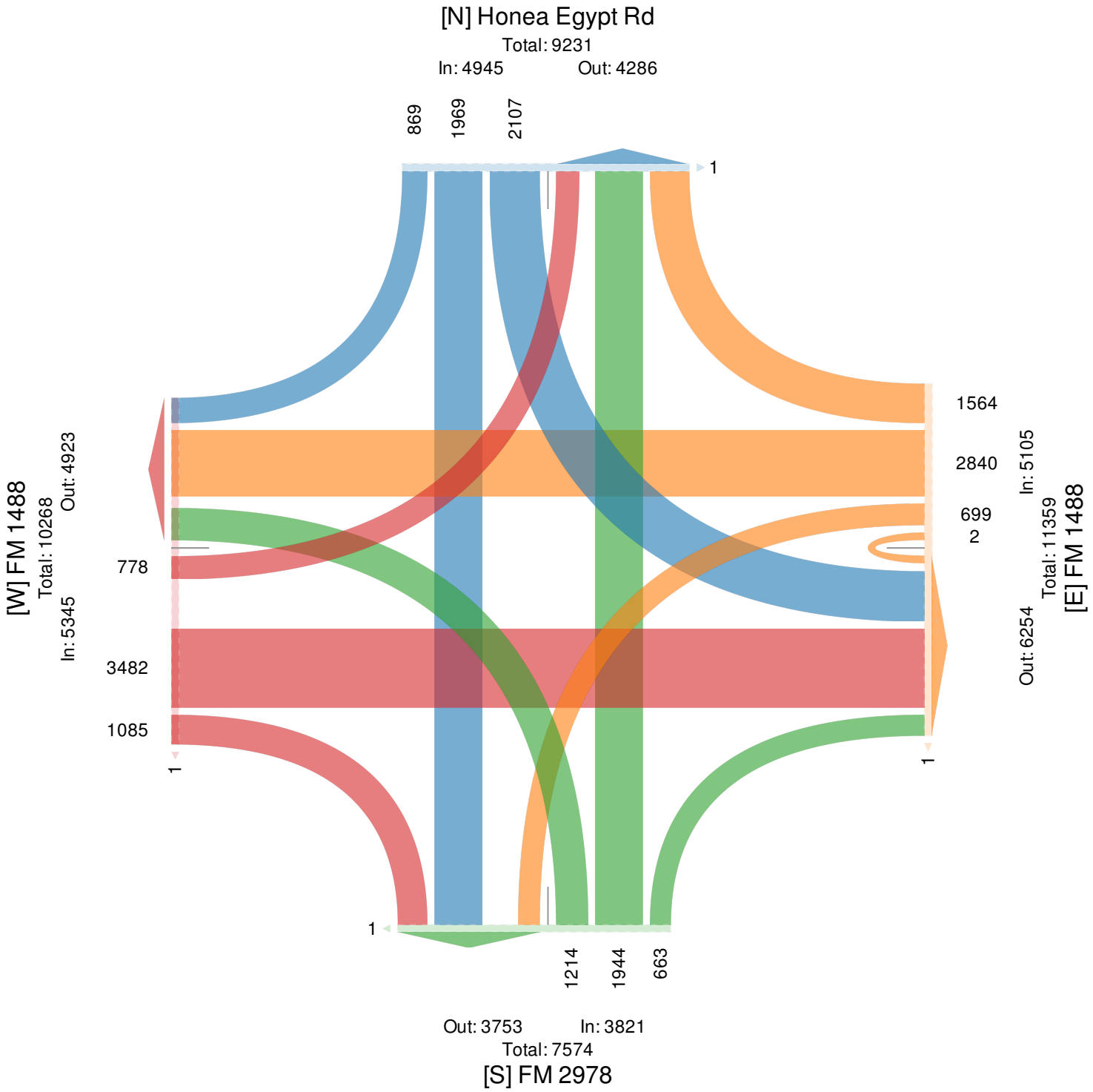
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						FM 2978						Honea Egypt Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	37	195	50	0	**282**	0	36	126	59	0	**221**	0	45	63	37	0	**145**	1	134	121	31	0	**286**	0	**934**
7:15AM	43	209	68	0	**320**	1	44	127	64	0	**235**	0	38	66	23	0	**127**	0	181	168	35	0	**384**	0	**1066**
7:30AM	25	227	94	0	**346**	0	50	156	68	0	**274**	0	51	76	33	0	**160**	0	116	175	36	0	**327**	0	**1107**
7:45AM	41	200	69	0	**310**	0	38	140	79	0	**257**	0	56	83	36	0	**175**	0	165	139	61	0	**365**	0	**1107**
Hourly Total	146	831	281	0	**1258**	1	168	549	270	0	**987**	0	190	288	129	0	**607**	1	596	603	163	0	**1362**	0	**4214**
8:00AM	35	251	82	0	**368**	0	31	158	78	0	**267**	0	59	79	44	0	**182**	0	173	120	46	0	**339**	0	**1156**
8:15AM	37	222	91	0	**350**	0	40	130	70	0	**240**	0	78	83	41	0	**202**	0	162	153	42	0	**357**	0	**1149**
8:30AM	46	238	49	0	**333**	0	48	123	56	0	**227**	0	52	88	45	0	**185**	0	140	158	61	0	**359**	0	**1104**
8:45AM	39	170	69	0	**278**	0	53	163	67	0	**283**	0	58	98	32	0	**188**	0	131	135	66	0	**332**	0	**1081**
Hourly Total	157	881	291	0	**1329**	0	172	574	271	0	**1017**	0	247	348	162	0	**757**	0	606	566	215	0	**1387**	0	**4490**
4:15PM	58	206	55	0	**319**	0	46	215	120	0	**381**	0	96	164	49	0	**309**	0	100	101	65	0	**266**	1	**1275**
4:30PM	61	211	69	0	**341**	0	37	201	127	0	**365**	0	100	151	37	0	**288**	0	99	104	58	0	**261**	0	**1255**
4:45PM	52	220	56	0	**328**	0	49	216	142	0	**407**	0	96	165	48	0	**309**	0	102	113	43	0	**258**	0	**1302**
Hourly Total	171	637	180	0	**988**	0	132	632	389	0	**1153**	0	292	480	134	0	**906**	0	301	318	166	0	**785**	1	**3832**
5:00PM	62	229	55	0	**346**	0	33	225	134	0	**392**	0	100	168	59	0	**327**	0	121	100	60	0	**281**	0	**1346**
5:15PM	62	221	81	0	**364**	0	57	207	143	0	**407**	1	97	166	59	0	**322**	0	121	103	74	0	**298**	0	**1391**
5:30PM	61	227	69	0	**357**	0	40	219	119	0	**378**	0	106	169	43	0	**318**	0	126	102	67	0	**295**	0	**1348**
5:45PM	60	220	76	0	**356**	0	50	218	108	2	**378**	0	112	157	37	0	**306**	0	124	91	76	0	**291**	0	**1331**
Hourly Total	245	897	281	0	**1423**	0	180	869	504	2	**1555**	1	415	660	198	0	**1273**	0	492	396	277	0	**1165**	0	**5416**
6:00PM	59	236	52	0	**347**	0	47	216	130	0	**393**	0	70	168	40	0	**278**	0	112	86	48	0	**246**	0	**1264**
Hourly Total	59	236	52	0	**347**	0	47	216	130	0	**393**	0	70	168	40	0	**278**	0	112	86	48	0	**246**	0	**1264**
Total	778	3482	1085	0	**5345**	1	699	2840	1564	2	**5105**	1	1214	1944	663	0	**3821**	1	2107	1969	869	0	**4945**	1	**19216**
% Approach	14.6%	65.1%	20.3%	0%	**-**	-	13.7%	55.6%	30.6%	0%	**-**	-	31.8%	50.9%	17.4%	0%	**-**	-	42.6%	39.8%	17.6%	0%	**-**	-	-
% Total	4.0%	18.1%	5.6%	0%	**27.8%**	-	3.6%	14.8%	8.1%	0%	**26.6%**	-	6.3%	10.1%	3.5%	0%	**19.9%**	-	11.0%	10.2%	4.5%	0%	**25.7%**	-	-
Lights	758	3406	1026	0	**5190**	-	684	2744	1536	2	**4966**	-	1202	1897	644	0	**3743**	-	2074	1936	840	0	**4850**	-	18749
% Lights	97.4%	97.8%	94.6%	0%	**97.1%**	-	97.9%	96.6%	98.2%	100%	**97.3%**	-	99.0%	97.6%	97.1%	0%	**98.0%**	-	98.4%	98.3%	96.7%	0%	**98.1%**	-	97.6%
Articulated Trucks	7	28	6	0	**41**	-	3	35	4	0	**42**	-	3	6	8	0	**17**	-	8	6	3	0	**17**	-	117
% Articulated Trucks	0.9%	0.8%	0.6%	0%	**0.8%**	-	0.4%	1.2%	0.3%	0%	**0.8%**	-	0.2%	0.3%	1.2%	0%	**0.4%**	-	0.4%	0.3%	0.3%	0%	**0.3%**	-	0.6%
Buses and Single-Unit Trucks	13	48	53	0	**114**	-	12	61	24	0	**97**	-	9	41	11	0	**61**	-	25	27	26	0	**78**	-	350
% Buses and Single-Unit Trucks	1.7%	1.4%	4.9%	0%	**2.1%**	-	1.7%	2.1%	1.5%	0%	**1.9%**	-	0.7%	2.1%	1.7%	0%	**1.6%**	-	1.2%	1.4%	3.0%	0%	**1.6%**	-	1.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-

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

FM 1488 at Honea Egypt Rd/FM 2978 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644696, Location: 30.220974, -95.568219

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



FM 1488 at Honea Egypt Rd/FM 2978 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644696, Location: 30.220974, -95.568219

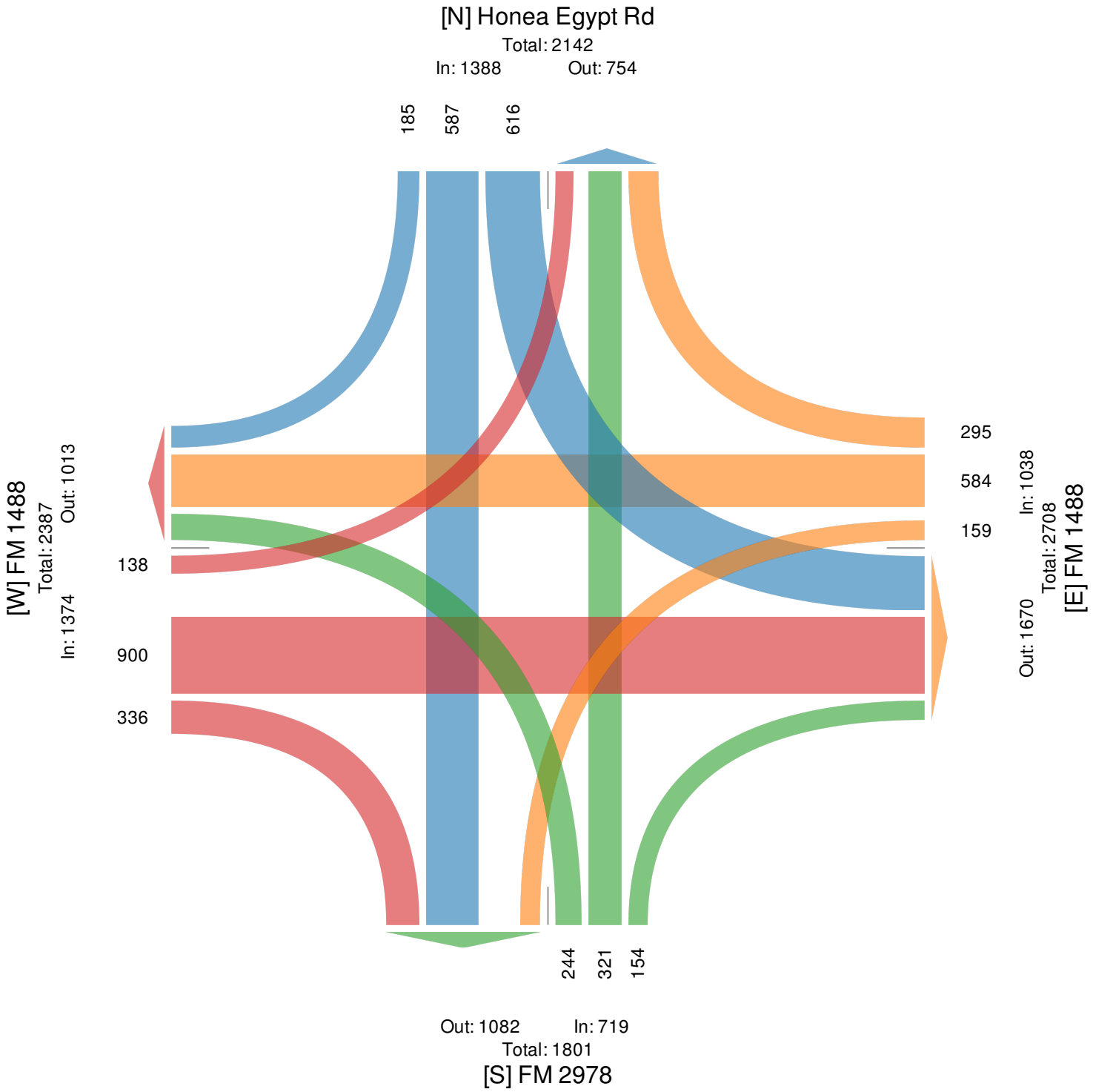
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						FM 2978						Honea Egypt Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:30AM	25	227	94	0	**346**	0	50	156	68	0	**274**	0	51	76	33	0	**160**	0	116	175	36	0	**327**	0	**1107**
7:45AM	41	200	69	0	**310**	0	38	140	79	0	**257**	0	56	83	36	0	**175**	0	165	139	61	0	**365**	0	**1107**
8:00AM	35	251	82	0	**368**	0	31	158	78	0	**267**	0	59	79	44	0	**182**	0	173	120	46	0	**339**	0	**1156**
8:15AM	37	222	91	0	**350**	0	40	130	70	0	**240**	0	78	83	41	0	**202**	0	162	153	42	0	**357**	0	**1149**
Total	138	900	336	0	**1374**	0	159	584	295	0	**1038**	0	244	321	154	0	**719**	0	616	587	185	0	**1388**	0	**4519**
% Approach	10.0%	65.5%	24.5%	0%	**-**	-	15.3%	56.3%	28.4%	0%	**-**	-	33.9%	44.6%	21.4%	0%	**-**	-	44.4%	42.3%	13.3%	0%	**-**	-	**-**
% Total	3.1%	19.9%	7.4%	0%	**30.4%**	-	3.5%	12.9%	6.5%	0%	**23.0%**	-	5.4%	7.1%	3.4%	0%	**15.9%**	-	13.6%	13.0%	4.1%	0%	**30.7%**	-	**-**
PHF	0.841	0.896	0.894	-	**0.933**	-	0.795	0.924	0.934	-	**0.947**	-	0.782	0.967	0.875	-	**0.890**	-	0.890	0.839	0.758	-	**0.951**	-	0.977
Lights	135	871	307	0	**1313**	-	156	559	285	0	**1000**	-	238	294	146	0	**678**	-	600	576	178	0	**1354**	-	4345
% Lights	97.8%	96.8%	91.4%	0%	**95.6%**	-	98.1%	95.7%	96.6%	0%	**96.3%**	-	97.5%	91.6%	94.8%	0%	**94.3%**	-	97.4%	98.1%	96.2%	0%	**97.6%**	-	96.1%
Articulated Trucks	1	7	2	0	**10**	-	0	9	2	0	**11**	-	1	2	5	0	**8**	-	3	4	0	0	**7**	-	36
% Articulated Trucks	0.7%	0.8%	0.6%	0%	**0.7%**	-	0%	1.5%	0.7%	0%	**1.1%**	-	0.4%	0.6%	3.2%	0%	**1.1%**	-	0.5%	0.7%	0%	0%	**0.5%**	-	0.8%
Buses and Single-Unit Trucks	2	22	27	0	**51**	-	3	16	8	0	**27**	-	5	25	3	0	**33**	-	13	7	7	0	**27**	-	138
% Buses and Single-Unit Trucks	1.4%	2.4%	8.0%	0%	**3.7%**	-	1.9%	2.7%	2.7%	0%	**2.6%**	-	2.0%	7.8%	1.9%	0%	**4.6%**	-	2.1%	1.2%	3.8%	0%	**1.9%**	-	3.1%
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

FM 1488 at Honea Egypt Rd/FM 2978 - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644696, Location: 30.220974, -95.568219

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



FM 1488 at Honea Egypt Rd/FM 2978 - TMC
Wed Mar 27, 2019
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: 644696, Location: 30.220974, -95.568219

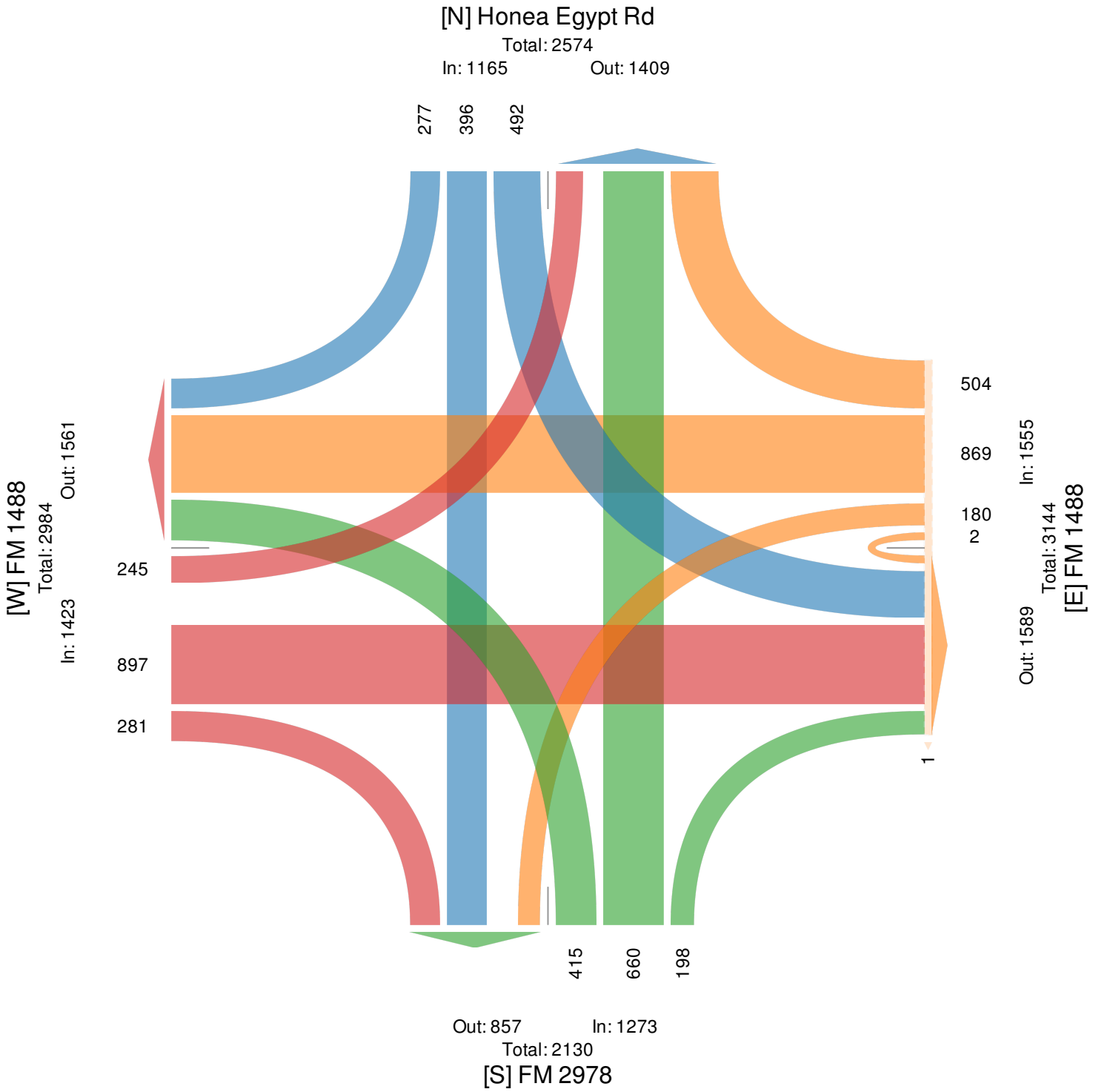
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound						FM 1488 Westbound						FM 2978 Northbound						Honea Egypt Rd Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	62	229	55	0	**346**	0	33	225	134	0	**392**	0	100	168	59	0	**327**	0	121	100	60	0	**281**	0	**1346**
5:15PM	62	221	81	0	**364**	0	57	207	143	0	**407**	1	97	166	59	0	**322**	0	121	103	74	0	**298**	0	**1391**
5:30PM	61	227	69	0	**357**	0	40	219	119	0	**378**	0	106	169	43	0	**318**	0	126	102	67	0	**295**	0	**1348**
5:45PM	60	220	76	0	**356**	0	50	218	108	2	**378**	0	112	157	37	0	**306**	0	124	91	76	0	**291**	0	**1331**
Total	245	897	281	0	**1423**	0	180	869	504	2	**1555**	1	415	660	198	0	**1273**	0	492	396	277	0	**1165**	0	**5416**
% Approach	17.2%	63.0%	19.7%	0%	**-**	-	11.6%	55.9%	32.4%	0.1%	**-**	-	32.6%	51.8%	15.6%	0%	**-**	-	42.2%	34.0%	23.8%	0%	**-**	-	-
% Total	4.5%	16.6%	5.2%	0%	**26.3%**	-	3.3%	16.0%	9.3%	0%	**28.7%**	-	7.7%	12.2%	3.7%	0%	**23.5%**	-	9.1%	7.3%	5.1%	0%	**21.5%**	-	-
PHF	0.988	0.979	0.867	-	**0.977**	-	0.789	0.966	0.881	0.250	**0.955**	-	0.926	0.976	0.839	-	**0.973**	-	0.976	0.961	0.911	-	**0.977**	-	0.973
Lights	240	889	277	0	**1406**	-	178	859	503	2	**1542**	-	414	657	195	0	**1266**	-	486	389	268	0	**1143**	-	5357
% Lights	98.0%	99.1%	98.6%	0%	**98.8%**	-	98.9%	98.8%	99.8%	100%	**99.2%**	-	99.8%	99.5%	98.5%	0%	**99.5%**	-	98.8%	98.2%	96.8%	0%	**98.1%**	-	98.9%
Articulated Trucks	1	4	1	0	**6**	-	0	4	1	0	**5**	-	0	0	1	0	**1**	-	1	1	0	0	**2**	-	14
% Articulated Trucks	0.4%	0.4%	0.4%	0%	**0.4%**	-	0%	0.5%	0.2%	0%	**0.3%**	-	0%	0%	0.5%	0%	**0.1%**	-	0.2%	0.3%	0%	0%	**0.2%**	-	0.3%
Buses and Single-Unit Trucks	4	4	3	0	**11**	-	2	6	0	0	**8**	-	1	3	2	0	**6**	-	5	6	9	0	**20**	-	45
% Buses and Single-Unit Trucks	1.6%	0.4%	1.1%	0%	**0.8%**	-	1.1%	0.7%	0%	0%	**0.5%**	-	0.2%	0.5%	1.0%	0%	**0.5%**	-	1.0%	1.5%	3.2%	0%	**1.7%**	-	0.8%
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

FM 1488 at Honea Egypt Rd/FM 2978 - TMC
Wed Mar 27, 2019
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: 644696, Location: 30.220974, -95.568219

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



Commercial Driveway 2 at FM 1488 - TMC

Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644675, Location: 30.221662, -95.565815

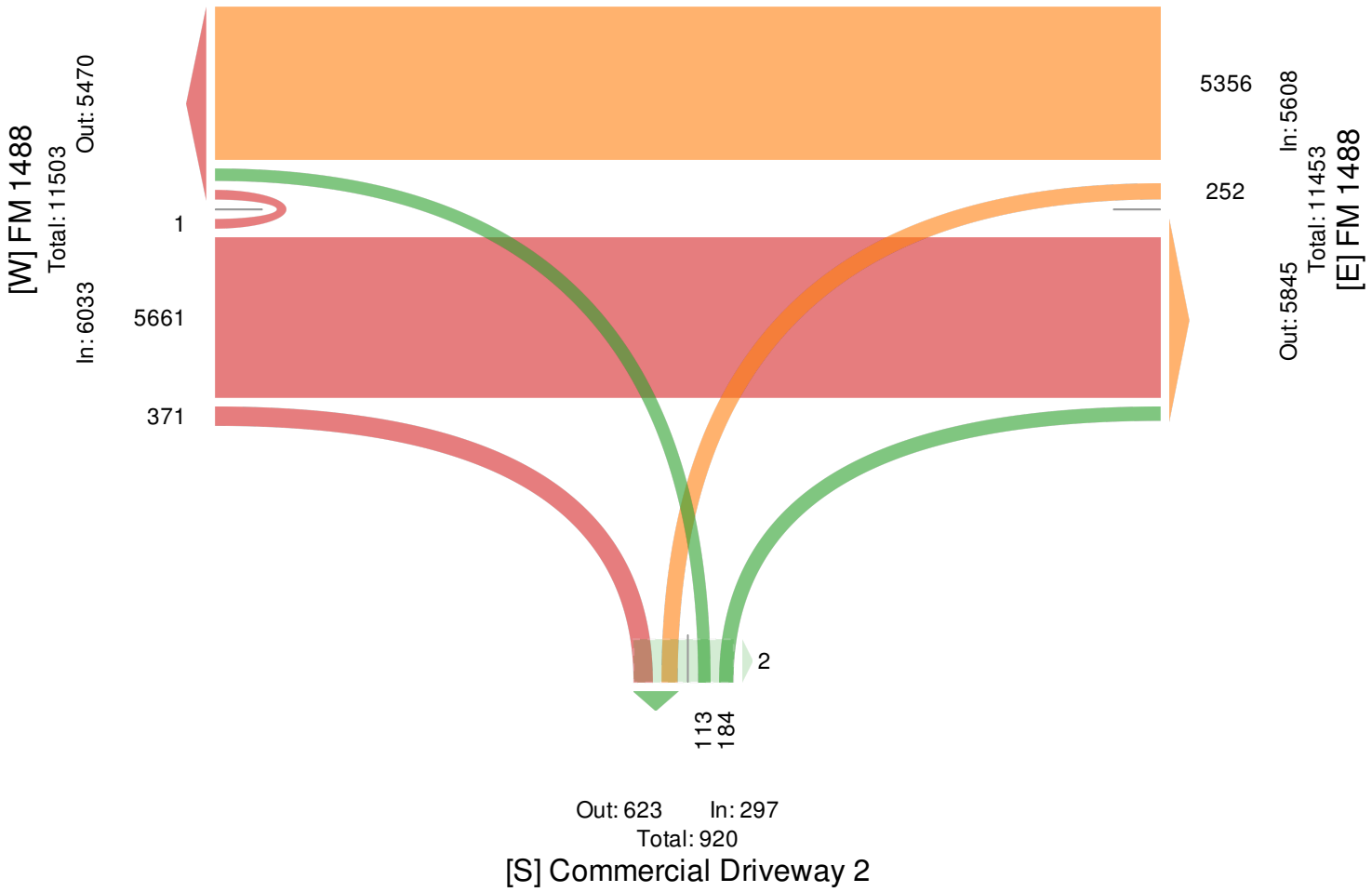
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Commercial Driveway 2 Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	353	12	0	**365**	0	7	227	0	**234**	0	11	5	0	**16**	0	**615**
7:15AM	371	22	0	**393**	0	3	242	0	**245**	0	6	6	0	**12**	0	**650**
7:30AM	371	15	0	**386**	0	7	280	0	**287**	0	8	2	0	**10**	0	**683**
7:45AM	361	21	0	**382**	0	10	247	0	**257**	0	3	5	0	**8**	0	**647**
Hourly Total	1456	70	0	**1526**	0	27	996	0	**1023**	0	28	18	0	**46**	0	**2595**
8:00AM	409	25	0	**434**	0	5	277	0	**282**	0	3	8	0	**11**	0	**727**
8:15AM	395	24	1	**420**	0	11	250	0	**261**	0	6	14	0	**20**	0	**701**
8:30AM	399	14	0	**413**	0	17	247	0	**264**	0	6	6	0	**12**	0	**689**
8:45AM	312	27	0	**339**	0	14	303	0	**317**	0	9	2	0	**11**	0	**667**
Hourly Total	1515	90	1	**1606**	0	47	1077	0	**1124**	0	24	30	0	**54**	0	**2784**
4:15PM	316	25	0	**341**	0	26	398	0	**424**	0	6	12	0	**18**	0	**783**
4:30PM	334	18	0	**352**	0	24	403	0	**427**	0	8	14	0	**22**	0	**801**
4:45PM	329	29	0	**358**	0	18	433	0	**451**	0	11	17	0	**28**	0	**837**
Hourly Total	979	72	0	**1051**	0	68	1234	0	**1302**	0	25	43	0	**68**	0	**2421**
5:00PM	354	32	0	**386**	0	24	408	0	**432**	0	5	19	0	**24**	1	**842**
5:15PM	358	24	0	**382**	0	22	432	0	**454**	0	6	17	0	**23**	1	**859**
5:30PM	338	23	0	**361**	0	22	413	0	**435**	0	6	21	0	**27**	0	**823**
5:45PM	339	32	0	**371**	0	19	401	0	**420**	0	11	14	0	**25**	0	**816**
Hourly Total	1389	111	0	**1500**	0	87	1654	0	**1741**	0	28	71	0	**99**	2	**3340**
6:00PM	322	28	0	**350**	0	23	395	0	**418**	0	8	22	0	**30**	0	**798**
Hourly Total	322	28	0	**350**	0	23	395	0	**418**	0	8	22	0	**30**	0	**798**
Total	5661	371	1	**6033**	0	252	5356	0	**5608**	0	113	184	0	**297**	2	**11938**
% Approach	93.8%	6.1%	0%	**-**	-	4.5%	95.5%	0%	**-**	-	38.0%	62.0%	0%	**-**	-	-
% Total	47.4%	3.1%	0%	**50.5%**	-	2.1%	44.9%	0%	**47.0%**	-	0.9%	1.5%	0%	**2.5%**	-	-
Lights	5538	369	1	**5908**	-	251	5216	0	**5467**	-	113	181	0	**294**	-	11669
% Lights	97.8%	99.5%	100%	**97.9%**	-	99.6%	97.4%	0%	**97.5%**	-	100%	98.4%	0%	**99.0%**	-	97.7%
Articulated Trucks	43	0	0	**43**	-	0	40	0	**40**	-	0	1	0	**1**	-	84
% Articulated Trucks	0.8%	0%	0%	**0.7%**	-	0%	0.7%	0%	**0.7%**	-	0%	0.5%	0%	**0.3%**	-	0.7%
Buses and Single-Unit Trucks	80	2	0	**82**	-	1	100	0	**101**	-	0	2	0	**2**	-	185
% Buses and Single-Unit Trucks	1.4%	0.5%	0%	**1.4%**	-	0.4%	1.9%	0%	**1.8%**	-	0%	1.1%	0%	**0.7%**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-

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

Commercial Driveway 2 at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644675, Location: 30.221662, -95.565815

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



Commercial Driveway 2 at FM 1488 - TMC

Wed Mar 27, 2019
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644675, Location: 30.221662, -95.565815

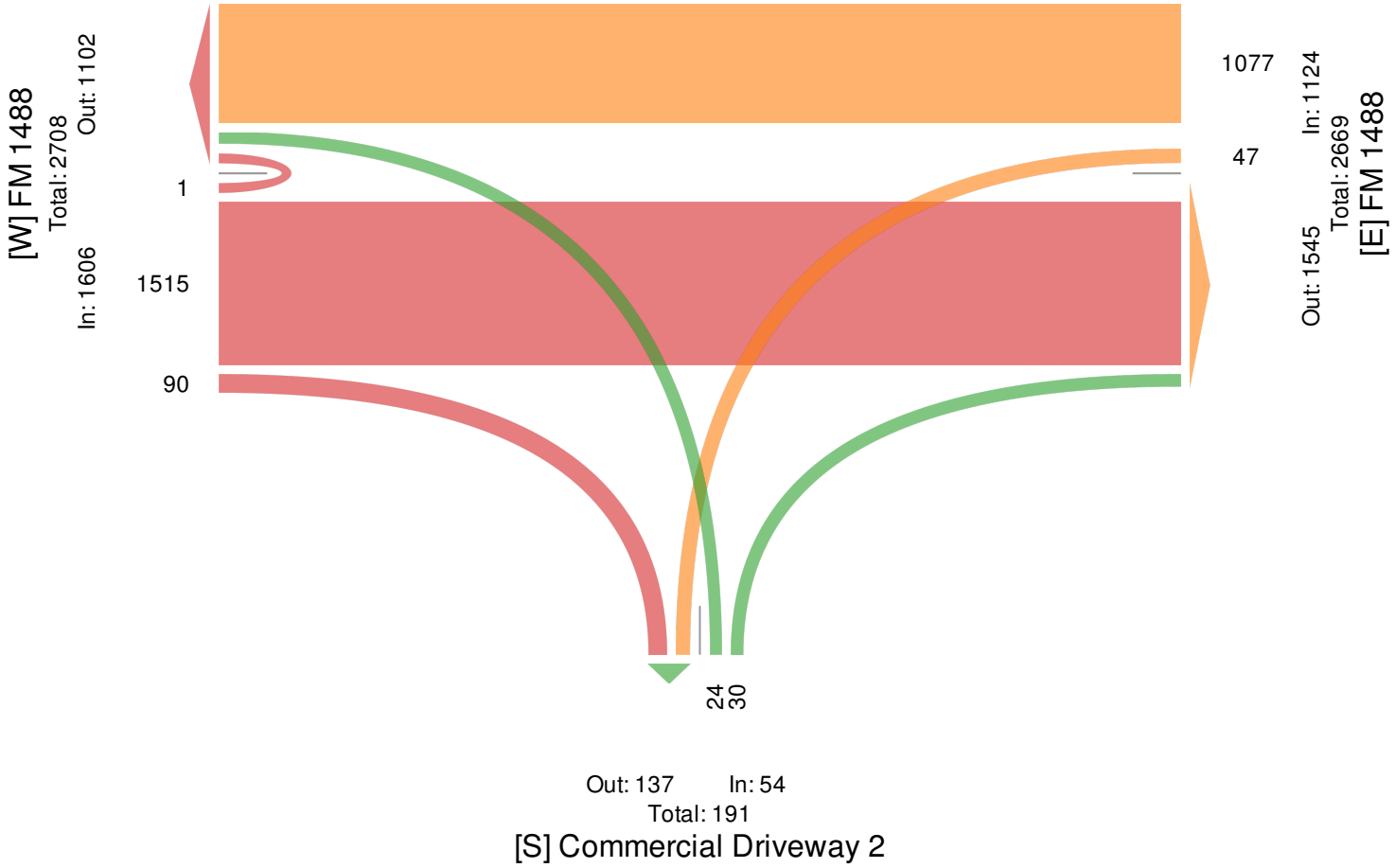
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Commercial Driveway 2 Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 8:00AM	409	25	0	**434**	0	5	277	0	**282**	0	3	8	0	**11**	0	**727**
8:15AM	395	24	1	**420**	0	11	250	0	**261**	0	6	14	0	**20**	0	**701**
8:30AM	399	14	0	**413**	0	17	247	0	**264**	0	6	6	0	**12**	0	**689**
8:45AM	312	27	0	**339**	0	14	303	0	**317**	0	9	2	0	**11**	0	**667**
Total	1515	90	1	**1606**	0	47	1077	0	**1124**	0	24	30	0	**54**	0	**2784**
% Approach	94.3%	5.6%	0.1%	**-**	-	4.2%	95.8%	0%	**-**	-	44.4%	55.6%	0%	**-**	-	-
% Total	54.4%	3.2%	0%	**57.7%**	-	1.7%	38.7%	0%	**40.4%**	-	0.9%	1.1%	0%	**1.9%**	-	-
PHF	0.926	0.833	0.250	**0.925**	-	0.691	0.889	-	**0.886**	-	0.667	0.536	-	**0.675**	-	0.957
Lights	1467	89	1	**1557**	-	47	1040	0	**1087**	-	24	30	0	**54**	-	2698
% Lights	96.8%	98.9%	100%	**96.9%**	-	100%	96.6%	0%	**96.7%**	-	100%	100%	0%	**100%**	-	96.9%
Articulated Trucks	19	0	0	**19**	-	0	9	0	**9**	-	0	0	0	**0**	-	28
% Articulated Trucks	1.3%	0%	0%	**1.2%**	-	0%	0.8%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	1.0%
Buses and Single-Unit Trucks	29	1	0	**30**	-	0	28	0	**28**	-	0	0	0	**0**	-	58
% Buses and Single-Unit Trucks	1.9%	1.1%	0%	**1.9%**	-	0%	2.6%	0%	**2.5%**	-	0%	0%	0%	**0%**	-	2.1%
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

Commercial Driveway 2 at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644675, Location: 30.221662, -95.565815

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



Commercial Driveway 2 at FM 1488 - TMC

Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644675, Location: 30.221662, -95.565815

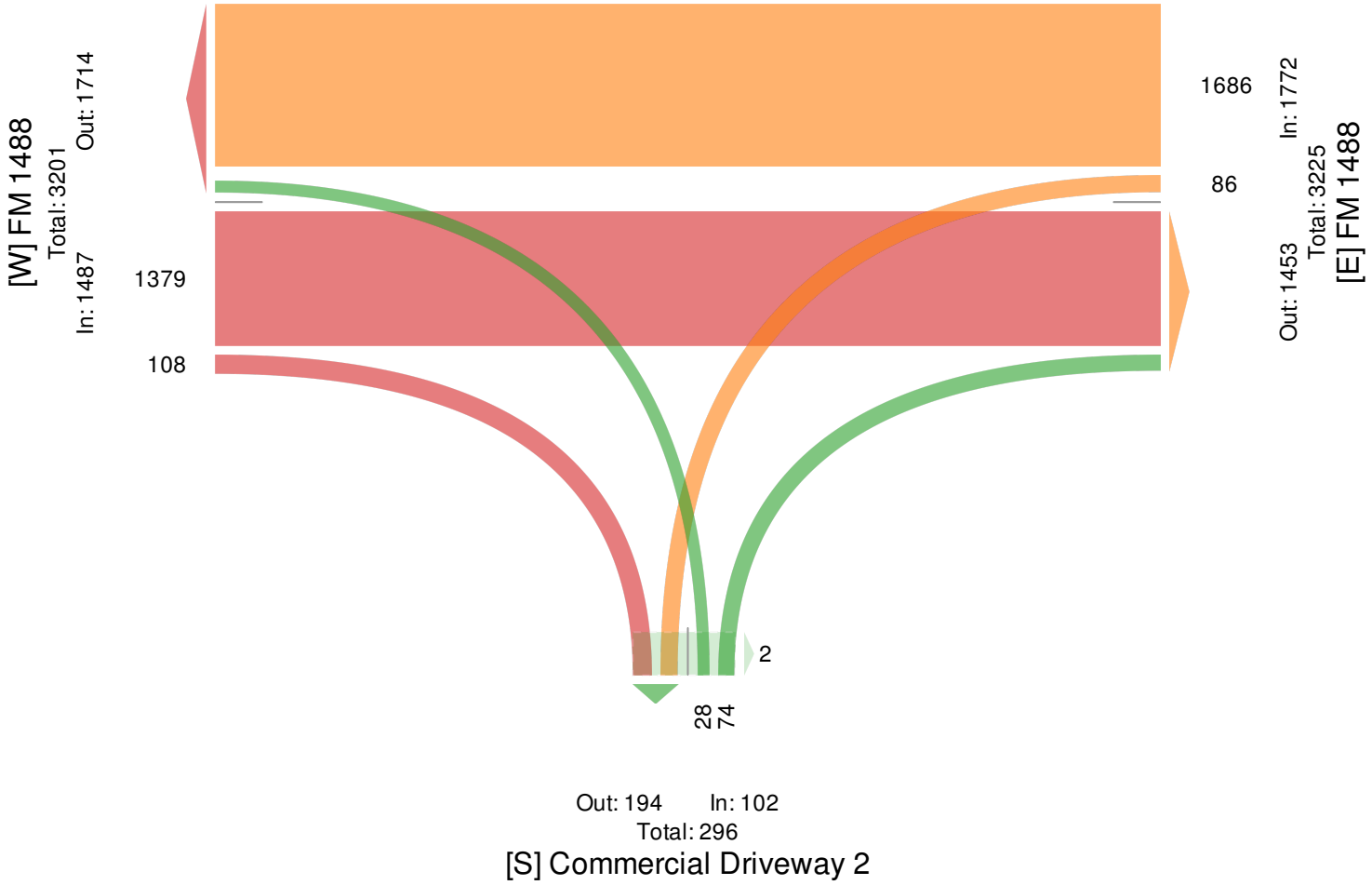
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Commercial Driveway 2 Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	329	29	0	**358**	0	18	433	0	**451**	0	11	17	0	**28**	0	**837**
5:00PM	354	32	0	**386**	0	24	408	0	**432**	0	5	19	0	**24**	1	**842**
5:15PM	358	24	0	**382**	0	22	432	0	**454**	0	6	17	0	**23**	1	**859**
5:30PM	338	23	0	**361**	0	22	413	0	**435**	0	6	21	0	**27**	0	**823**
Total	1379	108	0	**1487**	0	86	1686	0	**1772**	0	28	74	0	**102**	2	**3361**
% Approach	92.7%	7.3%	0%	**-**	-	4.9%	95.1%	0%	**-**	-	27.5%	72.5%	0%	**-**	-	**-**
% Total	41.0%	3.2%	0%	**44.2%**	-	2.6%	50.2%	0%	**52.7%**	-	0.8%	2.2%	0%	**3.0%**	-	**-**
PHF	0.963	0.844	-	**0.963**	-	0.896	0.973	-	**0.976**	-	0.636	0.881	-	**0.911**	-	0.978
Lights	1359	108	0	**1467**	-	86	1666	0	**1752**	-	28	73	0	**101**	-	3320
% Lights	98.5%	100%	0%	**98.7%**	-	100%	98.8%	0%	**98.9%**	-	100%	98.6%	0%	**99.0%**	-	98.8%
Articulated Trucks	9	0	0	**9**	-	0	7	0	**7**	-	0	0	0	**0**	-	16
% Articulated Trucks	0.7%	0%	0%	**0.6%**	-	0%	0.4%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	11	0	0	**11**	-	0	13	0	**13**	-	0	1	0	**1**	-	25
% Buses and Single-Unit Trucks	0.8%	0%	0%	**0.7%**	-	0%	0.8%	0%	**0.7%**	-	0%	1.4%	0%	**1.0%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-

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

Commercial Driveway 2 at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644675, Location: 30.221662, -95.565815

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



Conroe Huffsmith Rd/Egypt Ln at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644676, Location: 30.222967, -95.562612

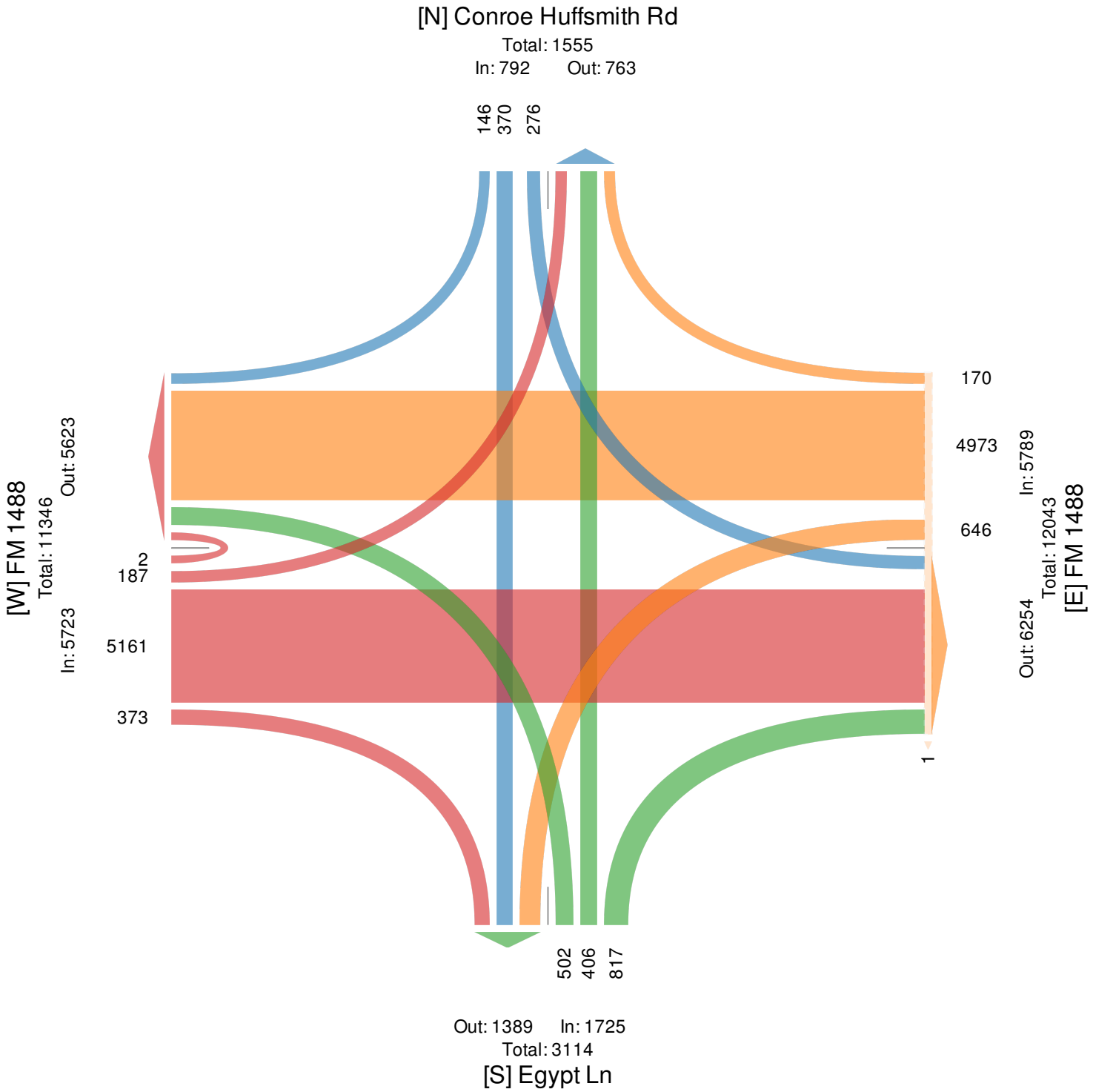
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Egypt Ln						Conroe Huffsmith Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	1	346	17	0	**364**	0	25	220	3	0	**248**	0	5	13	44	0	**62**	0	23	31	11	0	**65**	0	**739**
7:15AM	4	326	24	0	**354**	0	35	241	3	0	**279**	0	12	9	46	0	**67**	0	27	37	8	0	**72**	0	**772**
7:30AM	4	342	24	0	**370**	0	31	263	4	0	**298**	0	11	5	27	0	**43**	0	24	37	5	0	**66**	0	**777**
7:45AM	4	294	27	1	**326**	0	47	239	9	0	**295**	0	31	16	68	0	**115**	0	19	36	3	0	**58**	0	**794**
Hourly Total	13	1308	92	1	**1414**	0	138	963	19	0	**1120**	0	59	43	185	0	**287**	0	93	141	27	0	**261**	0	**3082**
8:00AM	3	373	33	1	**410**	0	47	243	3	0	**293**	0	31	30	45	0	**106**	0	20	43	5	0	**68**	0	**877**
8:15AM	5	361	24	0	**390**	0	37	219	4	0	**260**	0	39	21	61	0	**121**	0	17	30	6	0	**53**	0	**824**
8:30AM	8	382	21	0	**411**	0	42	244	3	0	**289**	0	19	7	57	0	**83**	0	13	14	2	0	**29**	0	**812**
8:45AM	2	317	19	0	**338**	0	29	285	5	0	**319**	0	22	10	38	0	**70**	0	19	10	5	0	**34**	0	**761**
Hourly Total	18	1433	97	1	**1549**	0	155	991	15	0	**1161**	0	111	68	201	0	**380**	0	69	97	18	0	**184**	0	**3274**
4:15PM	20	283	21	0	**324**	0	43	359	16	0	**418**	0	37	33	52	0	**122**	0	11	15	5	0	**31**	0	**895**
4:30PM	20	292	19	0	**331**	0	49	380	15	0	**444**	0	46	31	45	0	**122**	0	15	15	10	0	**40**	0	**937**
4:45PM	19	275	18	0	**312**	0	47	394	13	0	**454**	0	42	41	45	0	**128**	0	12	15	16	0	**43**	0	**937**
Hourly Total	59	850	58	0	**967**	0	139	1133	44	0	**1316**	0	125	105	142	0	**372**	0	38	45	31	0	**114**	0	**2769**
5:00PM	18	313	20	0	**351**	0	37	392	13	0	**442**	0	47	44	65	0	**156**	0	14	19	11	0	**44**	0	**993**
5:15PM	32	326	18	0	**376**	0	38	379	17	0	**434**	1	40	40	54	0	**134**	0	19	15	25	0	**59**	0	**1003**
5:30PM	16	319	20	0	**355**	0	48	394	28	0	**470**	0	42	43	57	0	**142**	0	19	18	14	0	**51**	0	**1018**
5:45PM	19	301	43	0	**363**	0	41	347	17	0	**405**	0	42	34	55	0	**131**	0	13	15	6	0	**34**	0	**933**
Hourly Total	85	1259	101	0	**1445**	0	164	1512	75	0	**1751**	1	171	161	231	0	**563**	0	65	67	56	0	**188**	0	**3947**
6:00PM	12	311	25	0	**348**	0	50	374	17	0	**441**	0	36	29	58	0	**123**	0	11	20	14	0	**45**	0	**957**
Hourly Total	12	311	25	0	**348**	0	50	374	17	0	**441**	0	36	29	58	0	**123**	0	11	20	14	0	**45**	0	**957**
Total	187	5161	373	2	**5723**	0	646	4973	170	0	**5789**	1	502	406	817	0	**1725**	0	276	370	146	0	**792**	0	**14029**
% Approach	3.3%	90.2%	6.5%	0%	**-**	-	11.2%	85.9%	2.9%	0%	**-**	-	29.1%	23.5%	47.4%	0%	**-**	-	34.8%	46.7%	18.4%	0%	**-**	-	-
% Total	1.3%	36.8%	2.7%	0%	**40.8%**	-	4.6%	35.4%	1.2%	0%	**41.3%**	-	3.6%	2.9%	5.8%	0%	**12.3%**	-	2.0%	2.6%	1.0%	0%	**5.6%**	-	-
Lights	186	5036	369	2	**5593**	-	632	4839	166	0	**5637**	-	494	404	800	0	**1698**	-	274	363	144	0	**781**	-	13709
% Lights	99.5%	97.6%	98.9%	100%	**97.7%**	-	97.8%	97.3%	97.6%	0%	**97.4%**	-	98.4%	99.5%	97.9%	0%	**98.4%**	-	99.3%	98.1%	98.6%	0%	**98.6%**	-	97.7%
Articulated Trucks	1	44	1	0	**46**	-	2	45	1	0	**48**	-	0	0	1	0	**1**	-	1	0	0	0	**1**	-	96
% Articulated Trucks	0.5%	0.9%	0.3%	0%	**0.8%**	-	0.3%	0.9%	0.6%	0%	**0.8%**	-	0%	0%	0.1%	0%	**0.1%**	-	0.4%	0%	0%	0%	**0.1%**	-	0.7%
Buses and Single-Unit Trucks	0	81	3	0	**84**	-	12	89	3	0	**104**	-	8	2	16	0	**26**	-	1	7	2	0	**10**	-	224
% Buses and Single-Unit Trucks	0%	1.6%	0.8%	0%	**1.5%**	-	1.9%	1.8%	1.8%	0%	**1.8%**	-	1.6%	0.5%	2.0%	0%	**1.5%**	-	0.4%	1.9%	1.4%	0%	**1.3%**	-	1.6%
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

Conroe Huffsmith Rd/Egypt Ln at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644676, Location: 30.222967, -95.562612

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



Conroe Huffsmith Rd/Egypt Ln at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644676, Location: 30.222967, -95.562612

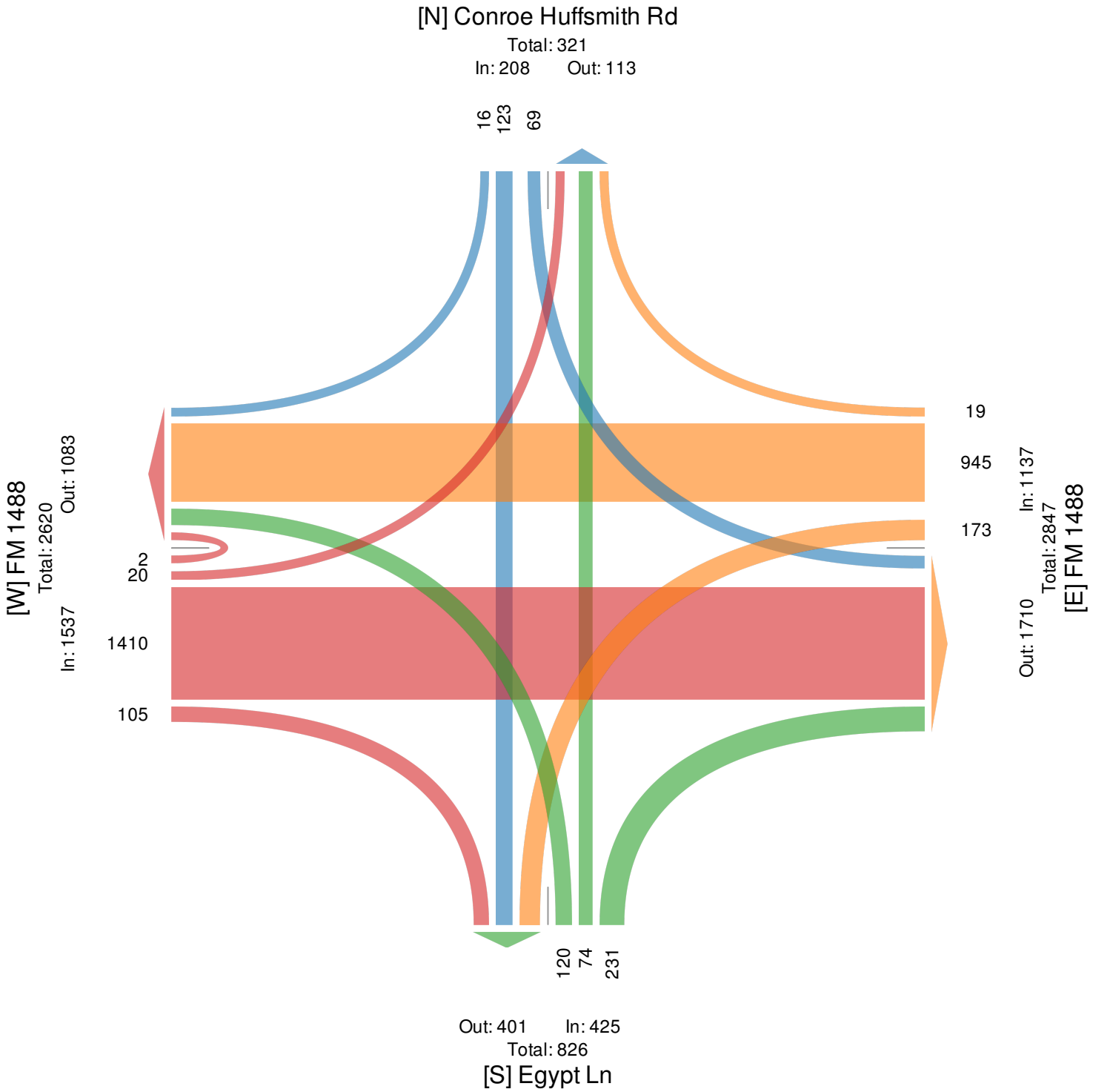
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Egypt Ln						Conroe Huffsmith Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:45AM	4	294	27	1	**326**	0	47	239	9	0	**295**	0	31	16	68	0	**115**	0	19	36	3	0	**58**	0	**794**
8:00AM	3	373	33	1	**410**	0	47	243	3	0	**293**	0	31	30	45	0	**106**	0	20	43	5	0	**68**	0	**877**
8:15AM	5	361	24	0	**390**	0	37	219	4	0	**260**	0	39	21	61	0	**121**	0	17	30	6	0	**53**	0	**824**
8:30AM	8	382	21	0	**411**	0	42	244	3	0	**289**	0	19	7	57	0	**83**	0	13	14	2	0	**29**	0	**812**
Total	20	1410	105	2	**1537**	0	173	945	19	0	**1137**	0	120	74	231	0	**425**	0	69	123	16	0	**208**	0	**3307**
% Approach	1.3%	91.7%	6.8%	0.1%	**-**	-	15.2%	83.1%	1.7%	0%	**-**	-	28.2%	17.4%	54.4%	0%	**-**	-	33.2%	59.1%	7.7%	0%	**-**	-	-
% Total	0.6%	42.6%	3.2%	0.1%	**46.5%**	-	5.2%	28.6%	0.6%	0%	**34.4%**	-	3.6%	2.2%	7.0%	0%	**12.9%**	-	2.1%	3.7%	0.5%	0%	**6.3%**	-	-
PHF	0.625	0.923	0.795	0.500	**0.935**	-	0.920	0.968	0.528	-	**0.964**	-	0.769	0.617	0.849	-	**0.878**	-	0.863	0.715	0.667	-	**0.765**	-	0.943
Lights	20	1359	101	2	**1482**	-	167	912	16	0	**1095**	-	116	73	227	0	**416**	-	68	119	16	0	**203**	-	3196
% Lights	100%	96.4%	96.2%	100%	**96.4%**	-	96.5%	96.5%	84.2%	0%	**96.3%**	-	96.7%	98.6%	98.3%	0%	**97.9%**	-	98.6%	96.7%	100%	0%	**97.6%**	-	96.6%
Articulated Trucks	0	16	1	0	**17**	-	1	10	1	0	**12**	-	0	0	1	0	**1**	-	1	0	0	0	**1**	-	31
% Articulated Trucks	0%	1.1%	1.0%	0%	**1.1%**	-	0.6%	1.1%	5.3%	0%	**1.1%**	-	0%	0%	0.4%	0%	**0.2%**	-	1.4%	0%	0%	0%	**0.5%**	-	0.9%
Buses and Single-Unit Trucks	0	35	3	0	**38**	-	5	23	2	0	**30**	-	4	1	3	0	**8**	-	0	4	0	0	**4**	-	80
% Buses and Single-Unit Trucks	0%	2.5%	2.9%	0%	**2.5%**	-	2.9%	2.4%	10.5%	0%	**2.6%**	-	3.3%	1.4%	1.3%	0%	**1.9%**	-	0%	3.3%	0%	0%	**1.9%**	-	2.4%
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

Conroe Huffsmith Rd/Egypt Ln at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644676, Location: 30.222967, -95.562612

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



Conroe Huffsmith Rd/Egypt Ln at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644676, Location: 30.222967, -95.562612

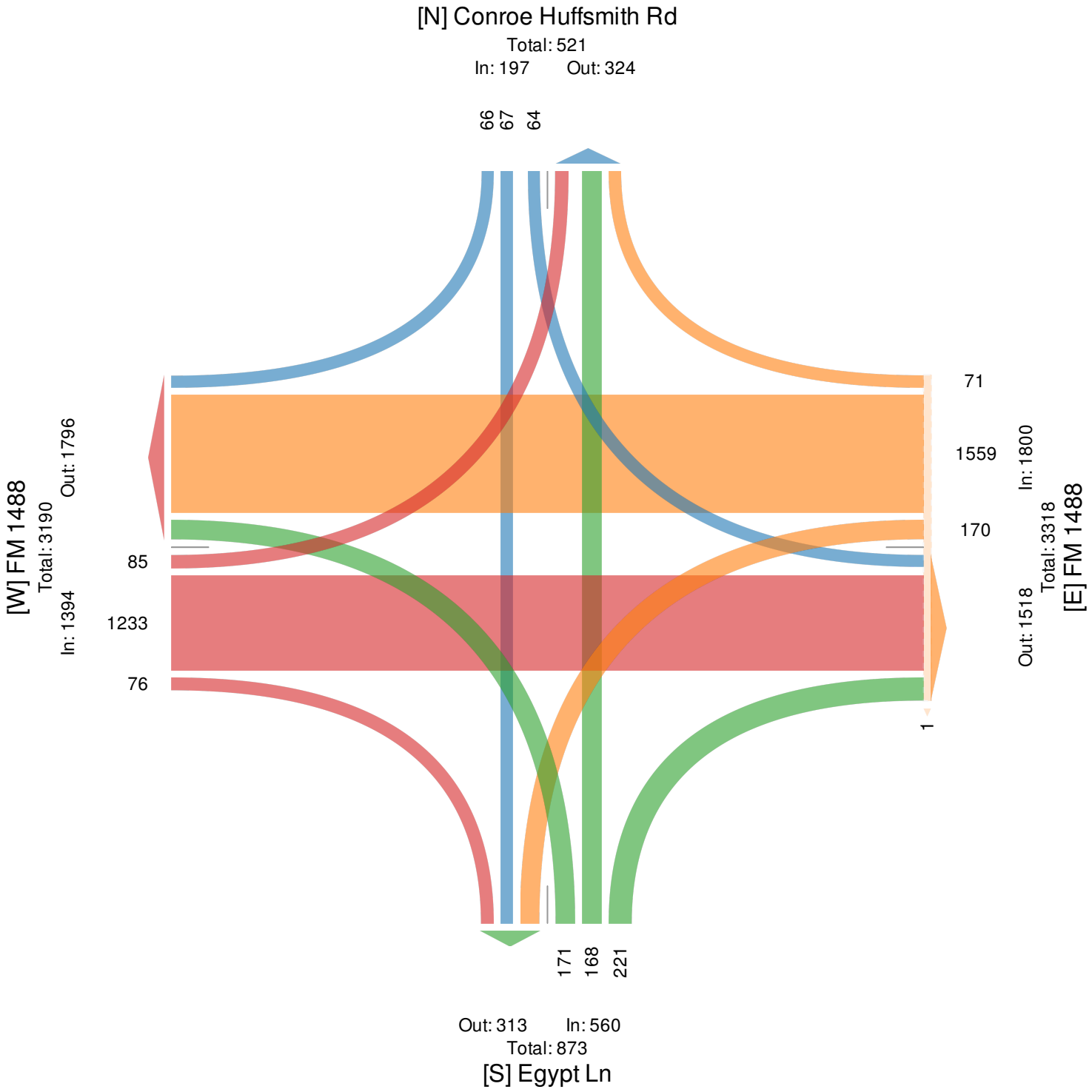
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Egypt Ln						Conroe Huffsmith Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 4:45PM	19	275	18	0	**312**	0	47	394	13	0	**454**	0	42	41	45	0	**128**	0	12	15	16	0	**43**	0	**937**
5:00PM	18	313	20	0	**351**	0	37	392	13	0	**442**	0	47	44	65	0	**156**	0	14	19	11	0	**44**	0	**993**
5:15PM	32	326	18	0	**376**	0	38	379	17	0	**434**	1	40	40	54	0	**134**	0	19	15	25	0	**59**	0	**1003**
5:30PM	16	319	20	0	**355**	0	48	394	28	0	**470**	0	42	43	57	0	**142**	0	19	18	14	0	**51**	0	**1018**
Total	85	1233	76	0	**1394**	0	170	1559	71	0	**1800**	1	171	168	221	0	**560**	0	64	67	66	0	**197**	0	**3951**
% Approach	6.1%	88.5%	5.5%	0%	**-**	-	9.4%	86.6%	3.9%	0%	**-**	-	30.5%	30.0%	39.5%	0%	**-**	-	32.5%	34.0%	33.5%	0%	**-**	-	-
% Total	2.2%	31.2%	1.9%	0%	**35.3%**	-	4.3%	39.5%	1.8%	0%	**45.6%**	-	4.3%	4.3%	5.6%	0%	**14.2%**	-	1.6%	1.7%	1.7%	0%	**5.0%**	-	-
PHF	0.664	0.946	0.950	-	**0.927**	-	0.885	0.989	0.634	-	**0.957**	-	0.910	0.955	0.850	-	**0.897**	-	0.842	0.882	0.660	-	**0.835**	-	0.970
Lights	85	1212	76	0	**1373**	-	169	1541	71	0	**1781**	-	170	168	219	0	**557**	-	63	66	66	0	**195**	-	3906
% Lights	100%	98.3%	100%	0%	**98.5%**	-	99.4%	98.8%	100%	0%	**98.9%**	-	99.4%	100%	99.1%	0%	**99.5%**	-	98.4%	98.5%	100%	0%	**99.0%**	-	98.9%
Articulated Trucks	0	8	0	0	**8**	-	1	8	0	0	**9**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	17
% Articulated Trucks	0%	0.6%	0%	0%	**0.6%**	-	0.6%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses and Single-Unit Trucks	0	13	0	0	**13**	-	0	10	0	0	**10**	-	1	0	2	0	**3**	-	1	1	0	0	**2**	-	28
% Buses and Single-Unit Trucks	0%	1.1%	0%	0%	**0.9%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.6%	0%	0.9%	0%	**0.5%**	-	1.6%	1.5%	0%	0%	**1.0%**	-	0.7%
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

Conroe Huffsmith Rd/Egypt Ln at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644676, Location: 30.222967, -95.562612

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



Home Depot Driveway - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644678, Location: 30.223354, -95.561268

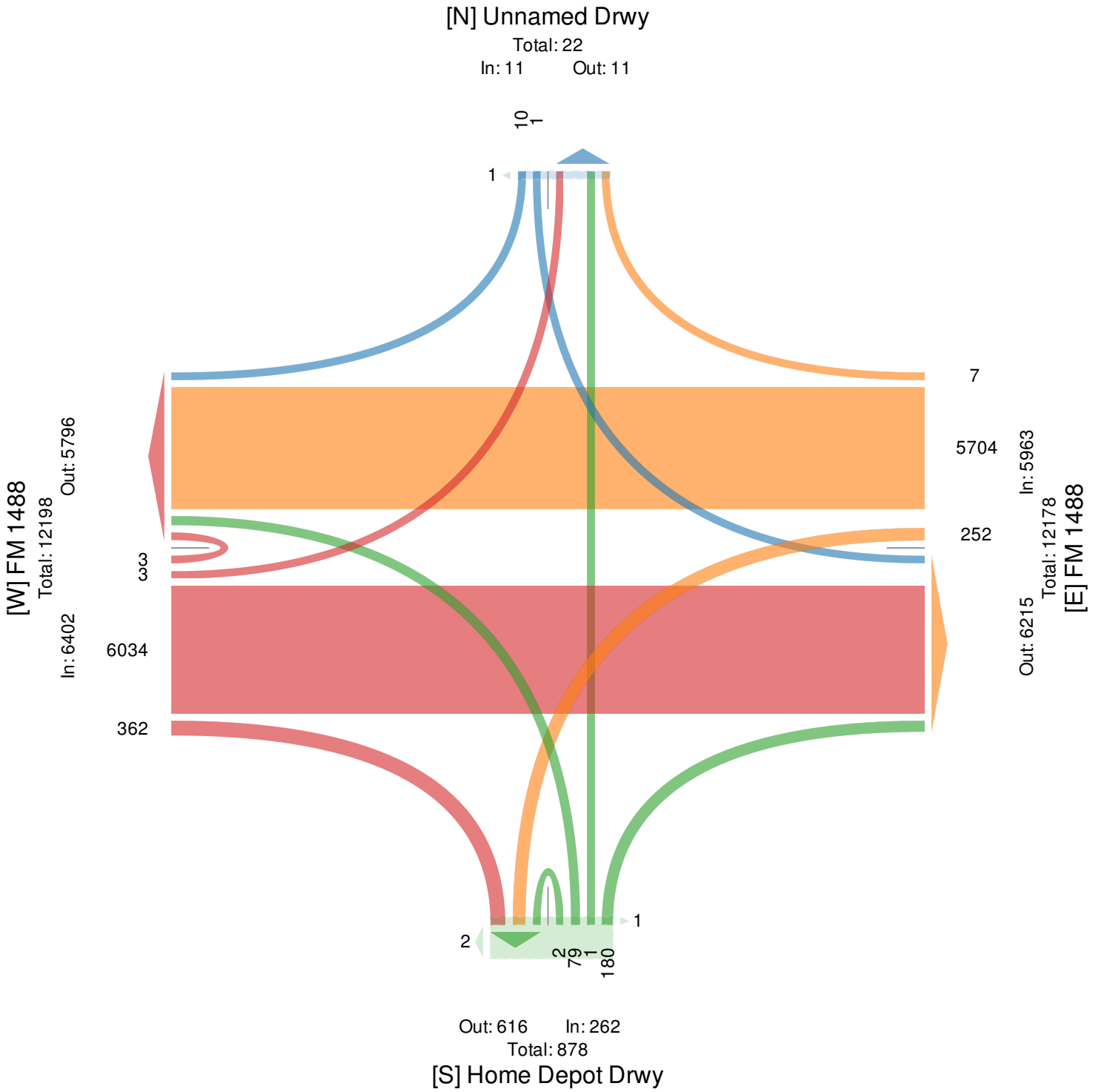
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Home Depot Drwy						Unnamed Drwy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	0	421	10	0	**431**	0	8	251	0	0	**259**	0	0	0	5	0	**5**	1	0	0	0	0	**0**	0	**695**
7:15AM	0	386	16	0	**402**	0	12	274	0	0	**286**	0	1	0	3	0	**4**	0	0	0	0	0	**0**	0	**692**
7:30AM	0	394	17	0	**411**	0	10	302	1	0	**313**	0	0	0	7	1	**8**	0	0	0	0	0	**0**	0	**732**
7:45AM	0	371	17	0	**388**	0	14	294	0	0	**308**	0	4	0	9	0	**13**	0	0	0	1	0	**1**	0	**710**
Hourly Total	0	1572	60	0	**1632**	0	44	1121	1	0	**1166**	0	5	0	24	1	**30**	1	0	0	1	0	**1**	0	**2829**
8:00AM	0	403	29	0	**432**	0	12	294	0	0	**306**	0	1	0	9	1	**11**	1	0	0	0	0	**0**	0	**749**
8:15AM	1	411	31	0	**443**	0	20	258	0	0	**278**	0	0	0	19	0	**19**	1	0	0	1	0	**1**	0	**741**
8:30AM	0	423	23	0	**446**	0	12	290	1	0	**303**	0	5	0	9	0	**14**	0	0	0	0	0	**0**	0	**763**
8:45AM	0	346	32	1	**379**	0	26	314	0	0	**340**	0	9	0	10	0	**19**	0	0	0	1	0	**1**	0	**739**
Hourly Total	1	1583	115	1	**1700**	0	70	1156	1	0	**1227**	0	15	0	47	1	**63**	2	0	0	2	0	**2**	0	**2992**
4:15PM	0	333	19	0	**352**	0	19	402	1	0	**422**	0	8	0	15	0	**23**	0	0	0	1	0	**1**	0	**798**
4:30PM	0	345	24	1	**370**	0	24	430	1	0	**455**	0	6	0	14	0	**20**	0	0	0	0	0	**0**	0	**845**
4:45PM	1	332	27	0	**360**	0	18	434	0	0	**452**	0	5	0	8	0	**13**	0	1	0	0	0	**1**	1	**826**
Hourly Total	1	1010	70	1	**1082**	0	61	1266	2	0	**1329**	0	19	0	37	0	**56**	0	1	0	1	0	**2**	1	**2469**
5:00PM	0	398	21	0	**419**	0	14	432	1	0	**447**	0	10	0	18	0	**28**	0	0	0	3	0	**3**	0	**897**
5:15PM	0	384	21	0	**405**	0	15	434	1	0	**450**	0	13	0	11	0	**24**	0	0	0	1	0	**1**	0	**880**
5:30PM	0	366	31	1	**398**	0	17	466	0	0	**483**	0	6	0	16	0	**22**	0	0	0	0	0	**0**	0	**903**
5:45PM	0	354	20	0	**374**	0	16	397	0	0	**413**	0	5	0	13	0	**18**	0	0	0	0	0	**0**	0	**805**
Hourly Total	0	1502	93	1	**1596**	0	62	1729	2	0	**1793**	0	34	0	58	0	**92**	0	0	0	4	0	**4**	0	**3485**
6:00PM	1	367	24	0	**392**	0	15	432	1	0	**448**	0	6	1	14	0	**21**	0	0	0	2	0	**2**	0	**863**
Hourly Total	1	367	24	0	**392**	0	15	432	1	0	**448**	0	6	1	14	0	**21**	0	0	0	2	0	**2**	0	**863**
Total	3	6034	362	3	**6402**	0	252	5704	7	0	**5963**	0	79	1	180	2	**262**	3	1	0	10	0	**11**	1	**12638**
% Approach	0%	94.3%	5.7%	0%	**-**	-	4.2%	95.7%	0.1%	0%	**-**	-	30.2%	0.4%	68.7%	0.8%	**-**	-	9.1%	0%	90.9%	0%	**-**	-	**-**
% Total	0%	47.7%	2.9%	0%	**50.7%**	-	2.0%	45.1%	0.1%	0%	**47.2%**	-	0.6%	0%	1.4%	0%	**2.1%**	-	0%	0%	0.1%	0%	**0.1%**	-	**-**
Lights	3	5896	352	3	**6254**	-	251	5555	6	0	**5812**	-	75	1	175	2	**253**	-	1	0	9	0	**10**	-	12329
% Lights	100%	97.7%	97.2%	100%	**97.7%**	-	99.6%	97.4%	85.7%	0%	**97.5%**	-	94.9%	100%	97.2%	100%	**96.6%**	-	100%	0%	90.0%	0%	**90.9%**	-	97.6%
Articulated Trucks	0	42	2	0	**44**	-	0	45	0	0	**45**	-	1	0	4	0	**5**	-	0	0	0	0	**0**	-	94
% Articulated Trucks	0%	0.7%	0.6%	0%	**0.7%**	-	0%	0.8%	0%	0%	**0.8%**	-	1.3%	0%	2.2%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	0	96	8	0	**104**	-	1	104	1	0	**106**	-	3	0	1	0	**4**	-	0	0	1	0	**1**	-	215
% Buses and Single-Unit Trucks	0%	1.6%	2.2%	0%	**1.6%**	-	0.4%	1.8%	14.3%	0%	**1.8%**	-	3.8%	0%	0.6%	0%	**1.5%**	-	0%	0%	10.0%	0%	**9.1%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-

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

Home Depot Driveway - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644678, Location: 30.223354, -95.561268

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



Home Depot Driveway - TMC
Wed Mar 27, 2019
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644678, Location: 30.223354, -95.561268

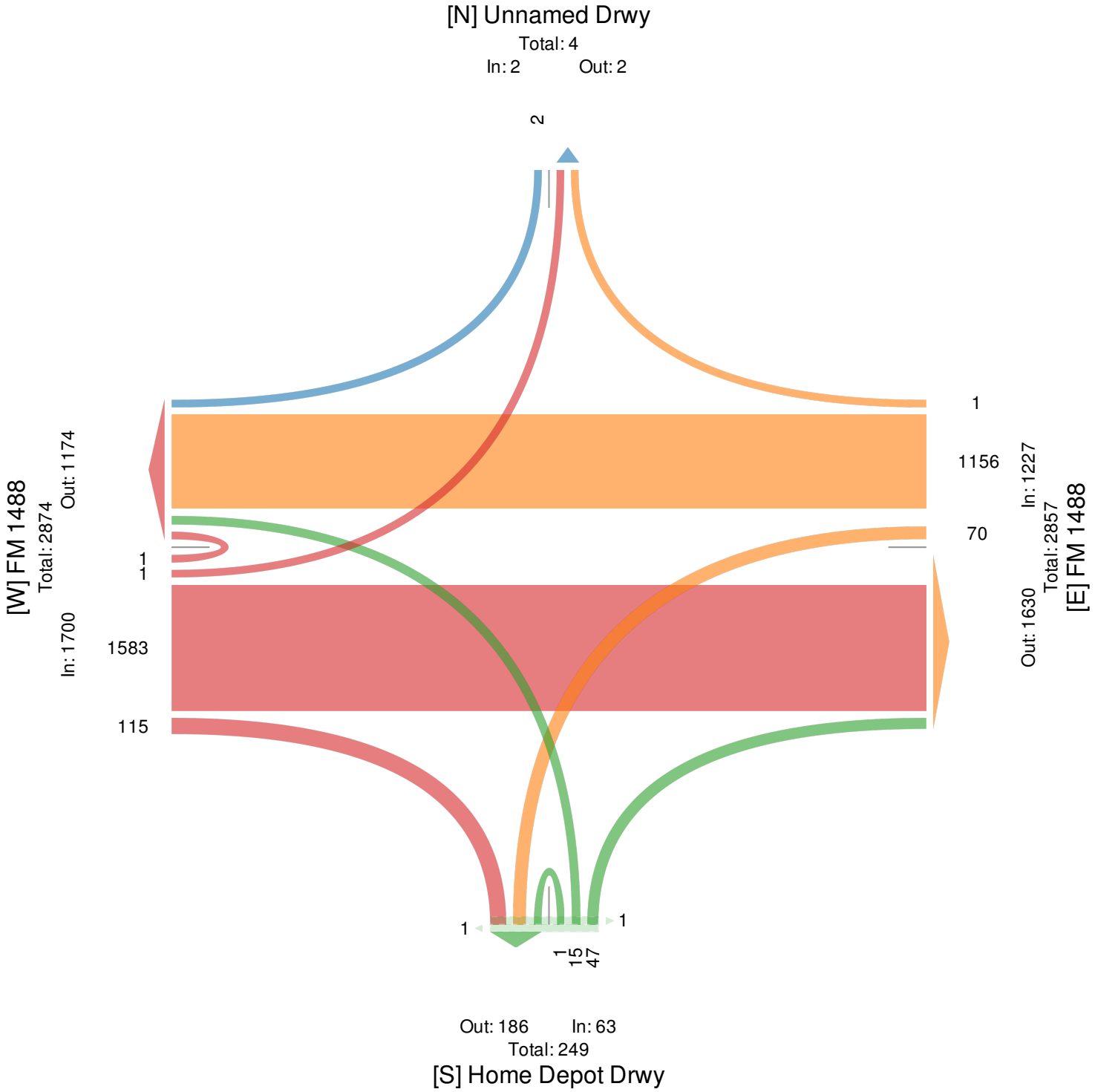
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Home Depot Drwy						Unnamed Drwy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 8:00AM	0	403	29	0	**432**	0	12	294	0	0	**306**	0	1	0	9	1	**11**	1	0	0	0	0	**0**	0	**749**
8:15AM	1	411	31	0	**443**	0	20	258	0	0	**278**	0	0	0	19	0	**19**	1	0	0	1	0	**1**	0	**741**
8:30AM	0	423	23	0	**446**	0	12	290	1	0	**303**	0	5	0	9	0	**14**	0	0	0	0	0	**0**	0	**763**
8:45AM	0	346	32	1	**379**	0	26	314	0	0	**340**	0	9	0	10	0	**19**	0	0	0	1	0	**1**	0	**739**
Total	1	1583	115	1	**1700**	0	70	1156	1	0	**1227**	0	15	0	47	1	**63**	2	0	0	2	0	**2**	0	**2992**
% Approach	0.1%	93.1%	6.8%	0.1%	**-**	-	5.7%	94.2%	0.1%	0%	**-**	-	23.8%	0%	74.6%	1.6%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	52.9%	3.8%	0%	**56.8%**	-	2.3%	38.6%	0%	0%	**41.0%**	-	0.5%	0%	1.6%	0%	**2.1%**	-	0%	0%	0.1%	0%	**0.1%**	-	-
PHF	0.250	0.936	0.898	0.250	**0.953**	-	0.673	0.920	0.250	-	**0.902**	-	0.417	-	0.618	0.250	**0.829**	-	-	-	0.500	-	**0.500**	-	0.980
Lights	1	1534	108	1	**1644**	-	69	1110	1	0	**1180**	-	14	0	46	1	**61**	-	0	0	2	0	**2**	-	2887
% Lights	100%	96.9%	93.9%	100%	**96.7%**	-	98.6%	96.0%	100%	0%	**96.2%**	-	93.3%	0%	97.9%	100%	**96.8%**	-	0%	0%	100%	0%	**100%**	-	96.5%
Articulated Trucks	0	20	1	0	**21**	-	0	14	0	0	**14**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	36
% Articulated Trucks	0%	1.3%	0.9%	0%	**1.2%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	0%	2.1%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Buses and Single-Unit Trucks	0	29	6	0	**35**	-	1	32	0	0	**33**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	69
% Buses and Single-Unit Trucks	0%	1.8%	5.2%	0%	**2.1%**	-	1.4%	2.8%	0%	0%	**2.7%**	-	6.7%	0%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	2.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	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

Home Depot Driveway - TMC
Wed Mar 27, 2019
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644678, Location: 30.223354, -95.561268

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



Home Depot Driveway - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644678, Location: 30.223354, -95.561268

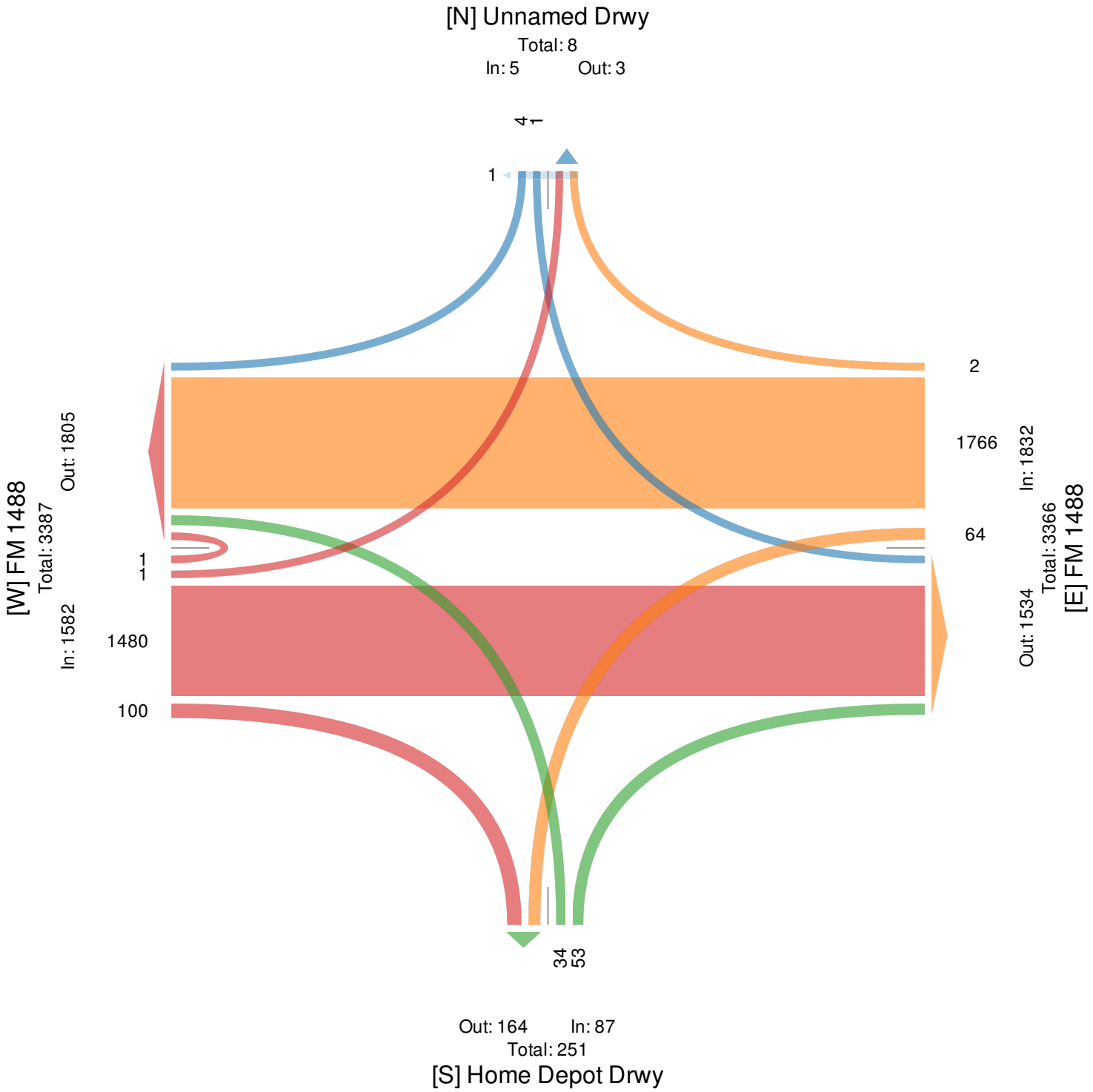
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Home Depot Drwy						Unnamed Drwy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 4:45PM	1	332	27	0	**360**	0	18	434	0	0	**452**	0	5	0	8	0	**13**	0	1	0	0	0	**1**	1	**826**
5:00PM	0	398	21	0	**419**	0	14	432	1	0	**447**	0	10	0	18	0	**28**	0	0	0	3	0	**3**	0	**897**
5:15PM	0	384	21	0	**405**	0	15	434	1	0	**450**	0	13	0	11	0	**24**	0	0	0	1	0	**1**	0	**880**
5:30PM	0	366	31	1	**398**	0	17	466	0	0	**483**	0	6	0	16	0	**22**	0	0	0	0	0	**0**	0	**903**
Total	1	1480	100	1	**1582**	0	64	1766	2	0	**1832**	0	34	0	53	0	**87**	0	1	0	4	0	**5**	1	**3506**
% Approach	0.1%	93.6%	6.3%	0.1%	**-**	-	3.5%	96.4%	0.1%	0%	**-**	-	39.1%	0%	60.9%	0%	**-**	-	20.0%	0%	80.0%	0%	**-**	-	**-**
% Total	0%	42.2%	2.9%	0%	**45.1%**	-	1.8%	50.4%	0.1%	0%	**52.3%**	-	1.0%	0%	1.5%	0%	**2.5%**	-	0%	0%	0.1%	0%	**0.1%**	-	**-**
PHF	0.250	0.930	0.806	0.250	**0.944**	-	0.889	0.947	0.500	-	**0.948**	-	0.654	-	0.736	-	**0.777**	-	0.250	-	0.333	-	**0.417**	-	0.971
Lights	1	1457	98	1	**1557**	-	64	1748	2	0	**1814**	-	33	0	51	0	**84**	-	1	0	4	0	**5**	-	3460
% Lights	100%	98.4%	98.0%	100%	**98.4%**	-	100%	99.0%	100%	0%	**99.0%**	-	97.1%	0%	96.2%	0%	**96.6%**	-	100%	0%	100%	0%	**100%**	-	98.7%
Articulated Trucks	0	8	0	0	**8**	-	0	8	0	0	**8**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	18
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	3.8%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	0	15	2	0	**17**	-	0	10	0	0	**10**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	28
% Buses and Single-Unit Trucks	0%	1.0%	2.0%	0%	**1.1%**	-	0%	0.6%	0%	0%	**0.5%**	-	2.9%	0%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0.8%
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

Home Depot Driveway - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644678, Location: 30.223354, -95.561268

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



Katy Lee Lane at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644681, Location: 30.224092, -95.558167

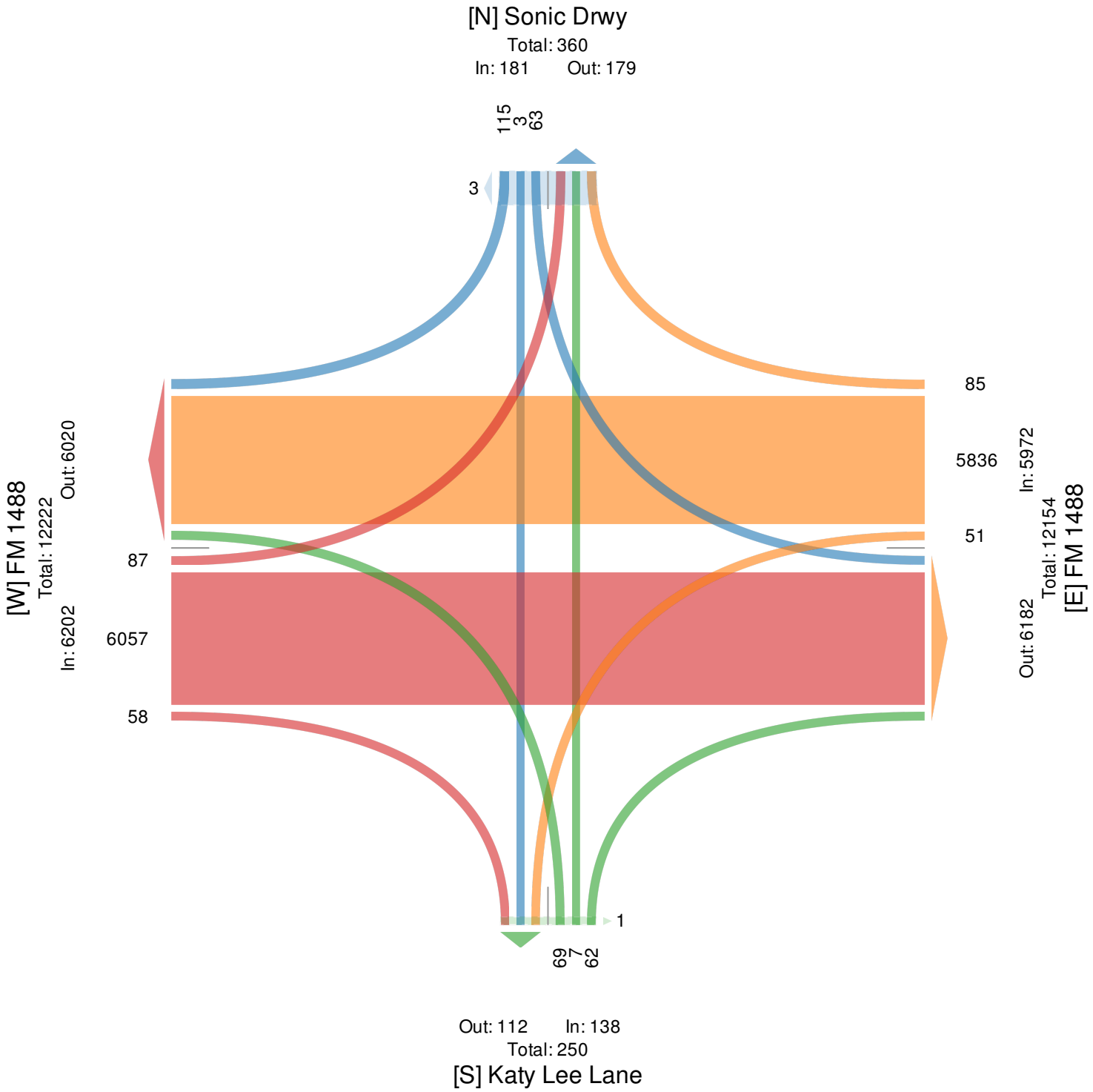
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Katy Lee Lane						Sonic Drwy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	3	422	5	0	430	0	0	256	4	0	260	0	1	0	3	0	4	0	5	0	3	0	8	0	702
7:15AM	3	387	1	0	391	0	0	304	2	0	306	0	0	0	0	0	0	0	2	0	1	0	3	0	700
7:30AM	3	380	5	0	388	0	1	301	7	0	309	0	1	0	0	0	1	0	2	0	8	0	10	0	708
7:45AM	4	382	1	0	387	0	2	311	2	0	315	0	3	0	6	0	9	0	2	0	6	0	8	0	719
Hourly Total	13	1571	12	0	1596	0	3	1172	15	0	1190	0	5	0	9	0	14	0	11	0	18	0	29	0	2829
8:00AM	5	373	2	0	380	0	1	308	1	0	310	0	2	0	7	0	9	0	4	0	1	0	5	1	704
8:15AM	3	430	1	0	434	0	3	282	5	0	290	0	1	0	1	0	2	0	1	0	3	0	4	0	730
8:30AM	5	431	4	0	440	0	1	302	8	0	311	0	5	0	4	0	9	0	4	0	6	0	10	1	770
8:45AM	5	325	5	0	335	0	4	319	8	0	331	0	2	1	4	0	7	0	5	0	11	0	16	0	689
Hourly Total	18	1559	12	0	1589	0	9	1211	22	0	1242	0	10	1	16	0	27	0	14	0	21	0	35	2	2893
4:15PM	7	343	5	0	355	0	4	405	1	0	410	0	1	1	3	0	5	0	4	0	13	0	17	0	787
4:30PM	10	352	5	0	367	0	6	465	12	0	483	0	8	0	4	0	12	0	7	2	9	0	18	0	880
4:45PM	6	327	3	0	336	0	6	446	6	0	458	0	14	0	2	0	16	0	4	0	12	0	16	1	826
Hourly Total	23	1022	13	0	1058	0	16	1316	19	0	1351	0	23	1	9	0	33	0	15	2	34	0	51	1	2493
5:00PM	3	417	4	0	424	0	6	422	3	0	431	0	3	0	5	0	8	1	6	0	7	0	13	0	876
5:15PM	5	385	6	0	396	0	2	439	8	0	449	0	9	2	1	0	12	0	2	0	3	0	5	0	862
5:30PM	8	373	5	0	386	0	6	465	6	0	477	0	8	1	7	0	16	0	7	0	10	0	17	0	896
5:45PM	9	348	3	0	360	0	3	391	5	0	399	0	5	1	5	0	11	0	5	0	10	0	15	0	785
Hourly Total	25	1523	18	0	1566	0	17	1717	22	0	1756	0	25	4	18	0	47	1	20	0	30	0	50	0	3419
6:00PM	8	382	3	0	393	0	6	420	7	0	433	0	6	1	10	0	17	0	3	1	12	0	16	0	859
Hourly Total	8	382	3	0	393	0	6	420	7	0	433	0	6	1	10	0	17	0	3	1	12	0	16	0	859
Total	87	6057	58	0	6202	0	51	5836	85	0	5972	0	69	7	62	0	138	1	63	3	115	0	181	3	12493
% Approach	1.4%	97.7%	0.9%	0%	-	-	0.9%	97.7%	1.4%	0%	-	-	50.0%	5.1%	44.9%	0%	-	-	34.8%	1.7%	63.5%	0%	-	-	-
% Total	0.7%	48.5%	0.5%	0%	49.6%	-	0.4%	46.7%	0.7%	0%	47.8%	-	0.6%	0.1%	0.5%	0%	1.1%	-	0.5%	0%	0.9%	0%	1.4%	-	-
Lights	87	5910	58	0	6055	-	49	5690	85	0	5824	-	68	7	62	0	137	-	63	3	115	0	181	-	12197
% Lights	100%	97.6%	100%	0%	97.6%	-	96.1%	97.5%	100%	0%	97.5%	-	98.6%	100%	100%	0%	99.3%	-	100%	100%	100%	0%	100%	-	97.6%
Articulated Trucks	0	54	0	0	54	-	0	45	0	0	45	-	1	0	0	0	1	-	0	0	0	0	0	-	100
% Articulated Trucks	0%	0.9%	0%	0%	0.9%	-	0%	0.8%	0%	0%	0.8%	-	1.4%	0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0.8%
Buses and Single-Unit Trucks	0	93	0	0	93	-	2	101	0	0	103	-	0	0	0	0	0	-	0	0	0	0	0	-	196
% Buses and Single-Unit Trucks	0%	1.5%	0%	0%	1.5%	-	3.9%	1.7%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% 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

Katy Lee Lane at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644681, Location: 30.224092, -95.558167

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



Katy Lee Lane at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644681, Location: 30.224092, -95.558167

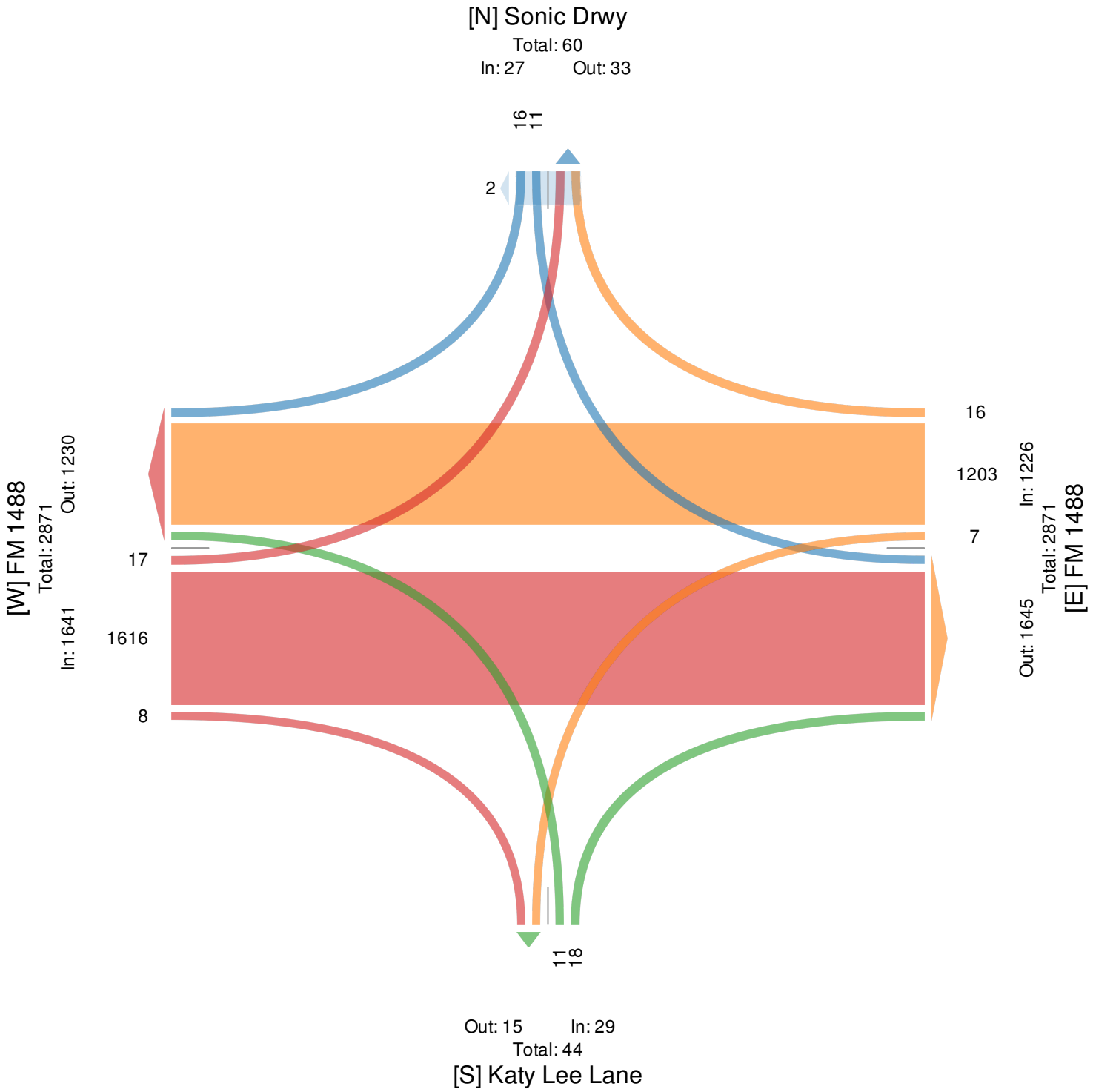
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Katy Lee Lane						Sonic Drwy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:45AM	4	382	1	0	**387**	0	2	311	2	0	**315**	0	3	0	6	0	**9**	0	2	0	6	0	**8**	0	**719**
8:00AM	5	373	2	0	**380**	0	1	308	1	0	**310**	0	2	0	7	0	**9**	0	4	0	1	0	**5**	1	**704**
8:15AM	3	430	1	0	**434**	0	3	282	5	0	**290**	0	1	0	1	0	**2**	0	1	0	3	0	**4**	0	**730**
8:30AM	5	431	4	0	**440**	0	1	302	8	0	**311**	0	5	0	4	0	**9**	0	4	0	6	0	**10**	1	**770**
Total	17	1616	8	0	**1641**	0	7	1203	16	0	**1226**	0	11	0	18	0	**29**	0	11	0	16	0	**27**	2	**2923**
% Approach	1.0%	98.5%	0.5%	0%	**-**	-	0.6%	98.1%	1.3%	0%	**-**	-	37.9%	0%	62.1%	0%	**-**	-	40.7%	0%	59.3%	0%	**-**	-	**-**
% Total	0.6%	55.3%	0.3%	0%	**56.1%**	-	0.2%	41.2%	0.5%	0%	**41.9%**	-	0.4%	0%	0.6%	0%	**1.0%**	-	0.4%	0%	0.5%	0%	**0.9%**	-	**-**
PHF	0.850	0.937	0.500	-	**0.932**	-	0.583	0.967	0.500	-	**0.973**	-	0.550	-	0.643	-	**0.806**	-	0.688	-	0.667	-	**0.675**	-	0.949
Lights	17	1561	8	0	**1586**	-	7	1163	16	0	**1186**	-	11	0	18	0	**29**	-	11	0	16	0	**27**	-	2828
% Lights	100%	96.6%	100%	0%	**96.6%**	-	100%	96.7%	100%	0%	**96.7%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	96.7%
Articulated Trucks	0	20	0	0	**20**	-	0	10	0	0	**10**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	30
% Articulated Trucks	0%	1.2%	0%	0%	**1.2%**	-	0%	0.8%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.0%
Buses and Single-Unit Trucks	0	35	0	0	**35**	-	0	30	0	0	**30**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	65
% Buses and Single-Unit Trucks	0%	2.2%	0%	0%	**2.1%**	-	0%	2.5%	0%	0%	**2.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.2%
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

Katy Lee Lane at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644681, Location: 30.224092, -95.558167

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



Katy Lee Lane at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644681, Location: 30.224092, -95.558167

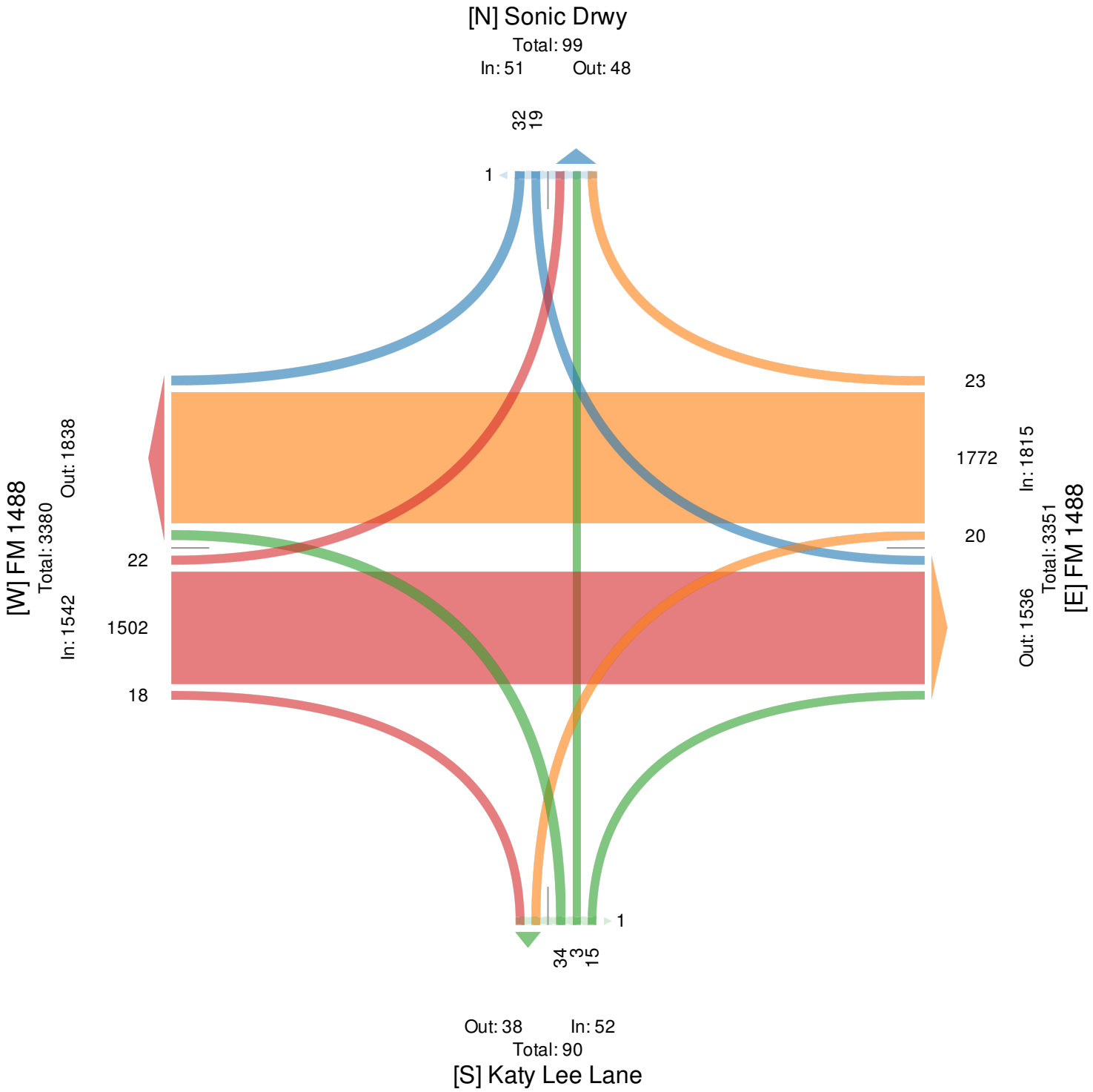
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Katy Lee Lane						Sonic Drwy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	6	327	3	0	**336**	0	6	446	6	0	**458**	0	14	0	2	0	**16**	0	4	0	12	0	**16**	1	**826**
5:00PM	3	417	4	0	**424**	0	6	422	3	0	**431**	0	3	0	5	0	**8**	1	6	0	7	0	**13**	0	**876**
5:15PM	5	385	6	0	**396**	0	2	439	8	0	**449**	0	9	2	1	0	**12**	0	2	0	3	0	**5**	0	**862**
5:30PM	8	373	5	0	**386**	0	6	465	6	0	**477**	0	8	1	7	0	**16**	0	7	0	10	0	**17**	0	**896**
Total	22	1502	18	0	**1542**	0	20	1772	23	0	**1815**	0	34	3	15	0	**52**	1	19	0	32	0	**51**	1	**3460**
% Approach	1.4%	97.4%	1.2%	0%	**-**	-	1.1%	97.6%	1.3%	0%	**-**	-	65.4%	5.8%	28.8%	0%	**-**	-	37.3%	0%	62.7%	0%	**-**	-	**-**
% Total	0.6%	43.4%	0.5%	0%	**44.6%**	-	0.6%	51.2%	0.7%	0%	**52.5%**	-	1.0%	0.1%	0.4%	0%	**1.5%**	-	0.5%	0%	0.9%	0%	**1.5%**	-	**-**
PHF	0.688	0.900	0.750	-	**0.909**	-	0.833	0.953	0.719	-	**0.951**	-	0.607	0.375	0.536	-	**0.813**	-	0.679	-	0.667	-	**0.750**	-	0.965
Lights	22	1477	18	0	**1517**	-	20	1753	23	0	**1796**	-	34	3	15	0	**52**	-	19	0	32	0	**51**	-	3416
% Lights	100%	98.3%	100%	0%	**98.4%**	-	100%	98.9%	100%	0%	**99.0%**	-	100%	100%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	98.7%
Articulated Trucks	0	12	0	0	**12**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	20
% Articulated Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	0	13	0	0	**13**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	24
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	**0.8%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
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

Katy Lee Lane at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644681, Location: 30.224092, -95.558167

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



N Westwood Dr at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644682, Location: 30.224188, -95.554255

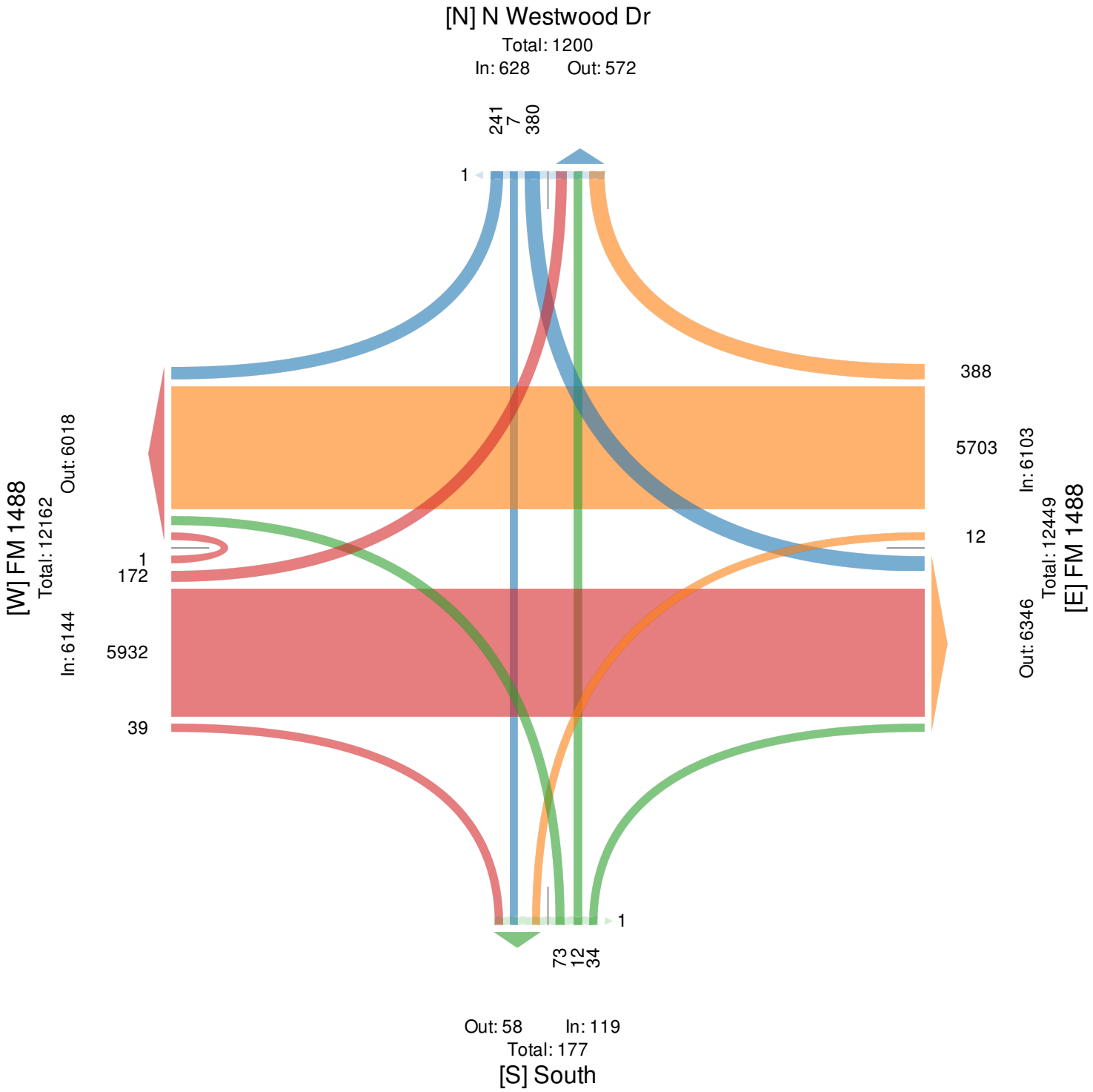
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						South						N Westwood Dr						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	12	402	2	0	416	0	1	251	9	0	261	0	2	0	2	0	4	0	47	0	23	0	70	0	751
7:15AM	7	395	1	0	403	0	1	286	13	0	300	0	0	0	0	0	0	0	31	0	13	0	44	0	747
7:30AM	7	344	1	1	353	0	0	300	6	0	306	0	3	1	2	0	6	0	35	0	14	0	49	0	714
7:45AM	4	367	0	0	371	0	1	295	6	0	302	0	3	1	1	0	5	0	27	1	17	0	45	0	723
Hourly Total	30	1508	4	1	1543	0	3	1132	34	0	1169	0	8	2	5	0	15	0	140	1	67	0	208	0	2935
8:00AM	5	381	0	0	386	0	3	314	9	0	326	0	4	0	3	0	7	0	24	1	12	0	37	1	756
8:15AM	12	427	1	0	440	0	1	296	15	0	312	0	4	1	2	0	7	0	21	0	8	0	29	0	788
8:30AM	7	415	1	0	423	0	1	293	11	0	305	0	1	1	4	0	6	0	29	1	14	0	44	0	778
8:45AM	5	333	0	0	338	0	0	334	6	0	340	0	2	1	4	0	7	0	23	0	11	0	34	0	719
Hourly Total	29	1556	2	0	1587	0	5	1237	41	0	1283	0	11	3	13	0	27	0	97	2	45	0	144	1	3041
4:15PM	9	347	4	0	360	0	0	388	29	0	417	0	7	2	2	0	11	0	7	1	8	0	16	0	804
4:30PM	11	339	2	0	352	0	0	452	50	0	502	0	11	0	0	0	11	0	19	0	17	0	36	0	901
4:45PM	11	333	5	0	349	0	1	438	37	0	476	0	5	0	4	0	9	0	15	0	14	0	29	0	863
Hourly Total	31	1019	11	0	1061	0	1	1278	116	0	1395	0	23	2	6	0	31	0	41	1	39	0	81	0	2568
5:00PM	21	406	4	0	431	0	0	407	47	0	454	0	10	0	0	0	10	1	15	0	12	0	27	0	922
5:15PM	13	361	4	0	378	0	2	428	32	0	462	0	6	1	4	0	11	0	30	2	19	0	51	0	902
5:30PM	20	365	7	0	392	0	0	453	45	0	498	0	4	2	1	0	7	0	15	0	13	0	28	0	925
5:45PM	15	333	5	0	353	0	0	371	48	0	419	0	2	1	3	0	6	0	24	1	25	0	50	0	828
Hourly Total	69	1465	20	0	1554	0	2	1659	172	0	1833	0	22	4	8	0	34	1	84	3	69	0	156	0	3577
6:00PM	13	384	2	0	399	0	1	397	25	0	423	0	9	1	2	0	12	0	18	0	21	0	39	0	873
Hourly Total	13	384	2	0	399	0	1	397	25	0	423	0	9	1	2	0	12	0	18	0	21	0	39	0	873
Total	172	5932	39	1	6144	0	12	5703	388	0	6103	0	73	12	34	0	119	1	380	7	241	0	628	1	12994
% Approach	2.8%	96.5%	0.6%	0%	-	-	0.2%	93.4%	6.4%	0%	-	-	61.3%	10.1%	28.6%	0%	-	-	60.5%	1.1%	38.4%	0%	-	-	-
% Total	1.3%	45.7%	0.3%	0%	47.3%	-	0.1%	43.9%	3.0%	0%	47.0%	-	0.6%	0.1%	0.3%	0%	0.9%	-	2.9%	0.1%	1.9%	0%	4.8%	-	-
Lights	165	5798	39	1	6003	-	12	5558	384	0	5954	-	72	12	34	0	118	-	378	7	238	0	623	-	12698
% Lights	95.9%	97.7%	100%	100%	97.7%	-	100%	97.5%	99.0%	0%	97.6%	-	98.6%	100%	100%	0%	99.2%	-	99.5%	100%	98.8%	0%	99.2%	-	97.7%
Articulated Trucks	0	46	0	0	46	-	0	49	1	0	50	-	0	0	0	0	0	-	0	0	0	0	0	-	96
% Articulated Trucks	0%	0.8%	0%	0%	0.7%	-	0%	0.9%	0.3%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
Buses and Single-Unit Trucks	7	88	0	0	95	-	0	96	3	0	99	-	1	0	0	0	1	-	2	0	3	0	5	-	200
% Buses and Single-Unit Trucks	4.1%	1.5%	0%	0%	1.5%	-	0%	1.7%	0.8%	0%	1.6%	-	1.4%	0%	0%	0%	0.8%	-	0.5%	0%	1.2%	0%	0.8%	-	1.5%
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

N Westwood Dr at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644682, Location: 30.224188, -95.554255

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



N Westwood Dr at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644682, Location: 30.224188, -95.554255

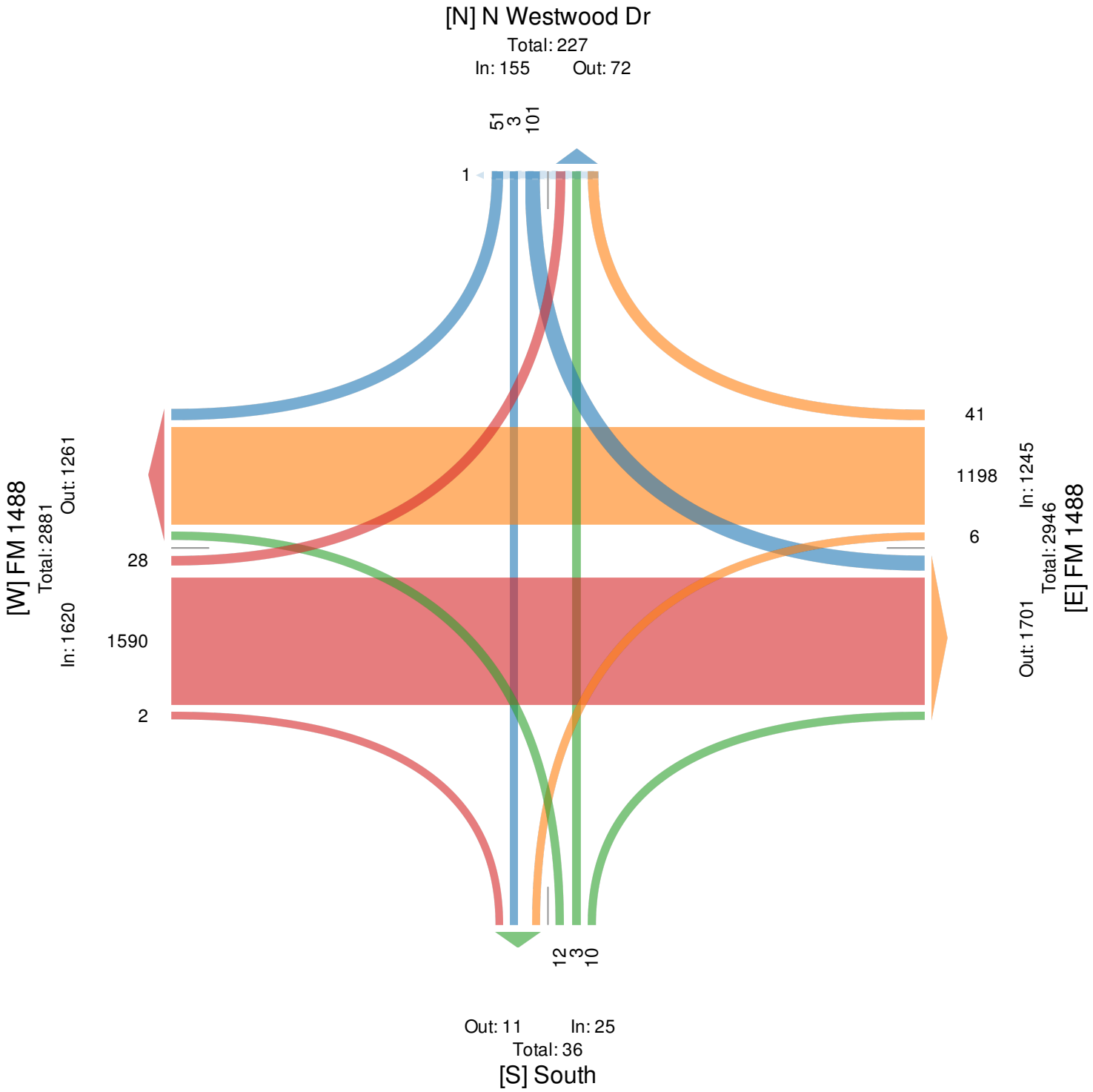
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						South						N Westwood Dr						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:45AM	4	367	0	0	**371**	0	1	295	6	0	**302**	0	3	1	1	0	**5**	0	27	1	17	0	**45**	0	**723**
8:00AM	5	381	0	0	**386**	0	3	314	9	0	**326**	0	4	0	3	0	**7**	0	24	1	12	0	**37**	1	**756**
8:15AM	12	427	1	0	**440**	0	1	296	15	0	**312**	0	4	1	2	0	**7**	0	21	0	8	0	**29**	0	**788**
8:30AM	7	415	1	0	**423**	0	1	293	11	0	**305**	0	1	1	4	0	**6**	0	29	1	14	0	**44**	0	**778**
Total	28	1590	2	0	**1620**	0	6	1198	41	0	**1245**	0	12	3	10	0	**25**	0	101	3	51	0	**155**	1	**3045**
% Approach	1.7%	98.1%	0.1%	0%	**-**	-	0.5%	96.2%	3.3%	0%	**-**	-	48.0%	12.0%	40.0%	0%	**-**	-	65.2%	1.9%	32.9%	0%	**-**	-	-
% Total	0.9%	52.2%	0.1%	0%	**53.2%**	-	0.2%	39.3%	1.3%	0%	**40.9%**	-	0.4%	0.1%	0.3%	0%	**0.8%**	-	3.3%	0.1%	1.7%	0%	**5.1%**	-	-
PHF	0.583	0.931	0.500	-	**0.920**	-	0.500	0.954	0.683	-	**0.955**	-	0.750	0.750	0.625	-	**0.893**	-	0.871	0.750	0.750	-	**0.861**	-	0.966
Lights	26	1540	2	0	**1568**	-	6	1158	41	0	**1205**	-	12	3	10	0	**25**	-	101	3	50	0	**154**	-	2952
% Lights	92.9%	96.9%	100%	0%	**96.8%**	-	100%	96.7%	100%	0%	**96.8%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	98.0%	0%	**99.4%**	-	96.9%
Articulated Trucks	0	17	0	0	**17**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	28
% Articulated Trucks	0%	1.1%	0%	0%	**1.0%**	-	0%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	2	33	0	0	**35**	-	0	29	0	0	**29**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	65
% Buses and Single-Unit Trucks	7.1%	2.1%	0%	0%	**2.2%**	-	0%	2.4%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.0%	0%	**0.6%**	-	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

N Westwood Dr at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644682, Location: 30.224188, -95.554255

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



N Westwood Dr at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644682, Location: 30.224188, -95.554255

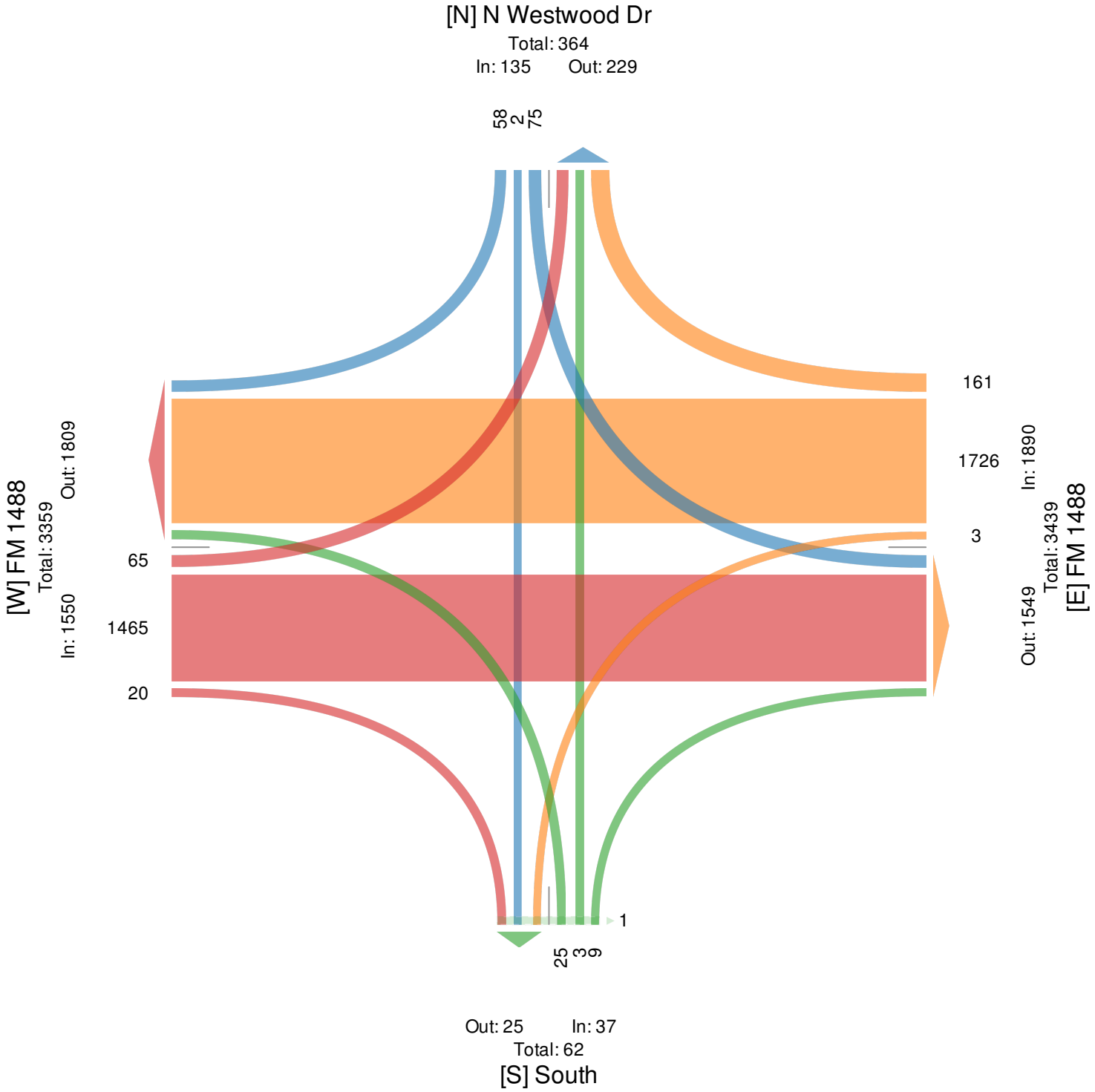
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						South						N Westwood Dr						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 4:45PM	11	333	5	0	**349**	0	1	438	37	0	**476**	0	5	0	4	0	**9**	0	15	0	14	0	**29**	0	**863**
5:00PM	21	406	4	0	**431**	0	0	407	47	0	**454**	0	10	0	0	0	**10**	1	15	0	12	0	**27**	0	**922**
5:15PM	13	361	4	0	**378**	0	2	428	32	0	**462**	0	6	1	4	0	**11**	0	30	2	19	0	**51**	0	**902**
5:30PM	20	365	7	0	**392**	0	0	453	45	0	**498**	0	4	2	1	0	**7**	0	15	0	13	0	**28**	0	**925**
Total	65	1465	20	0	**1550**	0	3	1726	161	0	**1890**	0	25	3	9	0	**37**	1	75	2	58	0	**135**	0	**3612**
% Approach	4.2%	94.5%	1.3%	0%	**-**	-	0.2%	91.3%	8.5%	0%	**-**	-	67.6%	8.1%	24.3%	0%	**-**	-	55.6%	1.5%	43.0%	0%	**-**	-	**-**
% Total	1.8%	40.6%	0.6%	0%	**42.9%**	-	0.1%	47.8%	4.5%	0%	**52.3%**	-	0.7%	0.1%	0.2%	0%	**1.0%**	-	2.1%	0.1%	1.6%	0%	**3.7%**	-	**-**
PHF	0.774	0.902	0.714	-	**0.899**	-	0.375	0.953	0.856	-	**0.949**	-	0.625	0.375	0.563	-	**0.841**	-	0.625	0.250	0.763	-	**0.662**	-	0.976
Lights	65	1439	20	0	**1524**	-	3	1706	161	0	**1870**	-	25	3	9	0	**37**	-	74	2	58	0	**134**	-	3565
% Lights	100%	98.2%	100%	0%	**98.3%**	-	100%	98.8%	100%	0%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	98.7%	100%	100%	0%	**99.3%**	-	98.7%
Articulated Trucks	0	10	0	0	**10**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	18
% Articulated Trucks	0%	0.7%	0%	0%	**0.6%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	0	16	0	0	**16**	-	0	12	0	0	**12**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	29
% Buses and Single-Unit Trucks	0%	1.1%	0%	0%	**1.0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	1.3%	0%	0%	0%	**0.7%**	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

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

N Westwood Dr at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644682, Location: 30.224188, -95.554255

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



Old Conroe Magnolia Rd/Del Webb Blvd at FM 1... - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644683, Location: 30.224465, -95.541459

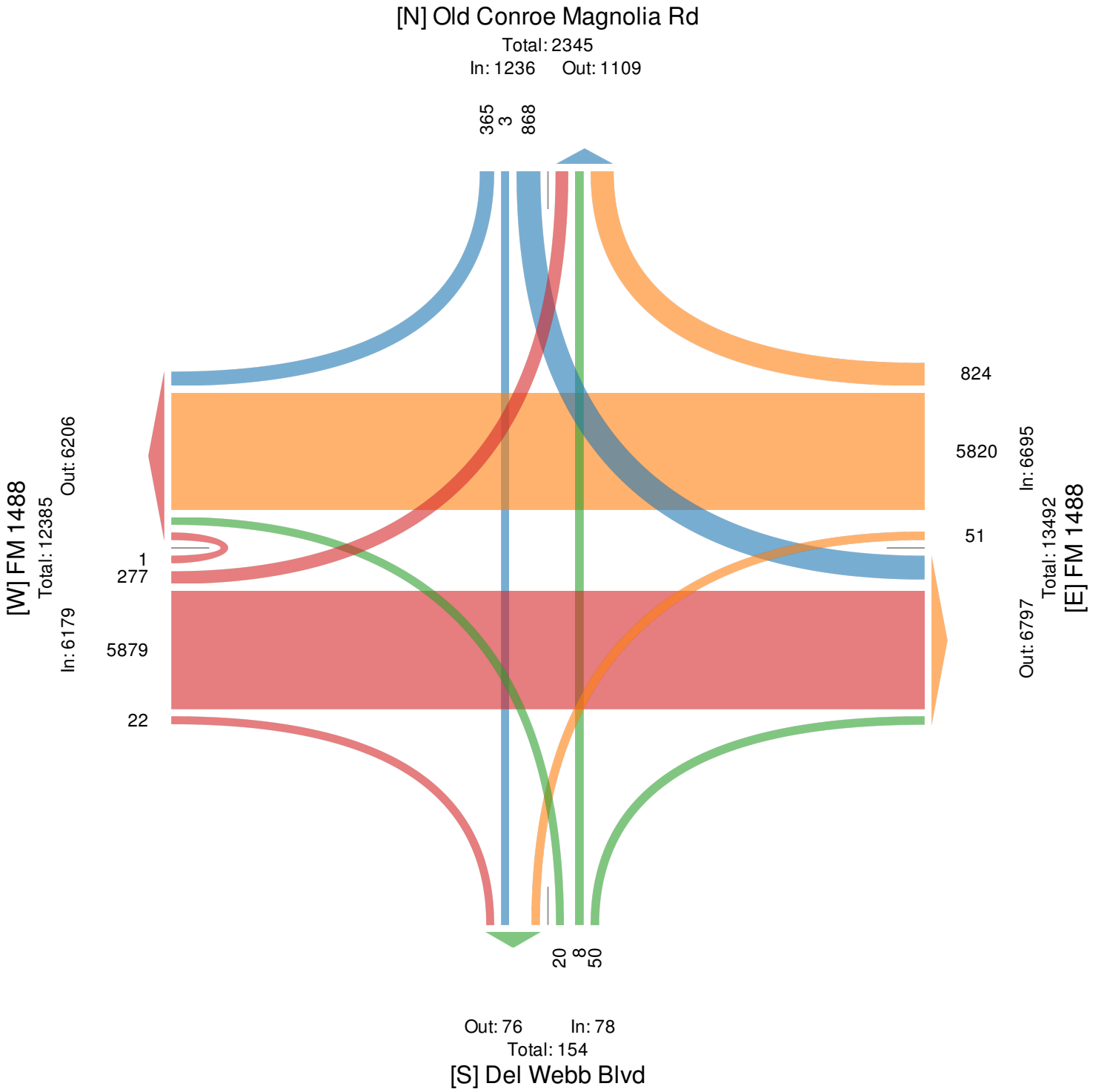
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Del Webb Blvd						Old Conroe Magnolia Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	9	427	1	0	437	0	1	237	32	0	270	0	0	0	4	0	4	0	46	0	19	0	65	0	776
7:15AM	5	415	0	0	420	0	2	266	42	0	310	0	0	1	1	0	2	0	90	0	19	0	109	0	841
7:30AM	7	423	1	0	431	0	0	270	42	0	312	0	1	0	1	0	2	0	81	0	18	0	99	0	844
7:45AM	14	360	1	0	375	0	5	289	36	0	330	0	1	0	6	0	7	0	55	0	24	0	79	0	791
Hourly Total	35	1625	3	0	1663	0	8	1062	152	0	1222	0	2	1	12	0	15	0	272	0	80	0	352	0	3252
8:00AM	14	406	0	1	421	0	2	300	44	0	346	0	0	0	0	0	0	0	56	0	22	0	78	0	845
8:15AM	17	379	1	0	397	0	2	280	49	0	331	0	2	0	2	0	4	0	47	0	21	0	68	0	800
8:30AM	16	434	4	0	454	0	3	309	54	0	366	0	0	2	4	0	6	0	56	0	26	0	82	0	908
8:45AM	11	346	1	0	358	0	9	337	37	0	383	0	0	0	2	0	2	0	40	0	23	0	63	0	806
Hourly Total	58	1565	6	1	1630	0	16	1226	184	0	1426	0	2	2	8	0	12	0	199	0	92	0	291	0	3359
4:15PM	20	330	1	0	351	0	3	442	58	0	503	0	4	1	5	0	10	0	35	0	23	0	58	0	922
4:30PM	18	313	1	0	332	0	4	432	53	0	489	0	1	1	3	0	5	0	38	1	32	0	71	0	897
4:45PM	18	335	1	0	354	0	3	452	51	0	506	0	1	0	5	0	6	0	36	0	15	0	51	0	917
Hourly Total	56	978	3	0	1037	0	10	1326	162	0	1498	0	6	2	13	0	21	0	109	1	70	0	180	0	2736
5:00PM	19	362	2	0	383	0	3	446	65	0	514	0	1	1	7	0	9	0	71	2	24	0	97	0	1003
5:15PM	29	357	3	0	389	0	4	450	52	0	506	0	3	0	1	0	4	0	71	0	21	0	92	0	991
5:30PM	32	300	3	0	335	0	3	455	64	0	522	0	2	1	3	0	6	0	45	0	25	0	70	0	933
5:45PM	26	329	0	0	355	0	1	447	62	0	510	0	0	1	3	0	4	0	48	0	17	0	65	0	934
Hourly Total	106	1348	8	0	1462	0	11	1798	243	0	2052	0	6	3	14	0	23	0	235	2	87	0	324	0	3861
6:00PM	22	363	2	0	387	0	6	408	83	0	497	0	4	0	3	0	7	0	53	0	36	0	89	0	980
Hourly Total	22	363	2	0	387	0	6	408	83	0	497	0	4	0	3	0	7	0	53	0	36	0	89	0	980
Total	277	5879	22	1	6179	0	51	5820	824	0	6695	0	20	8	50	0	78	0	868	3	365	0	1236	0	14188
% Approach	4.5%	95.1%	0.4%	0%	-	-	0.8%	86.9%	12.3%	0%	-	-	25.6%	10.3%	64.1%	0%	-	-	70.2%	0.2%	29.5%	0%	-	-	-
% Total	2.0%	41.4%	0.2%	0%	43.6%	-	0.4%	41.0%	5.8%	0%	47.2%	-	0.1%	0.1%	0.4%	0%	0.5%	-	6.1%	0%	2.6%	0%	8.7%	-	-
Lights	271	5754	21	1	6047	-	51	5684	799	0	6534	-	19	8	49	0	76	-	841	3	353	0	1197	-	13854
% Lights	97.8%	97.9%	95.5%	100%	97.9%	-	100%	97.7%	97.0%	0%	97.6%	-	95.0%	100%	98.0%	0%	97.4%	-	96.9%	100%	96.7%	0%	96.8%	-	97.6%
Articulated Trucks	0	49	0	0	49	-	0	43	6	0	49	-	0	0	0	0	0	-	3	0	3	0	6	-	104
% Articulated Trucks	0%	0.8%	0%	0%	0.8%	-	0%	0.7%	0.7%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0.3%	0%	0.8%	0%	0.5%	-	0.7%
Buses and Single-Unit Trucks	6	76	1	0	83	-	0	93	19	0	112	-	1	0	1	0	2	-	24	0	9	0	33	-	230
% Buses and Single-Unit Trucks	2.2%	1.3%	4.5%	0%	1.3%	-	0%	1.6%	2.3%	0%	1.7%	-	5.0%	0%	2.0%	0%	2.6%	-	2.8%	0%	2.5%	0%	2.7%	-	1.6%
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

Old Conroe Magnolia Rd/Del Webb Blvd at FM 1... - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644683, Location: 30.224465, -95.541459

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



Old Conroe Magnolia Rd/Del Webb Blvd at FM 1... - TMC
Wed Mar 27, 2019
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644683, Location: 30.224465, -95.541459

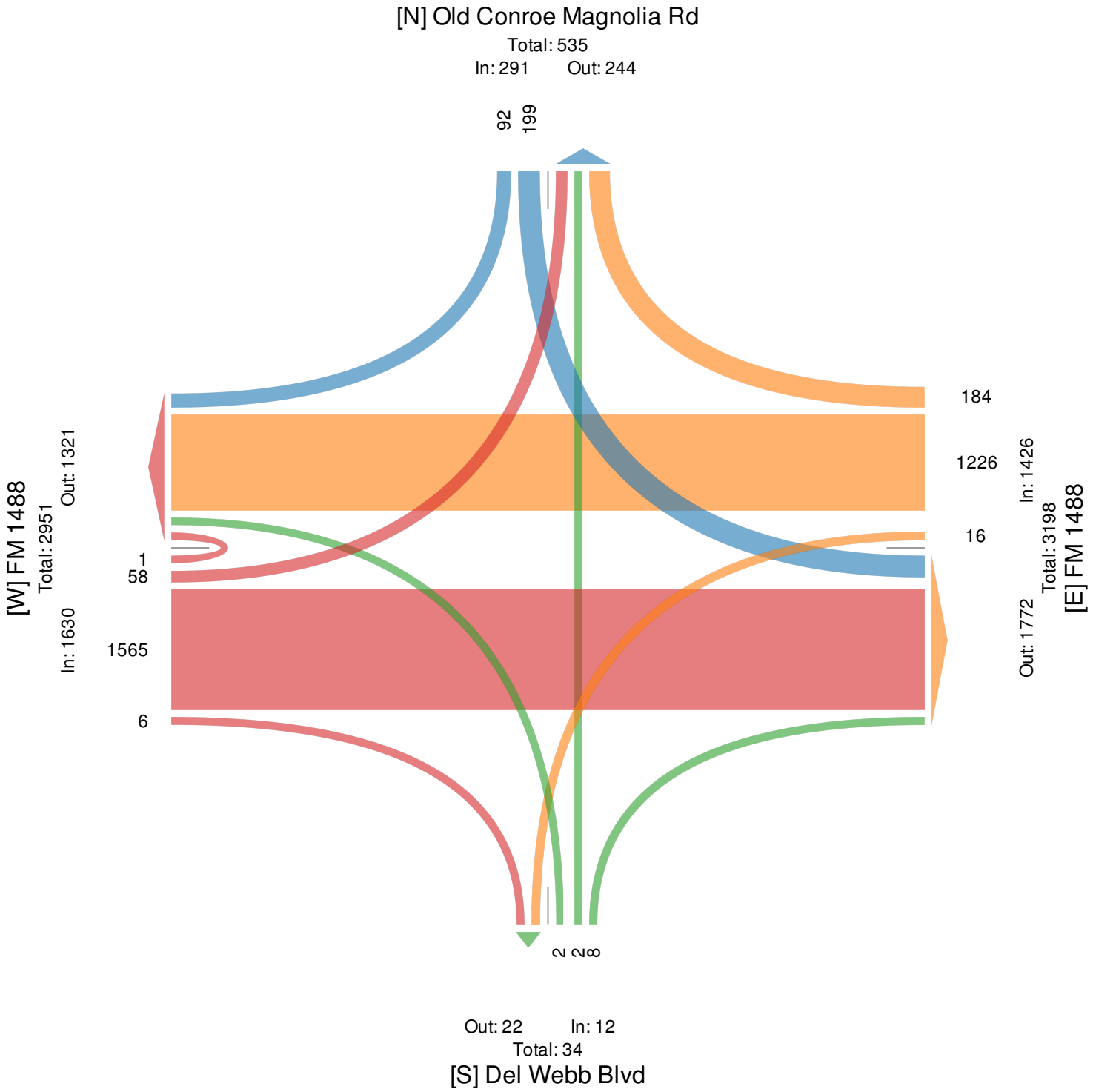
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Del Webb Blvd						Old Conroe Magnolia Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 8:00AM	14	406	0	1	**421**	0	2	300	44	0	**346**	0	0	0	0	0	**0**	0	56	0	22	0	**78**	0	**845**
8:15AM	17	379	1	0	**397**	0	2	280	49	0	**331**	0	2	0	2	0	**4**	0	47	0	21	0	**68**	0	**800**
8:30AM	16	434	4	0	**454**	0	3	309	54	0	**366**	0	0	2	4	0	**6**	0	56	0	26	0	**82**	0	**908**
8:45AM	11	346	1	0	**358**	0	9	337	37	0	**383**	0	0	0	2	0	**2**	0	40	0	23	0	**63**	0	**806**
Total	58	1565	6	1	**1630**	0	16	1226	184	0	**1426**	0	2	2	8	0	**12**	0	199	0	92	0	**291**	0	**3359**
% Approach	3.6%	96.0%	0.4%	0.1%	**-**	-	1.1%	86.0%	12.9%	0%	**-**	-	16.7%	16.7%	66.7%	0%	**-**	-	68.4%	0%	31.6%	0%	**-**	-	-
% Total	1.7%	46.6%	0.2%	0%	**48.5%**	-	0.5%	36.5%	5.5%	0%	**42.5%**	-	0.1%	0.1%	0.2%	0%	**0.4%**	-	5.9%	0%	2.7%	0%	**8.7%**	-	-
PHF	0.853	0.901	0.375	0.250	**0.898**	-	0.444	0.909	0.852	-	**0.931**	-	0.250	0.250	0.500	-	**0.500**	-	0.888	-	0.885	-	**0.887**	-	0.925
Lights	56	1517	6	1	**1580**	-	16	1179	181	0	**1376**	-	2	2	8	0	**12**	-	192	0	90	0	**282**	-	3250
% Lights	96.6%	96.9%	100%	100%	**96.9%**	-	100%	96.2%	98.4%	0%	**96.5%**	-	100%	100%	100%	0%	**100%**	-	96.5%	0%	97.8%	0%	**96.9%**	-	96.8%
Articulated Trucks	0	23	0	0	**23**	-	0	12	2	0	**14**	-	0	0	0	0	**0**	-	0	0	2	0	**2**	-	39
% Articulated Trucks	0%	1.5%	0%	0%	**1.4%**	-	0%	1.0%	1.1%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.2%	0%	**0.7%**	-	1.2%
Buses and Single-Unit Trucks	2	25	0	0	**27**	-	0	35	1	0	**36**	-	0	0	0	0	**0**	-	7	0	0	0	**7**	-	70
% Buses and Single-Unit Trucks	3.4%	1.6%	0%	0%	**1.7%**	-	0%	2.9%	0.5%	0%	**2.5%**	-	0%	0%	0%	0%	**0%**	-	3.5%	0%	0%	0%	**2.4%**	-	2.1%
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

Old Conroe Magnolia Rd/Del Webb Blvd at FM 1... - TMC
Wed Mar 27, 2019
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644683, Location: 30.224465, -95.541459

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



Old Conroe Magnolia Rd/Del Webb Blvd at FM 1... - TMC
Wed Mar 27, 2019
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: 644683, Location: 30.224465, -95.541459

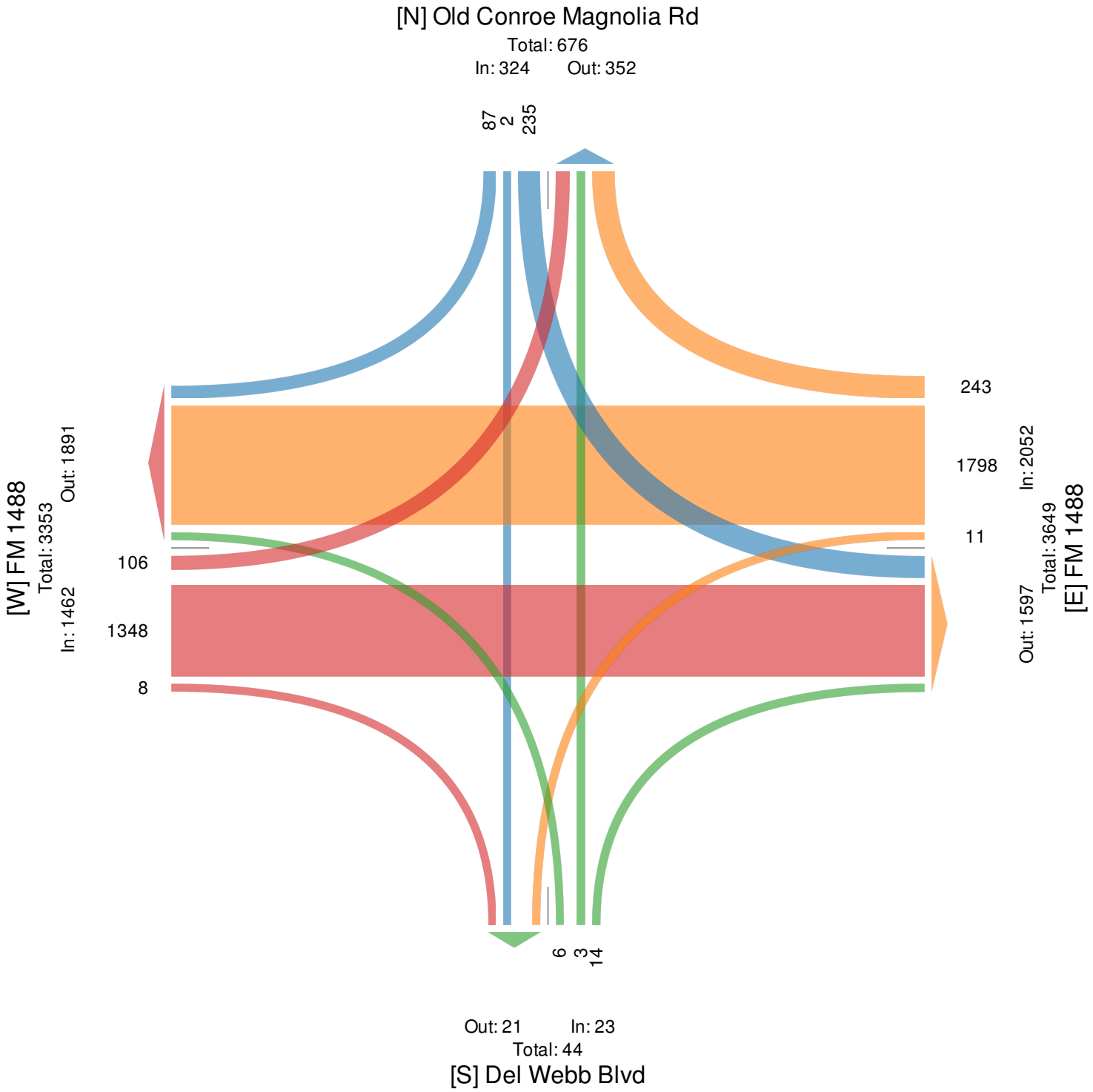
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Del Webb Blvd						Old Conroe Magnolia Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	19	362	2	0	**383**	0	3	446	65	0	**514**	0	1	1	7	0	**9**	0	71	2	24	0	**97**	0	**1003**
5:15PM	29	357	3	0	**389**	0	4	450	52	0	**506**	0	3	0	1	0	**4**	0	71	0	21	0	**92**	0	**991**
5:30PM	32	300	3	0	**335**	0	3	455	64	0	**522**	0	2	1	3	0	**6**	0	45	0	25	0	**70**	0	**933**
5:45PM	26	329	0	0	**355**	0	1	447	62	0	**510**	0	0	1	3	0	**4**	0	48	0	17	0	**65**	0	**934**
Total	106	1348	8	0	**1462**	0	11	1798	243	0	**2052**	0	6	3	14	0	**23**	0	235	2	87	0	**324**	0	**3861**
% Approach	7.3%	92.2%	0.5%	0%	**-**	-	0.5%	87.6%	11.8%	0%	**-**	-	26.1%	13.0%	60.9%	0%	**-**	-	72.5%	0.6%	26.9%	0%	**-**	-	-
% Total	2.7%	34.9%	0.2%	0%	**37.9%**	-	0.3%	46.6%	6.3%	0%	**53.1%**	-	0.2%	0.1%	0.4%	0%	**0.6%**	-	6.1%	0.1%	2.3%	0%	**8.4%**	-	-
PHF	0.828	0.931	0.667	-	**0.940**	-	0.688	0.988	0.935	-	**0.983**	-	0.500	0.750	0.500	-	**0.639**	-	0.827	0.250	0.870	-	**0.835**	-	0.962
Lights	104	1333	7	0	**1444**	-	11	1779	239	0	**2029**	-	5	3	14	0	**22**	-	230	2	86	0	**318**	-	3813
% Lights	98.1%	98.9%	87.5%	0%	**98.8%**	-	100%	98.9%	98.4%	0%	**98.9%**	-	83.3%	100%	100%	0%	**95.7%**	-	97.9%	100%	98.9%	0%	**98.1%**	-	98.8%
Articulated Trucks	0	8	0	0	**8**	-	0	7	1	0	**8**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	17
% Articulated Trucks	0%	0.6%	0%	0%	**0.5%**	-	0%	0.4%	0.4%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.4%	0%	0%	0%	**0.3%**	-	0.4%
Buses and Single-Unit Trucks	2	7	1	0	**10**	-	0	12	3	0	**15**	-	1	0	0	0	**1**	-	4	0	1	0	**5**	-	31
% Buses and Single-Unit Trucks	1.9%	0.5%	12.5%	0%	**0.7%**	-	0%	0.7%	1.2%	0%	**0.7%**	-	16.7%	0%	0%	0%	**4.3%**	-	1.7%	0%	1.1%	0%	**1.5%**	-	0.8%
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

Old Conroe Magnolia Rd/Del Webb Blvd at FM 1... - TMC
Wed Mar 27, 2019
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: 644683, Location: 30.224465, -95.541459

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



Kuykendahl Ct/Kuykendahl Rd at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644684, Location: 30.227672, -95.521188

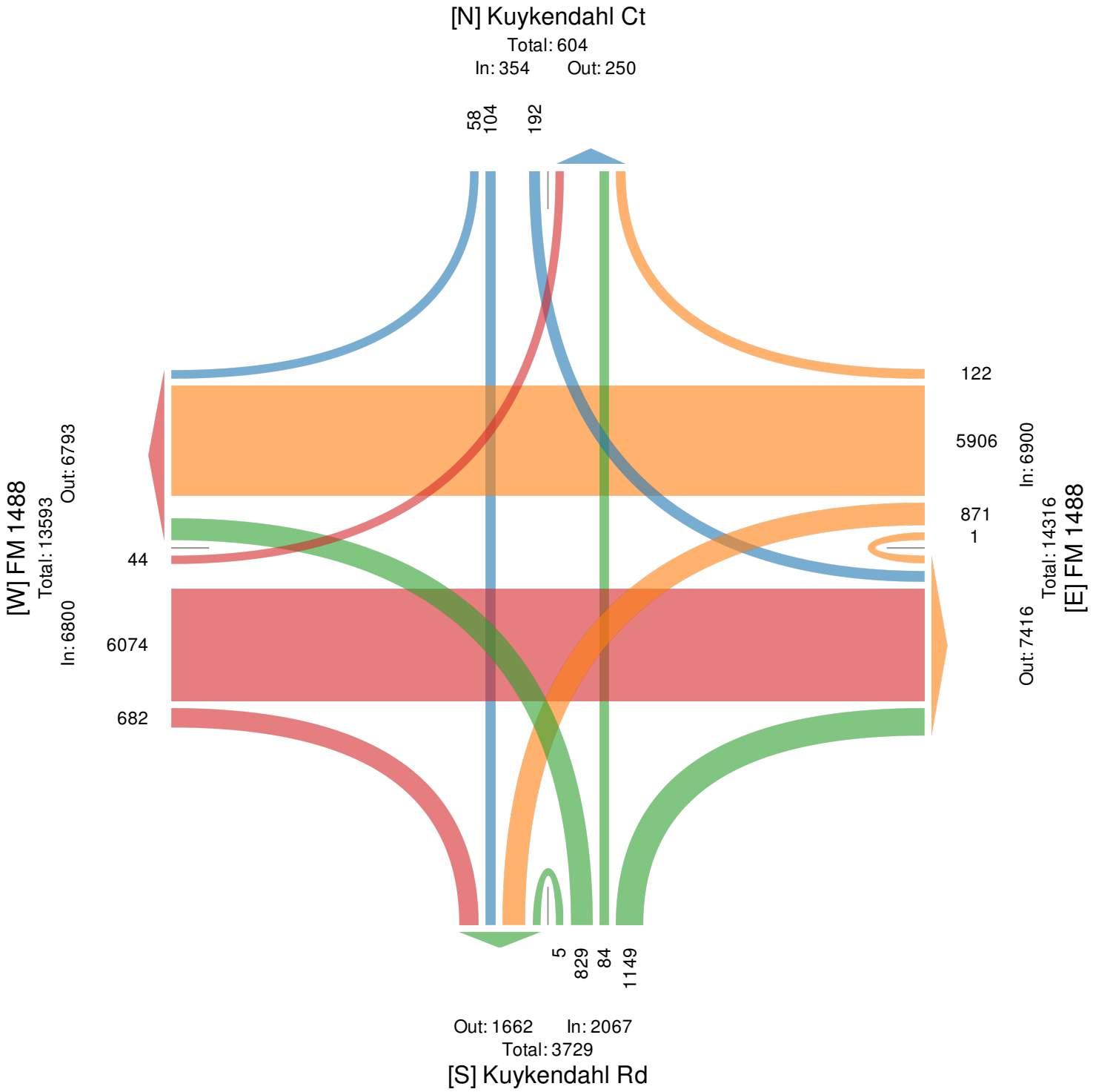
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Kuykendahl Rd						Kuykendahl Ct						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	1	445	33	0	**479**	0	41	255	7	0	**303**	0	18	1	72	0	**91**	0	13	5	1	0	**19**	0	**892**
7:15AM	0	468	51	0	**519**	0	43	303	10	0	**356**	0	18	2	65	0	**85**	0	6	2	0	0	**8**	0	**968**
7:30AM	0	396	68	0	**464**	0	68	319	8	0	**395**	0	29	7	91	0	**127**	0	8	6	1	0	**15**	0	**1001**
7:45AM	0	414	40	0	**454**	0	51	319	6	1	**377**	0	40	3	69	0	**112**	0	4	11	3	0	**18**	0	**961**
Hourly Total	1	1723	192	0	**1916**	0	203	1196	31	1	**1431**	0	105	13	297	0	**415**	0	31	24	5	0	**60**	0	**3822**
8:00AM	1	353	34	0	**388**	0	59	320	6	0	**385**	0	29	2	81	0	**112**	0	9	6	2	0	**17**	0	**902**
8:15AM	1	424	33	0	**458**	0	53	318	9	0	**380**	0	35	5	57	0	**97**	0	13	5	3	0	**21**	0	**956**
8:30AM	1	435	30	0	**466**	0	54	333	4	0	**391**	0	37	4	60	0	**101**	0	13	3	4	0	**20**	0	**978**
8:45AM	4	377	38	0	**419**	0	50	353	5	0	**408**	0	48	2	49	0	**99**	0	12	4	3	0	**19**	0	**945**
Hourly Total	7	1589	135	0	**1731**	0	216	1324	24	0	**1564**	0	149	13	247	0	**409**	0	47	18	12	0	**77**	0	**3781**
4:15PM	7	330	36	0	**373**	0	45	447	7	0	**499**	0	70	7	78	0	**155**	0	16	9	3	0	**28**	0	**1055**
4:30PM	5	326	37	0	**368**	0	52	416	7	0	**475**	0	78	9	58	2	**147**	0	13	4	5	0	**22**	0	**1012**
4:45PM	4	354	36	0	**394**	0	61	408	7	0	**476**	0	78	5	83	1	**167**	0	14	10	3	0	**27**	0	**1064**
Hourly Total	16	1010	109	0	**1135**	0	158	1271	21	0	**1450**	0	226	21	219	3	**469**	0	43	23	11	0	**77**	0	**3131**
5:00PM	2	350	59	0	**411**	0	62	417	9	0	**488**	0	59	7	88	1	**155**	0	12	11	6	0	**29**	0	**1083**
5:15PM	5	351	50	0	**406**	0	61	430	8	0	**499**	0	85	3	81	0	**169**	0	13	7	5	0	**25**	0	**1099**
5:30PM	4	354	44	0	**402**	0	61	417	10	0	**488**	0	70	10	91	1	**172**	0	16	8	8	0	**32**	0	**1094**
5:45PM	4	358	46	0	**408**	0	52	427	6	0	**485**	0	77	9	59	0	**145**	0	11	4	4	0	**19**	0	**1057**
Hourly Total	15	1413	199	0	**1627**	0	236	1691	33	0	**1960**	0	291	29	319	2	**641**	0	52	30	23	0	**105**	0	**4333**
6:00PM	5	339	47	0	**391**	0	58	424	13	0	**495**	0	58	8	67	0	**133**	0	19	9	7	0	**35**	0	**1054**
Hourly Total	5	339	47	0	**391**	0	58	424	13	0	**495**	0	58	8	67	0	**133**	0	19	9	7	0	**35**	0	**1054**
Total	44	6074	682	0	**6800**	0	871	5906	122	1	**6900**	0	829	84	1149	5	**2067**	0	192	104	58	0	**354**	0	**16121**
% Approach	0.6%	89.3%	10.0%	0%	**-**	-	12.6%	85.6%	1.8%	0%	**-**	-	40.1%	4.1%	55.6%	0.2%	**-**	-	54.2%	29.4%	16.4%	0%	**-**	-	**-**
% Total	0.3%	37.7%	4.2%	0%	**42.2%**	-	5.4%	36.6%	0.8%	0%	**42.8%**	-	5.1%	0.5%	7.1%	0%	**12.8%**	-	1.2%	0.6%	0.4%	0%	**2.2%**	-	**-**
Lights	43	5938	668	0	**6649**	-	849	5765	121	1	**6736**	-	821	82	1131	5	**2039**	-	189	102	57	0	**348**	-	15772
% Lights	97.7%	97.8%	97.9%	0%	**97.8%**	-	97.5%	97.6%	99.2%	100%	**97.6%**	-	99.0%	97.6%	98.4%	100%	**98.6%**	-	98.4%	98.1%	98.3%	0%	**98.3%**	-	97.8%
Articulated Trucks	0	45	2	0	**47**	-	2	50	0	0	**52**	-	1	0	4	0	**5**	-	0	0	0	0	**0**	-	104
% Articulated Trucks	0%	0.7%	0.3%	0%	**0.7%**	-	0.2%	0.8%	0%	0%	**0.8%**	-	0.1%	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	1	91	12	0	**104**	-	20	91	1	0	**112**	-	7	2	14	0	**23**	-	3	2	1	0	**6**	-	245
% Buses and Single-Unit Trucks	2.3%	1.5%	1.8%	0%	**1.5%**	-	2.3%	1.5%	0.8%	0%	**1.6%**	-	0.8%	2.4%	1.2%	0%	**1.1%**	-	1.6%	1.9%	1.7%	0%	**1.7%**	-	1.5%
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

Kuykendahl Ct/Kuykendahl Rd at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644684, Location: 30.227672, -95.521188

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



Kuykendahl Ct/Kuykendahl Rd at FM 1488 - TMC
Wed Mar 27, 2019
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: 644684, Location: 30.227672, -95.521188

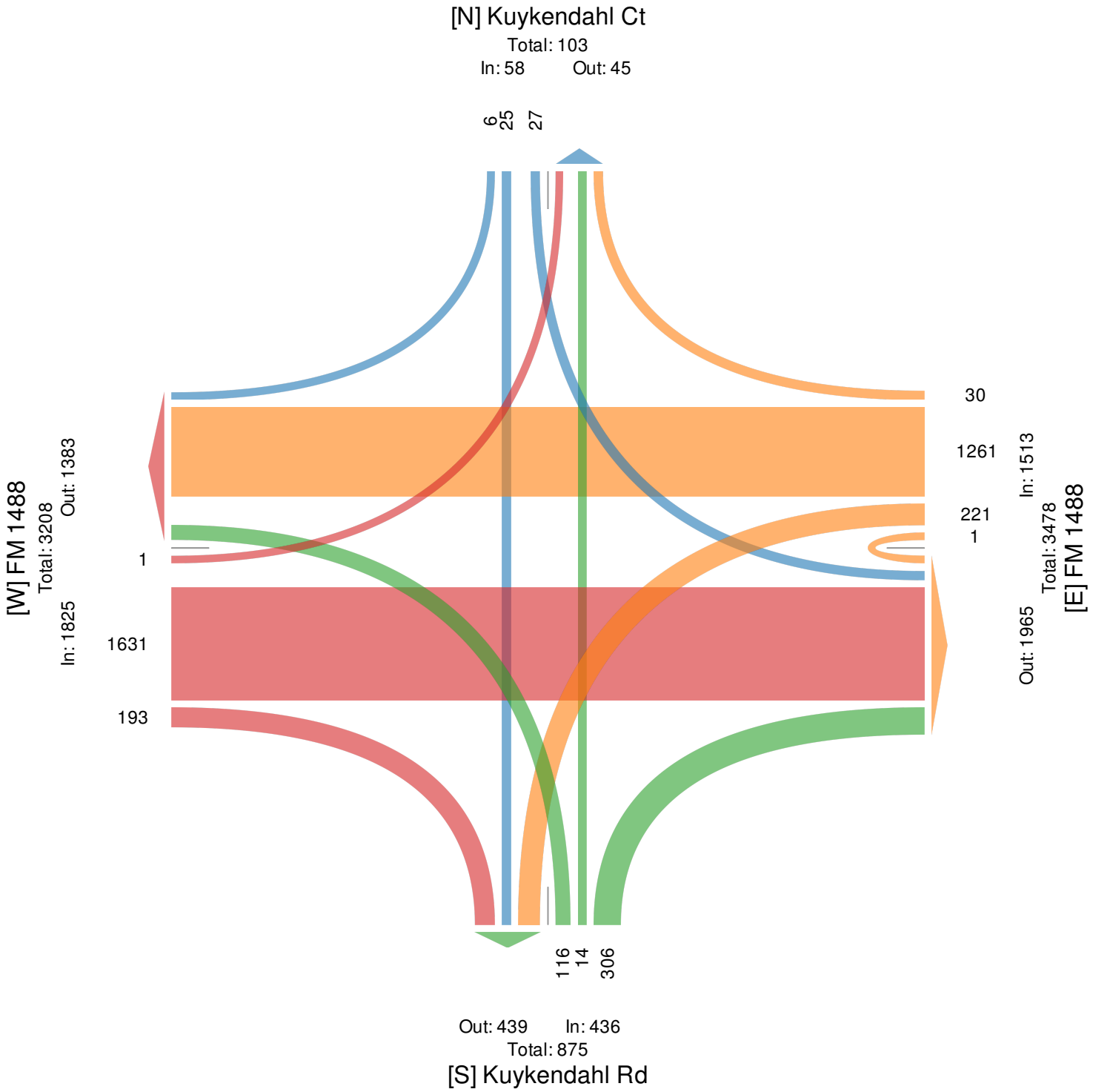
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Kuykendahl Rd						Kuykendahl Ct						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:15AM	0	468	51	0	**519**	0	43	303	10	0	**356**	0	18	2	65	0	**85**	0	6	2	0	0	**8**	0	**968**
7:30AM	0	396	68	0	**464**	0	68	319	8	0	**395**	0	29	7	91	0	**127**	0	8	6	1	0	**15**	0	**1001**
7:45AM	0	414	40	0	**454**	0	51	319	6	1	**377**	0	40	3	69	0	**112**	0	4	11	3	0	**18**	0	**961**
8:00AM	1	353	34	0	**388**	0	59	320	6	0	**385**	0	29	2	81	0	**112**	0	9	6	2	0	**17**	0	**902**
Total	1	1631	193	0	**1825**	0	221	1261	30	1	**1513**	0	116	14	306	0	**436**	0	27	25	6	0	**58**	0	**3832**
% Approach	0.1%	89.4%	10.6%	0%	**-**	-	14.6%	83.3%	2.0%	0.1%	**-**	-	26.6%	3.2%	70.2%	0%	**-**	-	46.6%	43.1%	10.3%	0%	**-**	-	-
% Total	0%	42.6%	5.0%	0%	**47.6%**	-	5.8%	32.9%	0.8%	0%	**39.5%**	-	3.0%	0.4%	8.0%	0%	**11.4%**	-	0.7%	0.7%	0.2%	0%	**1.5%**	-	-
PHF	0.250	0.871	0.710	-	**0.879**	-	0.813	0.985	0.750	0.250	**0.958**	-	0.725	0.500	0.841	-	**0.858**	-	0.750	0.568	0.500	-	**0.806**	-	0.957
Lights	1	1593	187	0	**1781**	-	210	1211	30	1	**1452**	-	113	13	301	0	**427**	-	27	24	6	0	**57**	-	3717
% Lights	100%	97.7%	96.9%	0%	**97.6%**	-	95.0%	96.0%	100%	100%	**96.0%**	-	97.4%	92.9%	98.4%	0%	**97.9%**	-	100%	96.0%	100%	0%	**98.3%**	-	97.0%
Articulated Trucks	0	9	1	0	**10**	-	0	18	0	0	**18**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	29
% Articulated Trucks	0%	0.6%	0.5%	0%	**0.5%**	-	0%	1.4%	0%	0%	**1.2%**	-	0%	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Buses and Single-Unit Trucks	0	29	5	0	**34**	-	11	32	0	0	**43**	-	3	1	4	0	**8**	-	0	1	0	0	**1**	-	86
% Buses and Single-Unit Trucks	0%	1.8%	2.6%	0%	**1.9%**	-	5.0%	2.5%	0%	0%	**2.8%**	-	2.6%	7.1%	1.3%	0%	**1.8%**	-	0%	4.0%	0%	0%	**1.7%**	-	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

Kuykendahl Ct/Kuykendahl Rd at FM 1488 - TMC
Wed Mar 27, 2019
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: 644684, Location: 30.227672, -95.521188

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



Kuykendahl Ct/Kuykendahl Rd at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644684, Location: 30.227672, -95.521188

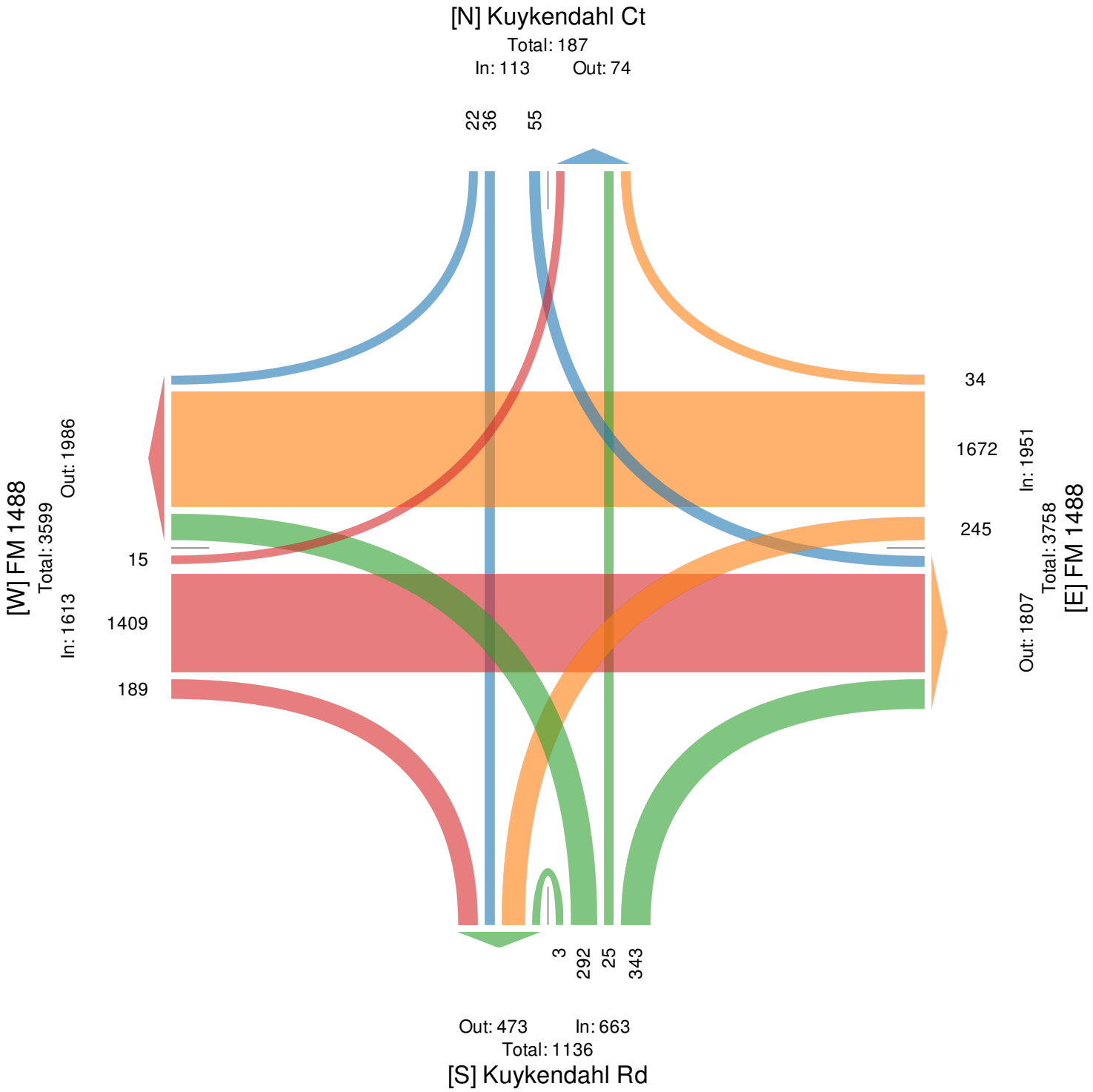
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Kuykendahl Rd						Kuykendahl Ct						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	4	354	36	0	**394**	0	61	408	7	0	**476**	0	78	5	83	1	**167**	0	14	10	3	0	**27**	0	**1064**
5:00PM	2	350	59	0	**411**	0	62	417	9	0	**488**	0	59	7	88	1	**155**	0	12	11	6	0	**29**	0	**1083**
5:15PM	5	351	50	0	**406**	0	61	430	8	0	**499**	0	85	3	81	0	**169**	0	13	7	5	0	**25**	0	**1099**
5:30PM	4	354	44	0	**402**	0	61	417	10	0	**488**	0	70	10	91	1	**172**	0	16	8	8	0	**32**	0	**1094**
Total	15	1409	189	0	**1613**	0	245	1672	34	0	**1951**	0	292	25	343	3	**663**	0	55	36	22	0	**113**	0	**4340**
% Approach	0.9%	87.4%	11.7%	0%	**-**	-	12.6%	85.7%	1.7%	0%	**-**	-	44.0%	3.8%	51.7%	0.5%	**-**	-	48.7%	31.9%	19.5%	0%	**-**	-	-
% Total	0.3%	32.5%	4.4%	0%	**37.2%**	-	5.6%	38.5%	0.8%	0%	**45.0%**	-	6.7%	0.6%	7.9%	0.1%	**15.3%**	-	1.3%	0.8%	0.5%	0%	**2.6%**	-	-
PHF	0.750	0.995	0.801	-	**0.981**	-	0.988	0.972	0.850	-	**0.977**	-	0.859	0.625	0.942	0.750	**0.964**	-	0.859	0.818	0.688	-	**0.883**	-	0.987
Lights	14	1379	187	0	**1580**	-	244	1654	34	0	**1932**	-	291	25	340	3	**659**	-	54	36	21	0	**111**	-	4282
% Lights	93.3%	97.9%	98.9%	0%	**98.0%**	-	99.6%	98.9%	100%	0%	**99.0%**	-	99.7%	100%	99.1%	100%	**99.4%**	-	98.2%	100%	95.5%	0%	**98.2%**	-	98.7%
Articulated Trucks	0	11	0	0	**11**	-	0	10	0	0	**10**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	21
% Articulated Trucks	0%	0.8%	0%	0%	**0.7%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	1	19	2	0	**22**	-	1	8	0	0	**9**	-	1	0	3	0	**4**	-	1	0	1	0	**2**	-	37
% Buses and Single-Unit Trucks	6.7%	1.3%	1.1%	0%	**1.4%**	-	0.4%	0.5%	0%	0%	**0.5%**	-	0.3%	0%	0.9%	0%	**0.6%**	-	1.8%	0%	4.5%	0%	**1.8%**	-	0.9%
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

Kuykendahl Ct/Kuykendahl Rd at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644684, Location: 30.227672, -95.521188

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



SH 242 at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644685, Location: 30.229524, -95.511555

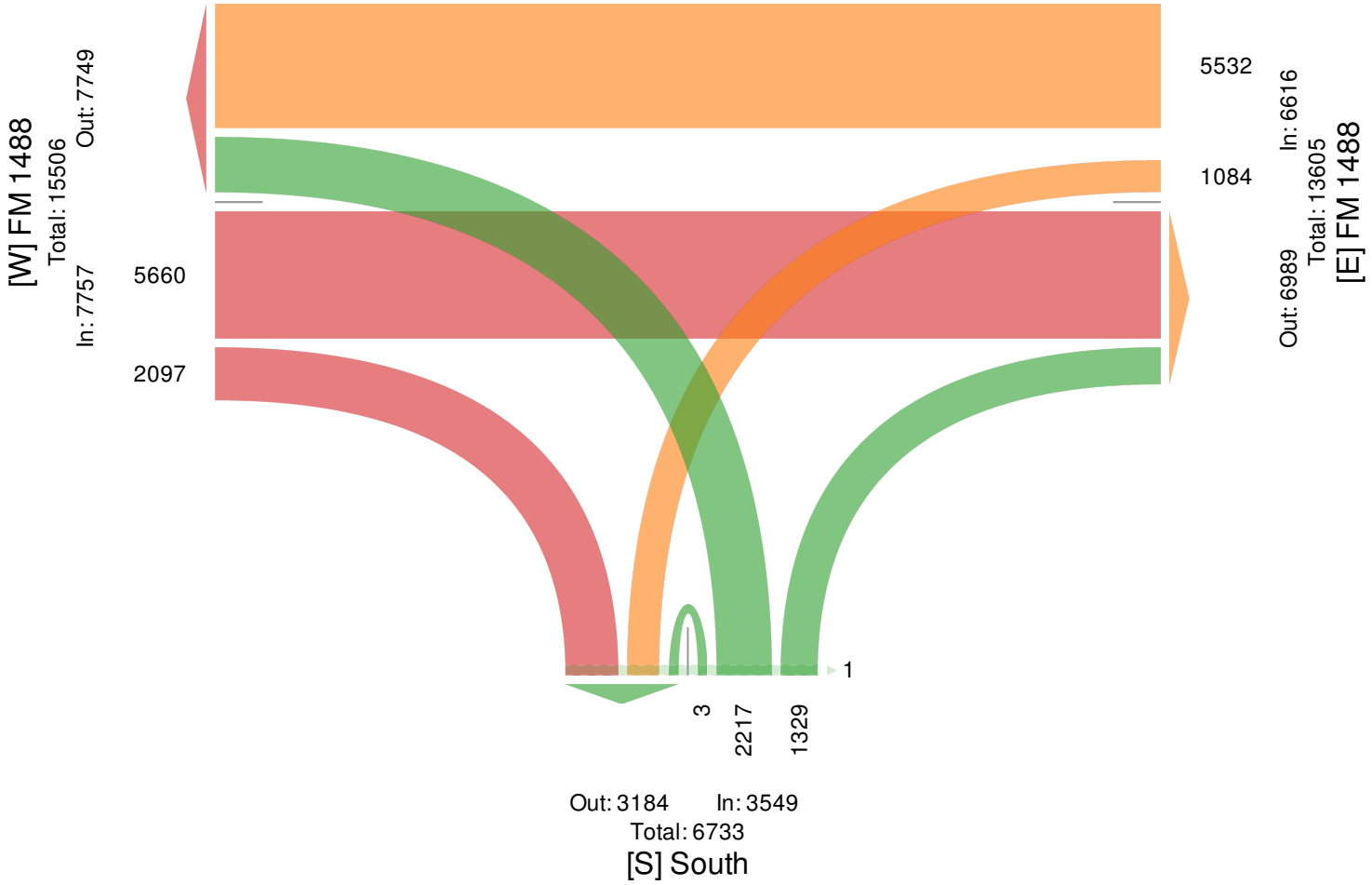
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					South Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	355	164	0	**519**	0	110	280	0	**390**	0	53	53	0	**106**	0	**1015**
7:15AM	372	188	0	**560**	0	103	325	0	**428**	0	65	47	0	**112**	0	**1100**
7:30AM	308	222	0	**530**	0	97	344	0	**441**	0	80	51	0	**131**	0	**1102**
7:45AM	322	181	0	**503**	0	109	356	0	**465**	0	59	43	0	**102**	0	**1070**
Hourly Total	1357	755	0	**2112**	0	419	1305	0	**1724**	0	257	194	0	**451**	0	**4287**
8:00AM	338	129	0	**467**	0	82	302	0	**384**	0	113	51	0	**164**	0	**1015**
8:15AM	336	135	0	**471**	0	87	339	0	**426**	0	91	57	0	**148**	0	**1045**
8:30AM	366	170	0	**536**	0	77	327	0	**404**	0	78	50	0	**128**	0	**1068**
8:45AM	282	156	0	**438**	0	69	349	0	**418**	0	117	38	0	**155**	1	**1011**
Hourly Total	1322	590	0	**1912**	0	315	1317	0	**1632**	0	399	196	0	**595**	1	**4139**
4:15PM	365	92	0	**457**	0	37	334	0	**371**	0	195	109	0	**304**	0	**1132**
4:30PM	334	92	0	**426**	0	28	368	0	**396**	0	195	120	0	**315**	0	**1137**
4:45PM	380	82	0	**462**	0	48	337	0	**385**	0	186	100	0	**286**	0	**1133**
Hourly Total	1079	266	0	**1345**	0	113	1039	0	**1152**	0	576	329	0	**905**	0	**3402**
5:00PM	388	91	0	**479**	0	46	359	0	**405**	0	203	112	1	**316**	0	**1200**
5:15PM	401	89	0	**490**	0	48	369	0	**417**	0	205	133	0	**338**	0	**1245**
5:30PM	382	101	0	**483**	0	53	356	0	**409**	0	197	143	0	**340**	0	**1232**
5:45PM	391	90	0	**481**	0	50	406	0	**456**	0	188	116	1	**305**	0	**1242**
Hourly Total	1562	371	0	**1933**	0	197	1490	0	**1687**	0	793	504	2	**1299**	0	**4919**
6:00PM	340	115	0	**455**	0	40	381	0	**421**	0	192	106	1	**299**	0	**1175**
Hourly Total	340	115	0	**455**	0	40	381	0	**421**	0	192	106	1	**299**	0	**1175**
Total	5660	2097	0	**7757**	0	1084	5532	0	**6616**	0	2217	1329	3	**3549**	1	**17922**
% Approach	73.0%	27.0%	0%	**-**	-	16.4%	83.6%	0%	**-**	-	62.5%	37.4%	0.1%	**-**	-	-
% Total	31.6%	11.7%	0%	**43.3%**	-	6.0%	30.9%	0%	**36.9%**	-	12.4%	7.4%	0%	**19.8%**	-	-
Lights	5522	2072	0	**7594**	-	1064	5403	0	**6467**	-	2182	1298	3	**3483**	-	17544
% Lights	97.6%	98.8%	0%	**97.9%**	-	98.2%	97.7%	0%	**97.7%**	-	98.4%	97.7%	100%	**98.1%**	-	97.9%
Articulated Trucks	43	7	0	**50**	-	1	44	0	**45**	-	8	1	0	**9**	-	104
% Articulated Trucks	0.8%	0.3%	0%	**0.6%**	-	0.1%	0.8%	0%	**0.7%**	-	0.4%	0.1%	0%	**0.3%**	-	0.6%
Buses and Single-Unit Trucks	95	18	0	**113**	-	19	85	0	**104**	-	27	30	0	**57**	-	274
% Buses and Single-Unit Trucks	1.7%	0.9%	0%	**1.5%**	-	1.8%	1.5%	0%	**1.6%**	-	1.2%	2.3%	0%	**1.6%**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

SH 242 at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644685, Location: 30.229524, -95.511555

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



SH 242 at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644685, Location: 30.229524, -95.511555

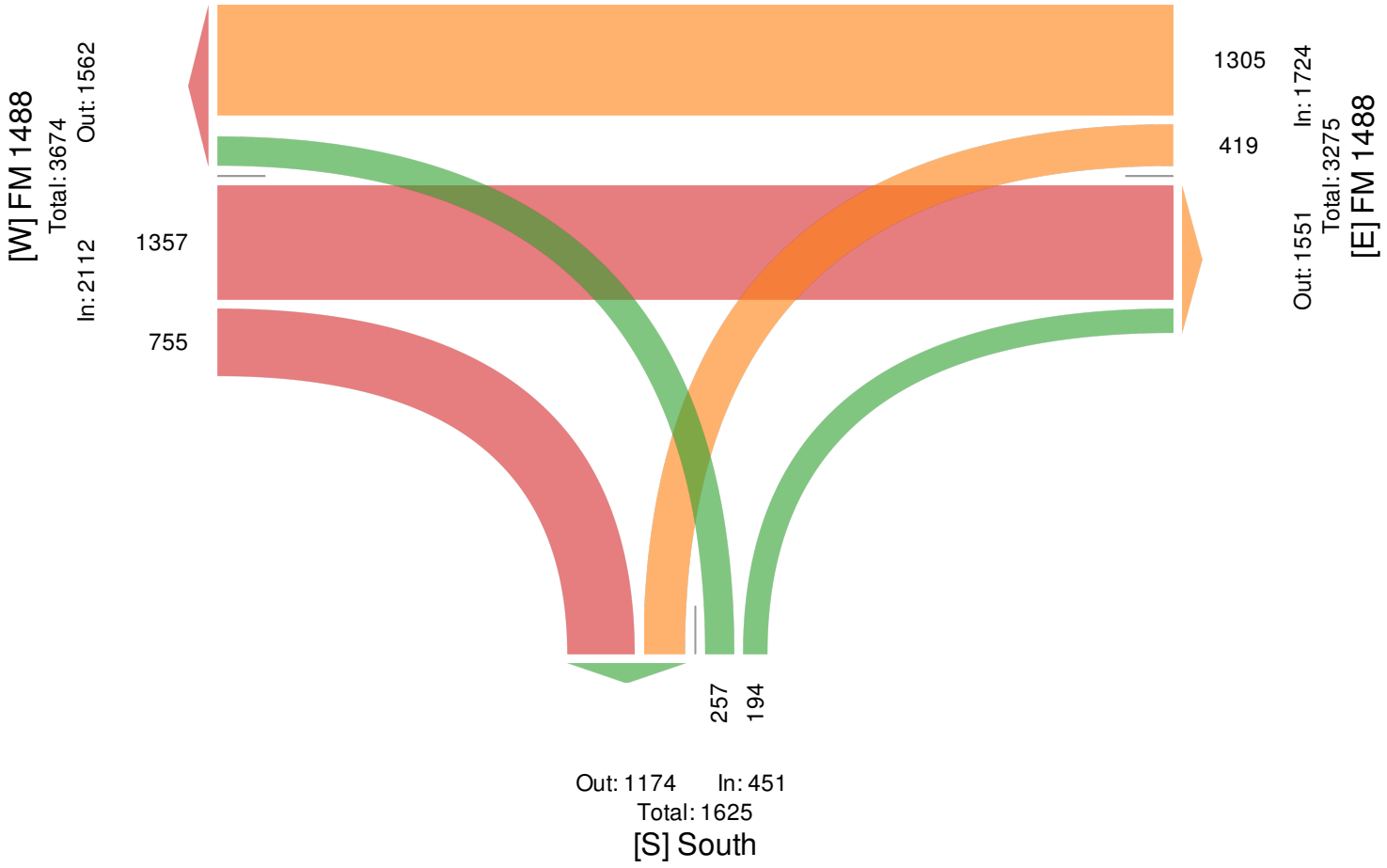
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					South Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	355	164	0	**519**	0	110	280	0	**390**	0	53	53	0	**106**	0	**1015**
7:15AM	372	188	0	**560**	0	103	325	0	**428**	0	65	47	0	**112**	0	**1100**
7:30AM	308	222	0	**530**	0	97	344	0	**441**	0	80	51	0	**131**	0	**1102**
7:45AM	322	181	0	**503**	0	109	356	0	**465**	0	59	43	0	**102**	0	**1070**
Total	1357	755	0	**2112**	0	419	1305	0	**1724**	0	257	194	0	**451**	0	**4287**
% Approach	64.3%	35.7%	0%	**-**	-	24.3%	75.7%	0%	**-**	-	57.0%	43.0%	0%	**-**	-	-
% Total	31.7%	17.6%	0%	**49.3%**	-	9.8%	30.4%	0%	**40.2%**	-	6.0%	4.5%	0%	**10.5%**	-	-
PHF	0.912	0.850	-	**0.943**	-	0.952	0.916	-	**0.927**	-	0.803	0.915	-	**0.861**	-	0.973
Lights	1326	752	0	**2078**	-	412	1255	0	**1667**	-	243	186	0	**429**	-	4174
% Lights	97.7%	99.6%	0%	**98.4%**	-	98.3%	96.2%	0%	**96.7%**	-	94.6%	95.9%	0%	**95.1%**	-	97.4%
Articulated Trucks	9	2	0	**11**	-	0	14	0	**14**	-	4	0	0	**4**	-	29
% Articulated Trucks	0.7%	0.3%	0%	**0.5%**	-	0%	1.1%	0%	**0.8%**	-	1.6%	0%	0%	**0.9%**	-	0.7%
Buses and Single-Unit Trucks	22	1	0	**23**	-	7	36	0	**43**	-	10	8	0	**18**	-	84
% Buses and Single-Unit Trucks	1.6%	0.1%	0%	**1.1%**	-	1.7%	2.8%	0%	**2.5%**	-	3.9%	4.1%	0%	**4.0%**	-	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

SH 242 at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644685, Location: 30.229524, -95.511555

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



SH 242 at FM 1488 - TMC
Wed Mar 27, 2019
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: 644685, Location: 30.229524, -95.511555

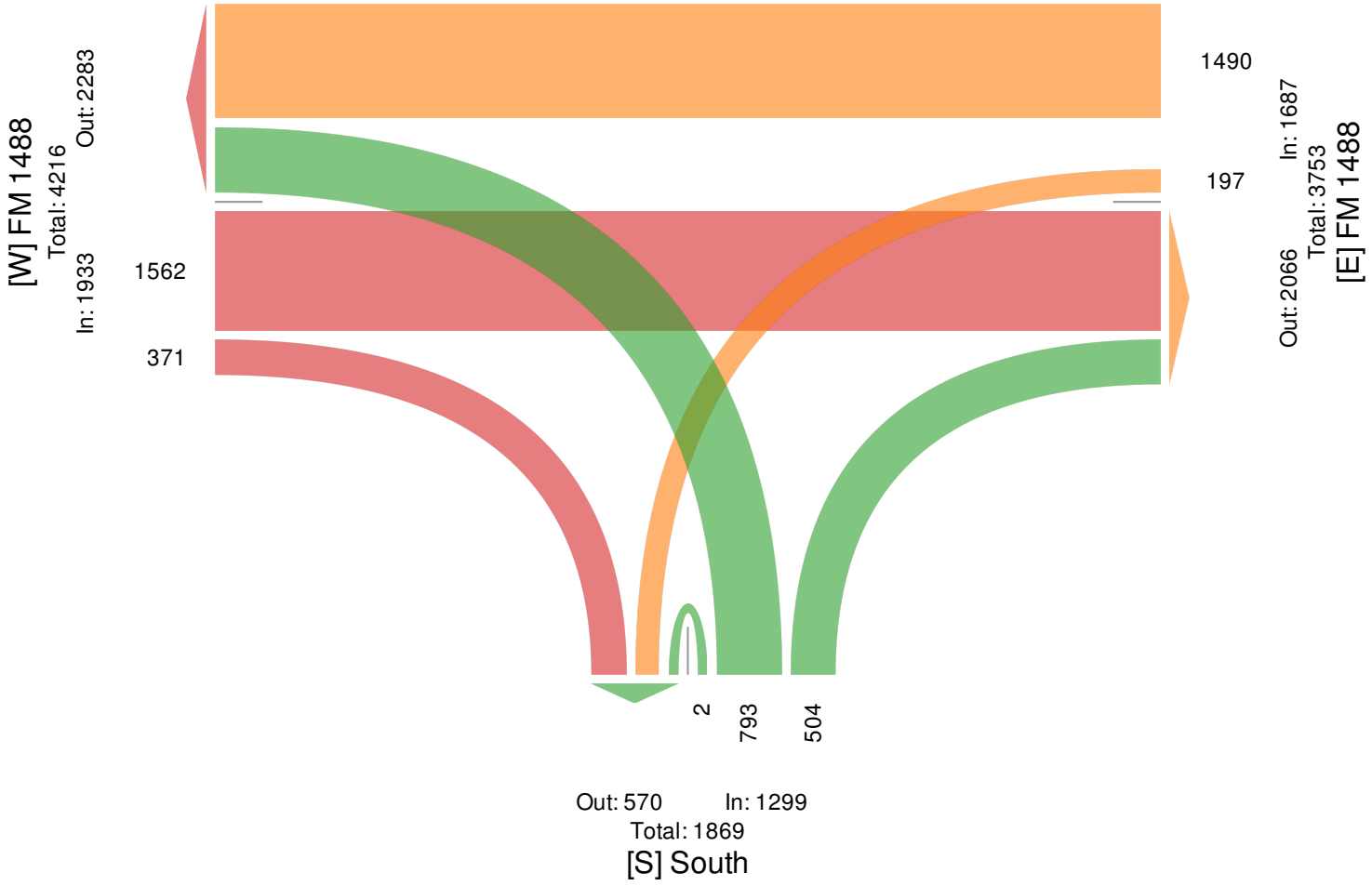
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					South Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	388	91	0	**479**	0	46	359	0	**405**	0	203	112	1	**316**	0	**1200**
5:15PM	401	89	0	**490**	0	48	369	0	**417**	0	205	133	0	**338**	0	**1245**
5:30PM	382	101	0	**483**	0	53	356	0	**409**	0	197	143	0	**340**	0	**1232**
5:45PM	391	90	0	**481**	0	50	406	0	**456**	0	188	116	1	**305**	0	**1242**
Total	1562	371	0	**1933**	0	197	1490	0	**1687**	0	793	504	2	**1299**	0	**4919**
% Approach	80.8%	19.2%	0%	**-**	-	11.7%	88.3%	0%	**-**	-	61.0%	38.8%	0.2%	**-**	-	-
% Total	31.8%	7.5%	0%	**39.3%**	-	4.0%	30.3%	0%	**34.3%**	-	16.1%	10.2%	0%	**26.4%**	-	-
PHF	0.974	0.918	-	**0.986**	-	0.929	0.917	-	**0.925**	-	0.967	0.881	0.500	**0.955**	-	0.988
Lights	1534	368	0	**1902**	-	193	1475	0	**1668**	-	790	499	2	**1291**	-	4861
% Lights	98.2%	99.2%	0%	**98.4%**	-	98.0%	99.0%	0%	**98.9%**	-	99.6%	99.0%	100%	**99.4%**	-	98.8%
Articulated Trucks	10	1	0	**11**	-	0	8	0	**8**	-	0	0	0	**0**	-	19
% Articulated Trucks	0.6%	0.3%	0%	**0.6%**	-	0%	0.5%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0.4%
Buses and Single-Unit Trucks	18	2	0	**20**	-	4	7	0	**11**	-	3	5	0	**8**	-	39
% Buses and Single-Unit Trucks	1.2%	0.5%	0%	**1.0%**	-	2.0%	0.5%	0%	**0.7%**	-	0.4%	1.0%	0%	**0.6%**	-	0.8%
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

SH 242 at FM 1488 - TMC
Wed Mar 27, 2019
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: 644685, Location: 30.229524, -95.511555

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



Carriage Hills Blvd at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644686, Location: 30.231137, -95.501328

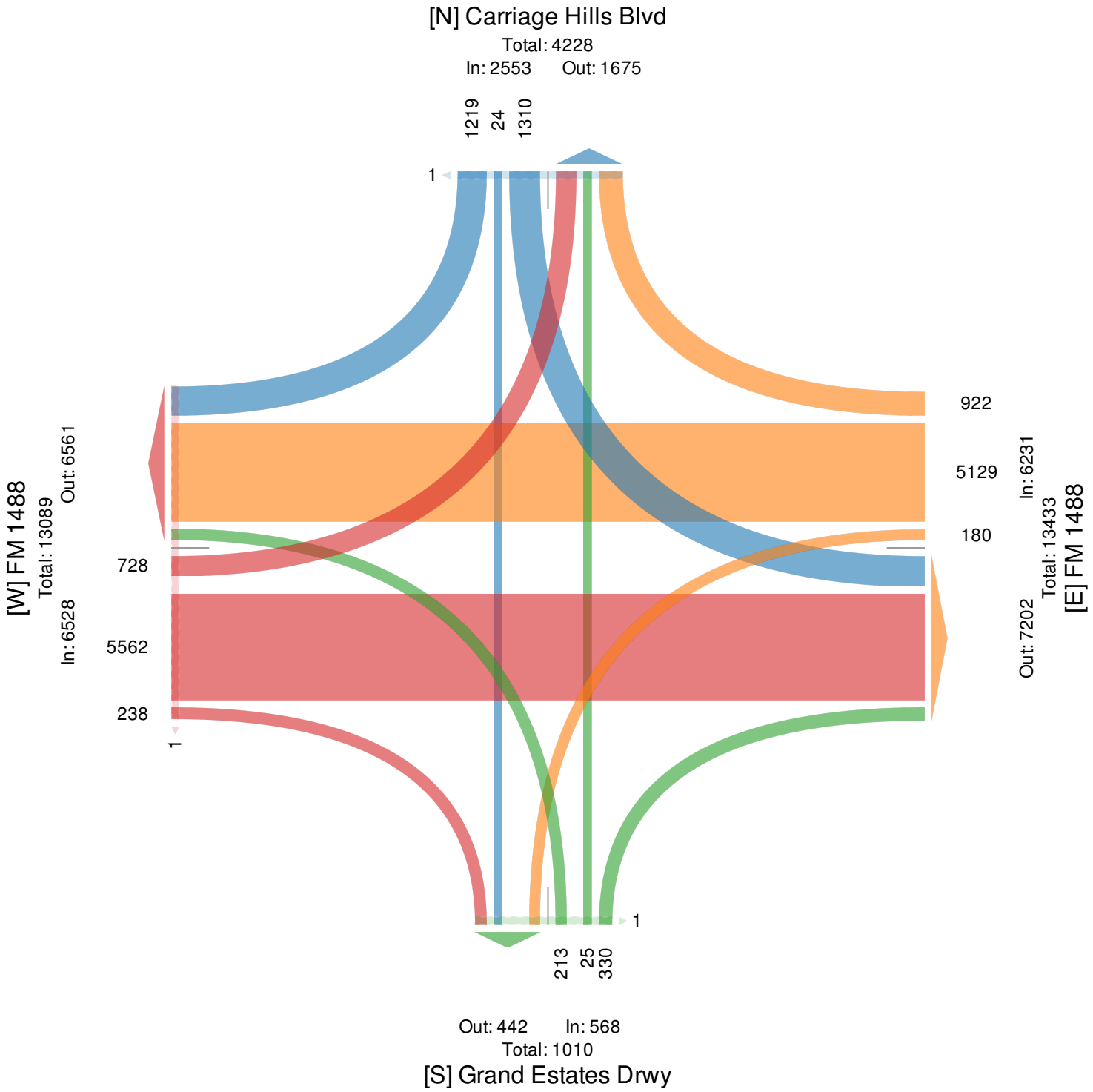
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Grand Estates Drwy						Carriage Hills Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	24	359	4	0	**387**	0	4	260	10	0	**274**	0	13	1	27	0	**41**	0	140	1	86	0	**227**	0	**929**
7:15AM	29	390	7	0	**426**	0	5	293	20	0	**318**	0	25	0	39	0	**64**	0	123	1	108	0	**232**	0	**1040**
7:30AM	23	322	4	0	**349**	0	2	335	17	0	**354**	0	20	0	40	0	**60**	0	124	0	129	0	**253**	0	**1016**
7:45AM	30	333	9	0	**372**	0	4	326	41	0	**371**	0	19	2	31	0	**52**	0	104	1	86	0	**191**	0	**986**
Hourly Total	106	1404	24	0	**1534**	0	15	1214	88	0	**1317**	0	77	3	137	0	**217**	0	491	3	409	0	**903**	0	**3971**
8:00AM	48	306	8	0	**362**	0	10	309	28	0	**347**	0	12	0	22	0	**34**	0	91	1	80	0	**172**	0	**915**
8:15AM	32	361	6	0	**399**	0	4	294	34	0	**332**	0	18	0	26	0	**44**	0	90	0	74	0	**164**	0	**939**
8:30AM	40	306	7	0	**353**	0	3	289	27	0	**319**	0	15	2	18	0	**35**	0	93	0	64	0	**157**	0	**864**
8:45AM	38	314	7	0	**359**	0	3	302	39	0	**344**	0	10	1	19	0	**30**	0	73	0	67	0	**140**	0	**873**
Hourly Total	158	1287	28	0	**1473**	0	20	1194	128	0	**1342**	0	55	3	85	0	**143**	0	347	1	285	0	**633**	0	**3591**
4:15PM	52	369	22	0	**443**	0	16	330	99	0	**445**	0	9	0	6	0	**15**	0	44	3	54	0	**101**	0	**1004**
4:30PM	61	303	16	0	**380**	0	16	297	73	0	**386**	0	9	5	23	0	**37**	0	70	1	60	0	**131**	0	**934**
4:45PM	58	394	23	0	**475**	0	17	335	76	0	**428**	0	8	3	5	0	**16**	0	48	1	64	0	**113**	0	**1032**
Hourly Total	171	1066	61	0	**1298**	0	49	962	248	0	**1259**	0	26	8	34	0	**68**	0	162	5	178	0	**345**	0	**2970**
5:00PM	66	346	20	0	**432**	0	18	314	94	0	**426**	0	11	4	16	0	**31**	1	59	1	90	0	**150**	0	**1039**
5:15PM	51	410	27	0	**488**	1	15	365	92	0	**472**	0	6	1	15	0	**22**	0	72	7	60	0	**139**	1	**1121**
5:30PM	57	371	30	0	**458**	0	16	363	92	0	**471**	0	12	3	16	0	**31**	0	57	4	72	0	**133**	0	**1093**
5:45PM	64	322	22	0	**408**	0	21	346	86	0	**453**	0	20	2	17	0	**39**	0	65	2	63	0	**130**	0	**1030**
Hourly Total	238	1449	99	0	**1786**	1	70	1388	364	0	**1822**	0	49	10	64	0	**123**	1	253	14	285	0	**552**	1	**4283**
6:00PM	55	356	26	0	**437**	0	26	371	94	0	**491**	0	6	1	10	0	**17**	0	57	1	62	0	**120**	0	**1065**
Hourly Total	55	356	26	0	**437**	0	26	371	94	0	**491**	0	6	1	10	0	**17**	0	57	1	62	0	**120**	0	**1065**
Total	728	5562	238	0	**6528**	1	180	5129	922	0	**6231**	0	213	25	330	0	**568**	1	1310	24	1219	0	**2553**	1	**15880**
% Approach	11.2%	85.2%	3.6%	0%	**-**	-	2.9%	82.3%	14.8%	0%	**-**	-	37.5%	4.4%	58.1%	0%	**-**	-	51.3%	0.9%	47.7%	0%	**-**	-	**-**
% Total	4.6%	35.0%	1.5%	0%	**41.1%**	-	1.1%	32.3%	5.8%	0%	**39.2%**	-	1.3%	0.2%	2.1%	0%	**3.6%**	-	8.2%	0.2%	7.7%	0%	**16.1%**	-	**-**
Lights	716	5405	231	0	**6352**	-	176	5005	911	0	**6092**	-	209	22	328	0	**559**	-	1293	23	1202	0	**2518**	-	15521
% Lights	98.4%	97.2%	97.1%	0%	**97.3%**	-	97.8%	97.6%	98.8%	0%	**97.8%**	-	98.1%	88.0%	99.4%	0%	**98.4%**	-	98.7%	95.8%	98.6%	0%	**98.6%**	-	97.7%
Articulated Trucks	0	53	0	0	**53**	-	0	47	1	0	**48**	-	0	0	1	0	**1**	-	1	0	1	0	**2**	-	104
% Articulated Trucks	0%	1.0%	0%	0%	**0.8%**	-	0%	0.9%	0.1%	0%	**0.8%**	-	0%	0%	0.3%	0%	**0.2%**	-	0.1%	0%	0.1%	0%	**0.1%**	-	0.7%
Buses and Single-Unit Trucks	12	104	7	0	**123**	-	4	77	10	0	**91**	-	4	3	1	0	**8**	-	16	1	16	0	**33**	-	255
% Buses and Single-Unit Trucks	1.6%	1.9%	2.9%	0%	**1.9%**	-	2.2%	1.5%	1.1%	0%	**1.5%**	-	1.9%	12.0%	0.3%	0%	**1.4%**	-	1.2%	4.2%	1.3%	0%	**1.3%**	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

Carriage Hills Blvd at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644686, Location: 30.231137, -95.501328

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



Carriage Hills Blvd at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644686, Location: 30.231137, -95.501328

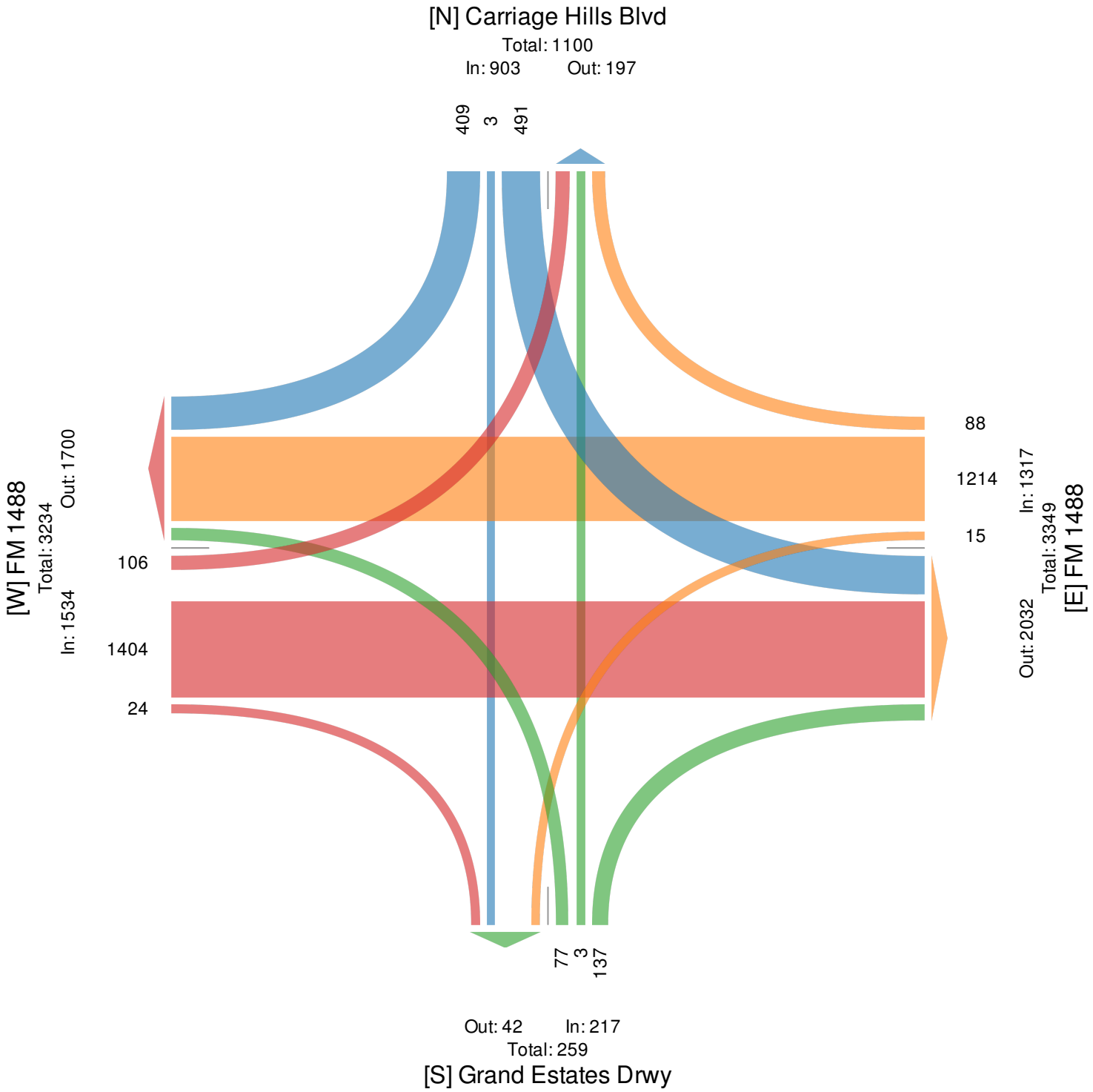
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Grand Estates Drwy						Carriage Hills Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	24	359	4	0	**387**	0	4	260	10	0	**274**	0	13	1	27	0	**41**	0	140	1	86	0	**227**	0	**929**
7:15AM	29	390	7	0	**426**	0	5	293	20	0	**318**	0	25	0	39	0	**64**	0	123	1	108	0	**232**	0	**1040**
7:30AM	23	322	4	0	**349**	0	2	335	17	0	**354**	0	20	0	40	0	**60**	0	124	0	129	0	**253**	0	**1016**
7:45AM	30	333	9	0	**372**	0	4	326	41	0	**371**	0	19	2	31	0	**52**	0	104	1	86	0	**191**	0	**986**
Total	106	1404	24	0	**1534**	0	15	1214	88	0	**1317**	0	77	3	137	0	**217**	0	491	3	409	0	**903**	0	**3971**
% Approach	6.9%	91.5%	1.6%	0%	**-**	-	1.1%	92.2%	6.7%	0%	**-**	-	35.5%	1.4%	63.1%	0%	**-**	-	54.4%	0.3%	45.3%	0%	**-**	-	-
% Total	2.7%	35.4%	0.6%	0%	**38.6%**	-	0.4%	30.6%	2.2%	0%	**33.2%**	-	1.9%	0.1%	3.5%	0%	**5.5%**	-	12.4%	0.1%	10.3%	0%	**22.7%**	-	-
PHF	0.883	0.900	0.667	-	**0.900**	-	0.750	0.906	0.537	-	**0.887**	-	0.770	0.375	0.856	-	**0.848**	-	0.877	0.750	0.793	-	**0.892**	-	0.955
Lights	100	1374	23	0	**1497**	-	13	1168	82	0	**1263**	-	75	2	137	0	**214**	-	491	2	400	0	**893**	-	3867
% Lights	94.3%	97.9%	95.8%	0%	**97.6%**	-	86.7%	96.2%	93.2%	0%	**95.9%**	-	97.4%	66.7%	100%	0%	**98.6%**	-	100%	66.7%	97.8%	0%	**98.9%**	-	97.4%
Articulated Trucks	0	10	0	0	**10**	-	0	14	0	0	**14**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	25
% Articulated Trucks	0%	0.7%	0%	0%	**0.7%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.2%	0%	**0.1%**	-	0.6%
Buses and Single-Unit Trucks	6	20	1	0	**27**	-	2	32	6	0	**40**	-	2	1	0	0	**3**	-	0	1	8	0	**9**	-	79
% Buses and Single-Unit Trucks	5.7%	1.4%	4.2%	0%	**1.8%**	-	13.3%	2.6%	6.8%	0%	**3.0%**	-	2.6%	33.3%	0%	0%	**1.4%**	-	0%	33.3%	2.0%	0%	**1.0%**	-	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

Carriage Hills Blvd at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644686, Location: 30.231137, -95.501328

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



Carriage Hills Blvd at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (5:15 PM - 6:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644686, Location: 30.231137, -95.501328

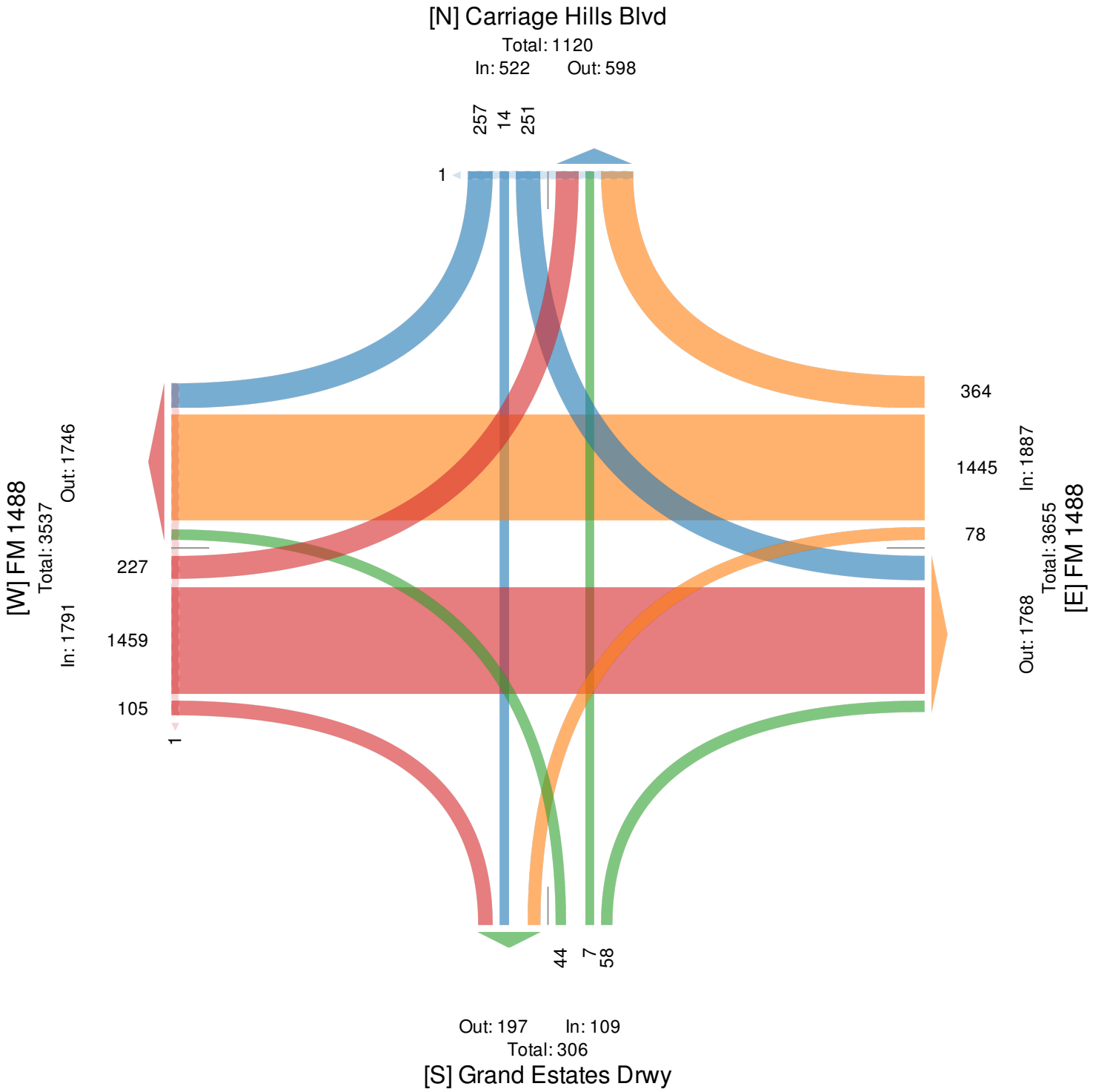
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Grand Estates Drwy						Carriage Hills Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 5:15PM	51	410	27	0	**488**	1	15	365	92	0	**472**	0	6	1	15	0	**22**	0	72	7	60	0	**139**	1	**1121**
5:30PM	57	371	30	0	**458**	0	16	363	92	0	**471**	0	12	3	16	0	**31**	0	57	4	72	0	**133**	0	**1093**
5:45PM	64	322	22	0	**408**	0	21	346	86	0	**453**	0	20	2	17	0	**39**	0	65	2	63	0	**130**	0	**1030**
6:00PM	55	356	26	0	**437**	0	26	371	94	0	**491**	0	6	1	10	0	**17**	0	57	1	62	0	**120**	0	**1065**
Total	227	1459	105	0	**1791**	1	78	1445	364	0	**1887**	0	44	7	58	0	**109**	0	251	14	257	0	**522**	1	**4309**
% Approach	12.7%	81.5%	5.9%	0%	**-**	-	4.1%	76.6%	19.3%	0%	**-**	-	40.4%	6.4%	53.2%	0%	**-**	-	48.1%	2.7%	49.2%	0%	**-**	-	-
% Total	5.3%	33.9%	2.4%	0%	**41.6%**	-	1.8%	33.5%	8.4%	0%	**43.8%**	-	1.0%	0.2%	1.3%	0%	**2.5%**	-	5.8%	0.3%	6.0%	0%	**12.1%**	-	-
PHF	0.887	0.890	0.875	-	**0.918**	-	0.750	0.974	0.968	-	**0.961**	-	0.550	0.583	0.853	-	**0.699**	-	0.872	0.500	0.892	-	**0.939**	-	0.961
Lights	226	1426	104	0	**1756**	-	78	1432	364	0	**1874**	-	44	7	57	0	**108**	-	246	14	256	0	**516**	-	4254
% Lights	99.6%	97.7%	99.0%	0%	**98.0%**	-	100%	99.1%	100%	0%	**99.3%**	-	100%	100%	98.3%	0%	**99.1%**	-	98.0%	100%	99.6%	0%	**98.9%**	-	98.7%
Articulated Trucks	0	7	0	0	**7**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	11
% Articulated Trucks	0%	0.5%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	1	26	1	0	**28**	-	0	9	0	0	**9**	-	0	0	1	0	**1**	-	5	0	1	0	**6**	-	44
% Buses and Single-Unit Trucks	0.4%	1.8%	1.0%	0%	**1.6%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	1.7%	0%	**0.9%**	-	2.0%	0%	0.4%	0%	**1.1%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Carriage Hills Blvd at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (5:15 PM - 6:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644686, Location: 30.231137, -95.501328

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



People's Road at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644687, Location: 30.235353, -95.478069

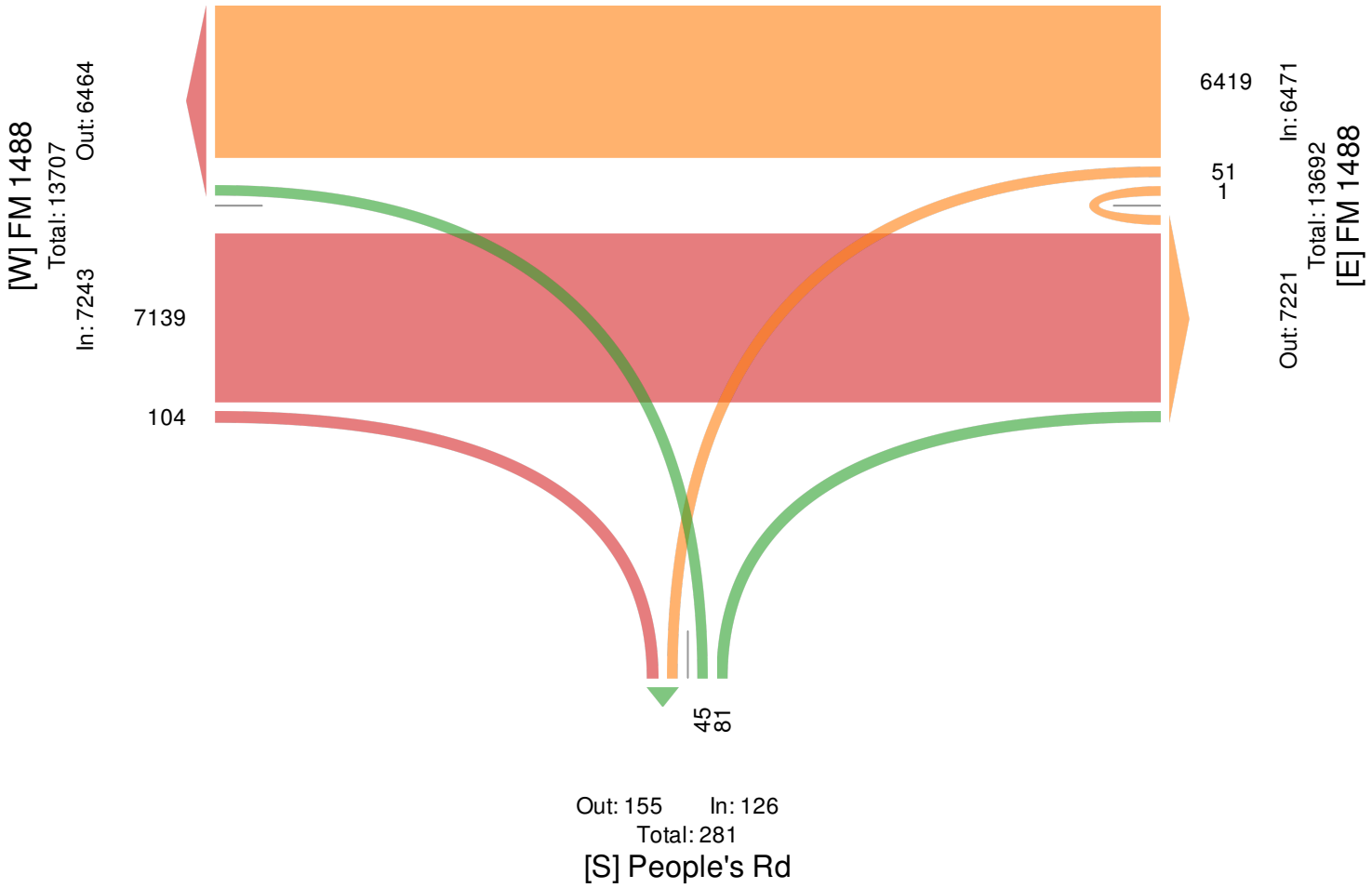
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					People's Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	466	4	0	**470**	0	1	284	0	**285**	0	2	3	0	**5**	0	**760**
7:15AM	485	12	0	**497**	0	1	320	0	**321**	0	7	5	0	**12**	0	**830**
7:30AM	454	7	0	**461**	0	5	387	0	**392**	0	3	3	0	**6**	0	**859**
7:45AM	503	11	0	**514**	0	5	395	0	**400**	0	1	2	0	**3**	0	**917**
Hourly Total	1908	34	0	**1942**	0	12	1386	0	**1398**	0	13	13	0	**26**	0	**3366**
8:00AM	498	14	0	**512**	0	3	410	0	**413**	0	2	6	0	**8**	0	**933**
8:15AM	444	5	0	**449**	0	3	365	0	**368**	0	3	6	0	**9**	0	**826**
8:30AM	443	9	0	**452**	0	1	360	0	**361**	0	3	3	0	**6**	0	**819**
8:45AM	437	3	0	**440**	0	4	317	0	**321**	0	2	5	0	**7**	0	**768**
Hourly Total	1822	31	0	**1853**	0	11	1452	0	**1463**	0	10	20	0	**30**	0	**3346**
4:15PM	404	5	0	**409**	0	4	476	0	**480**	0	3	7	0	**10**	0	**899**
4:30PM	397	4	0	**401**	0	4	423	0	**427**	0	4	6	0	**10**	0	**838**
4:45PM	440	3	0	**443**	0	5	434	0	**439**	0	5	4	0	**9**	0	**891**
Hourly Total	1241	12	0	**1253**	0	13	1333	0	**1346**	0	12	17	0	**29**	0	**2628**
5:00PM	417	7	0	**424**	0	4	491	0	**495**	0	2	6	0	**8**	0	**927**
5:15PM	502	5	0	**507**	0	1	468	1	**470**	0	1	4	0	**5**	0	**982**
5:30PM	418	7	0	**425**	0	4	433	0	**437**	0	3	7	0	**10**	0	**872**
5:45PM	436	6	0	**442**	0	4	427	0	**431**	0	2	10	0	**12**	0	**885**
Hourly Total	1773	25	0	**1798**	0	13	1819	1	**1833**	0	8	27	0	**35**	0	**3666**
6:00PM	395	2	0	**397**	0	2	429	0	**431**	0	2	4	0	**6**	0	**834**
Hourly Total	395	2	0	**397**	0	2	429	0	**431**	0	2	4	0	**6**	0	**834**
Total	7139	104	0	**7243**	0	51	6419	1	**6471**	0	45	81	0	**126**	0	**13840**
% Approach	98.6%	1.4%	0%	**-**	-	0.8%	99.2%	0%	**-**	-	35.7%	64.3%	0%	**-**	-	-
% Total	51.6%	0.8%	0%	**52.3%**	-	0.4%	46.4%	0%	**46.8%**	-	0.3%	0.6%	0%	**0.9%**	-	-
Lights	6970	103	0	**7073**	-	46	6287	1	**6334**	-	43	77	0	**120**	-	13527
% Lights	97.6%	99.0%	0%	**97.7%**	-	90.2%	97.9%	100%	**97.9%**	-	95.6%	95.1%	0%	**95.2%**	-	97.7%
Articulated Trucks	52	0	0	**52**	-	0	46	0	**46**	-	0	1	0	**1**	-	99
% Articulated Trucks	0.7%	0%	0%	**0.7%**	-	0%	0.7%	0%	**0.7%**	-	0%	1.2%	0%	**0.8%**	-	0.7%
Buses and Single-Unit Trucks	117	1	0	**118**	-	5	86	0	**91**	-	2	3	0	**5**	-	214
% Buses and Single-Unit Trucks	1.6%	1.0%	0%	**1.6%**	-	9.8%	1.3%	0%	**1.4%**	-	4.4%	3.7%	0%	**4.0%**	-	1.5%
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

People's Road at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644687, Location: 30.235353, -95.478069

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



People's Road at FM 1488 - TMC
Wed Mar 27, 2019
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: 644687, Location: 30.235353, -95.478069

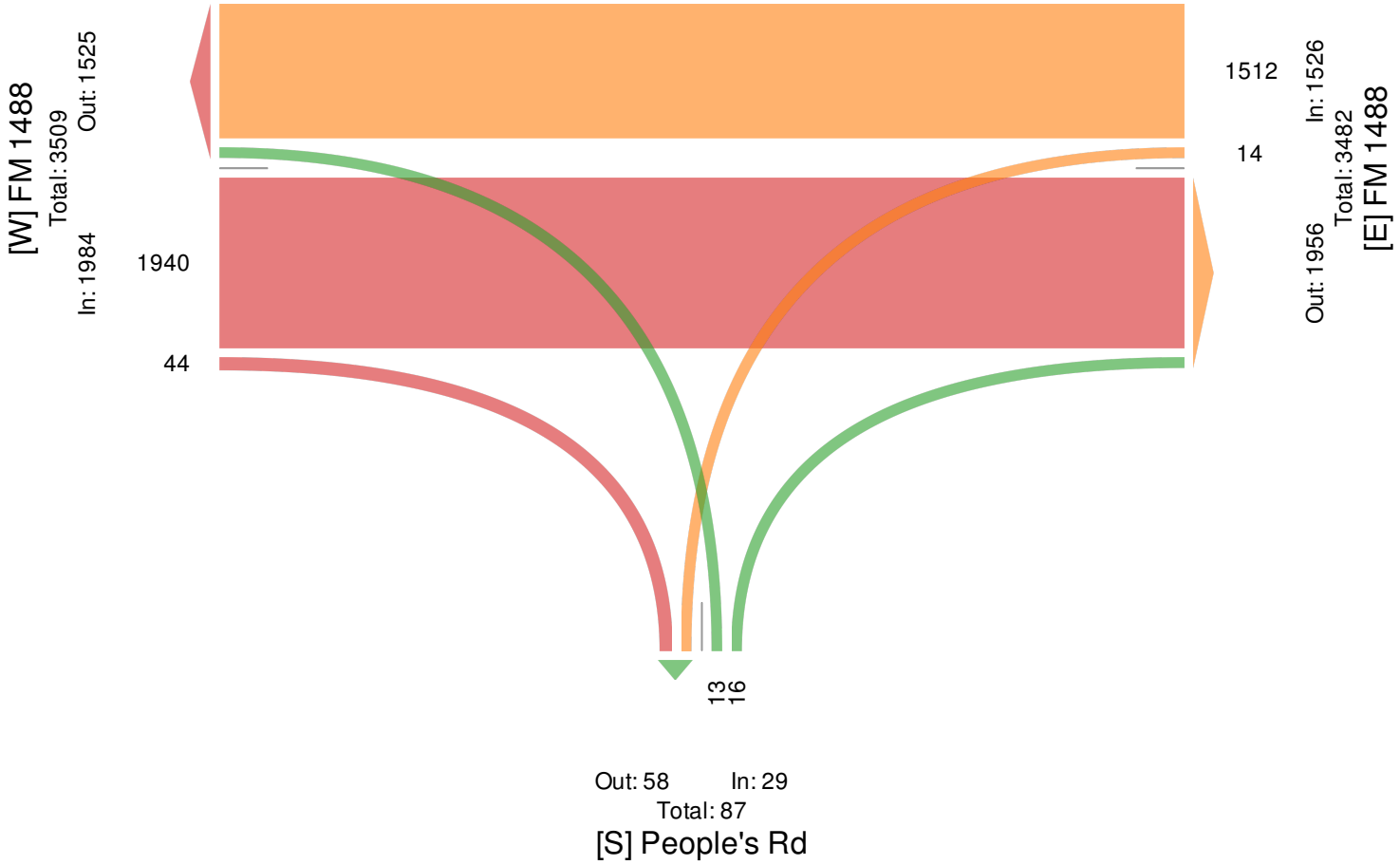
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					People's Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:15AM	485	12	0	**497**	0	1	320	0	**321**	0	7	5	0	**12**	0	**830**
7:30AM	454	7	0	**461**	0	5	387	0	**392**	0	3	3	0	**6**	0	**859**
7:45AM	503	11	0	**514**	0	5	395	0	**400**	0	1	2	0	**3**	0	**917**
8:00AM	498	14	0	**512**	0	3	410	0	**413**	0	2	6	0	**8**	0	**933**
Total	1940	44	0	**1984**	0	14	1512	0	**1526**	0	13	16	0	**29**	0	**3539**
% Approach	97.8%	2.2%	0%	**-**	-	0.9%	99.1%	0%	**-**	-	44.8%	55.2%	0%	**-**	-	-
% Total	54.8%	1.2%	0%	**56.1%**	-	0.4%	42.7%	0%	**43.1%**	-	0.4%	0.5%	0%	**0.8%**	-	-
PHF	0.964	0.786	-	**0.965**	-	0.700	0.922	-	**0.924**	-	0.464	0.667	-	**0.604**	-	0.948
Lights	1901	43	0	**1944**	-	13	1465	0	**1478**	-	12	15	0	**27**	-	3449
% Lights	98.0%	97.7%	0%	**98.0%**	-	92.9%	96.9%	0%	**96.9%**	-	92.3%	93.8%	0%	**93.1%**	-	97.5%
Articulated Trucks	11	0	0	**11**	-	0	13	0	**13**	-	0	0	0	**0**	-	24
% Articulated Trucks	0.6%	0%	0%	**0.6%**	-	0%	0.9%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	28	1	0	**29**	-	1	34	0	**35**	-	1	1	0	**2**	-	66
% Buses and Single-Unit Trucks	1.4%	2.3%	0%	**1.5%**	-	7.1%	2.2%	0%	**2.3%**	-	7.7%	6.3%	0%	**6.9%**	-	1.9%
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

People's Road at FM 1488 - TMC
Wed Mar 27, 2019
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: 644687, Location: 30.235353, -95.478069

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



People's Road at FM 1488 - TMC

Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644687, Location: 30.235353, -95.478069

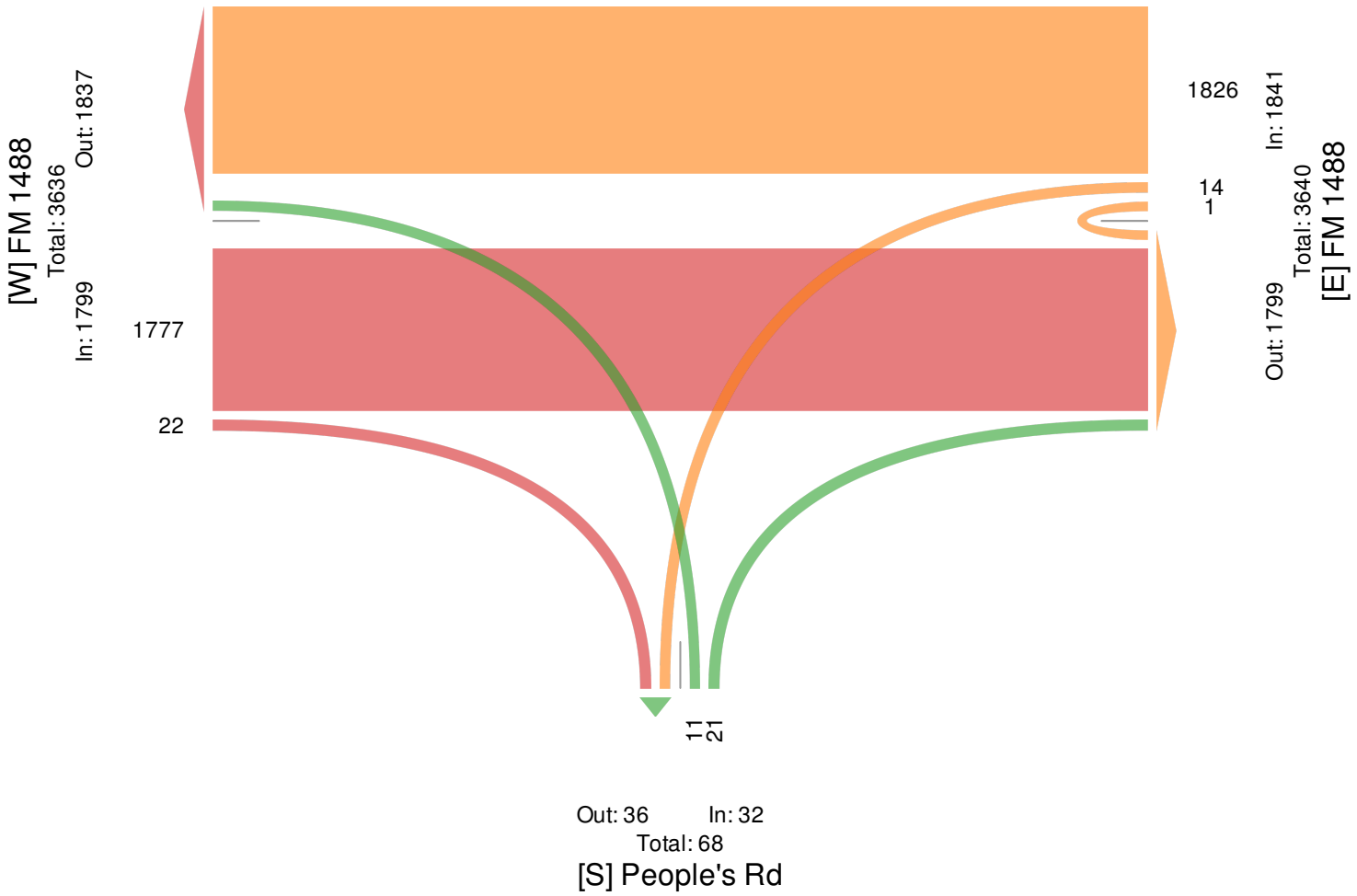
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					People's Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	440	3	0	**443**	0	5	434	0	**439**	0	5	4	0	**9**	0	**891**
5:00PM	417	7	0	**424**	0	4	491	0	**495**	0	2	6	0	**8**	0	**927**
5:15PM	502	5	0	**507**	0	1	468	1	**470**	0	1	4	0	**5**	0	**982**
5:30PM	418	7	0	**425**	0	4	433	0	**437**	0	3	7	0	**10**	0	**872**
Total	1777	22	0	**1799**	0	14	1826	1	**1841**	0	11	21	0	**32**	0	**3672**
% Approach	98.8%	1.2%	0%	**-**	-	0.8%	99.2%	0.1%	**-**	-	34.4%	65.6%	0%	**-**	-	-
% Total	48.4%	0.6%	0%	**49.0%**	-	0.4%	49.7%	0%	**50.1%**	-	0.3%	0.6%	0%	**0.9%**	-	-
PHF	0.885	0.786	-	**0.887**	-	0.700	0.930	0.250	**0.930**	-	0.550	0.750	-	**0.800**	-	0.935
Lights	1732	22	0	**1754**	-	12	1808	1	**1821**	-	10	20	0	**30**	-	3605
% Lights	97.5%	100%	0%	**97.5%**	-	85.7%	99.0%	100%	**98.9%**	-	90.9%	95.2%	0%	**93.8%**	-	98.2%
Articulated Trucks	12	0	0	**12**	-	0	7	0	**7**	-	0	0	0	**0**	-	19
% Articulated Trucks	0.7%	0%	0%	**0.7%**	-	0%	0.4%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	33	0	0	**33**	-	2	11	0	**13**	-	1	1	0	**2**	-	48
% Buses and Single-Unit Trucks	1.9%	0%	0%	**1.8%**	-	14.3%	0.6%	0%	**0.7%**	-	9.1%	4.8%	0%	**6.3%**	-	1.3%
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

People's Road at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644687, Location: 30.235353, -95.478069

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



Mansions Blvd at FM 1488 - TMC

Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644689, Location: 30.236558, -95.469221

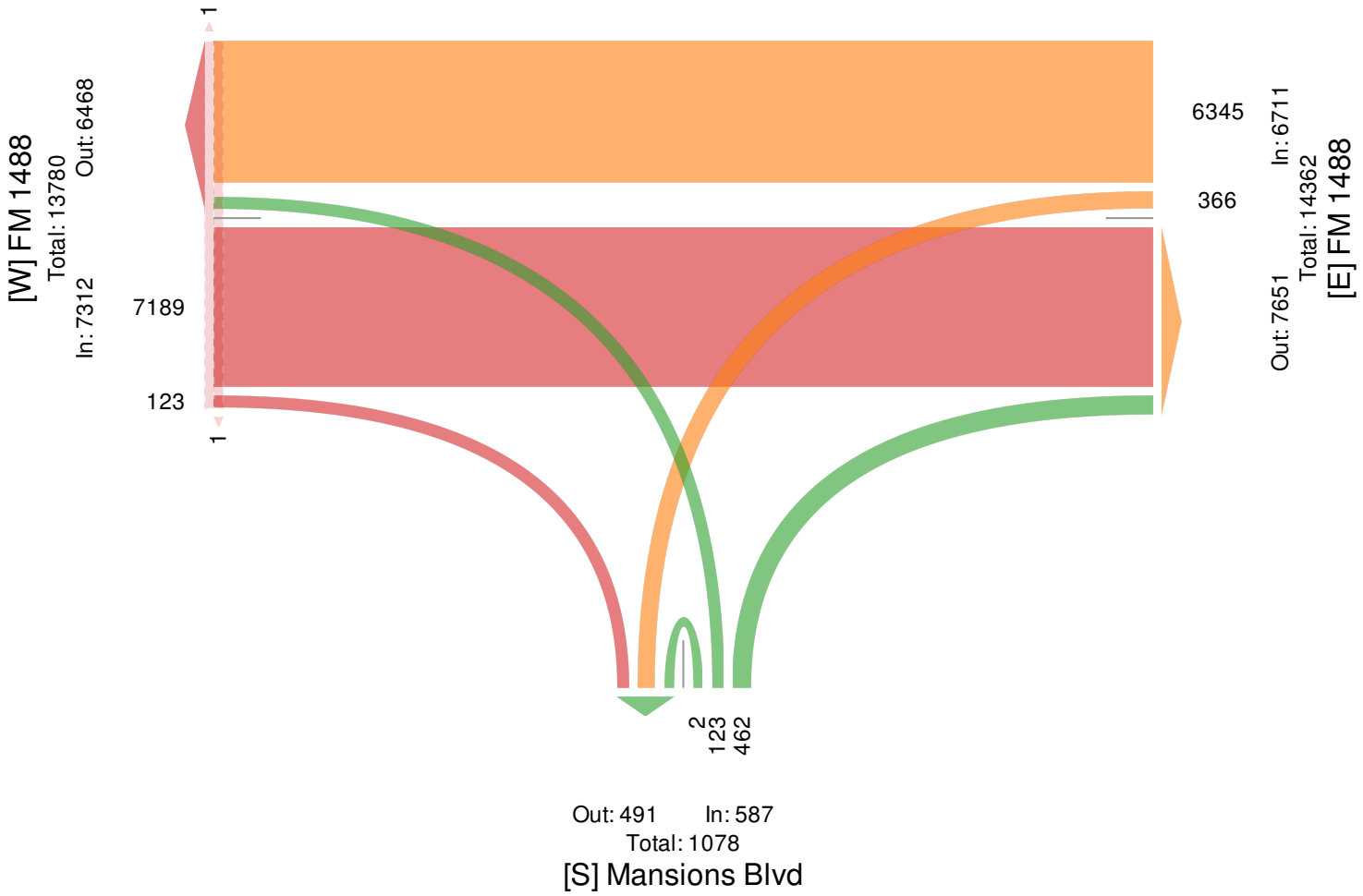
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Mansions Blvd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	498	3	0	**501**	0	10	273	0	**283**	0	4	39	0	**43**	0	**827**
7:15AM	471	3	0	**474**	0	10	319	0	**329**	0	14	51	0	**65**	0	**868**
7:30AM	486	1	0	**487**	0	7	369	0	**376**	0	17	39	1	**57**	0	**920**
7:45AM	511	8	0	**519**	0	11	370	0	**381**	0	12	43	0	**55**	0	**955**
Hourly Total	1966	15	0	**1981**	0	38	1331	0	**1369**	0	47	172	1	**220**	0	**3570**
8:00AM	502	3	0	**505**	0	3	429	0	**432**	0	5	33	0	**38**	0	**975**
8:15AM	428	4	0	**432**	0	7	357	0	**364**	0	8	27	0	**35**	0	**831**
8:30AM	473	5	0	**478**	0	10	372	0	**382**	0	3	24	1	**28**	0	**888**
8:45AM	436	6	0	**442**	0	14	302	0	**316**	0	5	29	0	**34**	0	**792**
Hourly Total	1839	18	0	**1857**	0	34	1460	0	**1494**	0	21	113	1	**135**	0	**3486**
4:15PM	421	6	0	**427**	0	33	464	0	**497**	0	8	24	0	**32**	0	**956**
4:30PM	396	14	0	**410**	2	37	434	0	**471**	0	3	18	0	**21**	0	**902**
4:45PM	417	10	0	**427**	0	34	435	0	**469**	0	5	20	0	**25**	0	**921**
Hourly Total	1234	30	0	**1264**	2	104	1333	0	**1437**	0	16	62	0	**78**	0	**2779**
5:00PM	433	14	0	**447**	0	39	497	0	**536**	0	1	25	0	**26**	0	**1009**
5:15PM	475	10	0	**485**	0	41	461	0	**502**	0	7	21	0	**28**	0	**1015**
5:30PM	437	14	0	**451**	0	32	429	0	**461**	0	5	29	0	**34**	0	**946**
5:45PM	388	13	0	**401**	0	45	421	0	**466**	0	12	21	0	**33**	0	**900**
Hourly Total	1733	51	0	**1784**	0	157	1808	0	**1965**	0	25	96	0	**121**	0	**3870**
6:00PM	417	9	0	**426**	0	33	413	0	**446**	0	14	19	0	**33**	0	**905**
Hourly Total	417	9	0	**426**	0	33	413	0	**446**	0	14	19	0	**33**	0	**905**
Total	7189	123	0	**7312**	2	366	6345	0	**6711**	0	123	462	2	**587**	0	**14610**
% Approach	98.3%	1.7%	0%	**-**	-	5.5%	94.5%	0%	**-**	-	21.0%	78.7%	0.3%	**-**	-	-
% Total	49.2%	0.8%	0%	**50.0%**	-	2.5%	43.4%	0%	**45.9%**	-	0.8%	3.2%	0%	**4.0%**	-	-
Lights	7014	120	0	**7134**	-	361	6202	0	**6563**	-	119	457	2	**578**	-	14275
% Lights	97.6%	97.6%	0%	**97.6%**	-	98.6%	97.7%	0%	**97.8%**	-	96.7%	98.9%	100%	**98.5%**	-	97.7%
Articulated Trucks	54	0	0	**54**	-	0	48	0	**48**	-	0	0	0	**0**	-	102
% Articulated Trucks	0.8%	0%	0%	**0.7%**	-	0%	0.8%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	121	3	0	**124**	-	5	95	0	**100**	-	4	5	0	**9**	-	233
% Buses and Single-Unit Trucks	1.7%	2.4%	0%	**1.7%**	-	1.4%	1.5%	0%	**1.5%**	-	3.3%	1.1%	0%	**1.5%**	-	1.6%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

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

Mansions Blvd at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644689, Location: 30.236558, -95.469221

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



Mansions Blvd at FM 1488 - TMC
Wed Mar 27, 2019
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: 644689, Location: 30.236558, -95.469221

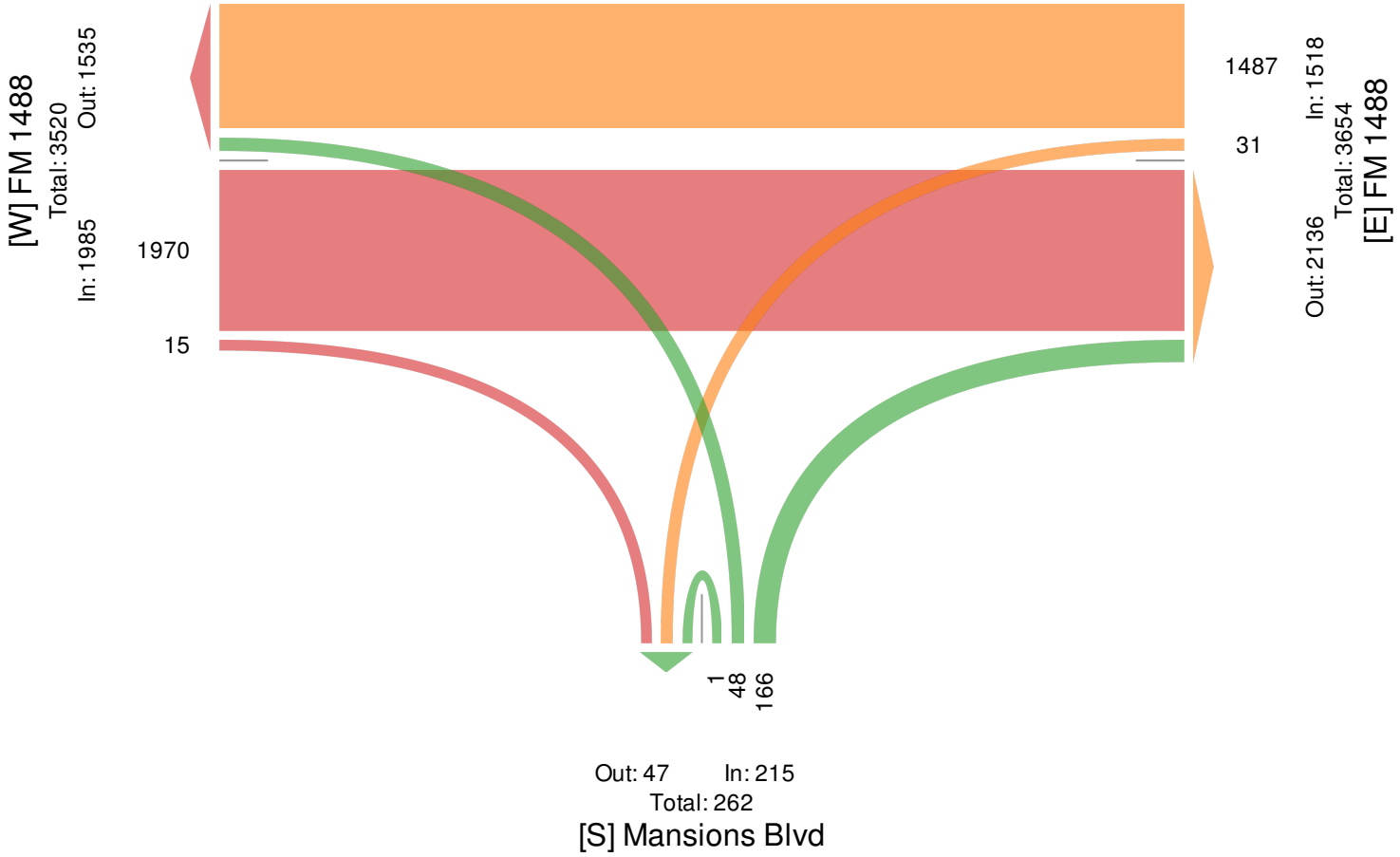
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Mansions Blvd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 7:15AM	471	3	0	**474**	0	10	319	0	**329**	0	14	51	0	**65**	0	**868**
7:30AM	486	1	0	**487**	0	7	369	0	**376**	0	17	39	1	**57**	0	**920**
7:45AM	511	8	0	**519**	0	11	370	0	**381**	0	12	43	0	**55**	0	**955**
8:00AM	502	3	0	**505**	0	3	429	0	**432**	0	5	33	0	**38**	0	**975**
Total	1970	15	0	**1985**	0	31	1487	0	**1518**	0	48	166	1	**215**	0	**3718**
% Approach	99.2%	0.8%	0%	**-**	-	2.0%	98.0%	0%	**-**	-	22.3%	77.2%	0.5%	**-**	-	-
% Total	53.0%	0.4%	0%	**53.4%**	-	0.8%	40.0%	0%	**40.8%**	-	1.3%	4.5%	0%	**5.8%**	-	-
PHF	0.964	0.469	-	**0.956**	-	0.705	0.867	-	**0.878**	-	0.706	0.814	0.250	**0.827**	-	0.953
Lights	1933	14	0	**1947**	-	30	1440	0	**1470**	-	45	165	1	**211**	-	3628
% Lights	98.1%	93.3%	0%	**98.1%**	-	96.8%	96.8%	0%	**96.8%**	-	93.8%	99.4%	100%	**98.1%**	-	97.6%
Articulated Trucks	10	0	0	**10**	-	0	13	0	**13**	-	0	0	0	**0**	-	23
% Articulated Trucks	0.5%	0%	0%	**0.5%**	-	0%	0.9%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	27	1	0	**28**	-	1	34	0	**35**	-	3	1	0	**4**	-	67
% Buses and Single-Unit Trucks	1.4%	6.7%	0%	**1.4%**	-	3.2%	2.3%	0%	**2.3%**	-	6.3%	0.6%	0%	**1.9%**	-	1.8%
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

Mansions Blvd at FM 1488 - TMC
Wed Mar 27, 2019
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: 644689, Location: 30.236558, -95.469221

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



Mansions Blvd at FM 1488 - TMC

Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644689, Location: 30.236558, -95.469221

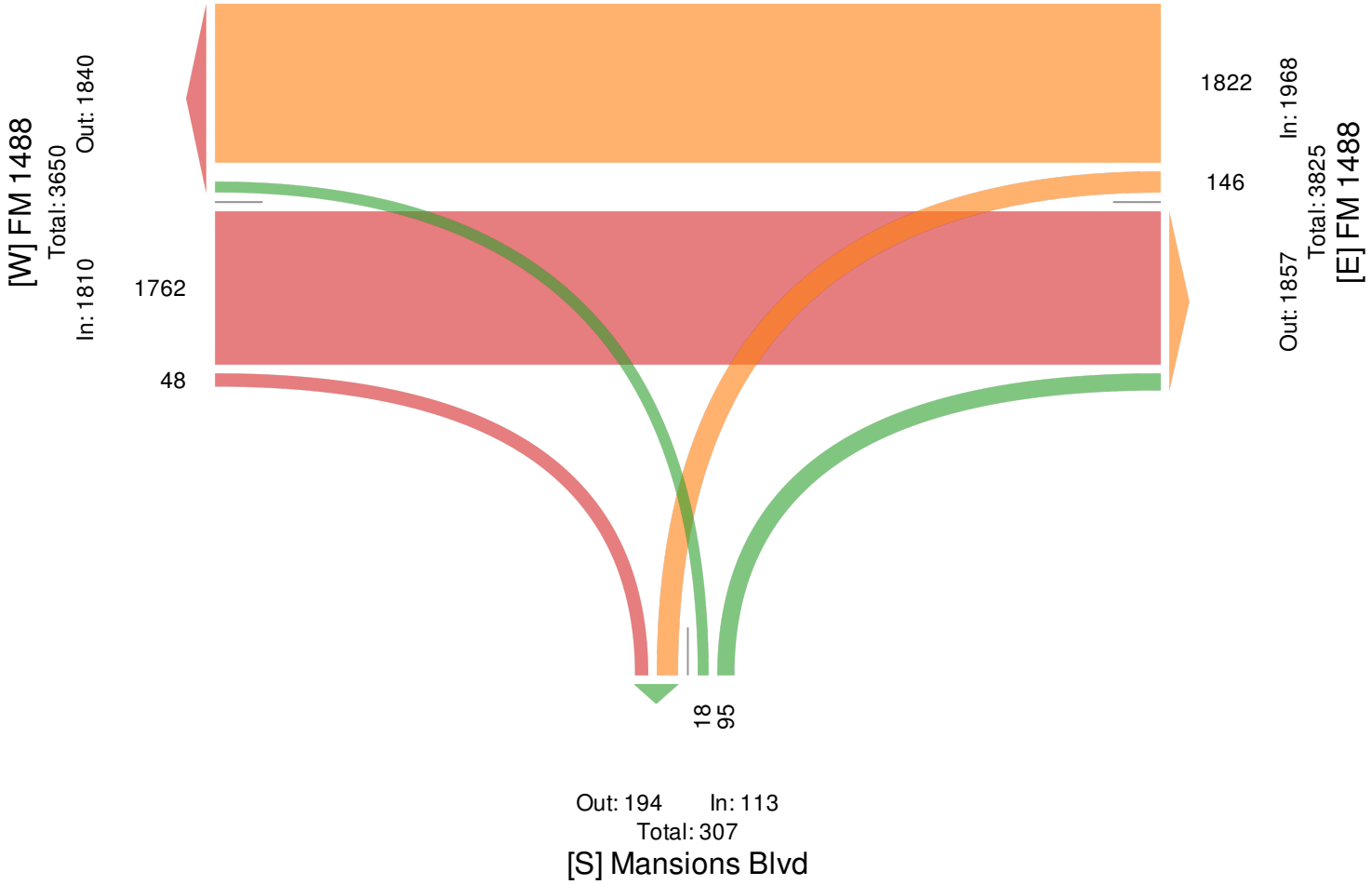
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 1488 Eastbound					FM 1488 Westbound					Mansions Blvd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	417	10	0	**427**	0	34	435	0	**469**	0	5	20	0	**25**	0	**921**
5:00PM	433	14	0	**447**	0	39	497	0	**536**	0	1	25	0	**26**	0	**1009**
5:15PM	475	10	0	**485**	0	41	461	0	**502**	0	7	21	0	**28**	0	**1015**
5:30PM	437	14	0	**451**	0	32	429	0	**461**	0	5	29	0	**34**	0	**946**
Total	1762	48	0	**1810**	0	146	1822	0	**1968**	0	18	95	0	**113**	0	**3891**
% Approach	97.3%	2.7%	0%	**-**	-	7.4%	92.6%	0%	**-**	-	15.9%	84.1%	0%	**-**	-	-
% Total	45.3%	1.2%	0%	**46.5%**	-	3.8%	46.8%	0%	**50.6%**	-	0.5%	2.4%	0%	**2.9%**	-	-
PHF	0.927	0.857	-	**0.933**	-	0.890	0.916	-	**0.918**	-	0.643	0.819	-	**0.831**	-	0.958
Lights	1717	48	0	**1765**	-	144	1802	0	**1946**	-	17	93	0	**110**	-	3821
% Lights	97.4%	100%	0%	**97.5%**	-	98.6%	98.9%	0%	**98.9%**	-	94.4%	97.9%	0%	**97.3%**	-	98.2%
Articulated Trucks	13	0	0	**13**	-	0	8	0	**8**	-	0	0	0	**0**	-	21
% Articulated Trucks	0.7%	0%	0%	**0.7%**	-	0%	0.4%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	32	0	0	**32**	-	2	12	0	**14**	-	1	2	0	**3**	-	49
% Buses and Single-Unit Trucks	1.8%	0%	0%	**1.8%**	-	1.4%	0.7%	0%	**0.7%**	-	5.6%	2.1%	0%	**2.7%**	-	1.3%
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

Mansions Blvd at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644689, Location: 30.236558, -95.469221

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



Woodland Apt Driveway at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644690, Location: 30.236533, -95.463458

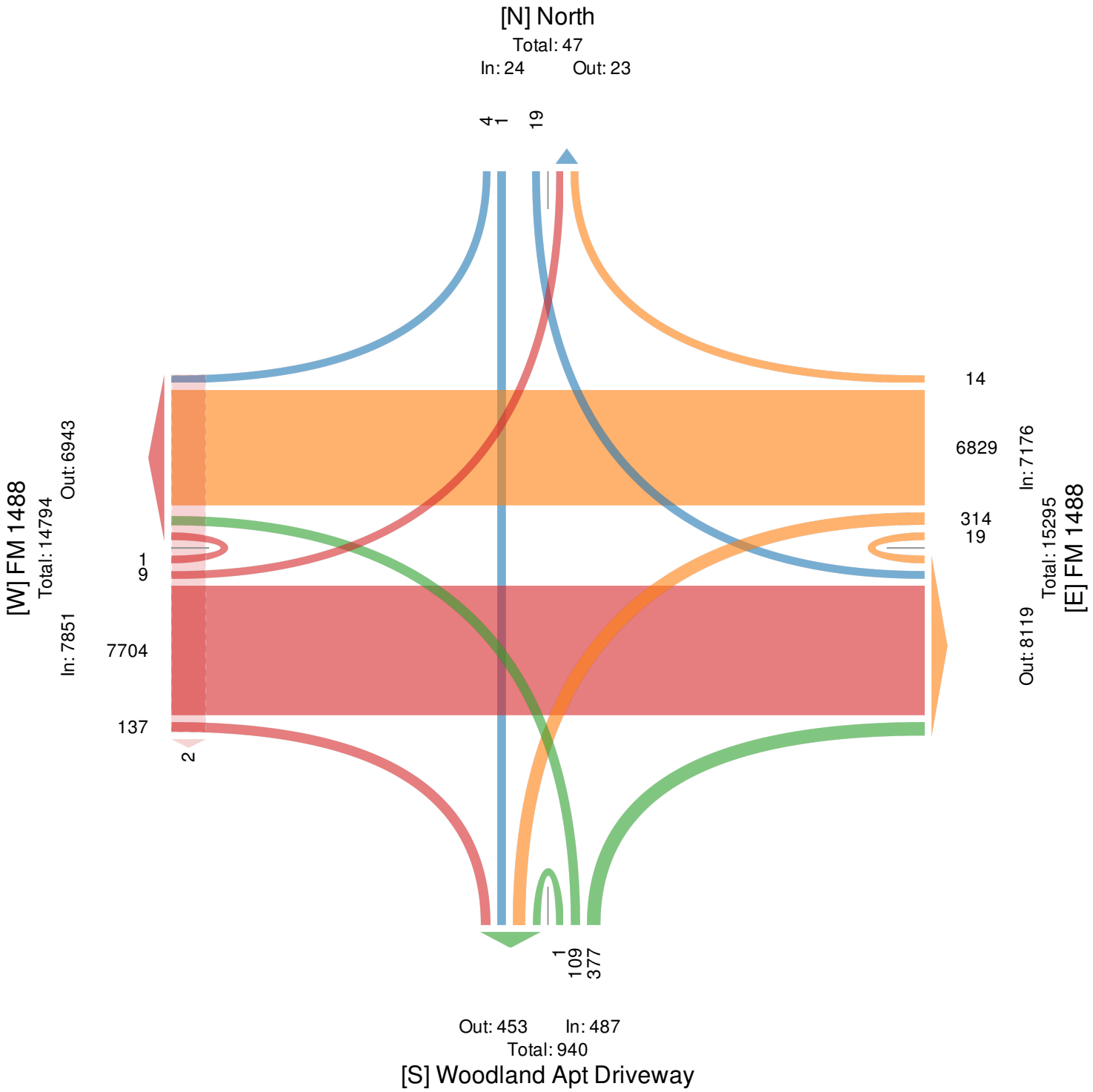
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Woodland Apt Driveway						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	0	552	1	0	**553**	0	9	283	1	0	**293**	0	3	0	30	1	**34**	0	1	0	0	0	**1**	0	**881**
7:15AM	0	536	5	0	**541**	0	10	340	0	0	**350**	0	6	0	26	0	**32**	0	0	0	1	0	**1**	0	**924**
7:30AM	0	527	6	0	**533**	0	8	366	0	2	**376**	0	8	0	31	0	**39**	0	0	0	0	0	**0**	0	**948**
7:45AM	0	540	7	0	**547**	0	11	405	0	0	**416**	0	4	0	30	0	**34**	0	0	0	0	0	**0**	0	**997**
Hourly Total	0	2155	19	0	**2174**	0	38	1394	1	2	**1435**	0	21	0	117	1	**139**	0	1	0	1	0	**2**	0	**3750**
8:00AM	0	532	17	0	**549**	0	17	413	0	2	**432**	0	3	0	13	0	**16**	0	0	0	0	0	**0**	0	**997**
8:15AM	0	460	15	0	**475**	0	23	383	3	1	**410**	0	10	0	41	0	**51**	0	2	1	0	0	**3**	0	**939**
8:30AM	0	520	14	0	**534**	0	22	371	0	0	**393**	0	11	0	29	0	**40**	0	0	0	0	0	**0**	0	**967**
8:45AM	1	485	10	0	**496**	0	17	316	1	0	**334**	0	8	0	41	0	**49**	0	0	0	0	0	**0**	0	**879**
Hourly Total	1	1997	56	0	**2054**	0	79	1483	4	3	**1569**	0	32	0	124	0	**156**	0	2	1	0	0	**3**	0	**3782**
4:15PM	0	432	9	1	**442**	0	17	483	0	2	**502**	0	9	0	16	0	**25**	0	0	0	0	0	**0**	0	**969**
4:30PM	0	431	7	0	**438**	2	23	495	2	2	**522**	0	6	0	11	0	**17**	0	2	0	0	0	**2**	0	**979**
4:45PM	0	409	7	0	**416**	0	30	493	1	3	**527**	0	8	0	21	0	**29**	0	3	0	0	0	**3**	0	**975**
Hourly Total	0	1272	23	1	**1296**	2	70	1471	3	7	**1551**	0	23	0	48	0	**71**	0	5	0	0	0	**5**	0	**2923**
5:00PM	1	476	7	0	**484**	0	30	572	4	0	**606**	0	5	0	19	0	**24**	0	5	0	0	0	**5**	0	**1119**
5:15PM	4	479	9	0	**492**	0	22	508	0	1	**531**	0	7	0	18	0	**25**	0	0	0	1	0	**1**	0	**1049**
5:30PM	3	469	10	0	**482**	0	25	496	1	3	**525**	0	8	0	17	0	**25**	0	3	0	2	0	**5**	0	**1037**
5:45PM	0	408	6	0	**414**	0	31	462	1	2	**496**	0	9	0	18	0	**27**	0	1	0	0	0	**1**	0	**938**
Hourly Total	8	1832	32	0	**1872**	0	108	2038	6	6	**2158**	0	29	0	72	0	**101**	0	9	0	3	0	**12**	0	**4143**
6:00PM	0	448	7	0	**455**	0	19	443	0	1	**463**	0	4	0	16	0	**20**	0	2	0	0	0	**2**	0	**940**
Hourly Total	0	448	7	0	**455**	0	19	443	0	1	**463**	0	4	0	16	0	**20**	0	2	0	0	0	**2**	0	**940**
Total	9	7704	137	1	**7851**	2	314	6829	14	19	**7176**	0	109	0	377	1	**487**	0	19	1	4	0	**24**	0	**15538**
% Approach	0.1%	98.1%	1.7%	0%	**-**	-	4.4%	95.2%	0.2%	0.3%	**-**	-	22.4%	0%	77.4%	0.2%	**-**	-	79.2%	4.2%	16.7%	0%	**-**	-	-
% Total	0.1%	49.6%	0.9%	0%	**50.5%**	-	2.0%	44.0%	0.1%	0.1%	**46.2%**	-	0.7%	0%	2.4%	0%	**3.1%**	-	0.1%	0%	0%	0%	**0.2%**	-	-
Lights	9	7529	132	1	**7671**	-	309	6682	13	19	**7023**	-	103	0	374	1	**478**	-	19	1	4	0	**24**	-	15196
% Lights	100%	97.7%	96.4%	100%	**97.7%**	-	98.4%	97.8%	92.9%	100%	**97.9%**	-	94.5%	0%	99.2%	100%	**98.2%**	-	100%	100%	100%	0%	**100%**	-	97.8%
Articulated Trucks	0	54	0	0	**54**	-	0	49	0	0	**49**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	103
% Articulated Trucks	0%	0.7%	0%	0%	**0.7%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	0	121	5	0	**126**	-	5	98	1	0	**104**	-	6	0	3	0	**9**	-	0	0	0	0	**0**	-	239
% Buses and Single-Unit Trucks	0%	1.6%	3.6%	0%	**1.6%**	-	1.6%	1.4%	7.1%	0%	**1.4%**	-	5.5%	0%	0.8%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	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

Woodland Apt Driveway at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644690, Location: 30.236533, -95.463458

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



Woodland Apt Driveway at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644690, Location: 30.236533, -95.463458

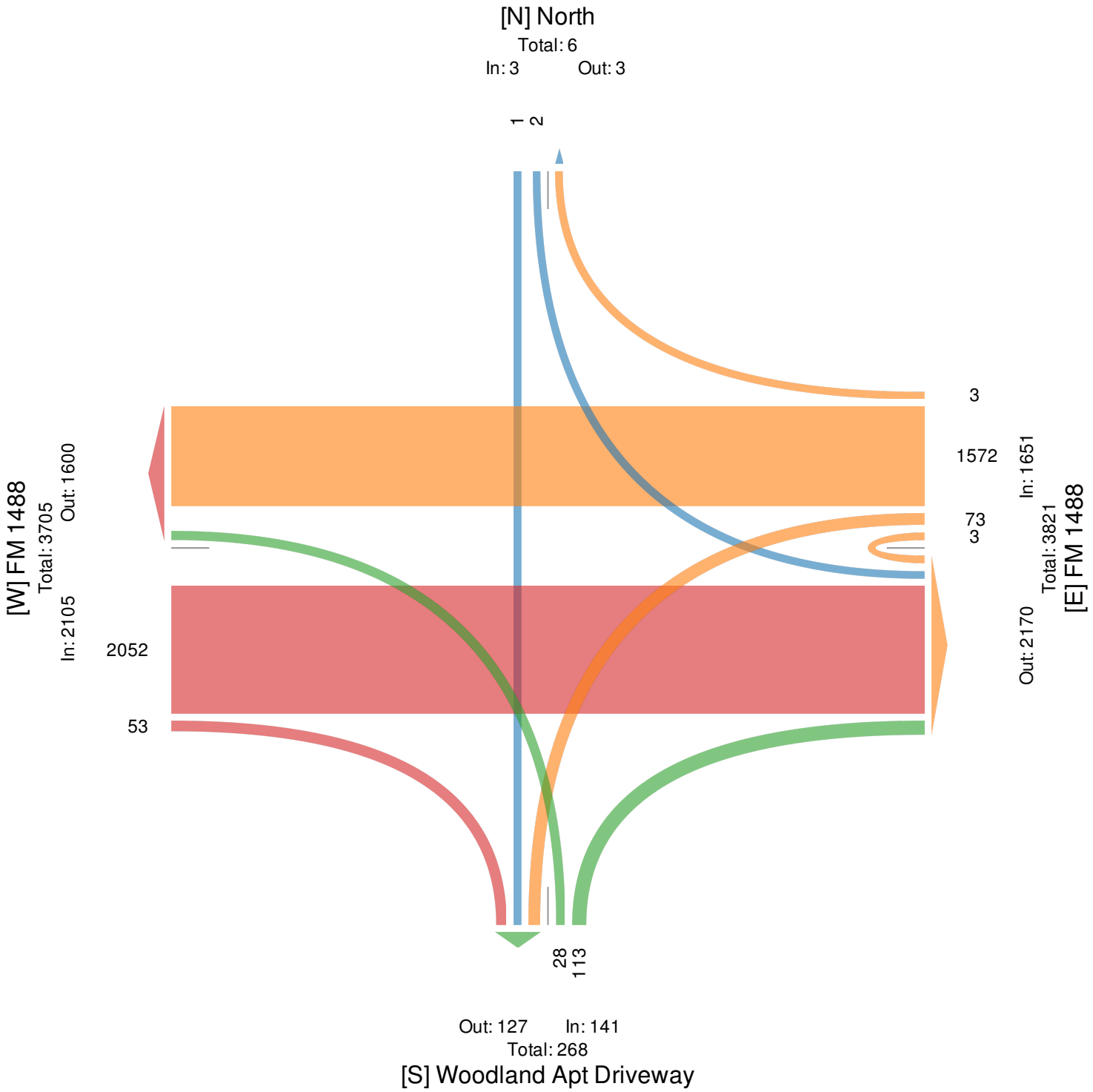
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Woodland Apt Driveway						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:45AM	0	540	7	0	**547**	0	11	405	0	0	**416**	0	4	0	30	0	**34**	0	0	0	0	0	**0**	0	**997**
8:00AM	0	532	17	0	**549**	0	17	413	0	2	**432**	0	3	0	13	0	**16**	0	0	0	0	0	**0**	0	**997**
8:15AM	0	460	15	0	**475**	0	23	383	3	1	**410**	0	10	0	41	0	**51**	0	2	1	0	0	**3**	0	**939**
8:30AM	0	520	14	0	**534**	0	22	371	0	0	**393**	0	11	0	29	0	**40**	0	0	0	0	0	**0**	0	**967**
Total	0	2052	53	0	**2105**	0	73	1572	3	3	**1651**	0	28	0	113	0	**141**	0	2	1	0	0	**3**	0	**3900**
% Approach	0%	97.5%	2.5%	0%	**-**	-	4.4%	95.2%	0.2%	0.2%	**-**	-	19.9%	0%	80.1%	0%	**-**	-	66.7%	33.3%	0%	0%	**-**	-	**-**
% Total	0%	52.6%	1.4%	0%	**54.0%**	-	1.9%	40.3%	0.1%	0.1%	**42.3%**	-	0.7%	0%	2.9%	0%	**3.6%**	-	0.1%	0%	0%	0%	**0.1%**	-	**-**
PHF	-	0.950	0.779	-	**0.959**	-	0.793	0.952	0.250	0.375	**0.955**	-	0.636	-	0.689	-	**0.691**	-	0.250	0.250	-	-	**0.250**	-	0.978
Lights	0	1997	52	0	**2049**	-	73	1519	3	3	**1598**	-	26	0	113	0	**139**	-	2	1	0	0	**3**	-	3789
% Lights	0%	97.3%	98.1%	0%	**97.3%**	-	100%	96.6%	100%	100%	**96.8%**	-	92.9%	0%	100%	0%	**98.6%**	-	100%	100%	0%	0%	**100%**	-	97.2%
Articulated Trucks	0	17	0	0	**17**	-	0	17	0	0	**17**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	34
% Articulated Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	0	38	1	0	**39**	-	0	36	0	0	**36**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	77
% Buses and Single-Unit Trucks	0%	1.9%	1.9%	0%	**1.9%**	-	0%	2.3%	0%	0%	**2.2%**	-	7.1%	0%	0%	0%	**1.4%**	-	0%	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

Woodland Apt Driveway at FM 1488 - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644690, Location: 30.236533, -95.463458

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



Woodland Apt Driveway at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644690, Location: 30.236533, -95.463458

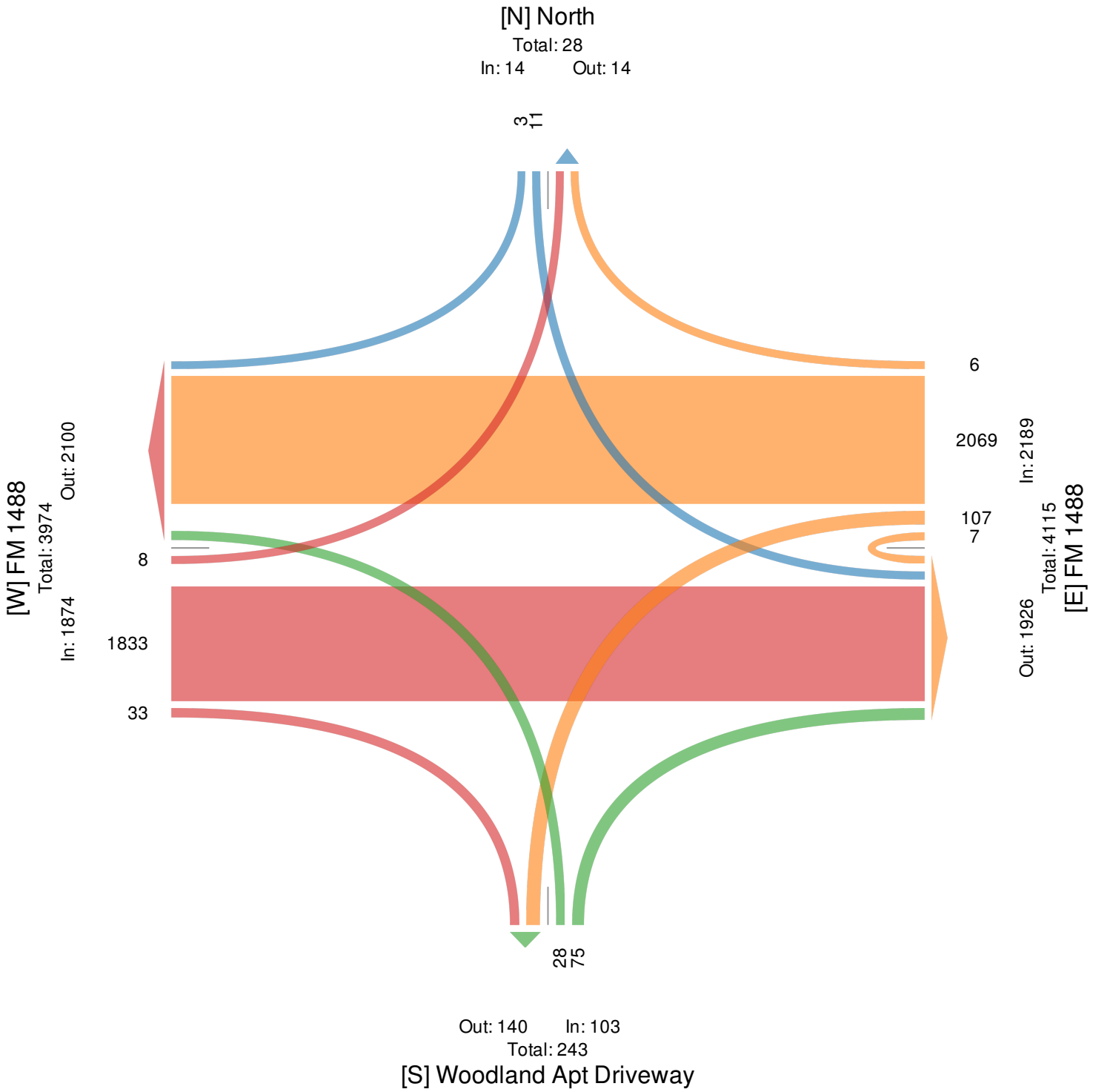
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Woodland Apt Driveway						North						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	0	409	7	0	**416**	0	30	493	1	3	**527**	0	8	0	21	0	**29**	0	3	0	0	0	**3**	0	**975**
5:00PM	1	476	7	0	**484**	0	30	572	4	0	**606**	0	5	0	19	0	**24**	0	5	0	0	0	**5**	0	**1119**
5:15PM	4	479	9	0	**492**	0	22	508	0	1	**531**	0	7	0	18	0	**25**	0	0	0	1	0	**1**	0	**1049**
5:30PM	3	469	10	0	**482**	0	25	496	1	3	**525**	0	8	0	17	0	**25**	0	3	0	2	0	**5**	0	**1037**
Total	8	1833	33	0	**1874**	0	107	2069	6	7	**2189**	0	28	0	75	0	**103**	0	11	0	3	0	**14**	0	**4180**
% Approach	0.4%	97.8%	1.8%	0%	**-**	-	4.9%	94.5%	0.3%	0.3%	**-**	-	27.2%	0%	72.8%	0%	**-**	-	78.6%	0%	21.4%	0%	**-**	-	**-**
% Total	0.2%	43.9%	0.8%	0%	**44.8%**	-	2.6%	49.5%	0.1%	0.2%	**52.4%**	-	0.7%	0%	1.8%	0%	**2.5%**	-	0.3%	0%	0.1%	0%	**0.3%**	-	**-**
PHF	0.500	0.957	0.825	-	**0.952**	-	0.892	0.904	0.375	0.583	**0.903**	-	0.875	-	0.893	-	**0.888**	-	0.550	-	0.375	-	**0.700**	-	0.934
Lights	8	1787	31	0	**1826**	-	106	2048	6	7	**2167**	-	27	0	73	0	**100**	-	11	0	3	0	**14**	-	4107
% Lights	100%	97.5%	93.9%	0%	**97.4%**	-	99.1%	99.0%	100%	100%	**99.0%**	-	96.4%	0%	97.3%	0%	**97.1%**	-	100%	0%	100%	0%	**100%**	-	98.3%
Articulated Trucks	0	12	0	0	**12**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	21
% Articulated Trucks	0%	0.7%	0%	0%	**0.6%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	0	34	2	0	**36**	-	1	12	0	0	**13**	-	1	0	2	0	**3**	-	0	0	0	0	**0**	-	52
% Buses and Single-Unit Trucks	0%	1.9%	6.1%	0%	**1.9%**	-	0.9%	0.6%	0%	0%	**0.6%**	-	3.6%	0%	2.7%	0%	**2.9%**	-	0%	0%	0%	0%	**0%**	-	1.2%
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

Woodland Apt Driveway at FM 1488 - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644690, Location: 30.236533, -95.463458

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



I-45 West Access Rd (W) - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644693, Location: 30.236647, -95.461304

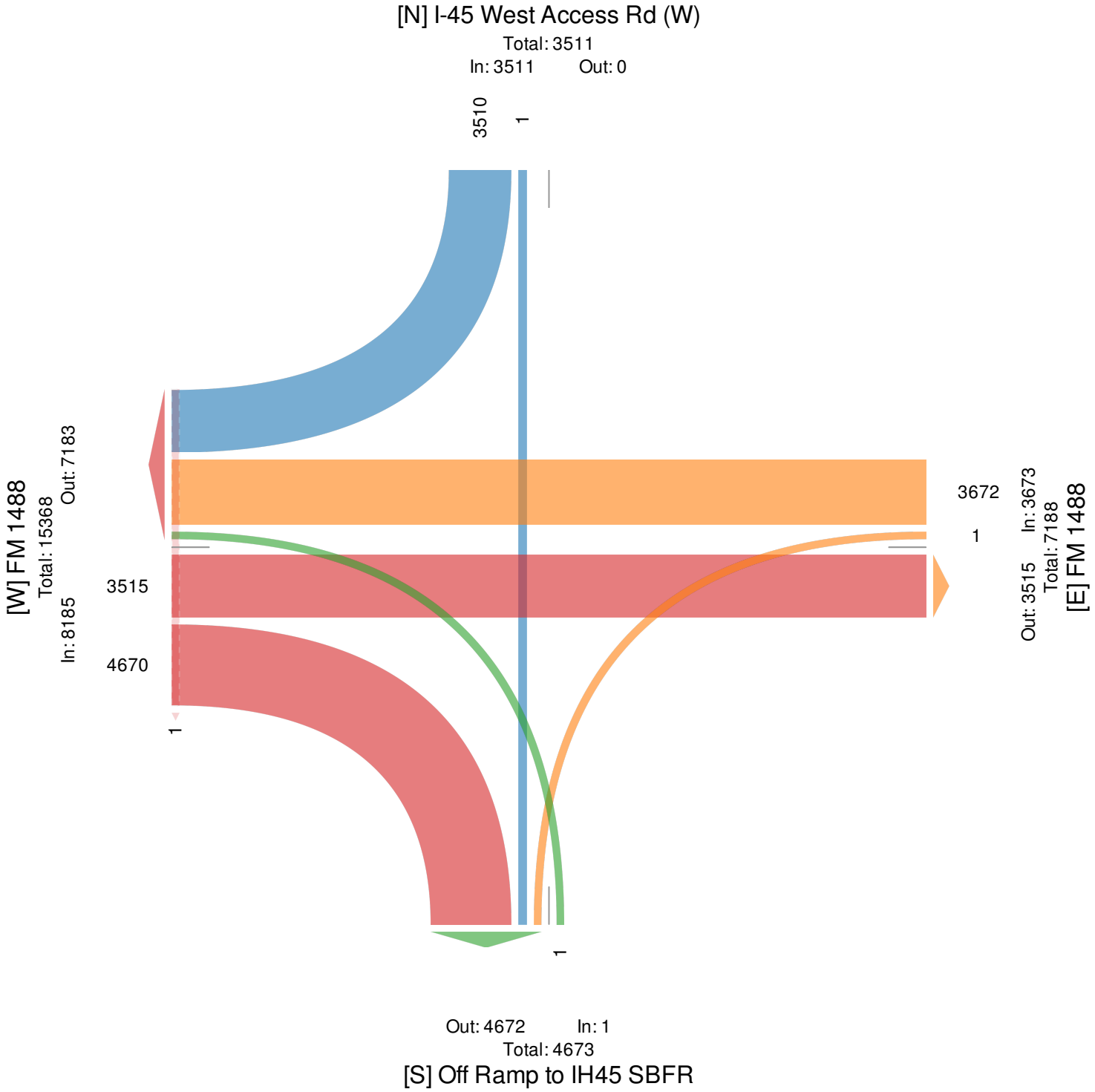
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Off Ramp to IH45 SBFR						I-45 West Access Rd (W)						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	0	186	418	0	**604**	0	0	126	0	0	**126**	0	0	0	0	0	**0**	0	0	0	162	0	**162**	0	**892**
7:15AM	0	204	368	0	**572**	0	0	199	0	0	**199**	0	0	0	0	0	**0**	0	0	0	160	0	**160**	0	**931**
7:30AM	0	206	360	0	**566**	0	0	178	0	0	**178**	0	0	0	0	0	**0**	0	0	0	199	0	**199**	0	**943**
7:45AM	0	240	347	0	**587**	0	0	191	0	0	**191**	0	0	0	0	0	**0**	0	0	0	231	0	**231**	0	**1009**
Hourly Total	0	836	1493	0	**2329**	0	0	694	0	0	**694**	0	0	0	0	0	**0**	0	0	0	752	0	**752**	0	**3775**
8:00AM	0	217	316	0	**533**	0	0	165	0	0	**165**	0	0	0	0	0	**0**	0	0	0	274	0	**274**	0	**972**
8:15AM	0	193	324	0	**517**	0	0	140	0	0	**140**	0	0	0	0	0	**0**	0	0	0	283	0	**283**	0	**940**
8:30AM	0	222	304	0	**526**	0	0	142	0	0	**142**	0	0	0	0	0	**0**	0	0	0	242	0	**242**	0	**910**
8:45AM	0	208	337	0	**545**	0	0	139	0	0	**139**	0	0	0	0	0	**0**	0	0	0	192	0	**192**	0	**876**
Hourly Total	0	840	1281	0	**2121**	0	0	586	0	0	**586**	0	0	0	0	0	**0**	0	0	0	991	0	**991**	0	**3698**
4:15PM	0	211	238	0	**449**	0	0	308	0	0	**308**	0	0	0	0	0	**0**	0	0	0	198	0	**198**	0	**955**
4:30PM	0	235	215	0	**450**	0	0	313	0	0	**313**	0	0	0	0	0	**0**	0	0	0	211	0	**211**	0	**974**
4:45PM	0	198	255	0	**453**	0	1	290	0	0	**291**	0	0	0	0	0	**0**	0	0	1	244	0	**245**	0	**989**
Hourly Total	0	644	708	0	**1352**	0	1	911	0	0	**912**	0	0	0	0	0	**0**	0	0	1	653	0	**654**	0	**2918**
5:00PM	0	233	251	0	**484**	0	0	298	0	0	**298**	0	1	0	0	0	**1**	0	0	0	268	0	**268**	0	**1051**
5:15PM	0	257	263	0	**520**	0	0	298	0	0	**298**	0	0	0	0	0	**0**	0	0	0	258	0	**258**	0	**1076**
5:30PM	0	257	223	0	**480**	0	0	311	0	0	**311**	0	0	0	0	0	**0**	0	0	0	207	0	**207**	0	**998**
5:45PM	0	223	221	0	**444**	0	0	287	0	0	**287**	0	0	0	0	0	**0**	0	0	0	205	0	**205**	0	**936**
Hourly Total	0	970	958	0	**1928**	0	0	1194	0	0	**1194**	0	1	0	0	0	**1**	0	0	0	938	0	**938**	0	**4061**
6:00PM	0	225	230	0	**455**	1	0	287	0	0	**287**	0	0	0	0	0	**0**	0	0	0	176	0	**176**	0	**918**
Hourly Total	0	225	230	0	**455**	1	0	287	0	0	**287**	0	0	0	0	0	**0**	0	0	0	176	0	**176**	0	**918**
Total	0	3515	4670	0	**8185**	1	1	3672	0	0	**3673**	0	1	0	0	0	**1**	0	0	1	3510	0	**3511**	0	**15370**
% Approach	0%	42.9%	57.1%	0%	**-**	-	0%	100.0%	0%	0%	**-**	-	100%	0%	0%	0%	**-**	-	0%	0%	100.0%	0%	**-**	-	**-**
% Total	0%	22.9%	30.4%	0%	**53.3%**	-	0%	23.9%	0%	0%	**23.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	22.8%	0%	**22.8%**	-	**-**
Lights	0	3444	4566	0	**8010**	-	1	3601	0	0	**3602**	-	1	0	0	0	**1**	-	0	1	3427	0	**3428**	-	15041
% Lights	0%	98.0%	97.8%	0%	**97.9%**	-	100%	98.1%	0%	0%	**98.1%**	-	100%	0%	0%	0%	**100%**	-	0%	100%	97.6%	0%	**97.6%**	-	97.9%
Articulated Trucks	0	22	31	0	**53**	-	0	22	0	0	**22**	-	0	0	0	0	**0**	-	0	0	22	0	**22**	-	97
% Articulated Trucks	0%	0.6%	0.7%	0%	**0.6%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.6%	0%	**0.6%**	-	0.6%
Buses and Single-Unit Trucks	0	49	73	0	**122**	-	0	49	0	0	**49**	-	0	0	0	0	**0**	-	0	0	61	0	**61**	-	232
% Buses and Single-Unit Trucks	0%	1.4%	1.6%	0%	**1.5%**	-	0%	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.7%	0%	**1.7%**	-	1.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	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

I-45 West Access Rd (W) - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644693, Location: 30.236647, -95.461304

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



I-45 West Access Rd (W) - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644693, Location: 30.236647, -95.461304

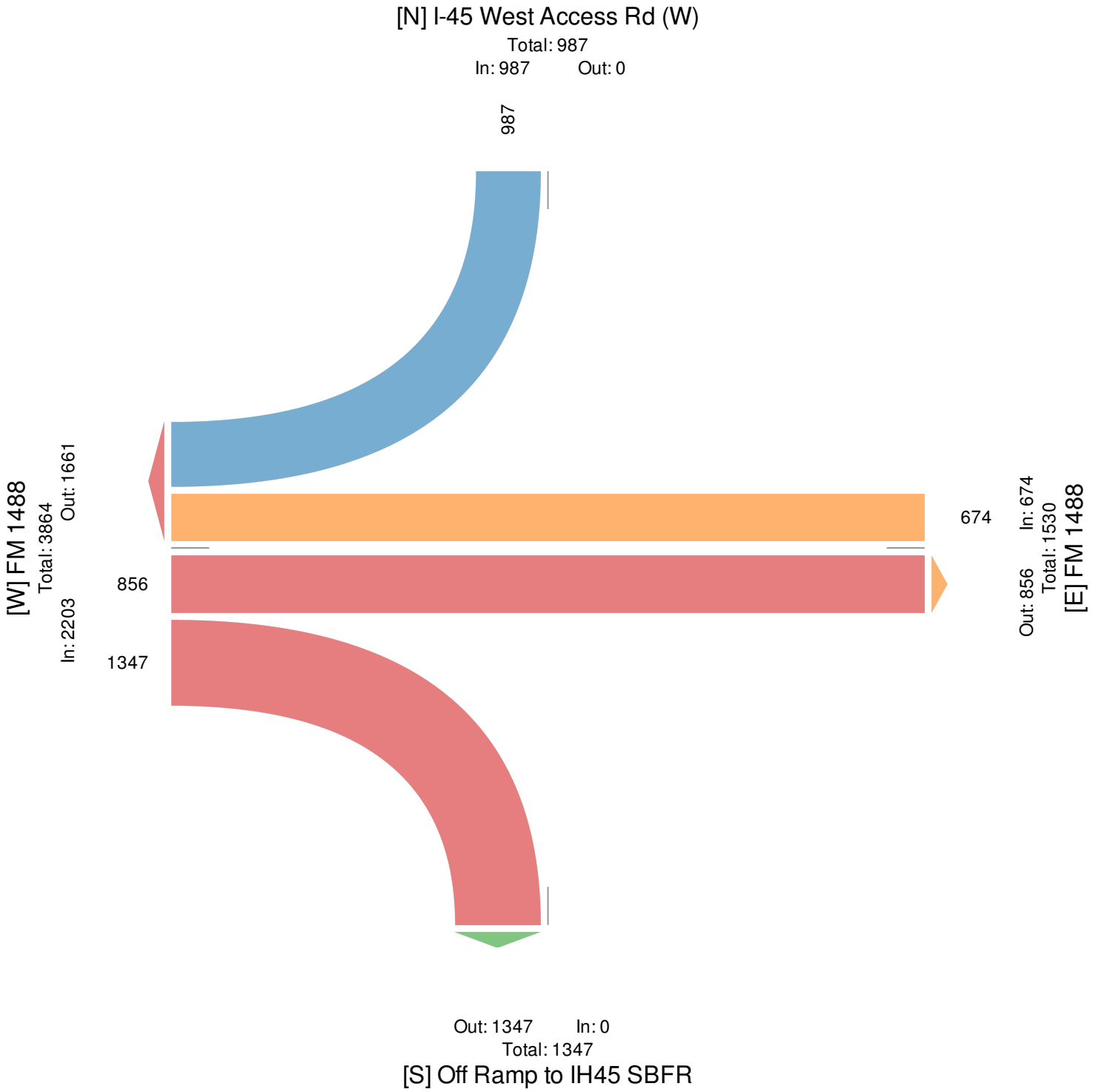
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Off Ramp to IH45 SBFR						I-45 West Access Rd (W)						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:30AM	0	206	360	0	**566**	0	0	178	0	0	**178**	0	0	0	0	0	**0**	0	0	0	199	0	**199**	0	**943**
7:45AM	0	240	347	0	**587**	0	0	191	0	0	**191**	0	0	0	0	0	**0**	0	0	0	231	0	**231**	0	**1009**
8:00AM	0	217	316	0	**533**	0	0	165	0	0	**165**	0	0	0	0	0	**0**	0	0	0	274	0	**274**	0	**972**
8:15AM	0	193	324	0	**517**	0	0	140	0	0	**140**	0	0	0	0	0	**0**	0	0	0	283	0	**283**	0	**940**
Total	0	856	1347	0	**2203**	0	0	674	0	0	**674**	0	0	0	0	0	**0**	0	0	0	987	0	**987**	0	**3864**
% Approach	0%	38.9%	61.1%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0%	22.2%	34.9%	0%	**57.0%**	-	0%	17.4%	0%	0%	**17.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	25.5%	0%	**25.5%**	-	**-**
PHF	-	0.892	0.935	-	**0.938**	-	-	0.882	-	-	**0.882**	-	-	-	-	-	**-**	-	-	-	0.872	-	**0.872**	-	0.957
Lights	0	840	1318	0	**2158**	-	0	650	0	0	**650**	-	0	0	0	0	**0**	-	0	0	959	0	**959**	-	3767
% Lights	0%	98.1%	97.8%	0%	**98.0%**	-	0%	96.4%	0%	0%	**96.4%**	-	0%	0%	0%	0%	**-**	-	0%	0%	97.2%	0%	**97.2%**	-	97.5%
Articulated Trucks	0	4	7	0	**11**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	2	0	**2**	-	21
% Articulated Trucks	0%	0.5%	0.5%	0%	**0.5%**	-	0%	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0.2%	0%	**0.2%**	-	0.5%
Buses and Single-Unit Trucks	0	12	22	0	**34**	-	0	16	0	0	**16**	-	0	0	0	0	**0**	-	0	0	26	0	**26**	-	76
% Buses and Single-Unit Trucks	0%	1.4%	1.6%	0%	**1.5%**	-	0%	2.4%	0%	0%	**2.4%**	-	0%	0%	0%	0%	**-**	-	0%	0%	2.6%	0%	**2.6%**	-	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

I-45 West Access Rd (W) - TMC
Wed Mar 27, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644693, Location: 30.236647, -95.461304

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



I-45 West Access Rd (W) - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644693, Location: 30.236647, -95.461304

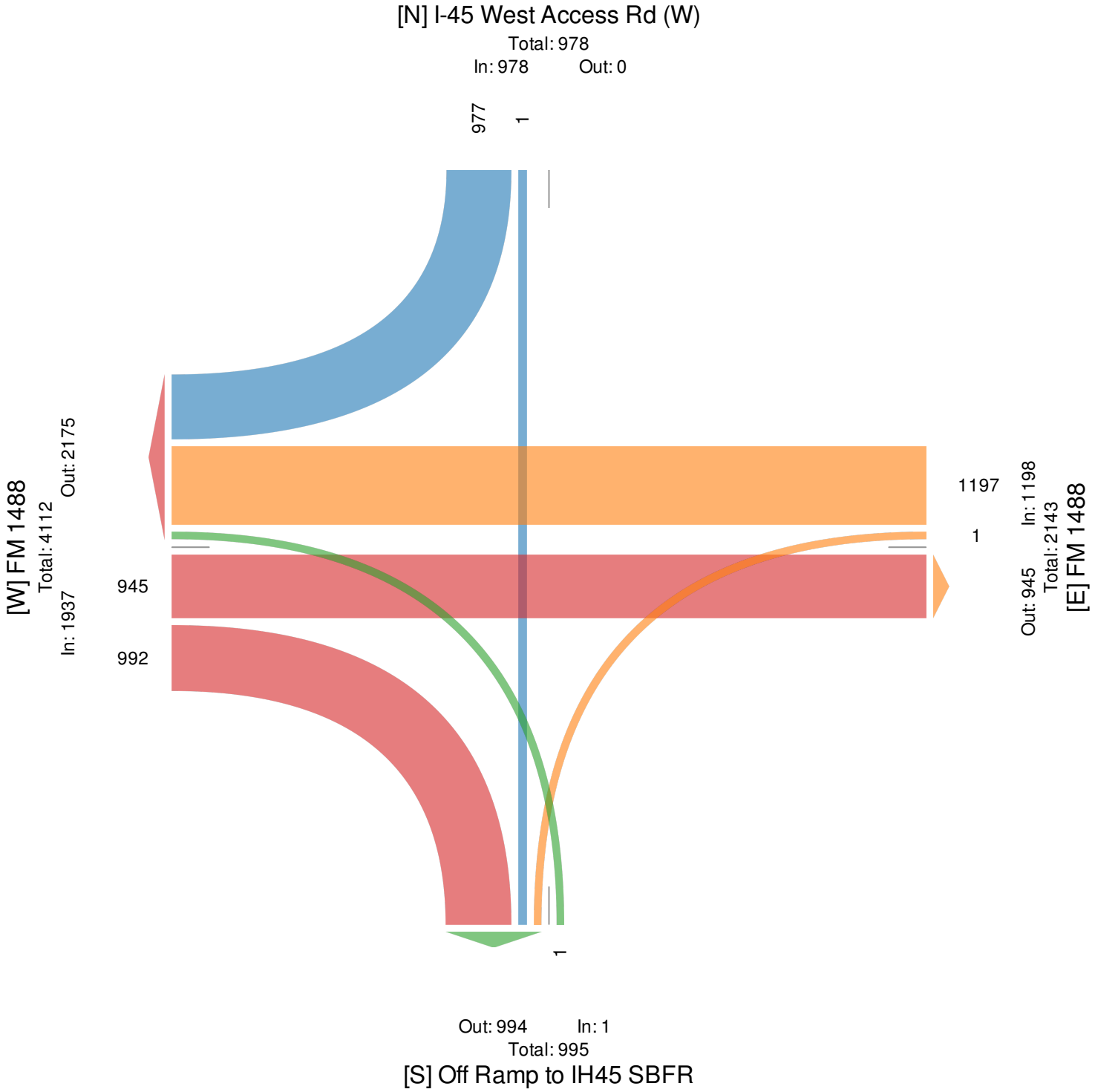
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						Off Ramp to IH45 SBFR						I-45 West Access Rd (W)						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 4:45PM	0	198	255	0	**453**	0	1	290	0	0	**291**	0	0	0	0	0	**0**	0	0	1	244	0	**245**	0	**989**
5:00PM	0	233	251	0	**484**	0	0	298	0	0	**298**	0	1	0	0	0	**1**	0	0	0	268	0	**268**	0	**1051**
5:15PM	0	257	263	0	**520**	0	0	298	0	0	**298**	0	0	0	0	0	**0**	0	0	0	258	0	**258**	0	**1076**
5:30PM	0	257	223	0	**480**	0	0	311	0	0	**311**	0	0	0	0	0	**0**	0	0	0	207	0	**207**	0	**998**
Total	0	945	992	0	**1937**	0	1	1197	0	0	**1198**	0	1	0	0	0	**1**	0	0	1	977	0	**978**	0	**4114**
% Approach	0%	48.8%	51.2%	0%	**-**	-	0.1%	99.9%	0%	0%	**-**	-	100%	0%	0%	0%	**-**	-	0%	0.1%	99.9%	0%	**-**	-	**-**
% Total	0%	23.0%	24.1%	0%	**47.1%**	-	0%	29.1%	0%	0%	**29.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	23.7%	0%	**23.8%**	-	**-**
PHF	-	0.919	0.943	-	**0.931**	-	0.250	0.962	-	-	**0.963**	-	0.250	-	-	-	**0.250**	-	-	0.250	0.911	-	**0.912**	-	0.956
Lights	0	926	963	0	**1889**	-	1	1188	0	0	**1189**	-	1	0	0	0	**1**	-	0	1	965	0	**966**	-	4045
% Lights	0%	98.0%	97.1%	0%	**97.5%**	-	100%	99.2%	0%	0%	**99.2%**	-	100%	0%	0%	0%	**100%**	-	0%	100%	98.8%	0%	**98.8%**	-	98.3%
Articulated Trucks	0	6	7	0	**13**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	7	0	**7**	-	22
% Articulated Trucks	0%	0.6%	0.7%	0%	**0.7%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.7%	0%	**0.7%**	-	0.5%
Buses and Single-Unit Trucks	0	13	22	0	**35**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	5	0	**5**	-	47
% Buses and Single-Unit Trucks	0%	1.4%	2.2%	0%	**1.8%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.5%	0%	**0.5%**	-	1.1%
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

I-45 West Access Rd (W) - TMC
Wed Mar 27, 2019
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644693, Location: 30.236647, -95.461304

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



I-45 West Access Rd (E) at FM 1488 - TMC

Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644691, Location: 30.236685, -95.45992

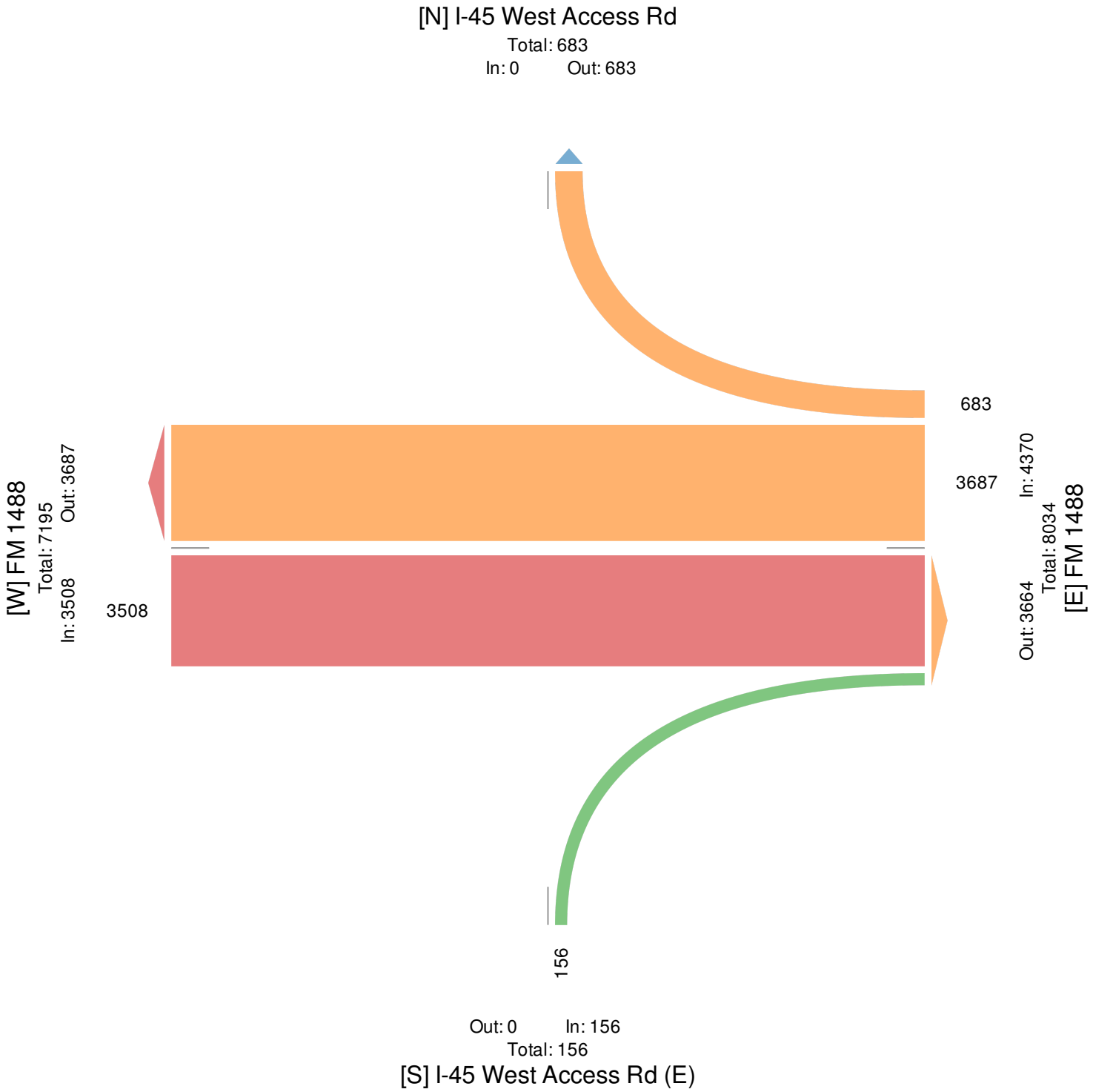
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						I-45 West Access Rd (E)						I-45 West Access Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	0	184	0	0	**184**	0	0	126	27	0	**153**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	0	**339**
7:15AM	0	204	0	0	**204**	0	0	195	31	0	**226**	0	0	0	6	0	**6**	0	0	0	0	0	**0**	0	**436**
7:30AM	0	206	0	0	**206**	0	0	179	31	0	**210**	0	0	0	9	0	**9**	0	0	0	0	0	**0**	0	**425**
7:45AM	0	243	0	0	**243**	0	0	196	41	0	**237**	0	0	0	18	0	**18**	0	0	0	0	0	**0**	0	**498**
Hourly Total	0	837	0	0	**837**	0	0	696	130	0	**826**	0	0	0	35	0	**35**	0	0	0	0	0	**0**	0	**1698**
8:00AM	0	216	0	0	**216**	0	0	161	28	0	**189**	0	0	0	10	0	**10**	0	0	0	0	0	**0**	0	**415**
8:15AM	0	194	0	0	**194**	0	0	141	25	0	**166**	0	0	0	17	0	**17**	0	0	0	0	0	**0**	0	**377**
8:30AM	0	224	0	0	**224**	0	0	140	30	0	**170**	0	0	0	18	0	**18**	0	0	0	0	0	**0**	0	**412**
8:45AM	0	211	0	0	**211**	0	0	139	41	0	**180**	0	0	0	8	0	**8**	0	0	0	0	0	**0**	0	**399**
Hourly Total	0	845	0	0	**845**	0	0	581	124	0	**705**	0	0	0	53	0	**53**	0	0	0	0	0	**0**	0	**1603**
4:15PM	0	211	0	0	**211**	0	0	304	77	0	**381**	0	0	0	6	0	**6**	0	0	0	0	0	**0**	0	**598**
4:30PM	0	236	0	0	**236**	0	0	317	62	0	**379**	0	0	0	10	0	**10**	0	0	0	0	0	**0**	0	**625**
4:45PM	0	197	0	0	**197**	0	0	292	50	0	**342**	0	0	0	12	0	**12**	0	0	0	0	0	**0**	0	**551**
Hourly Total	0	644	0	0	**644**	0	0	913	189	0	**1102**	0	0	0	28	0	**28**	0	0	0	0	0	**0**	0	**1774**
5:00PM	0	236	0	0	**236**	0	0	301	56	0	**357**	0	0	0	11	0	**11**	0	0	0	0	0	**0**	0	**604**
5:15PM	0	257	0	0	**257**	0	0	304	48	0	**352**	0	0	0	12	0	**12**	0	0	0	0	0	**0**	0	**621**
5:30PM	0	254	0	0	**254**	0	0	308	50	0	**358**	0	0	0	4	0	**4**	0	0	0	0	0	**0**	0	**616**
5:45PM	0	219	0	0	**219**	0	0	294	44	0	**338**	0	0	0	10	0	**10**	0	0	0	0	0	**0**	0	**567**
Hourly Total	0	966	0	0	**966**	0	0	1207	198	0	**1405**	0	0	0	37	0	**37**	0	0	0	0	0	**0**	0	**2408**
6:00PM	0	216	0	0	**216**	0	0	290	42	0	**332**	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	**551**
Hourly Total	0	216	0	0	**216**	0	0	290	42	0	**332**	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	**551**
Total	0	3508	0	0	**3508**	0	0	3687	683	0	**4370**	0	0	0	156	0	**156**	0	0	0	0	0	**0**	0	**8034**
% Approach	0%	100%	0%	0%	**-**	-	0%	84.4%	15.6%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0%	43.7%	0%	0%	**43.7%**	-	0%	45.9%	8.5%	0%	**54.4%**	-	0%	0%	1.9%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	0	3430	0	0	**3430**	-	0	3607	633	0	**4240**	-	0	0	119	0	**119**	-	0	0	0	0	**0**	-	7789
% Lights	0%	97.8%	0%	0%	**97.8%**	-	0%	97.8%	92.7%	0%	**97.0%**	-	0%	0%	76.3%	0%	**76.3%**	-	0%	0%	0%	0%	**-**	-	97.0%
Articulated Trucks	0	26	0	0	**26**	-	0	22	27	0	**49**	-	0	0	21	0	**21**	-	0	0	0	0	**0**	-	96
% Articulated Trucks	0%	0.7%	0%	0%	**0.7%**	-	0%	0.6%	4.0%	0%	**1.1%**	-	0%	0%	13.5%	0%	**13.5%**	-	0%	0%	0%	0%	**-**	-	1.2%
Buses and Single-Unit Trucks	0	52	0	0	**52**	-	0	58	23	0	**81**	-	0	0	16	0	**16**	-	0	0	0	0	**0**	-	149
% Buses and Single-Unit Trucks	0%	1.5%	0%	0%	**1.5%**	-	0%	1.6%	3.4%	0%	**1.9%**	-	0%	0%	10.3%	0%	**10.3%**	-	0%	0%	0%	0%	**-**	-	1.9%
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

I-45 West Access Rd (E) at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644691, Location: 30.236685, -95.45992

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



I-45 West Access Rd (E) at FM 1488 - TMC

Wed Mar 27, 2019
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: 644691, Location: 30.236685, -95.45992

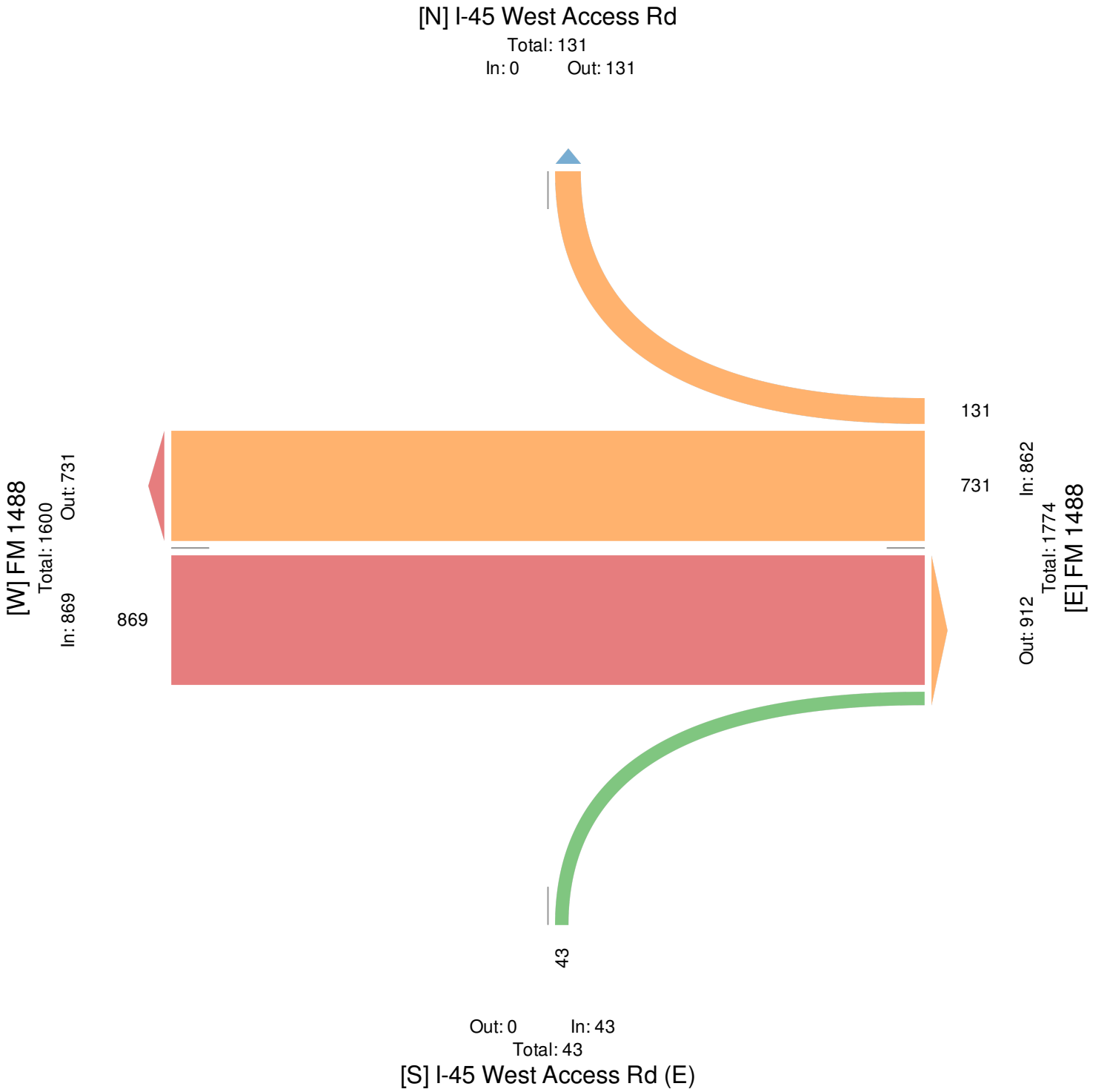
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						I-45 West Access Rd (E)						I-45 West Access Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:15AM	0	204	0	0	**204**	0	0	195	31	0	**226**	0	0	0	6	0	**6**	0	0	0	0	0	**0**	0	**436**
7:30AM	0	206	0	0	**206**	0	0	179	31	0	**210**	0	0	0	9	0	**9**	0	0	0	0	0	**0**	0	**425**
7:45AM	0	243	0	0	**243**	0	0	196	41	0	**237**	0	0	0	18	0	**18**	0	0	0	0	0	**0**	0	**498**
8:00AM	0	216	0	0	**216**	0	0	161	28	0	**189**	0	0	0	10	0	**10**	0	0	0	0	0	**0**	0	**415**
Total	0	869	0	0	**869**	0	0	731	131	0	**862**	0	0	0	43	0	**43**	0	0	0	0	0	**0**	0	**1774**
% Approach	0%	100%	0%	0%	**-**	-	0%	84.8%	15.2%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	49.0%	0%	0%	**49.0%**	-	0%	41.2%	7.4%	0%	**48.6%**	-	0%	0%	2.4%	0%	**2.4%**	-	0%	0%	0%	0%	**0%**	-	**-**
PHF	-	0.894	-	-	**0.894**	-	-	0.932	0.799	-	**0.909**	-	-	-	0.597	-	**0.597**	-	-	-	-	-	**-**	-	0.891
Lights	0	856	0	0	**856**	-	0	702	105	0	**807**	-	0	0	28	0	**28**	-	0	0	0	0	**0**	-	1691
% Lights	0%	98.5%	0%	0%	**98.5%**	-	0%	96.0%	80.2%	0%	**93.6%**	-	0%	0%	65.1%	0%	**65.1%**	-	0%	0%	0%	0%	**-**	-	95.3%
Articulated Trucks	0	4	0	0	**4**	-	0	8	14	0	**22**	-	0	0	6	0	**6**	-	0	0	0	0	**0**	-	32
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0%	1.1%	10.7%	0%	**2.6%**	-	0%	0%	14.0%	0%	**14.0%**	-	0%	0%	0%	0%	**-**	-	1.8%
Buses and Single-Unit Trucks	0	9	0	0	**9**	-	0	21	12	0	**33**	-	0	0	9	0	**9**	-	0	0	0	0	**0**	-	51
% Buses and Single-Unit Trucks	0%	1.0%	0%	0%	**1.0%**	-	0%	2.9%	9.2%	0%	**3.8%**	-	0%	0%	20.9%	0%	**20.9%**	-	0%	0%	0%	0%	**-**	-	2.9%
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

I-45 West Access Rd (E) at FM 1488 - TMC
Wed Mar 27, 2019
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: 644691, Location: 30.236685, -95.45992

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



I-45 West Access Rd (E) at FM 1488 - TMC

Wed Mar 27, 2019
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: 644691, Location: 30.236685, -95.45992

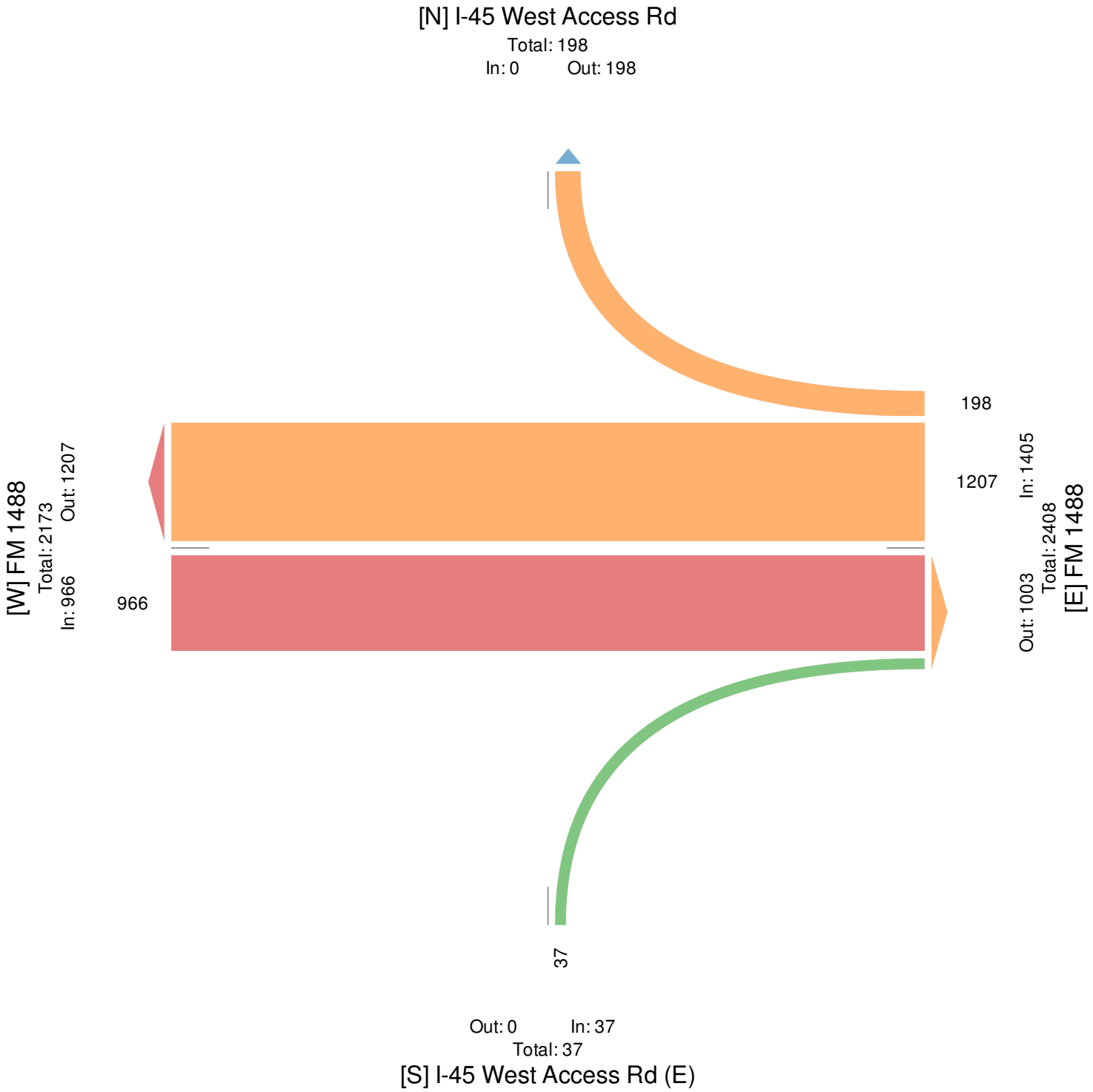
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						I-45 West Access Rd (E)						I-45 West Access Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	0	236	0	0	**236**	0	0	301	56	0	**357**	0	0	0	11	0	**11**	0	0	0	0	0	**0**	0	**604**
5:15PM	0	257	0	0	**257**	0	0	304	48	0	**352**	0	0	0	12	0	**12**	0	0	0	0	0	**0**	0	**621**
5:30PM	0	254	0	0	**254**	0	0	308	50	0	**358**	0	0	0	4	0	**4**	0	0	0	0	0	**0**	0	**616**
5:45PM	0	219	0	0	**219**	0	0	294	44	0	**338**	0	0	0	10	0	**10**	0	0	0	0	0	**0**	0	**567**
Total	0	966	0	0	**966**	0	0	1207	198	0	**1405**	0	0	0	37	0	**37**	0	0	0	0	0	**0**	0	**2408**
% Approach	0%	100%	0%	0%	**-**	-	0%	85.9%	14.1%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	40.1%	0%	0%	**40.1%**	-	0%	50.1%	8.2%	0%	**58.3%**	-	0%	0%	1.5%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	**-**
PHF	-	0.940	-	-	**0.940**	-	-	0.980	0.884	-	**0.981**	-	-	-	0.771	-	**0.771**	-	-	-	-	-	**-**	-	0.969
Lights	0	946	0	0	**946**	-	0	1198	194	0	**1392**	-	0	0	36	0	**36**	-	0	0	0	0	**0**	-	2374
% Lights	0%	97.9%	0%	0%	**97.9%**	-	0%	99.3%	98.0%	0%	**99.1%**	-	0%	0%	97.3%	0%	**97.3%**	-	0%	0%	0%	0%	**-**	-	98.6%
Articulated Trucks	0	6	0	0	**6**	-	0	2	1	0	**3**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	10
% Articulated Trucks	0%	0.6%	0%	0%	**0.6%**	-	0%	0.2%	0.5%	0%	**0.2%**	-	0%	0%	2.7%	0%	**2.7%**	-	0%	0%	0%	0%	**-**	-	0.4%
Buses and Single-Unit Trucks	0	14	0	0	**14**	-	0	7	3	0	**10**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	24
% Buses and Single-Unit Trucks	0%	1.4%	0%	0%	**1.4%**	-	0%	0.6%	1.5%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	1.0%
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

I-45 West Access Rd (E) at FM 1488 - TMC
Wed Mar 27, 2019
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: 644691, Location: 30.236685, -95.45992

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



I-45 East Access Rd (W) at FM 1488 - TMC

Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644692, Location: 30.236837, -95.45749

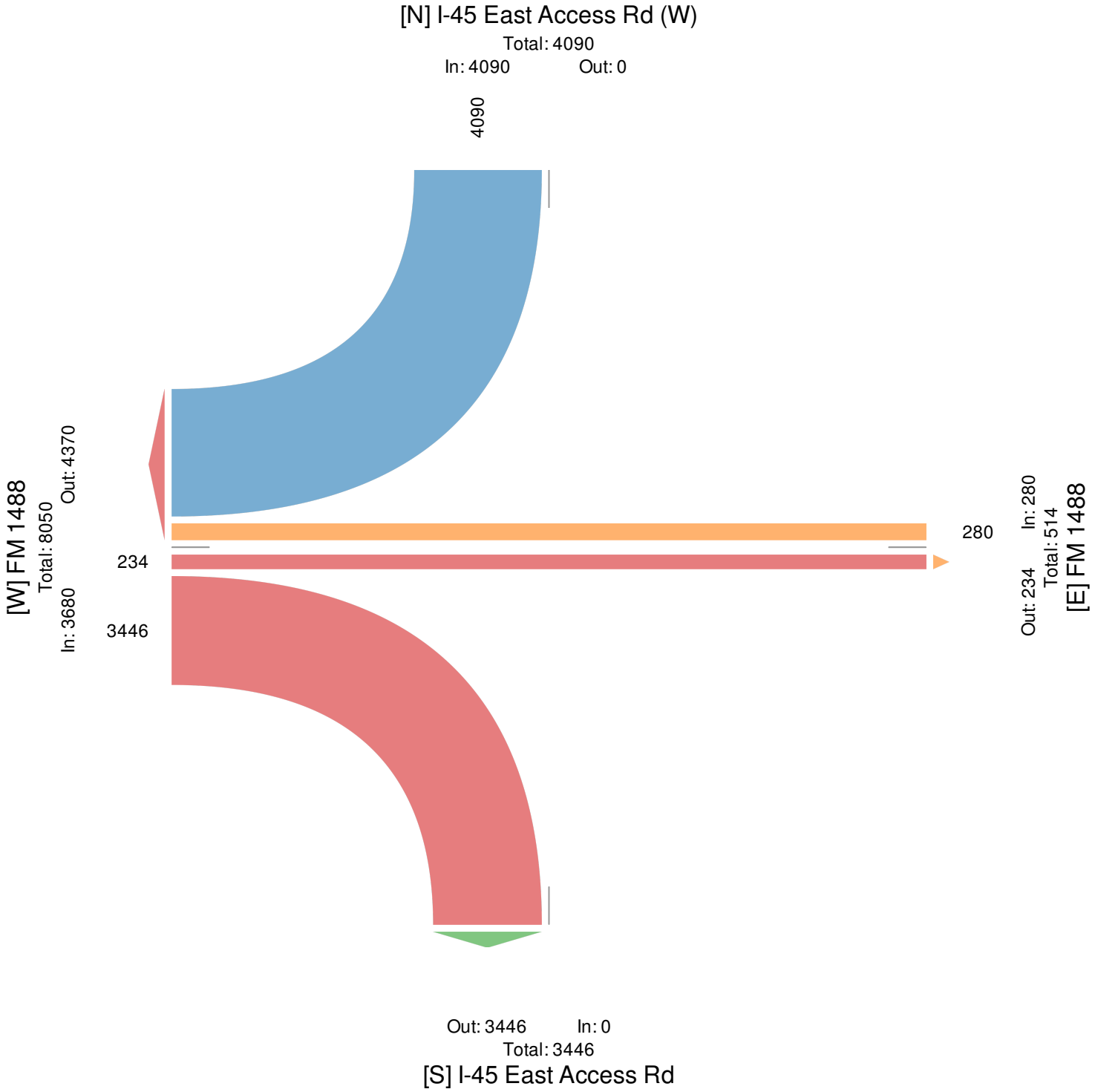
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						I-45 East Access Rd						I-45 East Access Rd (W)						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	0	2	185	0	187	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	138	0	138	0	338
7:15AM	0	4	202	0	206	0	0	22	0	0	22	0	0	0	0	0	0	0	0	0	211	0	211	0	439
7:30AM	0	9	209	0	218	0	0	21	0	0	21	0	0	0	0	0	0	0	0	0	193	0	193	0	432
7:45AM	0	21	242	0	263	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	215	0	215	0	497
Hourly Total	0	36	838	0	874	0	0	75	0	0	75	0	0	0	0	0	0	0	0	0	757	0	757	0	1706
8:00AM	0	13	211	0	224	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	175	0	175	0	415
8:15AM	0	20	192	0	212	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	150	0	150	0	374
8:30AM	0	21	220	0	241	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	156	0	156	0	417
8:45AM	0	15	205	0	220	0	0	22	0	0	22	0	0	0	0	0	0	0	0	0	154	0	154	0	396
Hourly Total	0	69	828	0	897	0	0	70	0	0	70	0	0	0	0	0	0	0	0	0	635	0	635	0	1602
4:15PM	0	12	204	0	216	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	359	0	359	0	588
4:30PM	0	16	225	0	241	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	349	0	349	0	613
4:45PM	0	18	195	0	213	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	333	0	333	0	565
Hourly Total	0	46	624	0	670	0	0	55	0	0	55	0	0	0	0	0	0	0	0	0	1041	0	1041	0	1766
5:00PM	0	19	218	0	237	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	357	0	357	0	610
5:15PM	0	18	263	0	281	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	325	0	325	0	629
5:30PM	0	17	233	0	250	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	334	0	334	0	602
5:45PM	0	16	226	0	242	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	313	0	313	0	572
Hourly Total	0	70	940	0	1010	0	0	74	0	0	74	0	0	0	0	0	0	0	0	0	1329	0	1329	0	2413
6:00PM	0	13	216	0	229	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	328	0	328	0	563
Hourly Total	0	13	216	0	229	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	328	0	328	0	563
Total	0	234	3446	0	3680	0	0	280	0	0	280	0	0	0	0	0	0	0	0	0	4090	0	4090	0	8050
% Approach	0%	6.4%	93.6%	0%	-	-	0%	100%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0%	2.9%	42.8%	0%	45.7%	-	0%	3.5%	0%	0%	3.5%	-	0%	0%	0%	0%	0%	-	0%	0%	50.8%	0%	50.8%	-	-
Lights	0	206	3359	0	3565	-	0	257	0	0	257	-	0	0	0	0	0	-	0	0	3987	0	3987	-	7809
% Lights	0%	88.0%	97.5%	0%	96.9%	-	0%	91.8%	0%	0%	91.8%	-	0%	0%	0%	0%	-	-	0%	0%	97.5%	0%	97.5%	-	97.0%
Articulated Trucks	0	11	36	0	47	-	0	4	0	0	4	-	0	0	0	0	0	-	0	0	48	0	48	-	99
% Articulated Trucks	0%	4.7%	1.0%	0%	1.3%	-	0%	1.4%	0%	0%	1.4%	-	0%	0%	0%	0%	-	-	0%	0%	1.2%	0%	1.2%	-	1.2%
Buses and Single-Unit Trucks	0	17	51	0	68	-	0	19	0	0	19	-	0	0	0	0	0	-	0	0	55	0	55	-	142
% Buses and Single-Unit Trucks	0%	7.3%	1.5%	0%	1.8%	-	0%	6.8%	0%	0%	6.8%	-	0%	0%	0%	0%	-	-	0%	0%	1.3%	0%	1.3%	-	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

I-45 East Access Rd (W) at FM 1488 - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644692, Location: 30.236837, -95.45749

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



I-45 East Access Rd (W) at FM 1488 - TMC
Wed Mar 27, 2019
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: 644692, Location: 30.236837, -95.45749

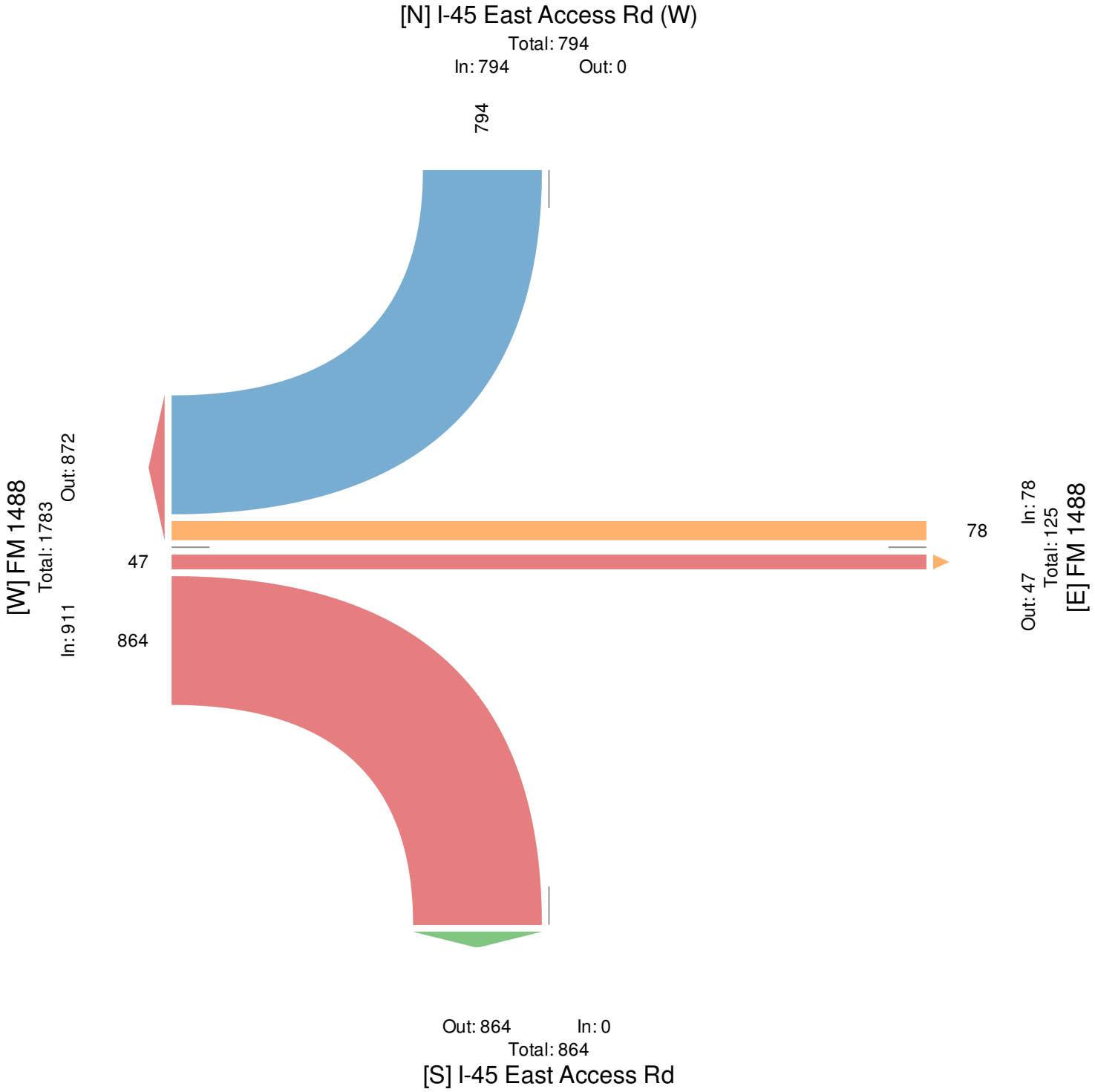
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						I-45 East Access Rd						I-45 East Access Rd (W)						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:15AM	0	4	202	0	**206**	0	0	22	0	0	**22**	0	0	0	0	0	**0**	0	0	0	211	0	**211**	0	**439**
7:30AM	0	9	209	0	**218**	0	0	21	0	0	**21**	0	0	0	0	0	**0**	0	0	0	193	0	**193**	0	**432**
7:45AM	0	21	242	0	**263**	0	0	19	0	0	**19**	0	0	0	0	0	**0**	0	0	0	215	0	**215**	0	**497**
8:00AM	0	13	211	0	**224**	0	0	16	0	0	**16**	0	0	0	0	0	**0**	0	0	0	175	0	**175**	0	**415**
Total	0	47	864	0	**911**	0	0	78	0	0	**78**	0	0	0	0	0	**0**	0	0	0	794	0	**794**	0	**1783**
% Approach	0%	5.2%	94.8%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0%	2.6%	48.5%	0%	**51.1%**	-	0%	4.4%	0%	0%	**4.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	44.5%	0%	**44.5%**	-	**-**
PHF	-	0.560	0.893	-	**0.866**	-	-	0.886	-	-	**0.886**	-	-	-	-	-	**-**	-	-	-	0.923	-	**0.923**	-	0.897
Lights	0	40	843	0	**883**	-	0	69	0	0	**69**	-	0	0	0	0	**0**	-	0	0	749	0	**749**	-	1701
% Lights	0%	85.1%	97.6%	0%	**96.9%**	-	0%	88.5%	0%	0%	**88.5%**	-	0%	0%	0%	0%	**-**	-	0%	0%	94.3%	0%	**94.3%**	-	95.4%
Articulated Trucks	0	0	10	0	**10**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	22	0	**22**	-	33
% Articulated Trucks	0%	0%	1.2%	0%	**1.1%**	-	0%	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**-**	-	0%	0%	2.8%	0%	**2.8%**	-	1.9%
Buses and Single-Unit Trucks	0	7	11	0	**18**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	23	0	**23**	-	49
% Buses and Single-Unit Trucks	0%	14.9%	1.3%	0%	**2.0%**	-	0%	10.3%	0%	0%	**10.3%**	-	0%	0%	0%	0%	**-**	-	0%	0%	2.9%	0%	**2.9%**	-	2.7%
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

I-45 East Access Rd (W) at FM 1488 - TMC
Wed Mar 27, 2019
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: 644692, Location: 30.236837, -95.45749

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



I-45 East Access Rd (W) at FM 1488 - TMC

Wed Mar 27, 2019
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: 644692, Location: 30.236837, -95.45749

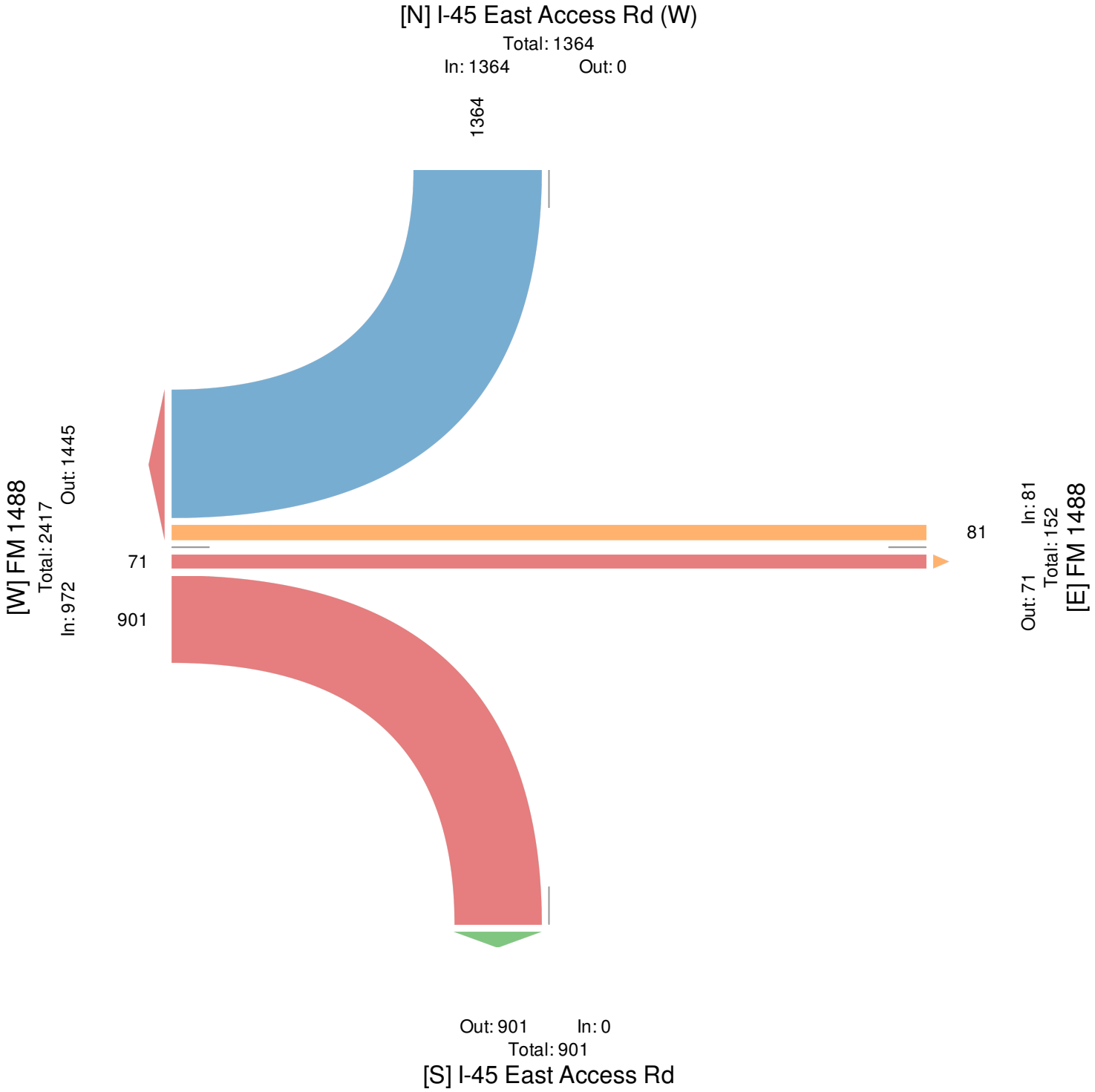
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 1488						FM 1488						I-45 East Access Rd						I-45 East Access Rd (W)						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 4:30PM	0	16	225	0	**241**	0	0	23	0	0	**23**	0	0	0	0	0	**0**	0	0	0	349	0	**349**	0	**613**
4:45PM	0	18	195	0	**213**	0	0	19	0	0	**19**	0	0	0	0	0	**0**	0	0	0	333	0	**333**	0	**565**
5:00PM	0	19	218	0	**237**	0	0	16	0	0	**16**	0	0	0	0	0	**0**	0	0	0	357	0	**357**	0	**610**
5:15PM	0	18	263	0	**281**	0	0	23	0	0	**23**	0	0	0	0	0	**0**	0	0	0	325	0	**325**	0	**629**
Total	0	71	901	0	**972**	0	0	81	0	0	**81**	0	0	0	0	0	**0**	0	0	0	1364	0	**1364**	0	**2417**
% Approach	0%	7.3%	92.7%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0%	2.9%	37.3%	0%	**40.2%**	-	0%	3.4%	0%	0%	**3.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	56.4%	0%	**56.4%**	-	**-**
PHF	-	0.934	0.856	-	**0.865**	-	-	0.880	-	-	**0.880**	-	-	-	-	-	**-**	-	-	-	0.955	-	**0.955**	-	0.961
Lights	0	70	881	0	**951**	-	0	75	0	0	**75**	-	0	0	0	0	**0**	-	0	0	1354	0	**1354**	-	2380
% Lights	0%	98.6%	97.8%	0%	**97.8%**	-	0%	92.6%	0%	0%	**92.6%**	-	0%	0%	0%	0%	**-**	-	0%	0%	99.3%	0%	**99.3%**	-	98.5%
Articulated Trucks	0	0	5	0	**5**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	3	0	**3**	-	10
% Articulated Trucks	0%	0%	0.6%	0%	**0.5%**	-	0%	2.5%	0%	0%	**2.5%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0.2%	0%	**0.2%**	-	0.4%
Buses and Single-Unit Trucks	0	1	15	0	**16**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	7	0	**7**	-	27
% Buses and Single-Unit Trucks	0%	1.4%	1.7%	0%	**1.6%**	-	0%	4.9%	0%	0%	**4.9%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0.5%	0%	**0.5%**	-	1.1%
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

I-45 East Access Rd (W) at FM 1488 - TMC
Wed Mar 27, 2019
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: 644692, Location: 30.236837, -95.45749

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



I-45 East Access Rd (E) - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644694, Location: 30.236781, -95.456114

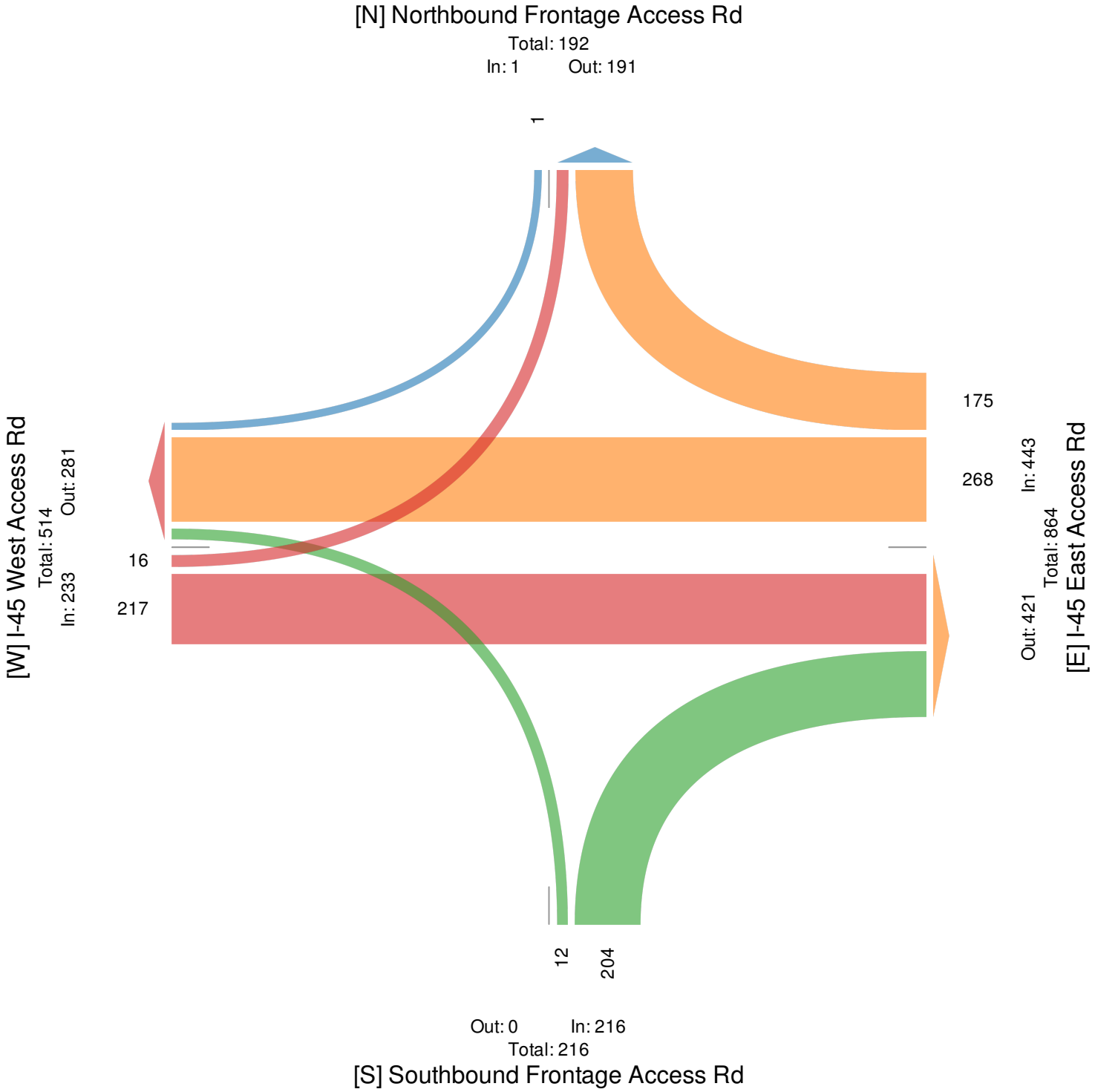
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	I-45 West Access Rd						I-45 East Access Rd						Southbound Frontage Access Rd						Northbound Frontage Access Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-03-27 7:00AM	0	2	0	0	**2**	0	0	13	7	0	**20**	0	0	0	7	0	**7**	0	0	0	0	0	**0**	0	**29**
7:15AM	0	4	0	0	**4**	0	0	22	9	0	**31**	0	0	0	11	0	**11**	0	0	0	1	0	**1**	0	**47**
7:30AM	1	8	0	0	**9**	0	0	20	16	0	**36**	0	0	0	6	0	**6**	0	0	0	0	0	**0**	0	**51**
7:45AM	0	21	0	0	**21**	0	0	19	10	0	**29**	0	0	0	6	0	**6**	0	0	0	0	0	**0**	0	**56**
Hourly Total	1	35	0	0	**36**	0	0	74	42	0	**116**	0	0	0	30	0	**30**	0	0	0	1	0	**1**	0	**183**
8:00AM	1	12	0	0	**13**	0	0	16	2	0	**18**	0	0	0	13	0	**13**	0	0	0	0	0	**0**	0	**44**
8:15AM	2	18	0	0	**20**	0	0	12	8	0	**20**	0	0	0	12	0	**12**	0	0	0	0	0	**0**	0	**52**
8:30AM	0	21	0	0	**21**	0	0	20	8	0	**28**	0	0	0	14	0	**14**	0	0	0	0	0	**0**	0	**63**
8:45AM	0	15	0	0	**15**	0	0	21	11	0	**32**	0	1	0	4	0	**5**	0	0	0	0	0	**0**	0	**52**
Hourly Total	3	66	0	0	**69**	0	0	69	29	0	**98**	0	1	0	43	0	**44**	0	0	0	0	0	**0**	0	**211**
4:15PM	1	11	0	0	**12**	0	0	12	7	0	**19**	0	1	0	17	0	**18**	0	0	0	0	0	**0**	0	**49**
4:30PM	0	14	0	0	**14**	0	0	20	11	0	**31**	0	4	0	17	0	**21**	0	0	0	0	0	**0**	0	**66**
4:45PM	1	19	0	0	**20**	0	0	19	19	0	**38**	0	2	0	18	0	**20**	0	0	0	0	0	**0**	0	**78**
Hourly Total	2	44	0	0	**46**	0	0	51	37	0	**88**	0	7	0	52	0	**59**	0	0	0	0	0	**0**	0	**193**
5:00PM	3	15	0	0	**18**	0	0	14	15	0	**29**	0	0	0	25	0	**25**	0	0	0	0	0	**0**	0	**72**
5:15PM	3	16	0	0	**19**	0	0	20	16	0	**36**	0	3	0	15	0	**18**	0	0	0	0	0	**0**	0	**73**
5:30PM	2	15	0	0	**17**	0	0	18	13	0	**31**	0	0	0	13	0	**13**	0	0	0	0	0	**0**	0	**61**
5:45PM	0	16	0	0	**16**	0	0	16	14	0	**30**	0	1	0	13	0	**14**	0	0	0	0	0	**0**	0	**60**
Hourly Total	8	62	0	0	**70**	0	0	68	58	0	**126**	0	4	0	66	0	**70**	0	0	0	0	0	**0**	0	**266**
6:00PM	2	10	0	0	**12**	0	0	6	9	0	**15**	0	0	0	13	0	**13**	0	0	0	0	0	**0**	0	**40**
Hourly Total	2	10	0	0	**12**	0	0	6	9	0	**15**	0	0	0	13	0	**13**	0	0	0	0	0	**0**	0	**40**
Total	16	217	0	0	**233**	0	0	268	175	0	**443**	0	12	0	204	0	**216**	0	0	0	1	0	**1**	0	**893**
% Approach	6.9%	93.1%	0%	0%	**-**	-	0%	60.5%	39.5%	0%	**-**	-	5.6%	0%	94.4%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	1.8%	24.3%	0%	0%	**26.1%**	-	0%	30.0%	19.6%	0%	**49.6%**	-	1.3%	0%	22.8%	0%	**24.2%**	-	0%	0%	0.1%	0%	**0.1%**	-	**-**
Lights	14	192	0	0	**206**	-	0	244	157	0	**401**	-	12	0	190	0	**202**	-	0	0	1	0	**1**	-	810
% Lights	87.5%	88.5%	0%	0%	**88.4%**	-	0%	91.0%	89.7%	0%	**90.5%**	-	100%	0%	93.1%	0%	**93.5%**	-	0%	0%	100%	0%	**100%**	-	90.7%
Articulated Trucks	0	10	0	0	**10**	-	0	3	11	0	**14**	-	0	0	4	0	**4**	-	0	0	0	0	**0**	-	28
% Articulated Trucks	0%	4.6%	0%	0%	**4.3%**	-	0%	1.1%	6.3%	0%	**3.2%**	-	0%	0%	2.0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	3.1%
Buses and Single-Unit Trucks	2	15	0	0	**17**	-	0	21	7	0	**28**	-	0	0	10	0	**10**	-	0	0	0	0	**0**	-	55
% Buses and Single-Unit Trucks	12.5%	6.9%	0%	0%	**7.3%**	-	0%	7.8%	4.0%	0%	**6.3%**	-	0%	0%	4.9%	0%	**4.6%**	-	0%	0%	0%	0%	**0%**	-	6.2%
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

I-45 East Access Rd (E) - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644694, Location: 30.236781, -95.456114

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



I-45 East Access Rd (E) - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644694, Location: 30.236781, -95.456114

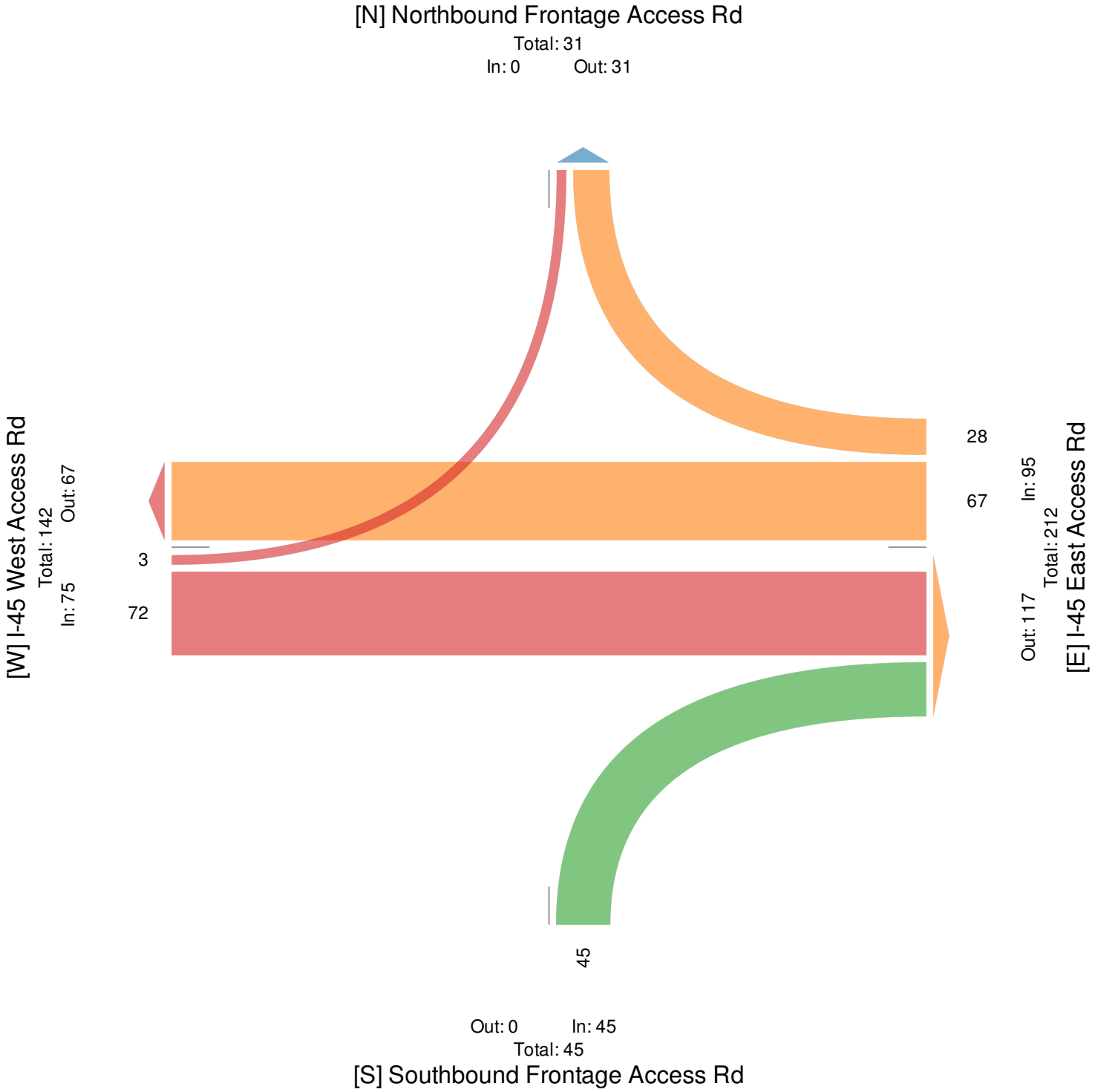
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	I-45 West Access Rd						I-45 East Access Rd						Southbound Frontage Access Rd						Northbound Frontage Access Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:45AM	0	21	0	0	**21**	0	0	19	10	0	**29**	0	0	0	6	0	**6**	0	0	0	0	0	**0**	0	**56**
8:00AM	1	12	0	0	**13**	0	0	16	2	0	**18**	0	0	0	13	0	**13**	0	0	0	0	0	**0**	0	**44**
8:15AM	2	18	0	0	**20**	0	0	12	8	0	**20**	0	0	0	12	0	**12**	0	0	0	0	0	**0**	0	**52**
8:30AM	0	21	0	0	**21**	0	0	20	8	0	**28**	0	0	0	14	0	**14**	0	0	0	0	0	**0**	0	**63**
Total	3	72	0	0	**75**	0	0	67	28	0	**95**	0	0	0	45	0	**45**	0	0	0	0	0	**0**	0	**215**
% Approach	4.0%	96.0%	0%	0%	**-**	-	0%	70.5%	29.5%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	1.4%	33.5%	0%	0%	**34.9%**	-	0%	31.2%	13.0%	0%	**44.2%**	-	0%	0%	20.9%	0%	**20.9%**	-	0%	0%	0%	0%	**0%**	-	**-**
PHF	0.375	0.857	-	-	**0.893**	-	-	0.838	0.700	-	**0.819**	-	-	-	0.804	-	**0.804**	-	-	-	-	-	**-**	-	0.853
Lights	1	60	0	0	**61**	-	0	60	21	0	**81**	-	0	0	39	0	**39**	-	0	0	0	0	**0**	-	181
% Lights	33.3%	83.3%	0%	0%	**81.3%**	-	0%	89.6%	75.0%	0%	**85.3%**	-	0%	0%	86.7%	0%	**86.7%**	-	0%	0%	0%	0%	**-**	-	84.2%
Articulated Trucks	0	7	0	0	**7**	-	0	3	5	0	**8**	-	0	0	4	0	**4**	-	0	0	0	0	**0**	-	19
% Articulated Trucks	0%	9.7%	0%	0%	**9.3%**	-	0%	4.5%	17.9%	0%	**8.4%**	-	0%	0%	8.9%	0%	**8.9%**	-	0%	0%	0%	0%	**-**	-	8.8%
Buses and Single-Unit Trucks	2	5	0	0	**7**	-	0	4	2	0	**6**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	15
% Buses and Single-Unit Trucks	66.7%	6.9%	0%	0%	**9.3%**	-	0%	6.0%	7.1%	0%	**6.3%**	-	0%	0%	4.4%	0%	**4.4%**	-	0%	0%	0%	0%	**-**	-	7.0%
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

I-45 East Access Rd (E) - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644694, Location: 30.236781, -95.456114

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



I-45 East Access Rd (E) - TMC
Wed Mar 27, 2019
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: 644694, Location: 30.236781, -95.456114

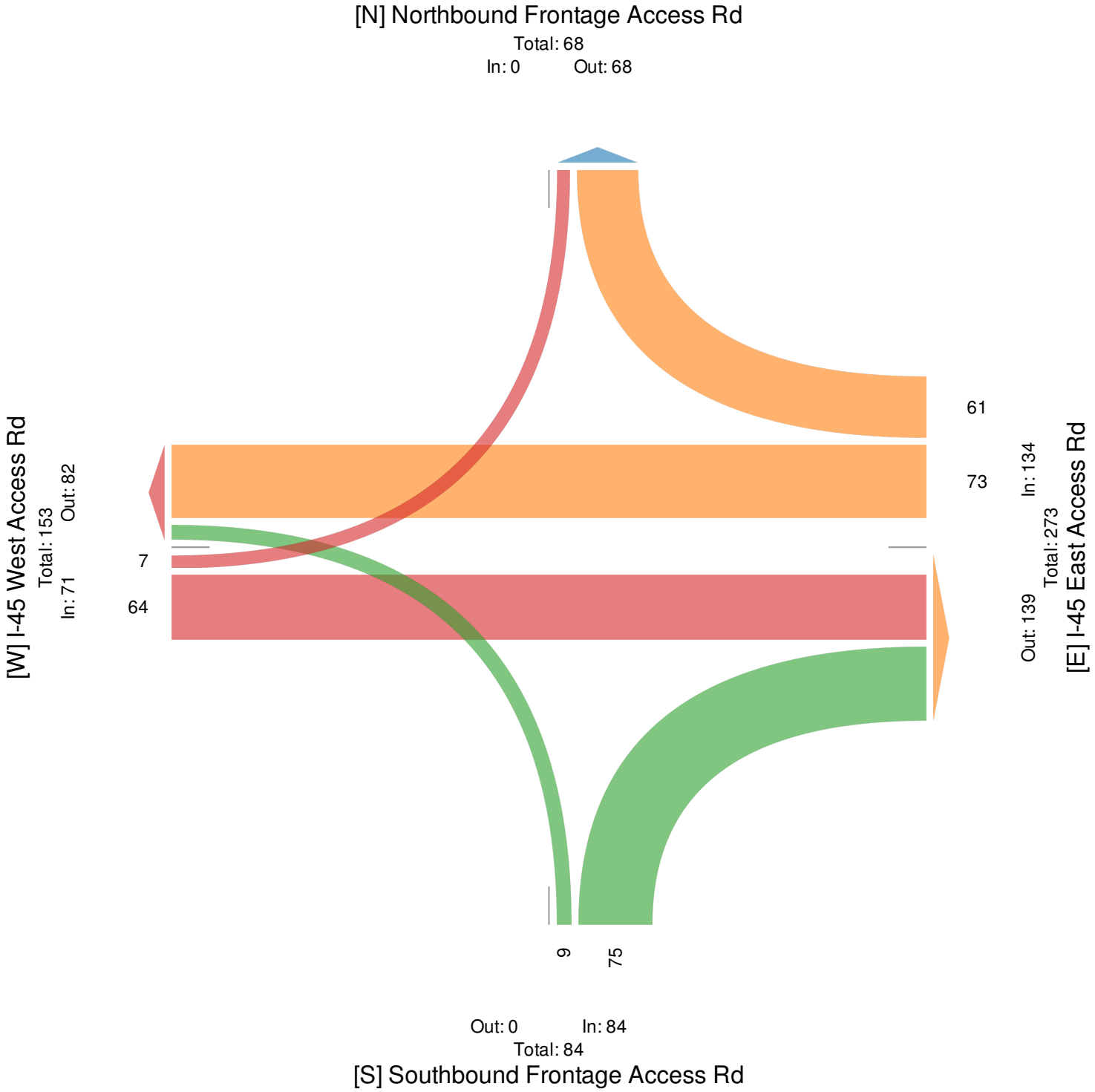
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	I-45 West Access Rd						I-45 East Access Rd						Southbound Frontage Access Rd						Northbound Frontage Access Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-03-27 4:30PM	0	14	0	0	**14**	0	0	20	11	0	**31**	0	4	0	17	0	**21**	0	0	0	0	0	**0**	0	**66**
4:45PM	1	19	0	0	**20**	0	0	19	19	0	**38**	0	2	0	18	0	**20**	0	0	0	0	0	**0**	0	**78**
5:00PM	3	15	0	0	**18**	0	0	14	15	0	**29**	0	0	0	25	0	**25**	0	0	0	0	0	**0**	0	**72**
5:15PM	3	16	0	0	**19**	0	0	20	16	0	**36**	0	3	0	15	0	**18**	0	0	0	0	0	**0**	0	**73**
Total	7	64	0	0	**71**	0	0	73	61	0	**134**	0	9	0	75	0	**84**	0	0	0	0	0	**0**	0	**289**
% Approach	9.9%	90.1%	0%	0%	**-**	-	0%	54.5%	45.5%	0%	**-**	-	10.7%	0%	89.3%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	2.4%	22.1%	0%	0%	**24.6%**	-	0%	25.3%	21.1%	0%	**46.4%**	-	3.1%	0%	26.0%	0%	**29.1%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	0.583	0.842	-	-	**0.888**	-	-	0.913	0.803	-	**0.882**	-	0.563	-	0.750	-	**0.840**	-	-	-	-	-	**-**	-	0.926
Lights	7	63	0	0	**70**	-	0	67	60	0	**127**	-	9	0	72	0	**81**	-	0	0	0	0	**0**	-	278
% Lights	100%	98.4%	0%	0%	**98.6%**	-	0%	91.8%	98.4%	0%	**94.8%**	-	100%	0%	96.0%	0%	**96.4%**	-	0%	0%	0%	0%	**-**	-	96.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	6	1	0	**7**	-	0	0	3	0	**3**	-	0	0	0	0	**0**	-	11
% Buses and Single-Unit Trucks	0%	1.6%	0%	0%	**1.4%**	-	0%	8.2%	1.6%	0%	**5.2%**	-	0%	0%	4.0%	0%	**3.6%**	-	0%	0%	0%	0%	**-**	-	3.8%
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

I-45 East Access Rd (E) - TMC
Wed Mar 27, 2019
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: 644694, Location: 30.236781, -95.456114

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



I-45 West Access Rd at IH45 SBFR - TMC

Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644695, Location: 30.237673, -95.459132

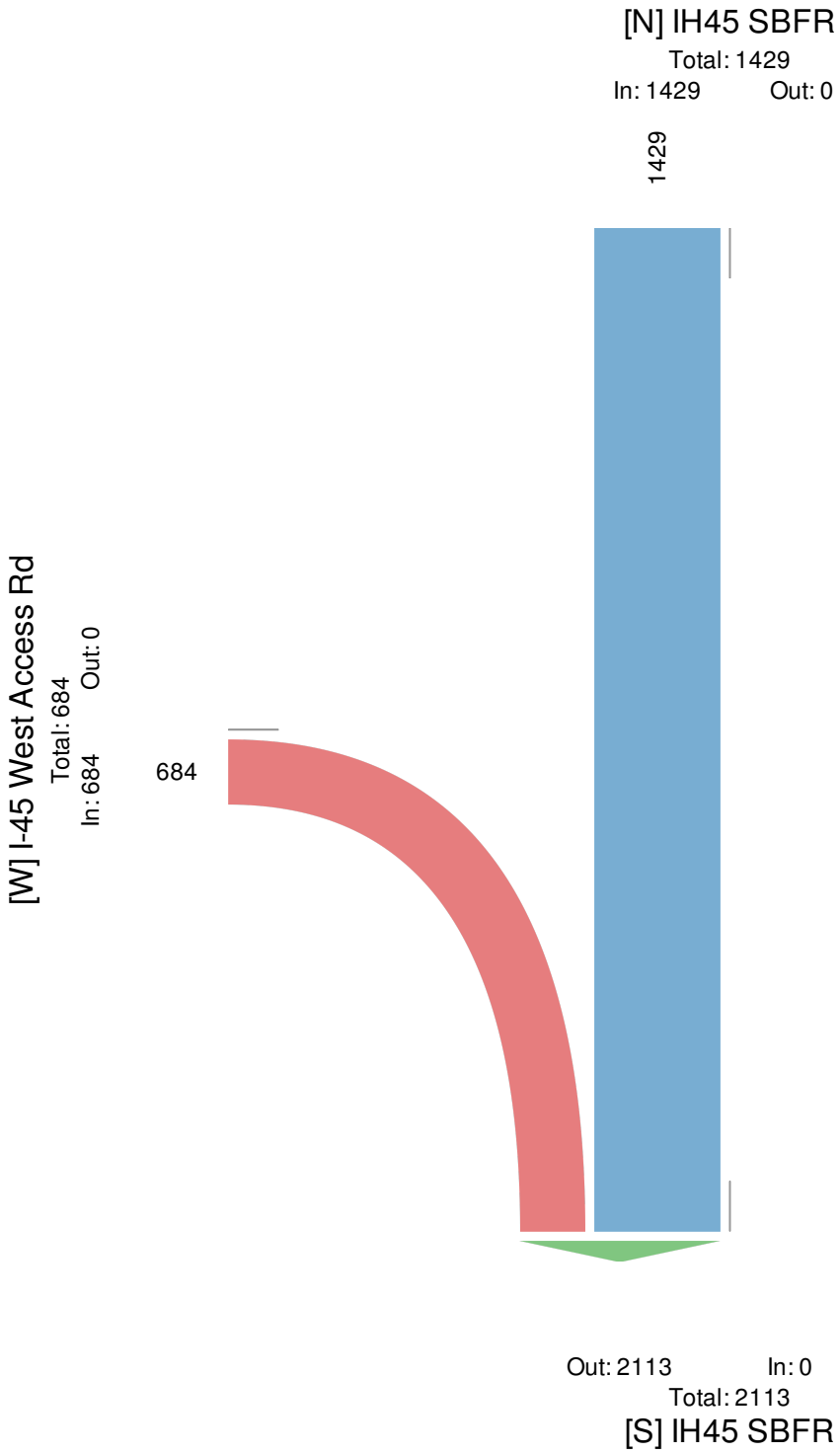
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	I-45 West Access Rd Eastbound					IH45 SBFR Northbound					IH45 SBFR Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	0	26	0	**26**	0	0	0	0	**0**	0	50	0	0	**50**	0	**76**
7:15AM	0	30	0	**30**	0	0	0	0	**0**	0	66	0	0	**66**	0	**96**
7:30AM	0	33	0	**33**	0	0	0	0	**0**	0	136	0	0	**136**	0	**169**
7:45AM	0	40	0	**40**	0	0	0	0	**0**	0	185	0	0	**185**	0	**225**
Hourly Total	0	129	0	**129**	0	0	0	0	**0**	0	437	0	0	**437**	0	**566**
8:00AM	0	28	0	**28**	0	0	0	0	**0**	0	186	0	0	**186**	0	**214**
8:15AM	0	26	0	**26**	0	0	0	0	**0**	0	190	0	0	**190**	0	**216**
8:30AM	0	31	0	**31**	0	0	0	0	**0**	0	148	0	0	**148**	0	**179**
8:45AM	0	39	0	**39**	0	0	0	0	**0**	0	85	0	0	**85**	0	**124**
Hourly Total	0	124	0	**124**	0	0	0	0	**0**	0	609	0	0	**609**	0	**733**
4:15PM	0	76	0	**76**	0	0	0	0	**0**	0	37	0	0	**37**	0	**113**
4:30PM	0	61	0	**61**	0	0	0	0	**0**	0	60	0	0	**60**	0	**121**
4:45PM	0	48	0	**48**	0	0	0	0	**0**	0	54	0	0	**54**	0	**102**
Hourly Total	0	185	0	**185**	0	0	0	0	**0**	0	151	0	0	**151**	0	**336**
5:00PM	0	57	0	**57**	0	0	0	0	**0**	0	62	0	0	**62**	0	**119**
5:15PM	0	52	0	**52**	0	0	0	0	**0**	0	60	0	0	**60**	0	**112**
5:30PM	0	51	0	**51**	0	0	0	0	**0**	0	32	0	0	**32**	0	**83**
5:45PM	0	44	0	**44**	0	0	0	0	**0**	0	44	0	0	**44**	0	**88**
Hourly Total	0	204	0	**204**	0	0	0	0	**0**	0	198	0	0	**198**	0	**402**
6:00PM	0	42	0	**42**	0	0	0	0	**0**	0	34	0	0	**34**	0	**76**
Hourly Total	0	42	0	**42**	0	0	0	0	**0**	0	34	0	0	**34**	0	**76**
Total	0	684	0	**684**	0	0	0	0	**0**	0	1429	0	0	**1429**	0	**2113**
% Approach	0%	100%	0%	**-**	-	0%	0%	0%	**-**	-	100%	0%	0%	**-**	-	-
% Total	0%	32.4%	0%	**32.4%**	-	0%	0%	0%	**0%**	-	67.6%	0%	0%	**67.6%**	-	-
Lights	0	635	0	**635**	-	0	0	0	**0**	-	1359	0	0	**1359**	-	1994
% Lights	0%	92.8%	0%	**92.8%**	-	0%	0%	0%	**-**	-	95.1%	0%	0%	**95.1%**	-	94.4%
Articulated Trucks	0	26	0	**26**	-	0	0	0	**0**	-	34	0	0	**34**	-	60
% Articulated Trucks	0%	3.8%	0%	**3.8%**	-	0%	0%	0%	**-**	-	2.4%	0%	0%	**2.4%**	-	2.8%
Buses and Single-Unit Trucks	0	23	0	**23**	-	0	0	0	**0**	-	36	0	0	**36**	-	59
% Buses and Single-Unit Trucks	0%	3.4%	0%	**3.4%**	-	0%	0%	0%	**-**	-	2.5%	0%	0%	**2.5%**	-	2.8%
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

I-45 West Access Rd at IH45 SBFR - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644695, Location: 30.237673, -95.459132

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



I-45 West Access Rd at IH45 SBFR - TMC

Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644695, Location: 30.237673, -95.459132

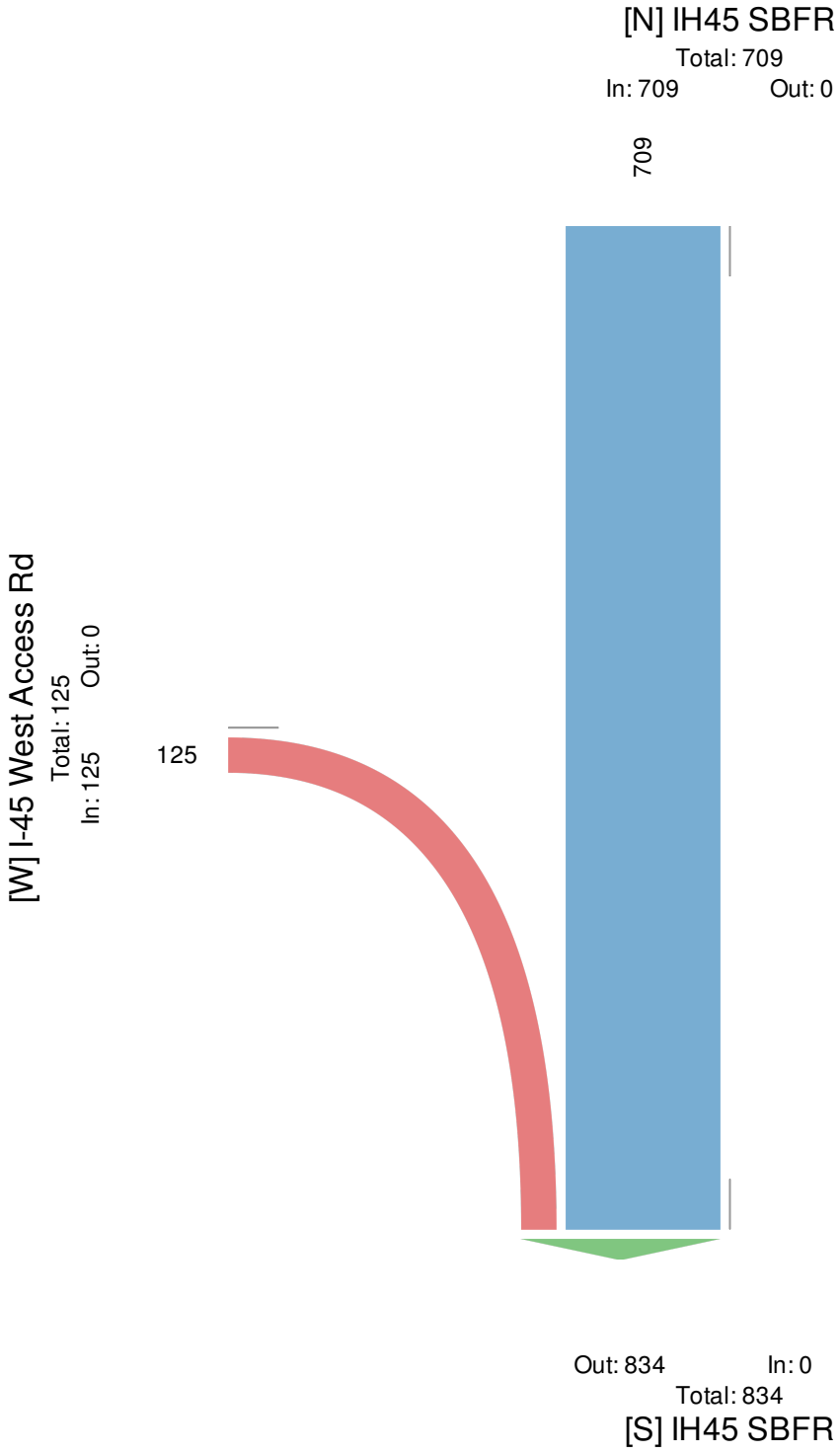
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	I-45 West Access Rd Eastbound					IH45 SBFR Northbound					IH45 SBFR Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-03-27 7:45AM	0	40	0	**40**	0	0	0	0	**0**	0	185	0	0	**185**	0	**225**
8:00AM	0	28	0	**28**	0	0	0	0	**0**	0	186	0	0	**186**	0	**214**
8:15AM	0	26	0	**26**	0	0	0	0	**0**	0	190	0	0	**190**	0	**216**
8:30AM	0	31	0	**31**	0	0	0	0	**0**	0	148	0	0	**148**	0	**179**
Total	0	125	0	**125**	0	0	0	0	**0**	0	709	0	0	**709**	0	**834**
% Approach	0%	100%	0%	**-**	-	0%	0%	0%	**-**	-	100%	0%	0%	**-**	-	**-**
% Total	0%	15.0%	0%	**15.0%**	-	0%	0%	0%	**0%**	-	85.0%	0%	0%	**85.0%**	-	**-**
PHF	-	0.781	-	**0.781**	-	-	-	-	**-**	-	0.933	-	-	**0.933**	-	0.927
Lights	0	108	0	**108**	-	0	0	0	**0**	-	673	0	0	**673**	-	781
% Lights	0%	86.4%	0%	**86.4%**	-	0%	0%	0%	**-**	-	94.9%	0%	0%	**94.9%**	-	93.6%
Articulated Trucks	0	13	0	**13**	-	0	0	0	**0**	-	18	0	0	**18**	-	31
% Articulated Trucks	0%	10.4%	0%	**10.4%**	-	0%	0%	0%	**-**	-	2.5%	0%	0%	**2.5%**	-	3.7%
Buses and Single-Unit Trucks	0	4	0	**4**	-	0	0	0	**0**	-	18	0	0	**18**	-	22
% Buses and Single-Unit Trucks	0%	3.2%	0%	**3.2%**	-	0%	0%	0%	**-**	-	2.5%	0%	0%	**2.5%**	-	2.6%
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

I-45 West Access Rd at IH45 SBFR - TMC
Wed Mar 27, 2019
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644695, Location: 30.237673, -95.459132

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



I-45 West Access Rd at IH45 SBFR - TMC

Wed Mar 27, 2019
PM Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644695, Location: 30.237673, -95.459132

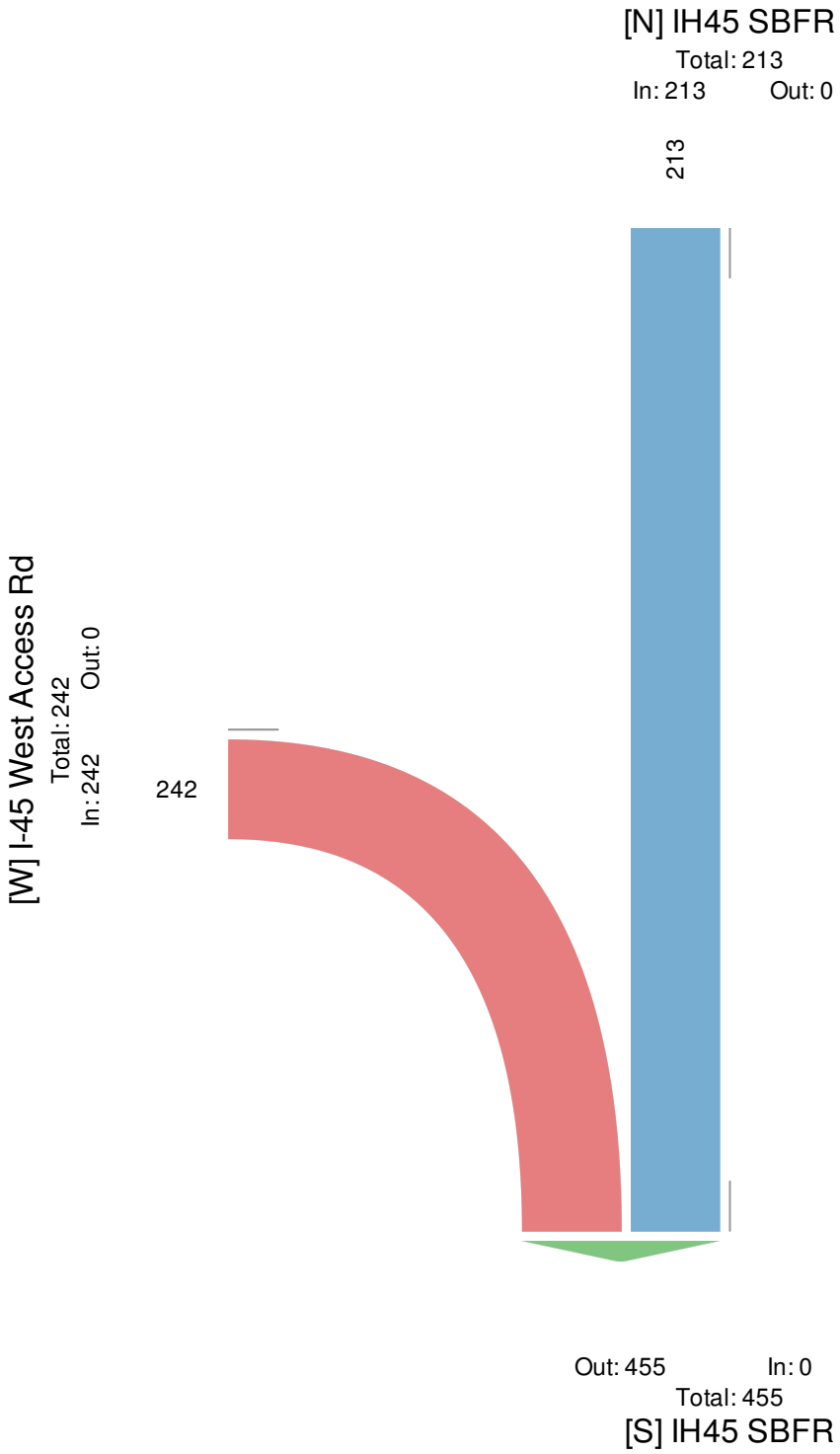
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	I-45 West Access Rd Eastbound					IH45 SBFR Northbound					IH45 SBFR Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-03-27 4:15PM	0	76	0	**76**	0	0	0	0	**0**	0	37	0	0	**37**	0	**113**
4:30PM	0	61	0	**61**	0	0	0	0	**0**	0	60	0	0	**60**	0	**121**
4:45PM	0	48	0	**48**	0	0	0	0	**0**	0	54	0	0	**54**	0	**102**
5:00PM	0	57	0	**57**	0	0	0	0	**0**	0	62	0	0	**62**	0	**119**
Total	0	242	0	**242**	0	0	0	0	**0**	0	213	0	0	**213**	0	**455**
% Approach	0%	100%	0%	**-**	-	0%	0%	0%	**-**	-	100%	0%	0%	**-**	-	-
% Total	0%	53.2%	0%	**53.2%**	-	0%	0%	0%	**0%**	-	46.8%	0%	0%	**46.8%**	-	-
PHF	-	0.796	-	**0.796**	-	-	-	-	**-**	-	0.859	-	-	**0.859**	-	0.940
Lights	0	238	0	**238**	-	0	0	0	**0**	-	204	0	0	**204**	-	442
% Lights	0%	98.3%	0%	**98.3%**	-	0%	0%	0%	**-**	-	95.8%	0%	0%	**95.8%**	-	97.1%
Articulated Trucks	0	1	0	**1**	-	0	0	0	**0**	-	2	0	0	**2**	-	3
% Articulated Trucks	0%	0.4%	0%	**0.4%**	-	0%	0%	0%	**-**	-	0.9%	0%	0%	**0.9%**	-	0.7%
Buses and Single-Unit Trucks	0	3	0	**3**	-	0	0	0	**0**	-	7	0	0	**7**	-	10
% Buses and Single-Unit Trucks	0%	1.2%	0%	**1.2%**	-	0%	0%	0%	**-**	-	3.3%	0%	0%	**3.3%**	-	2.2%
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

I-45 West Access Rd at IH45 SBFR - TMC
Wed Mar 27, 2019
PM Peak (4:15 PM - 5:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644695, Location: 30.237673, -95.459132

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



I-45 West Access Rd at IH45 NBFR - TMC

Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644697, Location: 30.236009, -95.45825

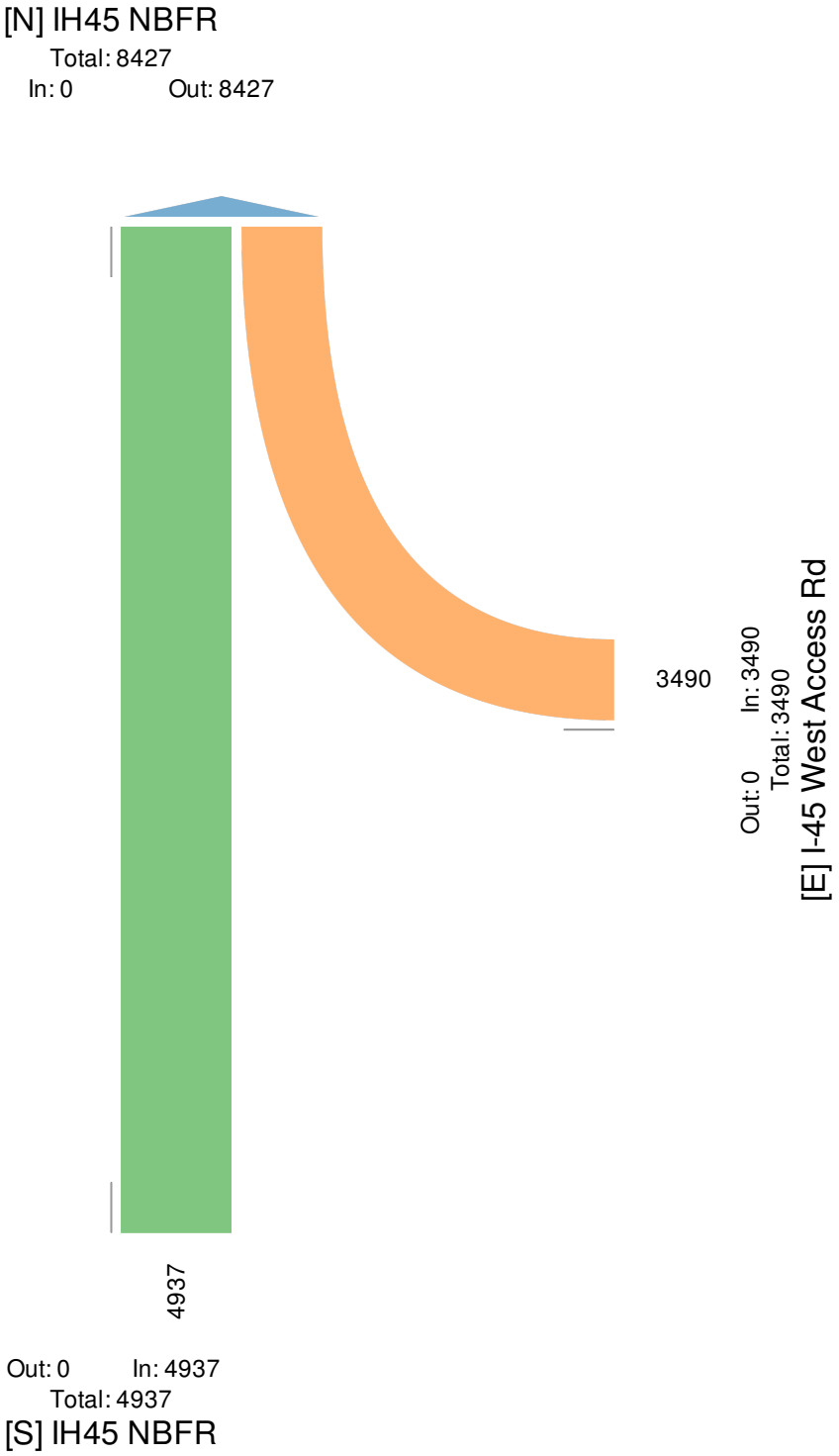
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	I-45 West Access Rd Westbound					IH45 NBFR Northbound					IH45 NBFR Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2019-03-27 7:00AM	0	189	0	**189**	0	146	0	0	**146**	0	0	0	0	**0**	0	**335**
7:15AM	0	216	0	**216**	0	230	0	0	**230**	0	0	0	0	**0**	0	**446**
7:30AM	0	224	0	**224**	0	212	0	0	**212**	0	0	0	0	**0**	0	**436**
7:45AM	0	243	0	**243**	0	227	0	0	**227**	0	0	0	0	**0**	0	**470**
Hourly Total	0	872	0	**872**	0	815	0	0	**815**	0	0	0	0	**0**	0	**1687**
8:00AM	0	218	0	**218**	0	203	0	0	**203**	0	0	0	0	**0**	0	**421**
8:15AM	0	188	0	**188**	0	156	0	0	**156**	0	0	0	0	**0**	0	**344**
8:30AM	0	228	0	**228**	0	171	0	0	**171**	0	0	0	0	**0**	0	**399**
8:45AM	0	199	0	**199**	0	183	0	0	**183**	0	0	0	0	**0**	0	**382**
Hourly Total	0	833	0	**833**	0	713	0	0	**713**	0	0	0	0	**0**	0	**1546**
4:15PM	0	209	0	**209**	0	454	0	0	**454**	0	0	0	0	**0**	0	**663**
4:30PM	0	223	0	**223**	0	433	0	0	**433**	0	0	0	0	**0**	0	**656**
4:45PM	0	191	0	**191**	0	390	0	0	**390**	0	0	0	0	**0**	0	**581**
Hourly Total	0	623	0	**623**	0	1277	0	0	**1277**	0	0	0	0	**0**	0	**1900**
5:00PM	0	224	0	**224**	0	450	0	0	**450**	0	0	0	0	**0**	0	**674**
5:15PM	0	259	0	**259**	0	465	0	0	**465**	0	0	0	0	**0**	0	**724**
5:30PM	0	233	0	**233**	0	467	0	0	**467**	0	0	0	0	**0**	0	**700**
5:45PM	0	228	0	**228**	0	366	0	0	**366**	0	0	0	0	**0**	0	**594**
Hourly Total	0	944	0	**944**	0	1748	0	0	**1748**	0	0	0	0	**0**	0	**2692**
6:00PM	0	218	0	**218**	0	384	0	0	**384**	0	0	0	0	**0**	0	**602**
Hourly Total	0	218	0	**218**	0	384	0	0	**384**	0	0	0	0	**0**	0	**602**
Total	0	3490	0	**3490**	0	4937	0	0	**4937**	0	0	0	0	**0**	0	**8427**
% Approach	0%	100%	0%	**-**	-	100%	0%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	0%	41.4%	0%	**41.4%**	-	58.6%	0%	0%	**58.6%**	-	0%	0%	0%	**0%**	-	-
Lights	0	3395	0	**3395**	-	4819	0	0	**4819**	-	0	0	0	**0**	-	8214
% Lights	0%	97.3%	0%	**97.3%**	-	97.6%	0%	0%	**97.6%**	-	0%	0%	0%	**-**	-	97.5%
Articulated Trucks	0	35	0	**35**	-	59	0	0	**59**	-	0	0	0	**0**	-	94
% Articulated Trucks	0%	1.0%	0%	**1.0%**	-	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	**-**	-	1.1%
Buses and Single-Unit Trucks	0	60	0	**60**	-	59	0	0	**59**	-	0	0	0	**0**	-	119
% Buses and Single-Unit Trucks	0%	1.7%	0%	**1.7%**	-	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	**-**	-	1.4%
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

I-45 West Access Rd at IH45 NBFR - TMC
Wed Mar 27, 2019
Full Length (7 AM-9 AM, 4:15 PM-6:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 644697, Location: 30.236009, -95.45825

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



I-45 West Access Rd at IH45 NBFR - TMC

Wed Mar 27, 2019
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: 644697, Location: 30.236009, -95.45825

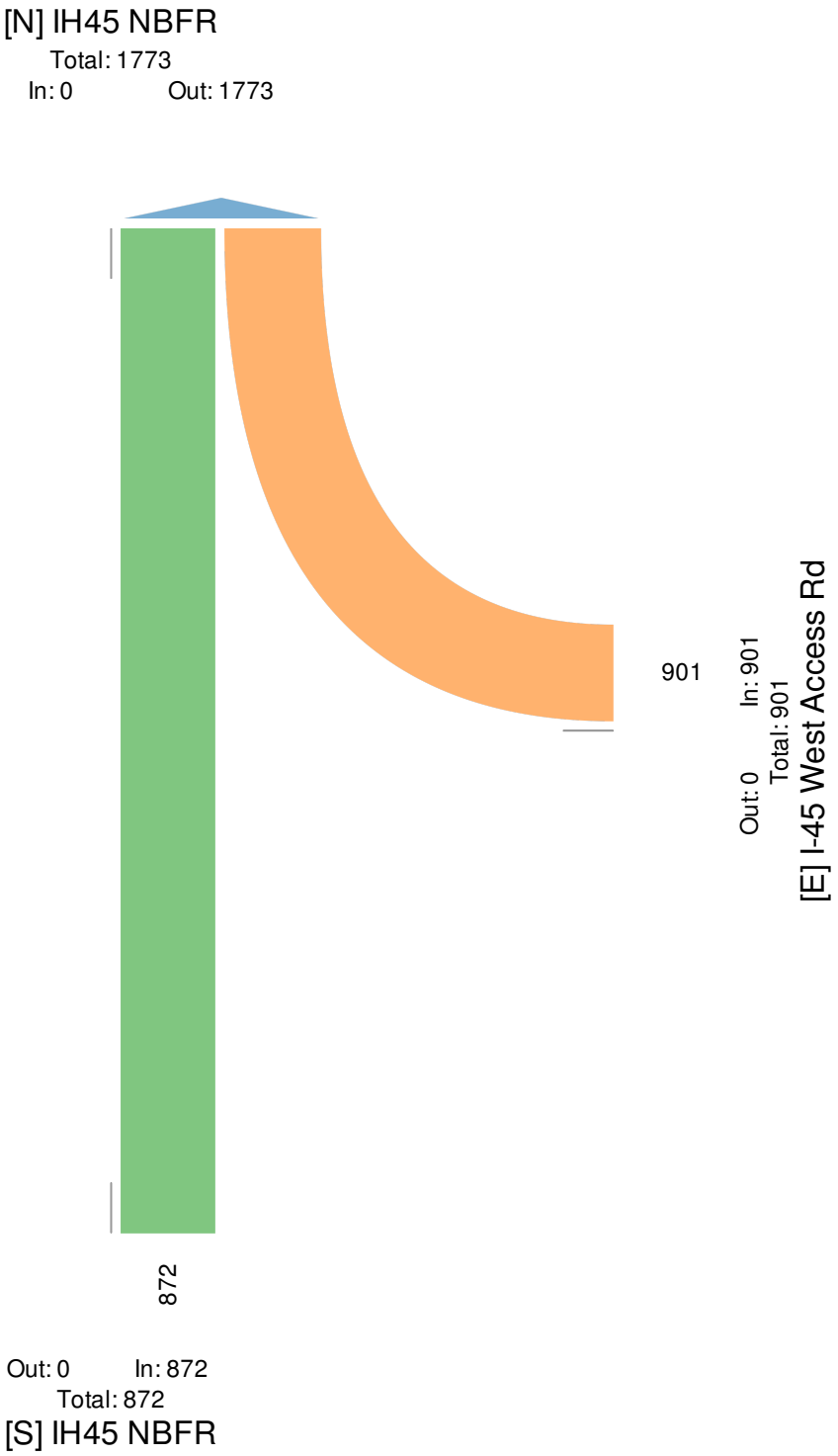
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	I-45 West Access Rd Westbound					IH45 NBFR Northbound					IH45 NBFR Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2019-03-27 7:15AM	0	216	0	**216**	0	230	0	0	**230**	0	0	0	0	**0**	0	**446**
7:30AM	0	224	0	**224**	0	212	0	0	**212**	0	0	0	0	**0**	0	**436**
7:45AM	0	243	0	**243**	0	227	0	0	**227**	0	0	0	0	**0**	0	**470**
8:00AM	0	218	0	**218**	0	203	0	0	**203**	0	0	0	0	**0**	0	**421**
Total	0	901	0	**901**	0	872	0	0	**872**	0	0	0	0	**0**	0	**1773**
% Approach	0%	100%	0%	**-**	-	100%	0%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	0%	50.8%	0%	**50.8%**	-	49.2%	0%	0%	**49.2%**	-	0%	0%	0%	**0%**	-	-
PHF	-	0.927	-	**0.927**	-	0.948	-	-	**0.948**	-	-	-	-	**-**	-	0.943
Lights	0	881	0	**881**	-	820	0	0	**820**	-	0	0	0	**0**	-	1701
% Lights	0%	97.8%	0%	**97.8%**	-	94.0%	0%	0%	**94.0%**	-	0%	0%	0%	**-**	-	95.9%
Articulated Trucks	0	11	0	**11**	-	28	0	0	**28**	-	0	0	0	**0**	-	39
% Articulated Trucks	0%	1.2%	0%	**1.2%**	-	3.2%	0%	0%	**3.2%**	-	0%	0%	0%	**-**	-	2.2%
Buses and Single-Unit Trucks	0	9	0	**9**	-	24	0	0	**24**	-	0	0	0	**0**	-	33
% Buses and Single-Unit Trucks	0%	1.0%	0%	**1.0%**	-	2.8%	0%	0%	**2.8%**	-	0%	0%	0%	**-**	-	1.9%
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

I-45 West Access Rd at IH45 NBFR - TMC
Wed Mar 27, 2019
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: 644697, Location: 30.236009, -95.45825

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



I-45 West Access Rd at IH45 NBFR - TMC

Wed Mar 27, 2019
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: 644697, Location: 30.236009, -95.45825

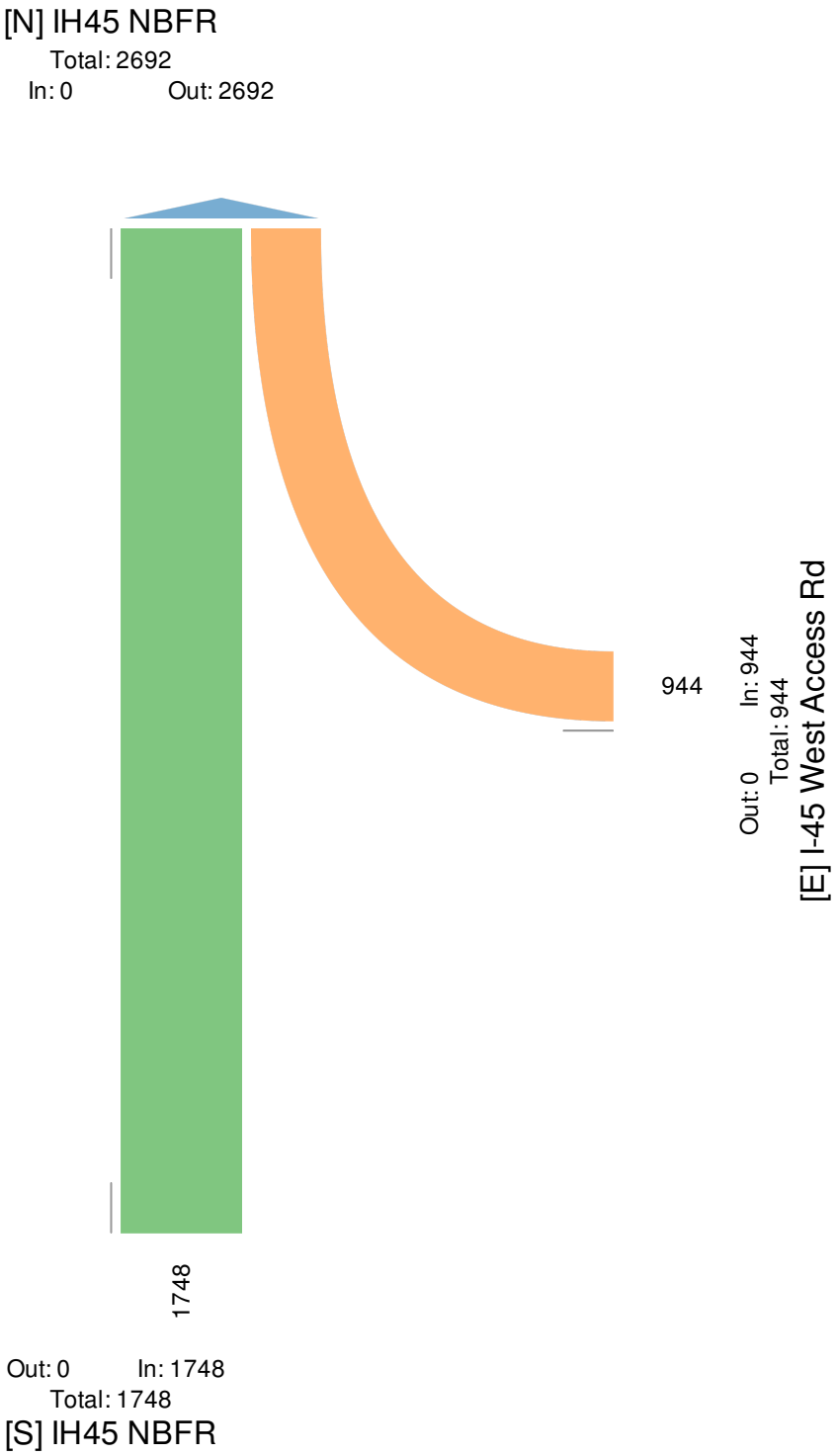
CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	I-45 West Access Rd Westbound					IH45 NBFR Northbound					IH45 NBFR Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2019-03-27 5:00PM	0	224	0	**224**	0	450	0	0	**450**	0	0	0	0	**0**	0	**674**
5:15PM	0	259	0	**259**	0	465	0	0	**465**	0	0	0	0	**0**	0	**724**
5:30PM	0	233	0	**233**	0	467	0	0	**467**	0	0	0	0	**0**	0	**700**
5:45PM	0	228	0	**228**	0	366	0	0	**366**	0	0	0	0	**0**	0	**594**
Total	0	944	0	**944**	0	1748	0	0	**1748**	0	0	0	0	**0**	0	**2692**
% Approach	0%	100%	0%	**-**	-	100%	0%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	0%	35.1%	0%	**35.1%**	-	64.9%	0%	0%	**64.9%**	-	0%	0%	0%	**0%**	-	-
PHF	-	0.911	-	**0.911**	-	0.936	-	-	**0.936**	-	-	-	-	**-**	-	0.930
Lights	0	914	0	**914**	-	1741	0	0	**1741**	-	0	0	0	**0**	-	2655
% Lights	0%	96.8%	0%	**96.8%**	-	99.6%	0%	0%	**99.6%**	-	0%	0%	0%	**-**	-	98.6%
Articulated Trucks	0	6	0	**6**	-	3	0	0	**3**	-	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.6%	0%	**0.6%**	-	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**-**	-	0.3%
Buses and Single-Unit Trucks	0	24	0	**24**	-	4	0	0	**4**	-	0	0	0	**0**	-	28
% Buses and Single-Unit Trucks	0%	2.5%	0%	**2.5%**	-	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**-**	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

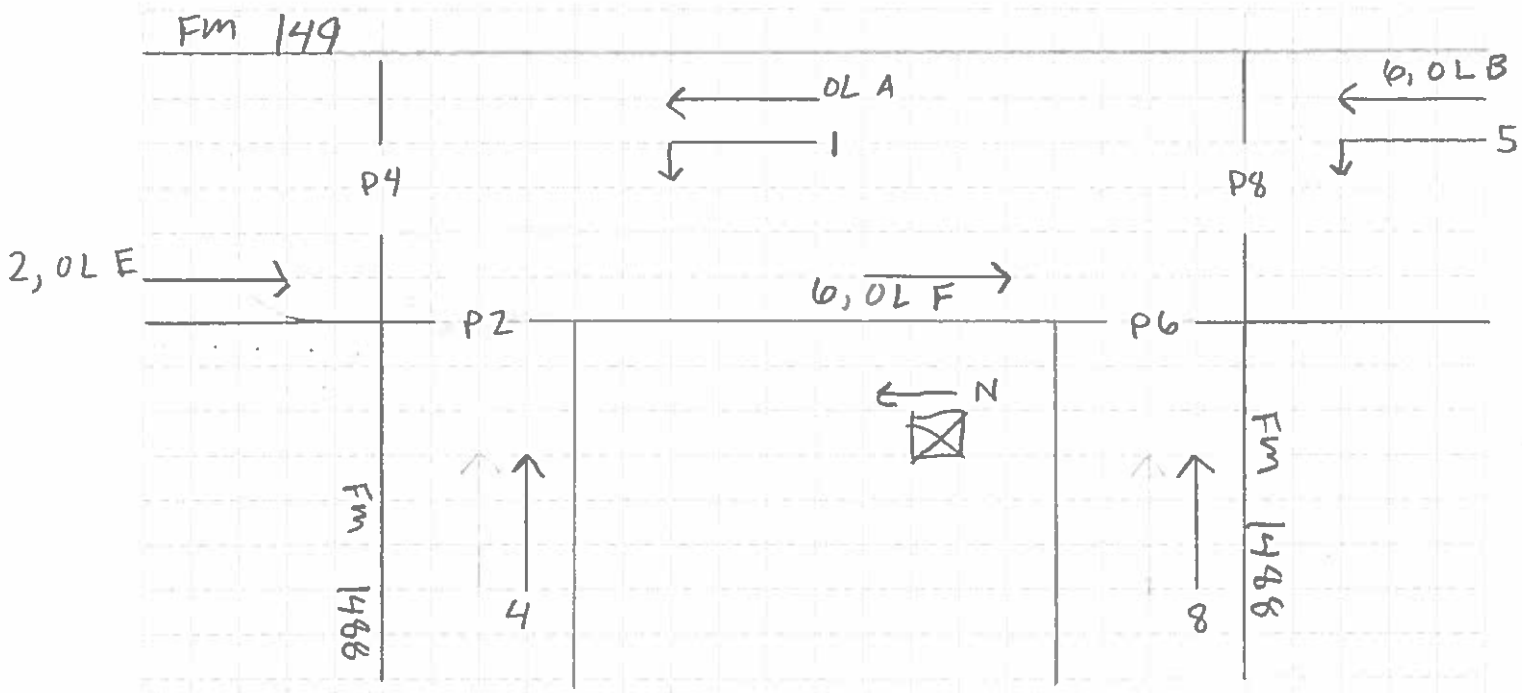
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

I-45 West Access Rd at IH45 NBFR - TMC
Wed Mar 27, 2019
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: 644697, Location: 30.236009, -95.45825

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



EXISTING SIGNAL TIMING PLANS



Texas Department of Transportation

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Sequence 1																
Ring 1	1	3	4	2	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	7	8	5	6	.	.	.	.	.	.	.	.	.	.	.	.
Ring 3	.	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X	X							
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
1	5
1	7
1	8
1	9
2	5
2	6
2	8
3	9
4	5
4	6
4	8
5	9
6	9
8	9

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	N	S	E	W	S	N	W	E	N	N	N	N	N	N	N	N

Movement	L	T	L	T	L	T	L	T								
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	23DB
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1		.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	.		.	X	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	X	.	.	X	.	.	.	.	.	.	.	.
	4	X	.	.		.	.	X	X	X	.	.	.	.	.	.	.
	5	X	.	X	.		.	.	.	X	.	.	.	.	.	.	.
	6	.	.	.	.	X		.	X	.	.	.	.	.	.	.	.
	7	.	.	.	X	.	.		.	.	.	.	.	.	.	.	.
	8	X	.	X	.	.	.	.		X	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming Red	Dimming Yellow	Dimming Green	Dimming Dark	Power Up	Auto Red	Auto Yellow	Flash Together
1	1	V				-	Auto	X		
2	5	O				-	Auto	X		X
3	3	V				-	Auto	X		
4	4	V				-	Auto	X		X
5	5	V				+	Auto	X		
6	6	O				+	Auto	X		X
7	7	V				+	Auto	X		
8	8	V				+	Auto	X		X
9	1	O				-	Auto			

10	2	O				-	Auto			
11	3	O				+	Auto			
12	4	O				+	Auto			
13	2	P				-	Auto	X		
14	4	P				+	Auto	X		X
15	6	P				-	Auto	X		
16	8	P				+	Auto	X		X

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Configuration Port 1 (SDLC)

Port 1 SDLC (MM) 1-4-1

BIU	1	2	3	4	5	6	7	8
Term & Facility	X	X						
Detector Rack	X	X						

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No

MMU Program (MM) 1-4-2

Channel Can Serve With Channel	
Channel 1	**Channel 2**

Color Check Enable (MM) 1-4-3

Enable Color Check: No

MMU/LS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green																
Yellow																
Red																

Secondary Stations/Tests (MM) 1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term & Facility									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Configuration Communications 1 (SDLC)

Ethernet Port Configuration (MM) 1-5-1

Controller IP: 10.1.70.42
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.1.70.1
Server IP: 10.1.70.170

NTCIP (MM) 1-5-5

NTCIP Backup Time (Sec): 0
NTCIP UDP Port: 501
Ethernet Priority: 1
Port 2 Priority (Port C50S for 2070): 4
Port 3A Priority (Port C21S for 2070): 3
Port 3B Priority (Port C22S for 2070): 2

Port Configuration (MM) 1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	None	Auto	Auto
Protocol	GPS NMEA	NTCIP	NTCIP
Enable	Yes	No	No
Data Rate (BPS)	4800	9600	9600
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Address	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex - Half or Full	Half	Full	Full
Flow Control	No	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	0.0
RTS Turn Off Delay	n/a	n/a	0.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

ECPIP (MM) 1-5-6

Controller Address: 0

Expanded System Detector Address: 0

System Detector Assignment

System Detector	Local Detector

Wireless Configuration (MM) 1-5-7

Wireless Channel Number: 1
Wireless Access Code: 327423274

Peer to Peer Setup (MM) 1-5-8

Local Port: 69

Peer	Port	IP Address	Timeout	Peer Name (Cobalt only)
2	70	192.168.1.70	1	

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Configuration Logging / Display

Event Logging (MM) 1-6-1

Critical RFE's (MMU/TF)	Yes	3 Critical Errors Within 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Fault	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preemption Events	Yes	TSP Events	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online / Offline	Yes		

Alarm Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM) 1-7-2

Key Click Enable:	Yes
Switch to Graphics Mode:	No
LED Mode:	Auto
Display Mode:	Advanced
Trans Mode Pop-Up Disable:	No

Sign On (MM) 8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

Software Modules (MM) 8-7

Application Version: 32.64.10
OS (Boot) Version: 06.07.00

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Logic Processor Page 1

Logic Statement Control (MM) 1-8-1

Logic #	Statement Control
1	E
2	E

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Logic Processor Page 2

Logic Statements (MM) 1-8-2

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	10	12	2	5	5	12	2	5	2	1	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	5	0	5	0	0	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	40	0	16	0	37	0	15	0	0	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.1	0.1	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	30	45	3	30	15	45	3	30	3	2	35	35	35	35	35	35
Max2	40	40	40	50	40	40	40	40	3	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	35	65	0	35	20	55	0	35	0	0	0	0	0	0	0	0
Dym Step	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.1	5.1	4.3	5.1	5.1	5.1	4.3	5.1	4.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.3	1.3	1.3	1.5	1.3	1.3	1.3	1.5	1.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
B	Other/Econolite	0.0	5.0	1.0	5.0
E	Other/Econolite	0.0	5.0	1.0	5.0
F	Other/Econolite	0.0	5.0	1.0	0.0

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
A	1	Yes	No	No	No		No	No	.
A	2	Yes	No	No	No		No	No	.
A	3	Yes	No	No	No		No	No	.
B	1	Yes	No	No	No		No	No	.
B	2	Yes	No	No	No		No	Yes	.
B	8	No	No	No	Yes		No	No	.
B	9	No	No	No	Yes		No	No	.
E	1	No	No	No	Yes		No	No	.
E	3	Yes	No	No	No		No	No	.
E	4	No	No	No	Yes		No	No	.
E	6	Yes	No	No	No		No	Yes	.
F	5	No	No	No	Yes		No	No	.
F	6	Yes	No	No	No		No	No	.
F	7	Yes	No	No	No		No	No	.
F	8	No	No	No	Yes		No	No	.
F	9	Yes	No	No	No		No	No	.

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	0	5.1	1.3	0
B02	5	0	0	5.1	1.3	0
C03	2	0	0	5.1	1.3	0
D04	5	0	0	4.3	1.5	0
E05	5	0	0	5.1	1.3	0
F06	5	0	0	5.1	1.3	0

G07	2	0	0	5.1	1.3	0
H08	5	0	0	4.3	1.5	0
I09	0	0	0	5.1	1.3	0
J10	0	0	0	3.0	0.0	0
K11	0	0	0	3.0	0.0	0
L12	0	0	0	3.0	0.0	0
M13	0	0	0	3.0	0.0	0
N14	0	0	0	3.0	0.0	0
O15	0	0	0	3.0	0.0	0
P16	0	0	0	3.0	0.0	0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Controller Start / Flash Data (MM) 2-5

Start Up

Phase	Phase Setting
1	.
2	Y
3	.
4	.
5	.
6	Y
7	.
8	.
9	.
10	.
11	.
12	.
13	.
14	.
15	.
16	.

Overlap
A
B
C
D
E
F

Flash Thru Mon: No
Flash Time: 0
All Red: 6
Power Start Seq: 9
MUTCD Enabled: No
Y->G: n/a

Automatic Flash

Entry
2
6

Exit

2
6

Overlap Exit
A
B
C
D
E
F

Flash Thru Mon:	No
Exit Flash:	W
Minimum Flash:	8
Mimimum Recall:	No
Cycle Through Phase:	No

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry							X									
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8
Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Preempt Plan

Preempt Plan (MM) 4-1

No Enabled Preempts

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Action Plan:	0
SYNC Reference Time:	00:00
SYNC Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	-6

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 149 at FM 1488 Cob - Dia - Econolite Type - Cobalt

Detectors

Detectors - Pg 1

Veh Det Phase Assignment (MM) 6-1

Vehicle Detector Plan Number - 1

Veh Detector	Assigned Phase	Called Phase	Type
1	1		S
2	2		S
3	3		S
4	4		S
5	5		S
6	6		S
7	7		S
8	8		S
10	2		S
14	6		S
18	2		S
20	4		S
22	6		S
24	8		S

Vehicle Detector Plan Number - 2

Veh Detector	Assigned Phase	Called Phase	Type
1	1		S
2	2		S
3	3		S
4	4		S
5	5		S
6	6		S
7	7		S
8	8		S
9	2		S
10	2		S
11	4		S
12	4		S
13	6		S
14	6		S
15	8		S
16	8		S
17	1		S
18	2		S
19	3		S
20	4		S

21	5		S
22	6		S
23	7		S
24	8		S
25	2		S
26	4		S
27	6		S
28	8		S

Vehicle Detector Setup (MM) 6-2

Veh Detector	Type	TS2 Detector	Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	
18	S-STANDARD	Yes	
19	S-STANDARD	Yes	
20	S-STANDARD	Yes	
21	S-STANDARD	Yes	
22	S-STANDARD	Yes	
23	S-STANDARD	Yes	
24	S-STANDARD	Yes	
25	S-STANDARD	Yes	
26	S-STANDARD	Yes	
27	S-STANDARD	Yes	
28	S-STANDARD	Yes	
29	S-STANDARD	Yes	
30	S-STANDARD	Yes	
31	S-STANDARD	Yes	
32	S-STANDARD	Yes	
33	S-STANDARD	Yes	
34	S-STANDARD	Yes	
35	S-STANDARD	Yes	
36	S-STANDARD	Yes	
37	S-STANDARD	Yes	
38	S-STANDARD	Yes	
39	S-STANDARD	Yes	

40	S-STANDARD	Yes	
41	S-STANDARD	Yes	
42	S-STANDARD	Yes	
43	S-STANDARD	Yes	
44	S-STANDARD	Yes	
45	S-STANDARD	Yes	
46	S-STANDARD	Yes	
47	S-STANDARD	Yes	
48	S-STANDARD	Yes	
49	S-STANDARD	Yes	
50	S-STANDARD	Yes	
51	S-STANDARD	Yes	
52	S-STANDARD	Yes	
53	S-STANDARD	Yes	
54	S-STANDARD	Yes	
55	S-STANDARD	Yes	
56	S-STANDARD	Yes	
57	S-STANDARD	Yes	
58	S-STANDARD	Yes	
59	S-STANDARD	Yes	
60	S-STANDARD	Yes	
61	S-STANDARD	Yes	
62	S-STANDARD	Yes	
63	S-STANDARD	Yes	
64	S-STANDARD	Yes	

Vehicle Detector Plan Number - 1

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

20	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Vehicle Detector Plan Number - 2

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

52	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Phase Assignment (MM) 6-3

Mode: NTCIP

Called Phase	Detector
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

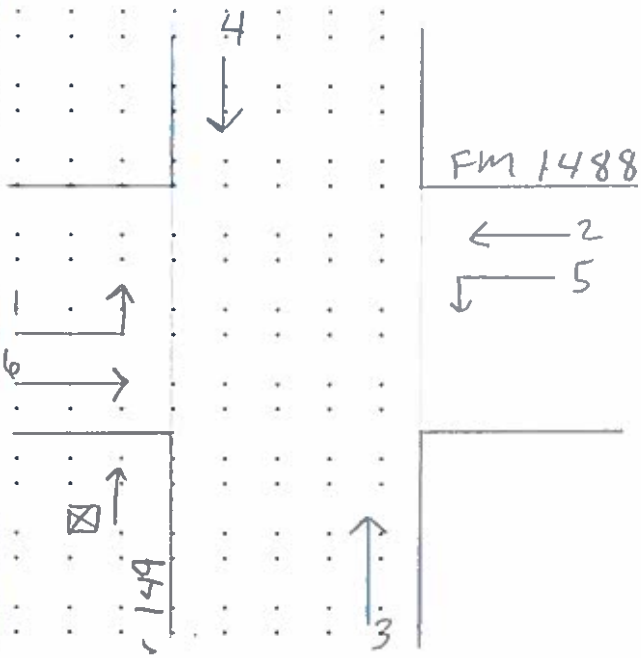
Configuration Phase Sequence Temporary Installed 2016 06 23

Controller Sequence (MM)1-1-1 Econ 2017 05 30

Hardware Alternate Sequence Enable: No Timing TEDSI

Phase Ring Sequence .....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.



Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X										
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase

n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Description																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	No

Backup Prevent (MM)1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		
2	2	V				+	X				X		X
3	3	V				+	X				X		
4	4	V				+	X				X		X
5	5	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X				X		
14	2	O				-	X				X		X
15	3	O				+	X				X		
16	4	O				-	X				X		X

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X							
Detector Rack Enable	X							

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

Color Check Enable (MM)1-4-3
Enable Color Check: No

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Configuration Communications

Ethernet Port Configuration (MM)1-5-1
Controller IP: 10.70.10.51
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.70.10.1
Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5
Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	NTCIP
Enable	No	No	No
Data Rate	19.2K	19.2K	19.2K
Data Parity Stop	8 N 1	8 N 1	8 N 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	0	0
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	0.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0

Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 0
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Main Status Display Mode:	Advanced
Screen Format:	Advanced
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Logic Processor Page 1

Statement Control (MM)1-8-1

LP	Statement Control
1	E
2	E
3	E
4	E
5	E
6	E
7	E

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Logic Processor Page 2

Logic Statements (MM)1-8-2

Statement Number: 1

IF:

	Assignment	#		State
IF	TBC MONTH		IS	5
AND	TBC DOM		>	27

THEN:

Assignment	#	State
SET TIMING PLAN ON	99	

ELSE:

Assignment	#	State

Statement Number: 2

IF:

	Assignment	#		State
IF	TBC MONTH		IS	6
OR	TBC MONTH		IS	7

THEN:

Assignment	#	State
SET TIMING PLAN ON	99	

ELSE:

Assignment	#	State

Statement Number: 3

IF:

	Assignment	#		State
IF	TBC MONTH		IS	8
AND	TBC DOM		<	26

THEN:

Assignment	#	State
SET TIMING PLAN ON	99	

ELSE:

Assignment	#	State

Statement Number: 4

IF:

	Assignment	#		State
IF	TBC MONTH		IS	11
AND	TBC DOM		>	19
AND	TBC DOM		<	26

THEN:

Assignment	#	State
SET TIMING PLAN ON	99	

ELSE:

Assignment	#	State

Statement Number: 5

IF:

	Assignment	#		State
IF	TBC MONTH		IS	12
AND	TBC DOM		>	23

THEN:

Assignment	#	State
SET TIMING PLAN ON	99	

ELSE:

Assignment	#	State

Statement Number: 6

IF:

	Assignment	#		State
IF	TBC MONTH		IS	1
AND	TBC DOM		<	7

THEN:

Assignment	#	State
SET TIMING PLAN ON	99	

ELSE:

Assignment	#	State

Statement Number: 7

IF:

	Assignment	#		State
IF	TBC MONTH		IS	3
AND	TBC DOM		>	11
AND	TBC DOM		<	18

THEN:

Assignment	#	State
SET TIMING PLAN ON	99	

ELSE:

Assignment	#	State

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	20	5	5	5	20	0	0	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	2.0	1.0	1.0	1.0	1.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	95	25	15	30	100	0	0	35	35	35	35	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	4.0	4.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Left Turn	Opposing Through	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable	Ped Protected

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
3	Y

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1
MUTCD Enabled: No
MUTCD Yellow to Green: n/a

Automatic Flash

Entry Phase
2

6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1																
Non Act 2																
Dual Entry		X				X										
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	150	Std (COS)	111	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Float		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	15	95	25	15	20	90	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	150s	110s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Preemptor Preempt Filtering
Enable Preempt Filtering and TSP/SCP
(MM)4-2

Input	Solid	Pulsing
1	...Bypassed...	...Bypassed...
2	...Bypassed...	...Bypassed...
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10
7	...Bypassed...	...Bypassed...
8	...Bypassed...	...Bypassed...
9	...Bypassed...	...Bypassed...
10	...Bypassed...	...Bypassed...

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	-6

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															

LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 99

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Day Plan - 1

Event	Action Plan	Start Time
1	99	12:00 AM

Day Plan - 2

Event	Action Plan	Start Time
1	99	12:00 AM
2	1	2:30 PM
3	99	4:00 PM

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Houston TRANSTAR, TXDOT

FM 1488 at SP 149 - - Econolite Type - ASC3

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	

13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	
18	S-STANDARD	Yes	
19	S-STANDARD	Yes	
20	S-STANDARD	Yes	
21	S-STANDARD	Yes	
22	S-STANDARD	Yes	
23	S-STANDARD	Yes	
24	S-STANDARD	Yes	
25	S-STANDARD	Yes	
26	S-STANDARD	Yes	
27	S-STANDARD	Yes	
28	S-STANDARD	Yes	
29	S-STANDARD	Yes	
30	S-STANDARD	Yes	
31	S-STANDARD	Yes	
32	S-STANDARD	Yes	
33	S-STANDARD	Yes	
34	S-STANDARD	Yes	
35	S-STANDARD	Yes	
36	S-STANDARD	Yes	
37	S-STANDARD	Yes	
38	S-STANDARD	Yes	
39	S-STANDARD	Yes	
40	S-STANDARD	Yes	
41	S-STANDARD	Yes	
42	S-STANDARD	Yes	
43	S-STANDARD	Yes	
44	S-STANDARD	Yes	
45	S-STANDARD	Yes	
46	S-STANDARD	Yes	
47	S-STANDARD	Yes	
48	S-STANDARD	Yes	
49	S-STANDARD	Yes	
50	S-STANDARD	Yes	
51	S-STANDARD	Yes	
52	S-STANDARD	Yes	
53	S-STANDARD	Yes	
54	S-STANDARD	Yes	
55	S-STANDARD	Yes	
56	S-STANDARD	Yes	
57	S-STANDARD	Yes	
58	S-STANDARD	Yes	
59	S-STANDARD	Yes	
60	S-STANDARD	Yes	
61	S-STANDARD	Yes	
62	S-STANDARD	Yes	
63	S-STANDARD	Yes	
64	S-STANDARD	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	4	No	Yes	5.0	Passage	0.0	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	2	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	2	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	2	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

20	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

INST. 20150811

SEPAC ECOM All Data

4/22/2016
12:29:47PM

Intersection Name: **1488 at Magnolia Elem** Intersection Alias: **1488@MagEl**

Peds 20160324

Access Data

1 :1200/1312 Baud
3 :1200/1312 Baud

Access Code: **9999** Channel: **1** Address: **0**

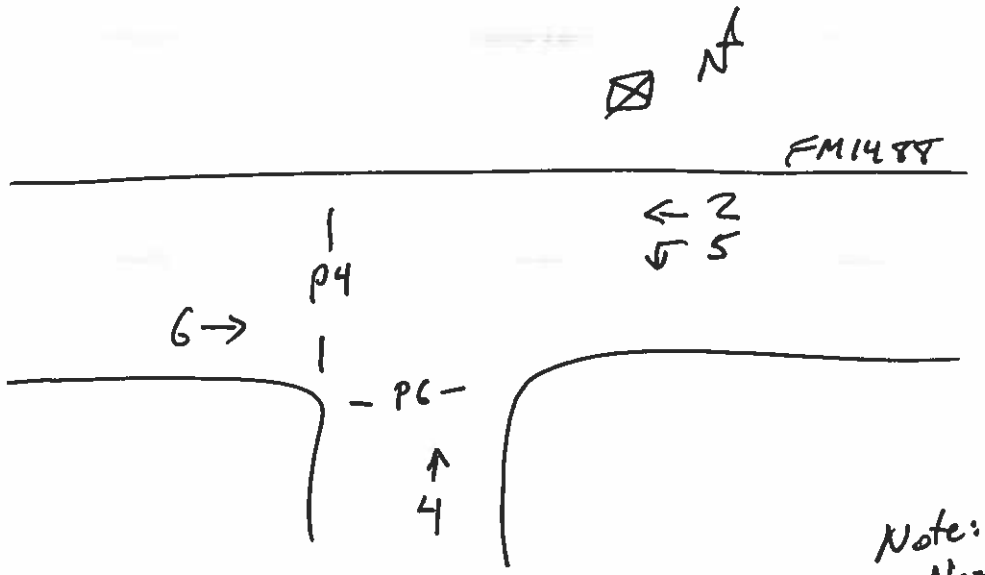
Revision: **3.34h** IP Address:

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	1-Inact	0-None	3-Yel	1-Inact	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings					Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Off	Walk Offset Mode	Bike Green	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
2	15	2.5	60	70	4.7	2.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
4	5	2.5	25	35	3.5	2.5	0	0	0	0-Advance	0	7	27	0	0	No	0	No
5	5	2.5	25	35	4.7	2.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
6	15	2.5	60	70	4.7	2.0	0	0	0	0-Advance	0	7	24	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0	0	0	0	No	0	No



Note:
Nema
Loops

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Switch Mode	Phase Extend	Delay
Veh Det:1	2	Veh	0	0.0	0
Veh Det:2	2	Veh	0	0.0	0
Veh Det:3	2	Veh	0	0.0	0
Veh Det:5	4	Veh	0	0.0	8
Veh Det:6	4	Veh	0	0.0	3
Veh Det:7	5	Veh	0	0.0	3
Veh Det:8	6	Veh	0	0.0	0
Veh Det:9	6	Veh	0	0.0	0
Veh Det:10	6	Veh	0	0.0	0

Pedestrian Detector

Default Data

Special Detector Phase Assignment

	Assign Phase	Switch Mode	Phase Extend	Delay
:				

Default Data

Unit Data

General Control

Startup Time: 5sec
rtup State: All Red
d Revert: 40sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:
ABC Input(Entry) Modes: 0
D Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data - No I

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Start Green

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1
5	2	6
6	2	7

Phase(s)

Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
1	Used	No	No
8	Used	No	No
16	Used	No	No
18	Used	No	No

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

Dial/Split Cycle

/

General Coordination Dat:

Operation Mode: 0=Free
Coordination Mode: 0=Permissive
Maximun Mode: 2=Max 2
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 1=Cycle
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Split Times and Phase Mod

Dial / Split

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode

Traffic Plan Data

Plan: //
Offset Time:
Mode:
Alternat Sequence:
Special Function:
Rg 2 Lag Time:
Correction Mode:
Rg 3 Lag Time:
Rg 4 Lag Time:

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2
End of Daylight Saving Month: 11 Week: 1
Cycle Zero ReferenceHours: 24 Min: 0

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	2	0:1	0/0/4																	
3	2	7:0	0/0/0					X	X											
4	2	9:0	0/0/4																	
5	2	15:0	0/0/0					X	X											
6	2	16:30	0/0/4																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Overlap Function

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Channel	Red	Yellow	Green	Alternate
	☐	☐	☐	☐

Default Data - No Dimming Programmed

Preemption Data

General Preemption Dat

Ring	Min Grn/Walk Time
1	10
2	10
3	10
4	10

Flash > Preepmt 1 Preepmt 2 = Preempt 3 Preepmt 4 = Preempt 5
Preepmt 1 > Preempt 2 Preepmt 3 = Preempt 4 Preepmt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	Max Call	Lock-Out	Min Green	Min Walk	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: Red
1	No	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15 1st Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No 2nd Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval:

Queue: 1 Input Selection: 0=Average **Queue:**

Detector Failed Level : 0 Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average / /

Detector Failed Level : 0 **Default Data**

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Default Data - No Diag 1 Values

Access Data

Date:
7/26/2013

Time:
14:36

Intersection Name: FM 1488 at Lake Windcrest Blvd

Source: Database

		Level 1	Level 2
Security Code:	9999		

	Baud Rate	Data Bits	Parity
Printer Port 2	0-1200	0-Eight	0
Com Port 2	5-19200		
Com Port 3	0-1200		

Phase Vehicle Timing Data

Date: 7/26/2013 Time: 2:36:39PM

Intersection Name: FM 1488 at Lake Windcrest Blvd

Source: Database

PHASES	1	2	3	4	5	6	7	8
Minimum Green	5	15	0	5	5	15	0	5
Passage	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Maximum 1	20	50	0	25	20	50	0	25
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0
Red Clearance	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0

PHASES	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum 1	0	0	0	0	0	0	0	0
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Pedestrian Timing Data

Date: 7/26/2013 Time: 2:36:39PM

Intersection Name: FM 1488 at Lake Windcrest Blvd

Source: Database

PHASES	1	2	3	4	5	6	7	8
Walk	5	7	0	7	0	7	0	7
Pedestrian Clear	0	18	0	25	0	30	0	27
Flashing Walk	0	0	0	0	0	0	0	0
Eextended Ped Cear	0	2	0	2	0	2	0	2
Act Rest in Walk	0	0	0	0	0	0	0	0

PHASES	9	10	11	12	13	14	15	16
Walk	0	0	0	0	0	0	0	0
Pedestrian Clear	0	0	0	0	0	0	0	0
Flashing Walk	0	0	0	0	0	0	0	0
Eextended Ped Cear	0	0	0	0	0	0	0	0
Act Rest in Walk	0	0	0	0	0	0	0	0

Phase General Control Data

Date: 7/26/2013 Time: 2:36:39PM

Intersection Name: FM 1488 at Lake Windcrest Blvd

Source: Database

PHASES	1	2	3	4	5	6
Initial	1-Inactive	4-Green	0-None	1-Inactive	1-Inactive	4-Green
Non-Actuated Respons	0-none	0-none	0-none	0-none	0-none	0-none
Vehicle Recall	0-None	2-Min	0-None	0-None	0-None	2-Min
Ped Recall	0-None	0-None	0-None	0-None	0-None	0-None
Recall DDelay	0	0	0	0	0	0

PHASES	7	8	9	10	11	12
Initial	0-None	1-Inactive	0-None	0-None	0-None	0-None
Non-Actuated Respons	0-none	0-none	0-none	0-none	0-none	0-none
Vehicle Recall	0-None	0-None	0-None	0-None	0-None	0-None
Ped Recall	0-None	0-None	0-None	0-None	0-None	0-None
Recall DDelay	0	0	0	0	0	0

PHASES	13	14	15	16
Initial	0-None	0-None	0-None	0-None
Non-Actuated Respons	0-none	0-none	0-none	0-none
Vehicle Recall	0-None	0-None	0-None	0-None
Ped Recall	0-None	0-None	0-None	0-None
Recall DDelay	0	0	0	0

Phase Miscellanenous Data

Date: 7/26/2013 Time: 2:36:39PM

Intersection Name: FM 1488 at Lake Windcrest Blvd

Source: Database

PHASES	1	2	3	4	5	6	7	8
Non-Locking Memory	1	0	1	1	1	0	1	1
Dual Entry	0	1	0	1	0	1	0	1
Last Car Passage	0	0	0	0	0	0	0	0
Conditional Service	0	0	0	0	0	0	0	0
No Simultaneous Gap Out	0	0	0	0	0	0	0	0

PHASES	9	10	11	12	13	14	15	16
Non-Locking Memory	0	0	0	0	0	0	0	0
Dual Entry	0	0	0	0	0	0	0	0
Last Car Passage	0	0	0	0	0	0	0	0
Conditional Service	0	0	0	0	0	0	0	0
No Simultaneous Gap Out	0	0	0	0	0	0	0	0

Phase Vehicle Detector Data

Date: 7/26/2013 Time: 2:36:39PM

Intersection Name: FM 1488 at Lake Windcrest Blvd

Source: Database

DETECTOR	1	2	3	4	5	6	7	8
Assigned Phase	2	6	1	5	4	8	0	0
Operation Mode	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh
Switch PHase	0	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay	0	0	4	2	6	6	0	0

DETECTOR	9	10	11	12	13	14	15	16
Assigned Phase	0	0	0	0	0	0	0	0
Operation Mode	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh
Switch PHase	0	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0
Delay	0	0	0	0	0	0	0	0

Phase Pestrian Detector Data

Date: 7/26/2013 Time: 2:36:39PM

Intersection Name: FM 1488 at Lake Windcrest Blvd

Source: Database

DETECTOR	1	2	3	4	5	6	7	8
Assigned Phase	1	2	3	4	5	6	7	8
Operation Mode	1-Ped	1-Ped	1-Ped	1-Ped	1-Ped	1-Ped	1-Ped	1-Ped
Switch PHase	0	0	0	0	0	0	0	0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay	0	0	0	0	0	0	0	0

Unit General Control Data

Date 7/26/2013 **Time** 2:37:57PM

Intersection Name FM 1488 at Lake Windcrest Blvd

Source Database

Startup Time 5

Startup State 1-All Red

Red Revert 4.0

Auto Ped Clear 0

Stop Time reset 0

Alternate Sequence 0

Ring	1	2	3	4
Input Response	1-Ring 1	2-Ring 2	0-None	0-None
Output Select	1-Ring 1	2-Ring 2	0-None	0-None

I/O Modes	Input	Output
ABC Connector	0	0
D Connector	0	0

Unit Ring Data

Intersection Name FM 1488 at Lake Windcrest Blvd **Date** 7/26/2013

Source Database **Time** 2:37:57PM

			Concurrent Phases															
Phase	**Ring**	**Next**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**1**	**1**	**12**	**1**	**1**	**1**	**16**
1	1	2	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2	1	3	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
3	1	4	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
4	1	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
5	2	6	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6	2	7	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7	2	8	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0
8	2	5	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Unit Port 1 Data

Intersection Name FM 1488 at Lake Windcrest Blvd **Date** 7/26/2013

Source Database **Time** 2:37:57PM

Description	Device Present	Msg40 Frame Enabled
0-T&F BIU #1 TS2	1	0
1-T&F BIU #2 TS2	1	0
2-T&F BIU #3 TS2	0	0
3-T&F BIU #4 TS2	0	0
4-T&F BIU #5 TS2 Reserved	0	0
5-T&F BIU #6 TS2 Reserved	0	0
6-T&F BIU #7 TS2 Mfg Use	0	0
7-T&F BIU #8 TS2 Mfg Use	0	0
8-DET BIU #1 TS2	1	0
9-DET BIU #2 TS2	0	0
10-DET BIU #3 TS2	0	0
11-DET BIU #4 TS2	0	0
12-DET BIU #5 Reserved	0	0
13-DET BIU #6 Reserved	0	0
14-DET BIU #7 Mfg Use	0	0
15-DET BIU #8 Mfg Use	0	0
16-Malfunction unit	1	0
17-Diagnostic (Msg 30)	0	0
18-Controller Unit	1	0
19-Undefined	0	0

Unit Channel Output Data

Intersection Name	FM 1488 at Lake Windcrest Blvd	**Date**	7/26/2013
Source	Database	**Time**	2:37:57PM

Channel	Control	Hardware Pin
1-Phase 1 Vehicle	1-Veh Phase 1	1-Phase 1 RYG
2-Phase 2 Vehicle	2-Veh Phase 2	2-Phase 2 RYG
3-Phase 3 Vehicle	3-Veh Phase 3	3-Phase 3 RYG
4-Phase 4 Vehicle	4-Veh Phase 4	4-Phase4 RYG
5-Phase 5 Vehicle	5-Veh Phase 5	5-Phase 5 RYG
6-Phase 6 Vehicle	6-Veh Phase 6	6-Phase 6 RYG
7-Phase 7 Vehicle	7-Veh Phase 7	7-Phase 7 RYG
8-Phase 8 Vehicle	8-Veh Phase 8	8-Phase 8 RYG
9-Phase 9 Vehicle	18-Ped Phase 2	10-Phase 2 DPW
10-Phase 10 Vehicle	20-Ped Phase 4	12-Phase 4 DPW
11-Phase 11 Vehicle	22-Ped Phase 6	14-Phase 6 DPW
12-Phase 12 Vehicle	24-Ped Phase 8	16-Phase 8 DPW

Unit Channel Output Data

Intersection Name	FM 1488 at Lake Windcrest Blvd	**Date**	7/26/2013
Source	Database	**Time**	2:37:57PM

Channel	Control	Hardware Pin
13-Overlap A Vehicle	33-Overlap A	17-Overlap A RYG
14-Overlap B Vehicle	34-Overlap B	18-Overlap B RYG
15-Overlap C Vehicle	35-Overlap C	19-Overlap C RYG
16-Overlap D Vehicle	36-Overlap D	20-Overlap D RYG
17-Phase 1 Ped	17-Ped Phase 1	9-Phase 1 DPW
18-Phase 3 Ped	19-Ped Phase 3	11-Phase 3 DPW
19-Phase 5 Ped	21-Ped Phase 5	13-Phase 5 DPW
20-Phase 7 Ped	23-Ped Phase 7	15-Phase 7 DPW
21-Overlap E Vehicle	0-None	0-None
22-Overlap F Vehicle	0-None	0-None
23-Overlap G Vehicle	0-None	0-None
24-Overlap H Vehicle	0-None	0-None

Coordination Mode Data

Date 7/26/2013 Time 14:37:19

Intersection Name	FM 1488 at Lake Windcrest Blvd
Source	Database
Operation Mode	0-Free
Mode (Normal)	0-Perm
Maximum	0-Inhibit
Correction	0=Dwell
Offset Mode	0-Beg Green
Force Mode	0-Plan
Max Dwell Time	0
Yield Period	0
Manual Controls: Dial	1
Split	1
Offset	1

Local TBC DST and Equate Data

Date: 7/26/2013 Time: 2:36:39PM

Intersection Name: FM 1488 at Lake Windcrest Blvd

Source: Database

	Month	Week
DST Begin	0	0
DST End	0	0

	Hour	Minute
Cycle Zero Reference time	0	0

Equates

Source	1	2	3	4	5	6	7
0	0	0	0	0	0	0	0

Local TBC Traffic Data

Intersection Name: FM 1488 at Lake Windcrest Blvd

Date: 7/26/2013

Source: Database

Time: 2:36:39PM

	PRGM	Time	PATTERN		PHASE FUNCTION															
IT	Day	HH:MM	D/S/O	FLASH	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

:

Local TBC Phase Function Data

Intersection Name: FM 1488 at Lake Windcrest Blvd Date: 7/26/2013

Source: Database Time: 2:36:39PM

TIMEBASE PHASE FUNCTION NAME

FUNCTION NAME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase 1 Max2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase 2 Max2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase 3 Max2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase 4 Max2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Phase 5 Max2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Phase 6 Max2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Phase 7 Max2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Phase 8 Max2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

(Code:0-OFF & 1-ON)

Note: The above section will be blank if no "Phase Functions" are programmed in this section

PHASES 9 THRU 16 MAX #2

FUNCTION NAME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

(Code:0-OFF & 1-ON)

Note: The above section will be blank if no "Phase Functions" are programmed in this section

PHASES 1 THRU 8 PHASE OMIT

FUNCTION NAME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase 1 Phase Omit	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Phase 2 Phase Omit	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Phase 3 Phase Omit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Phase 4 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Phase 5 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Phase 6 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Phase 7 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Phase 8 Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

(Code:0-OFF & 1-ON)

Note: The above section will be blank if no "Phase Functions" are programmed in this section

PHASES 9 THRU 16 PHASE OMIT

FUNCTION NAME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

(Code: 0-OFF & 1-ON)

Note: The above section will be blank if no "Phase Functions" are programmed in this section

PHASES 1 THRU 8 PED OMIT

FUNCTION NAME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

(Code: 0-OFF & 1-ON)

Note: The above section will be blank if no "Phase Functions" are programmed in this section

Local TBC Special Function Data

Intersection Name: FM 1488 at Lake Windcrest Blvd Date: 7/26/2013

Source: Database Time: 2:36:39PM

FUNCTION NAME	1	2	3	4	5	6	7	8
Special Function 1	1	0	0	0	0	0	0	0
Special Function 2	0	1	0	0	0	0	0	0
Special Function 3	0	0	1	0	0	0	0	0
Special Function 4	0	0	0	1	0	0	0	0
Special Function 5	0	0	0	0	1	0	0	0
Special Function 6	0	0	0	0	0	1	0	0
Special Function 7	0	0	0	0	0	0	1	0
Special Function 8	0	0	0	0	0	0	0	1
Passage 3 & Max 3	0	0	0	0	0	0	0	0
Passage 4 & Max 4	0	0	0	0	0	0	0	0
Passage 5 & Max 5	0	0	0	0	0	0	0	0
Dynamic Max 3	0	0	0	0	0	0	0	0
Dynamic Max 4	0	0	0	0	0	0	0	0
Dynamic Max 5	0	0	0	0	0	0	0	0
Disable Protective Perm Omits	0	0	0	0	0	0	0	0
Phase 2 Sign Control	0	0	0	0	0	0	0	0
Phase 4 Sign Control	0	0	0	0	0	0	0	0
Phase 6 Sign Control	0	0	0	0	0	0	0	0
Phase 8 Sign Control	0	0	0	0	0	0	0	0
Texas Diamond 4 Phase	0	0	0	0	0	0	0	0
Texas Diamond 3 Phase	0	0	0	0	0	0	0	0
Texas Diamond Seperate	0	0	0	0	0	0	0	0
Queue 1/Level 1 control	0	0	0	0	0	0	0	0
Queue 1/Level 2 control	0	0	0	0	0	0	0	0
Queue 2/Level 1 control	0	0	0	0	0	0	0	0
Queue 2/Level 2 control	0	0	0	0	0	0	0	0
Alt Sequence 8-15 Flash Green Phase	0	0	0	0	0	0	0	0
Alt Sequence 8-15 Flash Red Phase	0	0	0	0	0	0	0	0
Reserved 01	0	0	0	0	0	0	0	0
Coord Adaptive Split	0	0	0	0	0	0	0	0
SPC 1-8 as Phs Func 1-8	0	0	0	0	0	0	0	0
SPC 1-8 as Phs Func 9-16	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0

(Code: 0-NO & 1-YES

C.90.1

NOTES:

Lead Lag:

AM: Ø1 Leads, Ø5 Lags

Noon: Ø1 Leads, Ø5 Lags

PM: Ø1 & Ø5 Lead

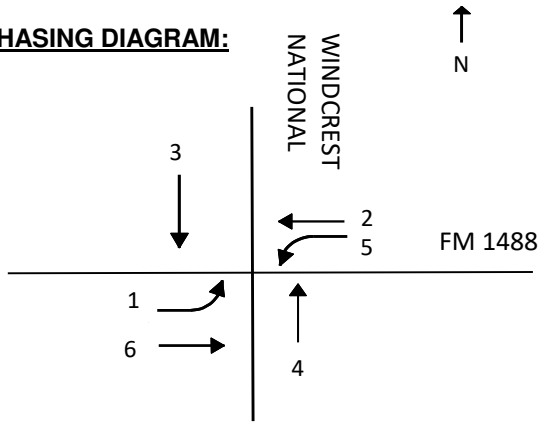
Weekend: Ø1 Leads, Ø5 Lags

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street	FM 1488		WINDCREST NATIONAL		FM 1488			
Direction	EBL	WBT	SBT	NBT	WBL	EBT		
Minimum Green	5	15	5	5	5	15		
Extension	2.0	1.5	2.0	2.0	2.0	1.5		
Maximum 1	10	65	10	25	20	65		
Maximum 2	20	80	20	35	35	80		
Yellow	5.0	5.0	3.5	3.5	5.0	5.0		
All Red	2.0	2.0	2.5	2.5	2.0	2.0		
Walk				7		7		
F. D. Walk				30		41		
Recall		YES				YES		
Memory		YES				YES		
Dual Entry		YES				YES		

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	100	85	14	54	15	17	16	52		
2	140	15	15	90	15	20	30	75		
3	150	45	15	100	15	20	20	95		
4	75	45	15	30	15	15	15	30		

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at WINDCREST NATIONAL

Montgomery County

Texas Department of Transportation

NOTES:

Lead Lag:

AM: Ø1 Leads, Ø5 Lags

Noon: Ø1 Leads, Ø5 Lags

PM: Ø1 Leads, Ø5 Lags

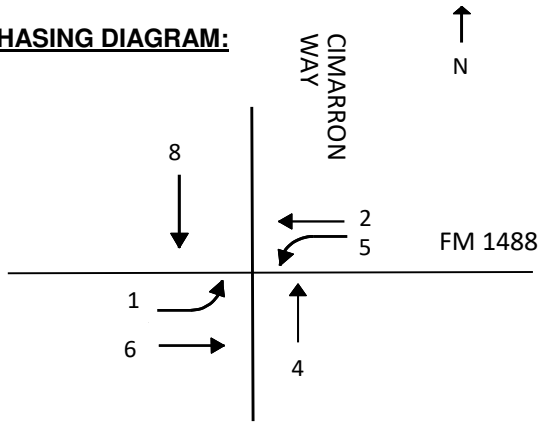
Weekend: Ø5 Leads, Ø1 Lags

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street	FM 1488		CIMARRON		FM 1488		CIMARRON	
Direction	EBL	WBT		NBT	WBL	EBT		SBT
Minimum Green	5	10		5	5	10		5
Extension	2.5	4.0		2.5	2.0	4.0		2.5
Maximum 1	20	55		25	20	55		25
Maximum 2	30	65		35	30	65		35
Yellow	4.7	4.7		3.5	4.7	4.7		3.5
All Red	2.0	2.0		2.5	2.0	2.0		2.5
Walk		5				5		5
F. D. Walk		14				10		15
Recall		YES				YES		
Memory		YES				YES		
Dual Entry		YES		YES		YES		YES

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	15	20	75		25	20	75		25
2	140	85	15	93		32	15	93		32
3	150	120	14	109		27	17	106		27
4	75	45	14	109		27	17	106		27

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at CIMARRON WAY

Montgomery County

Texas Department of Transportation

NOTES:

Lead Lag:

AM: Ø5 Leads, Ø1 Lags - Ø3+Ø7 Lag

Noon: Ø1 Leads, Ø5 Lags - Ø3+Ø7 Lead

PM: Ø5 Leads, Ø1 Lags - Ø3+Ø7 Lead

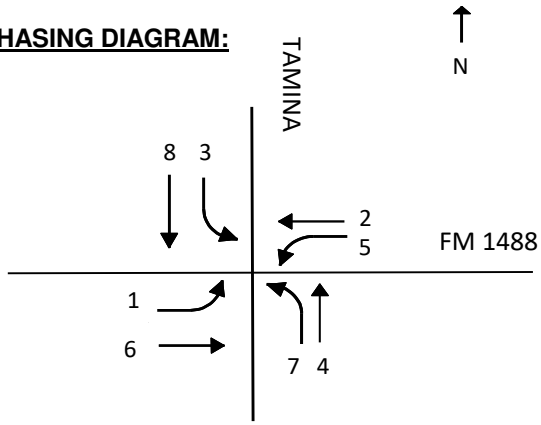
Weekend: Ø5 Leads, Ø1 Lags - Ø3+Ø7 Lead

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street	FM 1488		TAMINA RD		FM1488		TAMINA RD	
Direction	EBL	WBT	SBL	NBT	WBL	EBT	WBL	SBT
Minimum Green	5	10	5	5	5	10	5	5
Extension	2.0	4.0	2.0	2.0	2.0	4.0	2.0	2.0
Maximum 1	20	45	15	25	20	45	22	20
Maximum 2	30	65	25	35	25	65	30	35
Yellow	4.5	4.5	3.5	3.5	4.5	4.5	3.5	3.5
All Red	2.0	2.0	2.5	2.5	2.0	2.0	2.5	2.5
Walk		5		5		5		5
F. D. Walk		8		22		18		22
Recall		YES				YES		
Memory		YES				YES		
Dual Entry		YES		YES		YES		YES

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	100	0	18	47	16	19	15	50	17	18
2	140	80	18	79	16	27	20	77	26	17
3	150	80	19	70	15	46	21	68	37	24
4	150	80	25	70	20	35	25	70	35	20

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at TAMINA RD

Montgomery County

Texas Department of Transportation

NOTES:

Lead Lag:

AM: Ø1 Leads, Ø5 Lags

Noon: Ø1 Leads, Ø5 Lags

PM: Ø1 Leads, Ø5 Lags

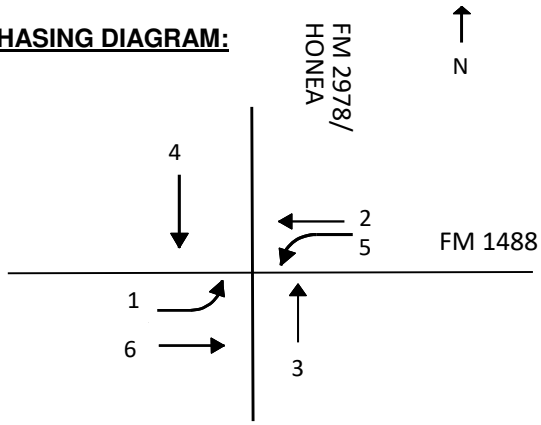
Weekend: Ø1 Leads, Ø5 Lags

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street	FM 1488		FM 2978/HONEA		FM 1488			
Direction	EBL	WBT	NBT	SBT	WBL	EBT		
Minimum Green	5	15	5	5	5	15		
Extension	2.0	1.0	20.0	2.0	2.0	1.0		
Maximum 1	25	50	25	25	30	50		
Maximum 2	40	70	50	45	40	70		
Yellow	5.0	5.0	5.0	5.0	5.0	5.0		
All Red	2.0	2.0	2.0	2.0	2.0	2.0		
Walk		5	5	5		5		
F. D. Walk		24	28	24		24		
Recall		YES				YES		
Memory		YES				YES		
Dual Entry		YES				YES		

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	0	23	40	28	29	22	41		
2	140	0	23	50	25	42	25	48		
3	150	0	25	52	38	35	27	50		
4	150	0	28	48	36	38	28	47		

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at FM 2978/HONEA EGYPT

Montgomery County

Texas Department of Transportation

NOTES:

Lead Lag:

AM: Ø5 Leads, Ø1 Lags, Ø3+Ø7 Lags

Noon: Ø5 Leads, Ø1 Lags, Ø7 Leads, Ø3 Lags

PM: Ø5 Leads, Ø1 Lags, Ø3+Ø7 Lead

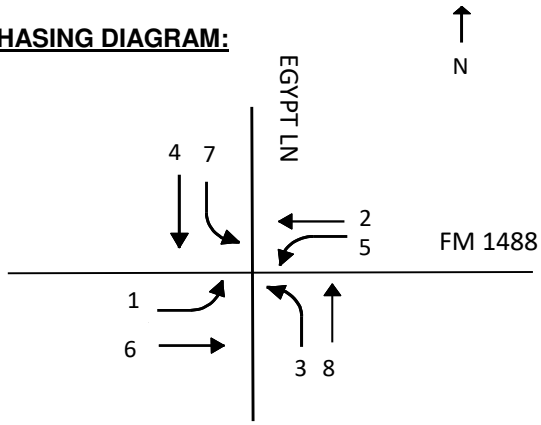
Weekend: Ø5 Leads, Ø1 Lags, Ø3+Ø7 Lag

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street	FM 1488		EGYPT LN		FM 1488		EGYPT LN	
Direction	EBL	WBT	NLB	SBT	WBL	EBT	SBL	NBT
Minimum Green	5	10	5	5	5	10	5	5
Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Maximum 1	20	70	20	25	25	70	20	30
Maximum 2	30	80	40	40	40	80	30	45
Yellow	4.7	4.7	3.5	3.5	4.7	4.7	3.5	3.5
All Red	2.0	2.0	2.5	2.5	2.0	2.0	2.5	2.5
Walk		7		5		7		5
F. D. Walk		14		29		19		29
Recall		YES				YES		
Memory		YES				YES		
Dual Entry		YES		YES		YES		YES

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	15	21	60	24	15	21	60	15	24
2	140	25	15	82	17	26	25	72	19	24
3	150	20	15	86	28	21	27	74	15	34
4	150	25	16	88	28	18	24	80	15	31

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at Egypt Ln / Conroe Huffsmith

Montgomery County

Texas Department of Transportation

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.

Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	B526
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming Red	Dimming Yellow	Dimming Green	Dimming Dark	Power Up	Auto Red	Auto Yellow	Flash Together
1	1	V				-	Auto	X		
2	2	V				-	Auto	X		X
3	3	V				-	Auto	X		
4	4	V				-	Auto	X		X
5	5	V				+	Auto	X		
6	6	V				+	Auto	X		X
7	7	V				+	Auto	X		
8	8	V				+	Auto	X		X
9	2	P				-	Auto			

10	4	P				-	Auto			
11	6	P				+	Auto			
12	8	P				+	Auto			
13	1	O				-	Auto	X		
14	2	O				+	Auto	X		X
15	3	O				-	Auto	X		
16	4	O				+	Auto	X		X

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Configuration Port 1 (SDLC)

Port 1 SDLC (MM) 1-4-1

BIU	1	2	3	4	5	6	7	8
Term & Facility	X	X						
Detector Rack	X	X						

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No

MMU Program (MM) 1-4-2

Channel Can Serve With Channel	
Channel 1	**Channel 2**

Color Check Enable (MM) 1-4-3

Enable Color Check: No

MMU/LS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green																
Yellow									X	X	X	X				
Red									X	X	X	X				

Secondary Stations/Tests (MM) 1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term & Facility									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Configuration Communications 1 (SDLC)

Ethernet Port Configuration (MM) 1-5-1

Controller IP: 10.55.0.170
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.55.0.1
Server IP: 10.1.70.170

NTCIP (MM) 1-5-5

NTCIP Backup Time (Sec): 0
NTCIP UDP Port: 501
Ethernet Priority: 1
Port 2 Priority (Port C50S for 2070): 4
Port 3A Priority (Port C21S for 2070): 2
Port 3B Priority (Port C22S for 2070): 3

Port Configuration (MM) 1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	NTCIP
Enable	No	No	No
Data Rate (BPS)	19.2K	19.2K	19.2K
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Address	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex - Half or Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	0.0
RTS Turn Off Delay	n/a	n/a	0.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

ECPIP (MM) 1-5-6

Controller Address: 0
Expanded System Detector Address: 0

System Detector Assignment

System Detector	Local Detector

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	10	0	5	5	10	0	5	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	5	0	7	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	15	0	30	0	18	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	4.0	0.0	2.0	2.0	4.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	70	0	30	15	70	0	15	0	0	0	0	0	0	0	0
Max2	25	95	0	45	25	95	0	45	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	80	0	0	0	80	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.7	4.7	3.0	3.5	4.7	4.7	3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.5	1.5	0.0	2.6	1.5	1.5	0.0	2.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Controller Start / Flash Data (MM) 2-5

Start Up

Phase	Phase Setting
1	.
2	.
3	.
4	Y
5	.
6	.
7	.
8	Y
9	.
10	.
11	.
12	.
13	.
14	.
15	.
16	.

Overlap
A
B
C
D

Flash Thru Mon: No
Flash Time: 0
All Red: 6
Power Start Seq: 2
MUTCD Enabled: No
Y->G: n/a

Automatic Flash

Entry
2
6

Exit
2
6

Overlap Exit
A
B
C
D

Flash Thru Mon:	No
Exit Flash:	W
Minimum Flash:	8
Mimimum Recall:	No
Cycle Through Phase:	No

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry		X		X		X		X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8
Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	Yes
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	120	Std (COS)	0	Offsets In	Seconds
Offset Value	4s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	17	80	0	23	20	77	0	23	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	140	Std (COS)	0	Offsets In	Seconds
Offset Value	28s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	18	94	0	28	20	92	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	140s	140s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	150	Std (COS)	0	Offsets In	Seconds
Offset Value	15s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	20	103	0	27	18	105	0	27	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	150	Std (COS)	0	Offsets In	Seconds
Offset Value	28s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	18	102	0	30	25	95	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3

Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	17	80	0	23	20	77	0	23	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	120s	120s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	18	94	0	28	20	92	0	28	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	140s	140s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	20	103	0	27	18	105	0	27	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	150s	150s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	18	102	0	30	25	95	0	30	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall		X				X										
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	150s	150s	0s	0s

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Action Plan:	0
SYNC Reference Time:	00:00
SYNC Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	2
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 2

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	2
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	2
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	2
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 99

Pattern	Auto	Override Sys	No
Timing Plan	0	Sequence	2
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	99	00:00
2	1	06:00
3	4	11:00
4	1	19:00
5	99	21:00

Day Plan #2

Event	Action Plan	Start Time
1	99	00:00
2	2	06:00
3	1	09:00
4	4	11:00
5	3	15:00
6	1	19:00
7	99	21:00

Day Plan #3

Event	Action Plan	Start Time
2	0	08:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 1488 at Katy Lee (D) - - Econolite Type - ASC/3

Detectors

Detectors - Pg 1

Veh Det Phase Assignment (MM) 6-1

Vehicle Detector Plan Number - 1

Veh Detector	Assigned Phase	Called Phase	Type
1	1		S
2	2		S
3	2		S
4	2		S
5	2		S
6	2		S
7	5		S
8	6		S
9	6		S
10	6		S
11	6		S
12	6		S
13	8		S
14	8		S
17	4		S

Vehicle Detector Plan Number - 2

Veh Detector	Assigned Phase	Called Phase	Type
1	1		S
2	2		S
3	3		S
4	4		S
5	5		S
6	6		S
7	7		S
8	8		S
9	9		S
10	10		S
11	11		S
12	12		S
13	13		S
14	14		S
15	15		S
16	16		S

Vehicle Detector Setup (MM) 6-2

	Type		Description

Veh Detector		TS2 Detector	
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	No	
6	S-STANDARD	No	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	No	
12	S-STANDARD	No	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	No	
16	S-STANDARD	No	
17	S-STANDARD	Yes	
18	S-STANDARD	Yes	
19	S-STANDARD	Yes	
20	S-STANDARD	Yes	
21	S-STANDARD	Yes	
22	S-STANDARD	Yes	
23	S-STANDARD	Yes	
24	S-STANDARD	Yes	
25	S-STANDARD	Yes	
26	S-STANDARD	Yes	
27	S-STANDARD	Yes	
28	S-STANDARD	Yes	
29	S-STANDARD	Yes	
30	S-STANDARD	Yes	
31	S-STANDARD	Yes	
32	S-STANDARD	Yes	
33	S-STANDARD	Yes	
34	S-STANDARD	Yes	
35	S-STANDARD	Yes	
36	S-STANDARD	Yes	
37	S-STANDARD	Yes	
38	S-STANDARD	Yes	
39	S-STANDARD	Yes	
40	S-STANDARD	Yes	
41	S-STANDARD	Yes	
42	S-STANDARD	Yes	
43	S-STANDARD	Yes	
44	S-STANDARD	Yes	
45	S-STANDARD	Yes	
46	S-STANDARD	Yes	
47	S-STANDARD	Yes	
48	S-STANDARD	Yes	
49	S-STANDARD	Yes	

50	S-STANDARD	Yes	
51	S-STANDARD	Yes	
52	S-STANDARD	Yes	
53	S-STANDARD	Yes	
54	S-STANDARD	Yes	
55	S-STANDARD	Yes	
56	S-STANDARD	Yes	
57	S-STANDARD	Yes	
58	S-STANDARD	Yes	
59	S-STANDARD	Yes	
60	S-STANDARD	Yes	
61	S-STANDARD	Yes	
62	S-STANDARD	Yes	
63	S-STANDARD	Yes	
64	S-STANDARD	Yes	

Vehicle Detector Plan Number - 1

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	No	Yes	3.0	Passage	0.0	0	No	0	None	Yes	Yes	No
2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
5	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	5	No	Yes	3.0	Passage	0.0	0	No	0	None	Yes	Yes	No
8	6	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
9	6	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
10	6	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
11	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	8	No	Yes	3.0	Passage	0.0	0	No	0	None	No	No	No
14	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	0	No	Yes	3.0	Passage	0.0	0	No	0	None	Yes	Yes	No
16	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Vehicle Detector Plan Number - 2

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

11	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Phase Assignment (MM) 6-3

Mode: NTCIP

Called Phase	Detector
2	2
4	4
6	6
8	8

NOTES:

Lead Lag:

AM: Ø1 Leads, Ø5 Lags

Noon: Ø1 & Ø5 Lead

PM: Ø1 & Ø5 Lead

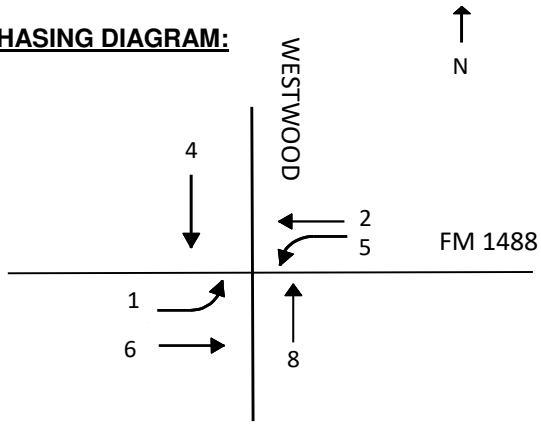
Weekend: Ø1 Leads, Ø5 Lags

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street	FM 1488		WESTWOOD		FM 1488		WESTWOOD	
Direction	EBL	WBT		SBT	WBL	EBT		NBT
Minimum Green	5	10		5	5	10		5
Extension	2.0	4.0		2.0	2.0	4.0		2.0
Maximum 1	20	70		30	15	70		15
Maximum 2	25	95		45	25	95		45
Yellow	4.7	4.7		3.5	4.7	4.7		3.5
All Red	1.5	1.5		3.0	1.5	1.5		3.0
Walk								
F. D. Walk								
Recall		YES				YES		
Memory		YES				YES		
Dual Entry		YES		YES		YES		YES

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	95	20	79		21	15	84		21
2	140	110	20	88		32	15	93		32
3	150	125	20	100		30	18	102		30
4	150	105	23	102		25	14	111		25

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at Westwood North

Montgomery County

Texas Department of Transportation

NOTES:

Lead Lag:

AM: Ø1 Leads, Ø5 Lags

Noon: Ø1 Leads, Ø5 Lags

PM: Ø1 Leads, Ø5 Lags

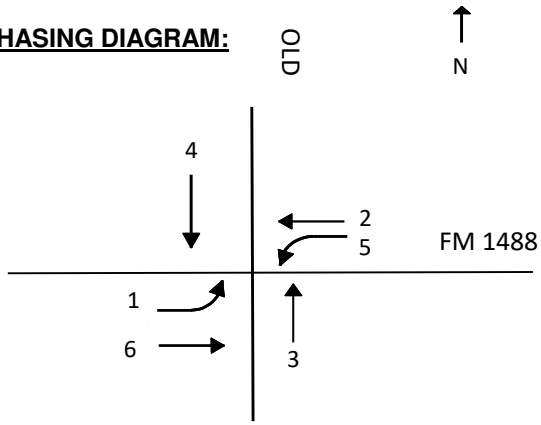
Weekend: Ø5 Leads, Ø1 Lags

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street	FM 1488		OLD CONROE		FM 1488			
Direction	EBL	WBT	NBT	SBT	WBL	EBT		
Minimum Green	5	10	5	5	5	10		
Extension	2.0	4.0	2.0	3.0	2.0	4.0		
Maximum 1	20	45	20	20	20	45		
Maximum 2	25	90	25	35	25	90		
Yellow	5.0	5.0	4.0	4.0	5.0	5.0		
All Red	2.0	2.0	2.0	2.0	2.0	2.0		
Walk								
F. D. Walk								
Recall		YES				YES		
Memory		YES				YES		
Dual Entry		YES				YES		

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	30	17	64	21	18	14	67		
2	140	40	15	85	15	25	15	85		
3	150	25	17	95	15	23	14	98		
4	150	20	15	100	15	20	14	101		

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at Old Conroe

Montgomery County

Texas Department of Transportation

NOTES:

Lead Lag:

AM: Ø5 Leads, Ø1 Lags

Noon: Ø5 Leads, Ø1 Lags

PM: Ø5 Leads, Ø1 Lags

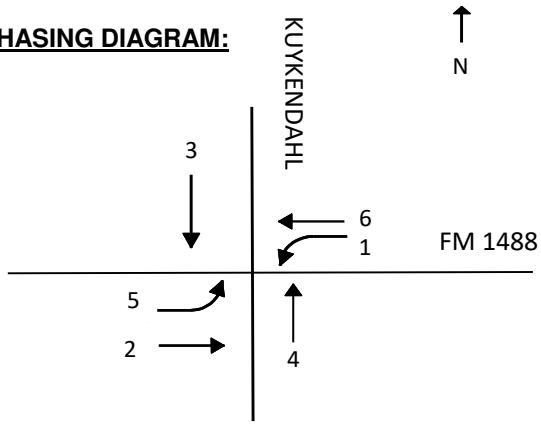
Weekend: Ø5 Leads, Ø1 Lags

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street	FM 1488		KUYKENDAHL RD		FM 1488			
Direction	WBL	EBT	SBT	NBT	EBL	WBT		
Minimum Green	3	20	5	5	5	20		
Extension	3.0	4.0	0.0	0.0	0.5	4.0		
Maximum 1	25	95	20	25	20	95		
Maximum 2	35	65	25	35	25	65		
Yellow	5.0	5.0	4.5	4.5	5.0	5.0		
All Red	2.0	2.0	2.0	2.0	2.0	2.0		
Walk		5		5		5		
F. D. Walk		32		22		8		
Recall		YES				YES		
Memory	YES	YES				YES		
Dual Entry		YES				YES		

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	100	25	60	20	15	15	70		
2	140	110	25	75	25	15	15	85		
3	150	90	30	72	20	28	14	88		
4	150	75	30	77	20	23	15	87		

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at Kuykendahl Rd

Montgomery County

Texas Department of Transportation

NOTES:

Lead Lag:

AM: Ø3 Leads

Noon: Ø3 Leads

PM: Ø3 Leads

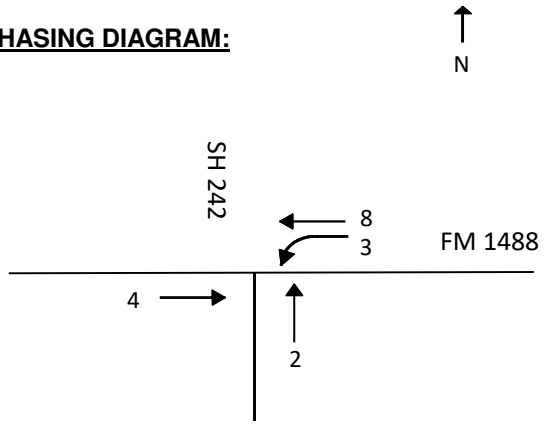
Weekend: Ø3 Leads

Phase Omits:

Overlaps:

Inhibit MAX during coordination

PHASING DIAGRAM:



BASIC TIMING CHART

Phase	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Street		SH 242	FM 1488					FM 1488
Direction		NBT	WBL	EBT				WBT
Minimum Green		5	5	10				10
Extension		2.0	2.0	4.0				4.0
Maximum 1		30	35	60				60
Maximum 2		45	50	90				105
Yellow		4.7	5.1	5.1				5.1
All Red		2.0	2.5	2.5				2.5
Walk		5		5				
F. D. Walk		20		20				
Recall				YES				YES
Memory				YES				YES
Dual Entry				YES				YES

COORDINATION TIMING CHART

Plan	Cycle	Offset	Splits							
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
1	120	10		30	25	65				90
2	140	0		25	42	73				115
3	150	120		45	22	83				105
4	150	115		42	26	82				103

OFFSET REFERENCE POINT: **Beginning of First Yellow**

(ALL TIMINGS IN SECONDS)

BGE

PHASING DIAGRAM AND TIMINGS SHEET

FM 1488 at SH 242

Montgomery County

Texas Department of Transportation

SEPAC ECOM All Data

3/25/2019
4:29:08PM

Intersection Name: **FM 1488 @ Carriage Hills Blvd** Intersection Alias: **1099**

Access Data

1 :**1200/1312 Baud**
3 :**1200/1312 Baud**

Access Code: **9999** Channel: Address: **1**
Revision: **3.57c** IP Address: **10.2.99.15**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	1-Inact	1-Inact	3-Yel	1-Inact	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

	Vehical Basic Timings						Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Off	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
Phase Data Bank: 1																			
1	5	2.5	25	25	5.1	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
2	10	4.0	90	65	5.1	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
3	5	2.0	15	20	3.5	2.8	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
4	5	2.0	30	35	3.5	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
5	5	2.0	15	20	5.1	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
6	10	4.0	60	65	5.1	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
Phase Data Bank: 2																			
1	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
2	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
3	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
4	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
5	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
6	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
Phase Data Bank: 3																			
1	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
2	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
3	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No

4	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No

Phase Data Bank: 4

1	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
4	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No

	Vehicle Density Timings						General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call

Phase Data Bank: 1

1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Phase Data Bank: 2

1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Phase Data Bank: 3

1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Phase Data Bank: 4

1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
Veh Det:1	1	Veh	0	0.0	0
Veh Det:2	2	Veh	0	0.0	0
Veh Det:3	3	Veh	0	0.0	0
Veh Det:4	4	Veh	0	0.0	0
Veh Det:5	5	Veh	0	0.0	0
Veh Det:6	6	Veh	0	0.0	0
Veh Det:17	0	Veh	0	0.0	5
Veh Det:18	2	Veh	0	0.0	0
Veh Det:22	6	Veh	0	0.0	0

Pedestrian Detector

Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data				

Special Detector Phase Assignment

Assign Phase	Mode	Switch Phase	Extend	Delay
: **Default Data**				

Unit Data

General Control

Startup Time: 6sec
Startup State: All Red
Red Revert: 40sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 2
Special Seq: 0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:
ABC Input(Entry) Modes: 0
D Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Start Green

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Stop Green Yel

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
3	1	4
4	1	1
5	2	6
6	2	7

Phase(s)

Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

	Ph. Pair 1	Ph. Pair 2
Alt. Seq. 1	**5/6**	
Alt. Seq. 3	**1/2**	
Alt. Seq. 4	**1/2**	**5/6**

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
8	Used	No	No
9	Used	No	No
16	Used	No	No
18	Used	No	No

Load Switch	Red Type	Red Arg	Yellow Type	Yellow Arg	Green Type	Green Arg
1	1 - Phase Vehicle 1	Red	1 - Phase Vehicle 1	Yellow	1 - Phase Vehicle 1	Green
2	2 - Phase Vehicle 2	Red	2 - Phase Vehicle 2	Yellow	2 - Phase Vehicle 2	Green
3	3 - Phase Vehicle 3	Red	3 - Phase Vehicle 3	Yellow	3 - Phase Vehicle 3	Green
4	4 - Phase Vehicle 4	Red	4 - Phase Vehicle 4	Yellow	4 - Phase Vehicle 4	Green
5	5 - Phase Vehicle 5	Red	5 - Phase Vehicle 5	Yellow	5 - Phase Vehicle 5	Green
6	6 - Phase Vehicle 6	Red	6 - Phase Vehicle 6	Yellow	6 - Phase Vehicle 6	Green
7	7 - Phase Vehicle 7	Red	7 - Phase Vehicle 7	Yellow	7 - Phase Vehicle 7	Green
8	8 - Phase Vehicle 8	Red	8 - Phase Vehicle 8	Yellow	8 - Phase Vehicle 8	Green
9	18 - Phase Pedestrian 2	Don't Walk	18 - Phase Pedestrian 2	Ped Clear	18 - Phase Pedestrian 2	Walk
10	20 - Phase Pedestrian 4	Don't Walk	20 - Phase Pedestrian 4	Ped Clear	20 - Phase Pedestrian 4	Walk
11	22 - Phase Pedestrian 6	Don't Walk	22 - Phase Pedestrian 6	Ped Clear	22 - Phase Pedestrian 6	Walk
12	24 - Phase Pedestrian 8	Don't Walk	24 - Phase Pedestrian 8	Ped Clear	24 - Phase Pedestrian 8	Walk
13	33 - Overlap A	Red	33 - Overlap A	Yellow	33 - Overlap A	Green
14	34 - Overlap B	Red	34 - Overlap B	Yellow	34 - Overlap B	Green
15	35 - Overlap C	Red	35 - Overlap C	Yellow	35 - Overlap C	Green
16	36 - Overlap D	Red	36 - Overlap D	Yellow	36 - Overlap D	Green
17	17 - Phase Pedestrian 1	Don't Walk	17 - Phase Pedestrian 1	Ped Clear	17 - Phase Pedestrian 1	Walk
18	19 - Phase Pedestrian 3	Don't Walk	19 - Phase Pedestrian 3	Ped Clear	19 - Phase Pedestrian 3	Walk
19	21 - Phase Pedestrian 5	Don't Walk	21 - Phase Pedestrian 5	Ped Clear	21 - Phase Pedestrian 5	Walk
20	23 - Phase Pedestrian 7	Don't Walk	23 - Phase Pedestrian 7	Ped Clear	23 - Phase Pedestrian 7	Walk
21	0 - None	None	0 - None	None	0 - None	None
22	0 - None	None	0 - None	None	0 - None	None
23	0 - None	None	0 - None	None	0 - None	None
24	0 - None	None	0 - None	None	0 - None	None
25	0 - None	None	0 - None	None	0 - None	None
26	0 - None	None	0 - None	None	0 - None	None
27	0 - None	None	0 - None	None	0 - None	None
28	0 - None	None	0 - None	None	0 - None	None

P2P Sources

Unit Bank:

ID	Peer IP	Timeout	PeerName

Peer Functions

Unit Bank:

ID	Peer ID	Source Functio	Source Index	Input Function	Input Index	Fail State

Coordination Data

General Coordination Dat

Dial/Split	Cycle
1/1	110
2/1	130
3/1	140
4/1	100

Operation Mode: 1=Auto
Offset Mode: 0=Beg Grn
Manual Dial: 3
Coordination Mode: 2=Permissive Yield
Force Mode: 1=Cycle
Manual Split: 1
Maximun Mode: 0=Inhibit
Max Dwell Time: 0
Manual Offset: 1
Correction Mode: 2=Short Way
Yield Period: 0

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	26	0=Actuated	2	49	1=Coordinate	3	15	0=Actuated	4	20	0=Actuated
5	15	0=Actuated	6	60	1=Coordinate						

Dial 2 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	67	1=Coordinate	3	15	0=Actuated	4	30	0=Actuated
5	15	0=Actuated	6	70	1=Coordinate						

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	80	1=Coordinate	3	15	0=Actuated	4	20	0=Actuated
5	15	0=Actuated	6	86	1=Coordinate						

Dial 4 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	0=Actuated	2	41	1=Coordinate	3	15	0=Actuated	4	20	0=Actuated
5	15	0=Actuated	6	50	1=Coordinate						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 36	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/1	Offset Time: 87	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 122	Alternat Sequence: 4	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/1/1 Offset Time: 50 Alternat Sequence: 1 Rg 2 Lag Time: 0 Rg 3 Lag Time: 0 Rg 4 Lag Time: 0

Mode: 0=Normal Special Function: 0 Correction Mode: 0=No

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:0	0/0/4																	
2	1	8:0	4/1/1																	
3	1	11:30	1/1/1																	
4	1	19:0	1/1/1																	
5	1	20:30	4/1/1																	
6	1	22:0	4/1/1																	
7	2	0:0	0/0/4																	
8	2	5:45	4/1/1																	
9	2	6:30	2/1/1																	
10	2	9:0	4/1/1																	
11	2	11:30	1/1/1																	
12	2	16:0	3/1/1																	
13	2	19:0	1/1/1																	
14	2	20:30	4/1/1																	
15	2	22:0	4/1/1																	
16	7	0:0	0/0/4																	
17	7	8:0	4/1/1																	
18	7	10:45	3/1/1																	
19	7	19:0	1/1/1																	
20	7	20:30	4/1/1																	
21	7	22:0	4/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Bike Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

Veh Det Switch Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Now

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

Preemption Data

General Preemption Data

Flash > Preempt 1	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 > Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout
1	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
2	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
3	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
4	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
5	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
6	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output

Priority Detector Channels

Priority 1

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 2

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 3

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 4

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 5

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority 6

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority Fixed Phases

Priority 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority Bank

Priority 1

Priority Bank : 1 Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2 Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3 Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **2**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **3**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **4**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **5**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **6**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4 Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	0-Min		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Codes: 0 FALSE X TRUE

Priority : 1

Priority Bank :1
Queue Phase Detector Time
Default data
Priority Bank :2
Queue Phase Detector Time
Default data
Priority Bank :3
Queue Phase Detector Time
Default data
Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 2

Priority Bank :1
Queue Phase Detector Time
Default data
Priority Bank :2
Queue Phase Detector Time
Default data
Priority Bank :3
Queue Phase Detector Time
Default data
Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 3

Priority Bank :1
Queue Phase Detector Time
Default data
Priority Bank :2
Queue Phase Detector Time
Default data
Priority Bank :3
Queue Phase Detector Time
Default data
Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 4

Priority Bank :1
Queue Phase Detector Time
Default data
Priority Bank :2
Queue Phase Detector Time
Default data
Priority Bank :3
Queue Phase Detector Time
Default data
Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 5

Priority Bank :1
Queue Phase Detector Time
Default data
Priority Bank :2
Queue Phase Detector Time
Default data
Priority Bank :3
Queue Phase Detector Time
Default data
Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 6

Priority Bank :1
Queue Phase Detector Time
Default data
Priority Bank :2
Queue Phase Detector Time
Default data
Priority Bank :3
Queue Phase Detector Time
Default data
Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 1

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 2

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 3

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 4

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 5

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 6

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
Default Data				**Default Data**				**Default Data**			

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
Default Data				**Default Data**				**Default Data**			

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15 1st Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No 2nd Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval 0

Volume Controller
Detector Detector
Number Channel

Default Data

Dial/Split/Offset Speed Trap Low Treshold Speed Trap High Treshold

//

Default Data

SEPAC ECOM All Data

3/25/2019
4:34:12PM

Intersection Name: **FM 1488 @ Peoples RD** Intersection Alias: **1048**

Access Data

1 :**1200/1312 Baud**
3 :**1200/1312 Baud**

Access Code: **9999** Channel: Address: **1**
Revision: **3.34h** IP Address: **10.2.48.15**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	0-None	1-Inact	1-Inact	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Off	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	0	0.0	0	0	4.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
2	20	1.5	60	0	5.5	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
3	0	0.0	0	0	4.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
4	7	1.5	30	0	4.0	2.0	0	0	0	0-Advance	0	0.0	7	27	0		No	0	No
5	7	1.5	20	0	5.5	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
6	20	1.5	60	0	5.5	2.0	0	0	0	0-Advance	0	0.0	7	25	0		No	0	No
7	0	0.0	0	0	4.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
8	0	0.0	0	0	4.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Min	None	0	Yes	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	Min	None	0	Yes	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
Veh Det:1	5	Veh	0	0.0	0
Veh Det:8	4	Veh	0	0.0	0
Veh Det:9	2	Veh	0	0.0	0
Veh Det:11	6	Veh	0	0.0	0

Pedestrian Detector

Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data				

Special Detector Phase Assignment

Assign Phase	Mode	Switch Phase	Extend	Delay
: **Default Data**				

Unit Data

General Control

Startup Time: 8sec
Startup State: All Red
Red Revert: 40sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:

ABC Input(Entry) Modes: 0 **D Input(Entry) Modes:** 0

ABC Output(O/STS) Modes: 0 **D Output(O/STS) Modes:** 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data - No Flash

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Start Green

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1
5	2	6
6	2	7

Phase(s)

Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
1	Used	No	No
8	Used	No	No
16	Used	No	No
18	Used	No	No

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

Dial/Split **Cycle**

/

General Coordination Dat

Operation Mode: 0=Free
Coordination Mode: 0=Permissive
Maximun Mode: 2=Max 2
Correction Mode: 0=Dwell

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Split Times and Phase Modes

Dial / Split

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode

Traffic Plan Data

Plan: //

Offset Time:
Mode:
Alternat Sequence:
Special Function:
Rg 2 Lag Time:
Correction Mode:
Rg 3 Lag Time:
Rg 4 Lag Time:

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2
End of Daylight Saving Month: 11 Week: 1
Cycle Zero ReferenceHours: 24 Min: 0

Source Day	Equate Days 1	2	3	4	5	6	7

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		:	//																	

AUX. Events

Event	Program Day	Hour	Min.	Aux 1	Ouputs 2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Ped Omit																
Veh Det Coord ReSvc																
Function Phase Recall																
Phase Min Recall																
Veh Det Ped Recall																
Veh Det Bike Recall																
Vehicle Function Veh Det Switch Omit																
Veh Det Switch Now																
Veh Det Switch Also																
Overlap Function																

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

Preemption Data

General Preemption Data

Flash > Preempt 1	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 > Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes: 0 FALSE X TRUE

Priority : **Priority Bank :** Queue Phase Detector Time **Default data**	**Priority :** **Priority Bank :** Queue Phase Detector Time **Default data**	**Priority :** **Priority Bank :** Queue Phase Detector Time **Default data**
Priority : **Priority Bank :** Queue Phase Detector Time **Default data**	**Priority :** **Priority Bank :** Queue Phase Detector Time **Default data**	**Priority :** **Priority Bank :** Queue Phase Detector Time **Default data**

Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**
Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**
Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Low Treshold	Speed Trap High Treshold

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Dial/Split/Offset

//

Default Data

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

3/25/2019
4:43:03PM

Intersection Name: **FM 1488 @ Mansions Blvd** Intersection Alias: **1002**

Access Data

1 :**1200/1312 Baud**
3 :**1200/1312 Baud**

Access Code: **9999** Channel: Address: **1**
Revision: **3.34h** IP Address: **10.2.2.15**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	0-None	1-Inact	1-Inact	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Off	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
2	10	3.0	45	50	4.5	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
3	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
4	7	2.0	10	35	3.5	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
5	5	2.0	20	25	4.5	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
6	10	3.0	45	50	4.5	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
Veh Det:1	2	Veh	0	0.0	0
Veh Det:2	6	Veh	0	0.0	0
Veh Det:4	5	Veh	0	0.0	2
Veh Det:5	4	Veh	0	0.0	0
Veh Det:6	4	Veh	0	0.0	8
Veh Det:9	2	Veh	0	0.0	0
Veh Det:10	6	Veh	0	0.0	0

Pedestrian Detector

Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data				

Special Detector Phase Assignment

Assign Phase	Mode	Switch Phase	Extend	Delay
: **Default Data**				

Unit Data

General Control

Startup Time: 5sec
Startup State: All Red
Red Revert: 40sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:
ABC Input(Entry) Modes: 0 **D Input(Entry) Modes:** 0
ABC Output(O/STS) Modes: 0 **D Output(O/STS) Modes:** 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data - No Flash

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Start Green

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1
5	2	6
6	2	7

Phase(s)

Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

	Ph. Pair 1
Alt. Seq. 1	**5/6**

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
8	Used	No	No
16	Used	No	No
18	Used	No	No

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Dat

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 4=Short II

Offset Mode: 0=Beg Grn
Force Mode: 1=Cycle
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	105
2/1	120
3/1	120
4/1	90

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	25	0=Actuated	5	20	0=Actuated	6	60	1=Coordinate

Dial 2 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	95	1=Coordinate	4	25	0=Actuated	5	25	0=Actuated	6	70	1=Coordinate

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	95	1=Coordinate	4	25	0=Actuated	5	25	0=Actuated	6	70	1=Coordinate

Dial 4 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	75	1=Coordinate	4	15	0=Actuated	5	15	0=Actuated	6	60	1=Coordinate

Traffic Plan Data

Plan: 1/1/1	Offset Time: 0	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/1	Offset Time: 0	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 0	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/1/1 Offset Time: 0 Alternat Sequence: 1 Rg 2 Lag Time: 0 Rg 3 Lag Time: 0 Rg 4 Lag Time: 0

Mode: 0=Normal Special Function: 0 Correction Mode: 0=No

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:0	0/0/4																	
2	1	8:0	4/1/1																	
3	1	11:0	3/1/1																	
4	1	19:0	4/1/1																	
5	1	22:0	0/0/4																	
6	2	0:0	0/0/4																	
7	2	6:0	2/1/1																	
8	2	9:0	1/1/1																	
9	2	16:0	3/1/1																	
10	2	19:0	4/1/1																	
11	2	22:0	0/0/4																	

AUX. Events

Event	Program Day	Hour	Min.	Aux 1	Ouputs 2	Ouputs 3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Bike Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

Veh Det Switch Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Now

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Overlap Function

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

Preemption Data

General Preemption Data

Flash > Preempt 1	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 > Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes: 0 FALSE X TRUE

Priority : **Priority Bank :** Queue Phase Detector Time **Default data**	**Priority :** **Priority Bank :** Queue Phase Detector Time **Default data**	**Priority :** **Priority Bank :** Queue Phase Detector Time **Default data**
Priority : **Priority Bank :** Queue Phase Detector Time **Default data**	**Priority :** **Priority Bank :** Queue Phase Detector Time **Default data**	**Priority :** **Priority Bank :** Queue Phase Detector Time **Default data**

Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**
Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**
Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Low Treshold	Speed Trap High Treshold

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Dial/Split/Offset

//

Default Data

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

3/25/2019
4:58:45PM

Intersection Name: **FM 1488 @ GRACE CROSSING** Intersection Alias: **1107**

Access Data

1 :**1200/1312 Baud**
3 :**1200/1312 Baud**

Access Code: **9999** Channel: Address: **1**
Revision: **3.57c** IP Address: **10.2.107.15**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	0-None	1-Inact	1-Inact	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

	Vehical Basic Timings						Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Off	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
Phase Data Bank: 1																			
1	5	2.0	15	0	5.0	1.5	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
2	15	2.0	45	0	5.0	1.5	0	0	0	0-Advance	0	0.0	7	17	0		No	0	No
3	0	0.0	0	0	4.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
4	8	2.0	20	0	4.0	2.0	0	0	0	0-Advance	0	0.0	7	25	0		No	0	No
5	5	2.0	15	0	5.0	1.5	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
6	15	2.0	45	0	5.0	1.5	0	0	0	0-Advance	0	0.0	7	17	0		No	0	No
7	0	0.0	0	0	4.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
8	8	2.0	20	0	4.0	2.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
Phase Data Bank: 2																			
1	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
2	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
3	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
4	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
5	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
6	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
Phase Data Bank: 3																			
1	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
2	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No
3	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0		No	0	No

4	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No

Phase Data Bank: 4

1	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
4	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0	0	0	0-Advance	0	0.0	0	0	0	No	0	No

	Vehicle Density Timings						General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call

Phase Data Bank: 1

1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Min	None	0	Yes	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	Min	None	0	Yes	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Phase Data Bank: 2

1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Phase Data Bank: 3

1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Phase Data Bank: 4

1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
Veh Det:3	2	Veh	0	0.0	0
Veh Det:7	6	Veh	0	0.0	0

Default Data

Pedestrian Detector

Assign Phase	Mode	Switch Phase	Extend	Delay

Default Data

Special Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
:					

Default Data

Unit Data

General Control

Startup Time: 5sec
Startup State: All Red
Red Revert: 40sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:
ABC Input(Entry) Modes: 0
D Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Start Green

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Stop Green Yel

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1
5	2	6
6	2	7
8	2	5

Phase(s)

Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

	Ph. Pair 1
Alt. Seq. 1	**5/6**

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40
0	Used	No	No
1	Used	No	No
7	Used	No	No
8	Used	No	No
16	Used	No	No
18	Used	No	No

Load Switch	Red Type	Red Arg	Yellow Type	Yellow Arg	Green Type	Green Arg
1	1 - Phase Vehicle 1	Red	1 - Phase Vehicle 1	Yellow	1 - Phase Vehicle 1	Green
2	2 - Phase Vehicle 2	Red	2 - Phase Vehicle 2	Yellow	2 - Phase Vehicle 2	Green
3	3 - Phase Vehicle 3	Red	3 - Phase Vehicle 3	Yellow	3 - Phase Vehicle 3	Green
4	4 - Phase Vehicle 4	Red	4 - Phase Vehicle 4	Yellow	4 - Phase Vehicle 4	Green
5	5 - Phase Vehicle 5	Red	5 - Phase Vehicle 5	Yellow	5 - Phase Vehicle 5	Green
6	6 - Phase Vehicle 6	Red	6 - Phase Vehicle 6	Yellow	6 - Phase Vehicle 6	Green
7	7 - Phase Vehicle 7	Red	7 - Phase Vehicle 7	Yellow	7 - Phase Vehicle 7	Green
8	8 - Phase Vehicle 8	Red	8 - Phase Vehicle 8	Yellow	8 - Phase Vehicle 8	Green
9	18 - Phase Pedestrian 2	Don't Walk	18 - Phase Pedestrian 2	Ped Clear	18 - Phase Pedestrian 2	Walk
10	20 - Phase Pedestrian 4	Don't Walk	20 - Phase Pedestrian 4	Ped Clear	20 - Phase Pedestrian 4	Walk
11	22 - Phase Pedestrian 6	Don't Walk	22 - Phase Pedestrian 6	Ped Clear	22 - Phase Pedestrian 6	Walk
12	24 - Phase Pedestrian 8	Don't Walk	24 - Phase Pedestrian 8	Ped Clear	24 - Phase Pedestrian 8	Walk
13	33 - Overlap A	Red	33 - Overlap A	Yellow	33 - Overlap A	Green
14	34 - Overlap B	Red	34 - Overlap B	Yellow	34 - Overlap B	Green
15	35 - Overlap C	Red	35 - Overlap C	Yellow	35 - Overlap C	Green
16	36 - Overlap D	Red	36 - Overlap D	Yellow	36 - Overlap D	Green
17	17 - Phase Pedestrian 1	Don't Walk	17 - Phase Pedestrian 1	Ped Clear	17 - Phase Pedestrian 1	Walk
18	19 - Phase Pedestrian 3	Don't Walk	19 - Phase Pedestrian 3	Ped Clear	19 - Phase Pedestrian 3	Walk
19	21 - Phase Pedestrian 5	Don't Walk	21 - Phase Pedestrian 5	Ped Clear	21 - Phase Pedestrian 5	Walk
20	23 - Phase Pedestrian 7	Don't Walk	23 - Phase Pedestrian 7	Ped Clear	23 - Phase Pedestrian 7	Walk
21	55 - Phase Status 1	On	55 - Phase Status 1	Next	55 - Phase Status 1	Check
22	56 - Phase Status 2	On	56 - Phase Status 2	Next	56 - Phase Status 2	Check
23	57 - Phase Status 3	On	57 - Phase Status 3	Next	57 - Phase Status 3	Check
24	58 - Phase Status 4	On	58 - Phase Status 4	Next	58 - Phase Status 4	Check
25	59 - Phase Status 5	On	59 - Phase Status 5	Next	59 - Phase Status 5	Check
26	60 - Phase Status 6	On	60 - Phase Status 6	Next	60 - Phase Status 6	Check
27	61 - Phase Status 7	On	61 - Phase Status 7	Next	61 - Phase Status 7	Check
28	62 - Phase Status 8	On	62 - Phase Status 8	Next	62 - Phase Status 8	Check

P2P Sources

Unit Bank:

ID	Peer IP	Timeout	PeerName

Peer Functions

Unit Bank:

ID	Peer ID	Source Functio	Source Index	Input Function	Input Index	Fail State

Coordination Data

General Coordination Dat

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 4=Short II

Offset Mode: 0=Beg Grn
Force Mode: 1=Cycle
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	105
2/1	120
3/1	120
4/1	90

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	65	1=Coordinate	4	20	0=Actuated	5	20	0=Actuated
6	65	1=Coordinate	8	20	0=Actuated						

Dial 2 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	75	1=Coordinate	4	25	0=Actuated	5	20	0=Actuated
6	75	1=Coordinate	8	25	0=Actuated						

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	75	1=Coordinate	4	20	0=Actuated	5	20	0=Actuated
6	80	1=Coordinate	8	20	0=Actuated						

Dial 4 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	60	1=Coordinate	4	15	0=Actuated	5	15	0=Actuated
6	60	1=Coordinate	8	15	0=Actuated						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 0	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/1	Offset Time: 0	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 0	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/1/1 Offset Time: 0 Alternat Sequence: 1 Rg 2 Lag Time: 0 Rg 3 Lag Time: 0 Rg 4 Lag Time: 0

Mode: 0=Normal Special Function: 0 Correction Mode: 0=No

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:0	0/0/4																	
2	1	8:0	4/1/1																	
3	1	11:0	3/1/1																	
4	1	19:0	4/1/1																	
5	1	22:0	0/0/4																	
6	2	0:0	0/0/4																	
7	2	6:0	2/1/1																	
8	2	9:0	1/1/1																	
9	2	16:0	3/1/1																	
10	2	19:0	4/1/1																	
11	2	22:0	0/0/4																	

AUX. Events

Event	Program Day	Hour	Min.	Aux 1	Ouputs 2	Ouputs 3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Bike Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

Veh Det Switch Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Now

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Overlap Function

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

Preemption Data

General Preemption Data

Flash > Preempt 1	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 > Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	10	10	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	10	10	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	10	10	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	10	10	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	10	10	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	10	10	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout
1	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
2	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
3	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
4	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
5	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output
6	No	0	0	4	4	0	0	0	0	1	0	0-None	No	0-None,0-No Output	0-None,0-No Output

Priority Detector Channels

Priority **1**

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority **2**

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority **3**

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority **4**

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority **5**

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority **6**

Detector	1A	2A	3A	4A	5A	6A	B	C	X
Channel	0	0	0	0	0	0	0	0	0

Priority Fixed Phases

Priority 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Co-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJ-Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority Bank

Priority 1

Priority Bank : 1 Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 2 Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 3 Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **2**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **3**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **4**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **5**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **4** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority **6**

Priority Bank : **1** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **2** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : **3** Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Priority Bank : 4 Level 0

Partial Priority		Full Priority		Recovery	
Alt Seq	0	Freq. Override	False	Method	0-Normal
Alt Seq Enabled	False	Ped skip	0	Return	0-Cycle
Min Walk	0	Force full Priority	False	PedWait	0
		Frequency	0	PedOverride	0
		Freq. Level	1-Partial		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Exit Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Codes: 0 FALSE X TRUE

Priority : 1

Priority Bank :1
Queue Phase Detector Time
Default data

Priority Bank :2
Queue Phase Detector Time
Default data

Priority Bank :3
Queue Phase Detector Time
Default data

Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 2

Priority Bank :1
Queue Phase Detector Time
Default data

Priority Bank :2
Queue Phase Detector Time
Default data

Priority Bank :3
Queue Phase Detector Time
Default data

Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 3

Priority Bank :1
Queue Phase Detector Time
Default data

Priority Bank :2
Queue Phase Detector Time
Default data

Priority Bank :3
Queue Phase Detector Time
Default data

Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 4

Priority Bank :1
Queue Phase Detector Time
Default data

Priority Bank :2
Queue Phase Detector Time
Default data

Priority Bank :3
Queue Phase Detector Time
Default data

Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 5

Priority Bank :1
Queue Phase Detector Time
Default data

Priority Bank :2
Queue Phase Detector Time
Default data

Priority Bank :3
Queue Phase Detector Time
Default data

Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 6

Priority Bank :1
Queue Phase Detector Time
Default data

Priority Bank :2
Queue Phase Detector Time
Default data

Priority Bank :3
Queue Phase Detector Time
Default data

Priority Bank :4
Queue Phase Detector Time
Default data

Priority : 1

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 2

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 3

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 4

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 5

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority : 6

Bank 1
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 2
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 3
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Bank 4
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
Default Data				**Default Data**				**Default Data**			

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
Default Data				**Default Data**				**Default Data**			

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15 1st Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No 2nd Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval 0

Volume Controller
Detector Detector
Number Channel

Default Data

Dial/Split/Offset Speed Trap Low Treshold Speed Trap High Treshold

//

Default Data

APPENDIX D
TRAVEL TIME RUNS

Field and Synchro Travel Time Comparison

Eastbound FM 1488 Travel Times (Seconds)												
	AM						PM					
Intersection	Existing Field	Existing Synchro Initial	Δ Initial - Field	Existing Synchro Calib.	Δ Calib. - Field	% Change	Existing Field	Existing Synchro Initial	Δ Initial - Field	Existing Synchro Calib.	Δ Calib. - Field	% Change
to Magnolia Parkway Elementary	134.7	147.2	12.5	135.4	0.7	1%	136.7	145.1	8.4	145.1	8.4	6%
to Lake Windcrest Boulevard	57.0	65.8	8.8	61.2	4.2	7%	60.0	65.2	5.2	65.2	5.2	9%
to Windcrest National	139.0	154.6	15.6	147.0	8.0	6%	152.7	143.2	-9.5	143.2	-9.5	-6%
to Cimarron Way	67.7	62.9	-4.8	63.0	-4.7	-7%	65.7	70.2	4.5	71.7	6.0	9%
to Tamina Road	54.3	54.6	0.3	54.8	0.5	1%	73.0	80.0	7.0	78.8	5.8	8%
to Honea Egypt Road / FM 2978	124.0	125.7	1.7	125.7	1.7	1%	134.7	125.0	-9.7	145.8	11.1	8%
to Conroe Huffsmith Road / Egypt	40.7	62.4	21.7	60.4	19.7	49%	44.3	47.4	3.1	47.5	3.2	7%
to Katy Lee Lane	37.3	34.4	-2.9	34.4	-2.9	-8%	46.3	38.7	-7.6	41.8	-4.5	-10%
to N Westwood Drive	22.0	35.6	13.6	34.5	12.5	57%	22.0	28.4	6.4	28.3	6.3	29%
to Old Conroe Magnolia Road	75.0	80.7	5.7	76.8	1.8	2%	60.0	68.1	8.1	67.5	7.5	13%
to Kuykendahl Court / Kuykendahl	167.7	108.0	**-59.7**	166.3	-1.4	-1%	165.3	105.8	**-59.5**	156.3	-9.0	-5%
to College Park Drive	59.3	61.5	2.2	60.7	1.4	2%	110.3	59.8	**-50.5**	111.5	1.2	1%
to Carriage Hills Boulevard	92.7	72.4	-20.3	86.8	-5.9	-6%	88.7	69.2	-19.5	70.8	-17.9	-20%
to Peoples Road	169.7	103.3	**-66.4**	148.5	-21.2	-12%	100.0	102.9	2.9	102.9	2.9	3%
to Mansions Boulevard	129.3	50.3	**-79.0**	111.7	-17.6	-14%	74.3	54.1	-20.2	74.1	-0.2	0%
Total Travel Time (Seconds)	1370.3	1219.4		1367.2			1334.0	1203.1		1350.5		
Total Travel Time (minutes)	22.8	20.3		22.8			22.2	20.1		22.5		

Westbound FM 1488 Travel Times (Seconds)												
	AM						PM					
Intersection	Existing Field	Existing Synchro Initial	Δ Initial - Field	Existing Synchro Calib.	Δ Calib. - Field	% Change	Existing Field	Existing Synchro Initial	Δ Initial - Field	Existing Synchro Calib.	Δ Calib. - Field	% Change
to Peoples Road	43.7	38.4	-5.3	38.4	-5.3	-12%	36.7	39.2	2.5	39.2	2.5	7%
to Carriage Hills Boulevard	204.0	126.8	**-77.2**	203.3	-0.7	0%	365.0	121.1	**-243.9**	368.4	3.4	1%
to College Park Drive	57.7	46.4	-11.3	55.4	-2.3	-4%	74.3	57.6	-16.7	80.8	6.5	9%
to Kuykendahl Court / Kuykendahl	49.3	47.6	-1.7	47.6	-1.7	-4%	94.7	57.8	**-36.9**	92.5	-2.2	-2%
to Old Conroe Magnolia Road	110.0	99.4	-10.6	110.2	0.2	0%	118.3	106.0	-12.3	109.4	-8.9	-8%
to N Westwood Drive	59.0	59.7	0.7	59.9	0.9	2%	74.3	69.6	-4.7	70.4	-3.9	-5%
to Katy Lee Lane	21.3	27.3	6.0	27.9	6.6	31%	38.3	27.6	-10.7	38.5	0.2	0%
to Conroe Huffsmith Road / Egypt	27.0	46.2	19.2	45.6	18.6	69%	38.0	54.2	16.2	46.3	8.3	22%
to Honea Egypt Road / FM 2978	66.0	56.3	-9.7	56.1	-9.9	-15%	158.3	71.4	**-86.9**	127.2	-31.1	-20%
to Tamina Road	99.7	122.1	22.4	114.0	14.3	14%	109.0	132.3	23.3	116.4	7.4	7%
to Cimarron Way	46.3	44.9	-1.4	44.8	-1.5	-3%	34.5	46.1	11.6	39.7	5.2	15%
to Windcrest National	67.7	59.5	-8.2	59.4	-8.3	-12%	58.0	60.9	2.9	60.4	2.4	4%
to Lake Windcrest Boulevard	142.7	143.8	1.1	143.9	1.2	1%	139.0	143.3	4.3	143.3	4.3	3%
to Magnolia Parkway Elementary	61.0	56.8	-4.2	56.9	-4.1	-7%	54.7	54.7	0.0	54.7	0.0	0%
to Spur FM 149	134.0	152.3	18.3	140.3	6.3	5%	145.3	143.8	-1.5	143.8	-1.5	-1%
Total Travel Time (Seconds)	1189.3	1127.5		1203.7			1538.5	1185.6		1531.0		
Total Travel Time (minutes)	19.8	18.8		20.1			25.6	19.8		25.5		

BEFORE TRAVEL TIME RUNS

Travel Time & Delay Report for FM 1488 - FM 149 to IH 45 / Sherbrook Circle

Legend:

TT:

Travel Time from previous Node (seconds)

CTT:

Cumulative Travel Time since beginning of Run (seconds)

TL:

Travel Distance from previous Node (feet)

CTL:

Cumulative Travel Distance since beginning of Run (feet)

CDL:

Cumulative User-specified Design Distance since beginning of Run (feet)

Delay:

Delay in Travel Time from previous Node based on user-specified design speed and distance (seconds) = TT - RT

CD:

Cumulative Delay since beginning of Run (seconds) = CTT - CRT

CRT:

Cumulative Running Time (seconds) = accumulation of DL/DS since beginning of Run

StopD:

Stopped Delay, or Time spent Waiting in Queue while traveling from previous Node (seconds). The "Stopped Delay" is counted from when the speed drops below 5 mph after exceeding 15 mph until it exceeds 15 mph once again

CStopD:

Cumulative Stopped Delay since beginning of Run (seconds). The "Stopped Delay" is counted from when the speed drops below 5 mph after exceeding 15 mph until it exceeds 15 mph once again

AS:

Actual Average Speed from previous Node (mph) = TL/TT

CAS:

Cumulative Actual Average Speed since beginning of Run (mph) = CTL/CTT

CStops:

Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph

CLN:

Cumulative Number of Links in Run

Contents:

EB AM #1, EB AM #2, EB AM #3, EB AM #4, Cumulative Reports

[-] Before-type Trip Log "EB AM #1", AM-period, started Wednesday 3/27/2019 6:00:19 AM ↑Contents

Entered artery 6:01:16 am (58 seconds) traveling Eastbound from FM 149

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Spur FM 149	59	59	4314	4314	4193	2	2	57	0	0	49.7	49.7	0	1
to Magnolia Parkway Elementry S	133	192	9681	13995	13847	1	3	189	0	0	49.7	49.7	0	2
to Lake Windcrest Boulevard	51	243	3750	17745	17596	0	3	240	0	0	50.5	49.9	0	3
to Windcrest National	139	381	10046	27791	27638	2	4	377	0	0	49.4	49.7	0	4
to Cimarron Way	64	446	4272	32063	31909	6	11	435	0	0	45.2	49.1	0	5
to Tamina Road	34	480	2372	34435	34281	-2	9	471	0	0	47.5	48.9	0	6
to EB Honea Egypt Road / FM 2978	87	567	5239	39674	39507	8	17	550	0	0	40.9	47.7	0	7
to Conroe Huffsmith Road / Egyp	39	607	1927	41601	41431	10	27	579	0	0	33.3	46.8	0	8
to Katy Lee Lane	25	631	1479	43081	42905	2	30	602	0	0	40.8	46.5	0	9
to N Westwood Drive	19	651	1238	44319	44143	3	32	619	0	0	43.5	46.4	0	10
to Old Conroe Magnolia Road / D	60	711	4042	48361	48182	5	37	674	0	0	45.9	46.4	0	11
to Kuykendahl Court / Kuykendah	91	802	6494	54855	54672	3	40	762	0	0	48.6	46.6	0	12
to College Park Drive	47	849	3151	58006	57822	8	47	801	0	0	46	46.6	0	13
to Carriage Hills Boulevard	61	910	3266	61272	61088	21	68	842	0	0	36.3	45.9	0	14
to Peoples Road	104	1014	7497	68769	68579	11	79	935	0	0	49.2	46.2	0	15
to Mansions Boulevard	39	1053	2844	71613	71423	0	79	973	0	0	50.2	46.4	0	16
to IH 45 to/from Ramp NBSR	62	1115	4096	75709	75697	4	83	1032	0	0	44.7	46.3	0	17

[-] Before-type Trip Log "EB AM #2", AM-period, started Wednesday 3/27/2019 6:28:10 AM ↑Contents

Entered artery 6:28:44 am (34 seconds) traveling Eastbound from FM 149

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Spur FM 149	90	90	4307	4307	4193	33	33	57	24	24	32.6	32.6	1	1
to Magnolia Parkway Elementry S	136	226	9681	13988	13847	4	37	189	0	24	48.5	42.2	1	2
to Lake Windcrest Boulevard	52	279	3750	17738	17596	1	39	240	0	24	48.8	43.4	1	3
to Windcrest National	140	418	10047	27785	27638	3	41	377	0	24	49	45.3	1	4
to Cimarron Way	69	487	4272	32057	31909	11	52	435	0	24	42.2	44.9	1	5
to Tamina Road	39	526	2373	34430	34281	3	55	471	0	24	41.8	44.6	1	6
to EB Honea Egypt Road / FM 2978	88	614	5237	39667	39507	8	63	550	0	24	40.8	44.1	1	7
to Conroe Huffsmith Road / Egyp	39	653	1925	41592	41431	10	73	579	0	24	33.6	43.5	1	8
to Katy Lee Lane	24	677	1482	43074	42905	2	75	602	0	24	41.9	43.4	1	9
to N Westwood Drive	22	699	1239	44312	44143	5	80	619	0	24	38.1	43.2	1	10
to Old Conroe Magnolia Road / D	89	788	4043	48355	48182	34	114	674	12	36	30.9	41.8	2	11
to Kuykendahl Court / Kuykendah	168	956	6495	54850	54672	80	194	762	49	85	26.3	39.1	3	12
to College Park Drive	59	1015	3151	58001	57822	20	214	801	0	85	36.4	39	3	13
to Carriage Hills Boulevard	94	1109	3266	61268	61088	53	267	842	21	106	23.7	37.7	4	14
to Peoples Road	117	1226	7497	68765	68579	24	291	935	0	106	43.8	38.2	4	15
to Mansions Boulevard	73	1299	2849	71614	71423	34	325	973	0	106	26.6	37.6	4	16
to IH 45 to/from Ramp NBSR	78	1376	4095	75709	75697	19	345	1032	0	106	35.9	37.5	4	17

[-] Before-type Trip Log "EB AM #3", AM-period, started Wednesday 3/27/2019 7:16:59 AM ↑Contents

Entered artery 7:17:33 am (35 seconds) traveling Eastbound from FM 149

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Spur FM 149	109	109	4320	4320	4193	51	51	57	37	37	27.1	27.1	1	1
to Magnolia Parkway Elementry S	134	242	9681	14002	13847	2	54	189	0	37	49.3	39.4	1	2
to Lake Windcrest Boulevard	69	312	3750	17752	17596	18	72	240	0	37	37	38.8	1	3
to Windcrest National	144	456	10047	27799	27638	7	79	377	0	37	47.5	41.6	1	4
to Cimarron Way	64	520	4272	32070	31909	6	85	435	0	37	45.2	42	1	5
to Tamina Road	40	560	2372	34443	34281	4	89	471	0	37	40.4	41.9	1	6
to EB Honea Egypt Road / FM 2978	184	744	5238	39681	39507	105	194	550	88	125	19.4	36.4	2	7
to Conroe Huffsmith Road / Egyp	37	781	1926	41607	41431	8	202	579	0	125	35.3	36.3	2	8
to Katy Lee Lane	25	806	1481	43088	42905	3	205	602	0	125	40	36.4	2	9
to N Westwood Drive	23	830	1238	44327	44143	6	211	619	0	125	36.1	36.4	2	10
to Old Conroe Magnolia Road / D	81	911	4042	48369	48182	26	237	674	0	125	33.9	36.2	2	11
to Kuykendahl Court / Kuykendah	177	1089	6496	54865	54672	89	326	762	54	179	25	34.4	3	12
to College Park Drive	59	1147	3151	58015	57822	19	346	801	0	179	36.7	34.5	3	13
to Carriage Hills Boulevard	118	1265	3267	61282	61088	77	423	842	62	241	18.9	33	4	14
to Peoples Road	269	1534	7510	68792	68579	176	600	935	103	344	19	30.6	8	15
to Mansions Boulevard	183	1717	2853	71646	71423	144	744	973	93	437	10.6	28.4	11	16
to IH 45 to/from Ramp NBSR	80	1797	4096	75742	75697	22	766	1032	0	437	34.7	28.7	11	17

[-] Before-type Trip Log "EB AM #4", AM-period, started Wednesday 3/27/2019 8:32:52 AM ↑Contents

Entered artery 8:33:49 am (57 seconds) traveling Eastbound from FM 149

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Spur FM 149	82	82	4326	4326	4193	25	25	57	19	19	35.9	35.9	1	1
to Magnolia Parkway Elementry S	134	216	9680	14006	13847	2	27	189	0	19	49.2	44.2	1	2
to Lake Windcrest Boulevard	50	267	3751	17757	17596	-1	27	240	0	19	50.7	45.4	1	3
to Windcrest National	133	400	10047	27805	27638	-4	23	377	0	19	51.5	47.4	1	4
to Cimarron Way	70	470	4271	32076	31909	12	35	435	0	19	41.6	46.5	1	5
to Tamina Road	84	554	2402	34478	34281	48	83	471	45	65	19.5	42.4	2	6
to EB Honea Egypt Road / FM 2978	100	654	5246	39724	39507	21	104	550	14	78	35.8	41.4	3	7
to Conroe Huffsmith Road / Egyp	46	700	1926	41650	41431	17	120	579	0	78	28.5	40.6	3	8
to Katy Lee Lane	63	763	1503	43154	42905	41	161	602	32	110	16.3	38.6	4	9
to N Westwood Drive	21	784	1238	44392	44143	4	165	619	0	110	40.5	38.6	4	10
to Old Conroe Magnolia Road / D	55	838	4042	48434	48182	0	164	674	0	110	50.5	39.4	4	11
to Kuykendahl Court / Kuykendah	158	996	6540	54974	54672	70	234	762	52	163	28.2	37.6	5	12
to College Park Drive	60	1056	3152	58126	57822	21	255	801	0	163	36.1	37.5	5	13
to Carriage Hills Boulevard	66	1122	3266	61392	61088	25	280	842	0	163	34	37.3	5	14
to Peoples Road	123	1244	7503	68895	68579	30	310	935	9	171	41.7	37.8	6	15
to Mansions Boulevard	132	1376	2856	71751	71423	93	403	973	44	216	14.7	35.5	8	16
to IH 45 to/from Ramp NBSR	75	1451	4096	75847	75697	17	420	1032	0	216	37.2	35.6	8	17

Cumulative Reports

[-] Before-type Trip Log "EB AM #1", AM-period, started Wednesday 3/27/2019 6:00:19 AM ↑Contents

Entered artery 6:01:16 am (58 seconds) traveling Eastbound from FM 149

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to IH 45 to/from Ramp NBSR	1115	75709	75697	83	1032	0	46.3	0	17

[-] Before-type Trip Log "EB AM #2", AM-period, started Wednesday 3/27/2019 6:28:10 AM ↑Contents

Entered artery 6:28:44 am (34 seconds) traveling Eastbound from FM 149

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to IH 45 to/from Ramp NBSR	1376	75709	75697	345	1032	106	37.5	4	17

[-] Before-type Trip Log "EB AM #3", AM-period, started Wednesday 3/27/2019 7:16:59 AM ↑Contents

Entered artery 7:17:33 am (35 seconds) traveling Eastbound from FM 149

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to IH 45 to/from Ramp NBSR	1797	75742	75697	766	1032	437	28.7	11	17

[-] Before-type Trip Log "EB AM #4", AM-period, started Wednesday 3/27/2019 8:32:52 AM ↑Contents

Entered artery 8:33:49 am (57 seconds) traveling Eastbound from FM 149

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to IH 45 to/from Ramp NBSR	1451	75847	75697	420	1032	216	35.6	8	17

Contents:

WB AM #1, WB AM #2, WB AM #3, WB AM #4, Cumulative Reports

[-] Before-type Trip Log "WB AM #1", AM-period, started Wednesday 3/27/2019 6:00:31 AM ↑Contents

Entered artery 6:00:45 am (15 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Mansions Boulevard	97	97	4099	4099	4274	39	39	58	17	17	28.8	28.8	1	1
to Peoples Road	39	136	2849	6948	7118	0	39	97	0	17	50.4	34.9	1	2
to Carriage Hills Boulevard	96	232	7498	14446	14609	4	42	190	0	17	53	42.4	1	3
to College Park Drive	46	278	3266	17711	17874	6	48	230	0	17	48.2	43.4	1	4
to Kuykendahl Court / Kuykendah	41	319	3153	20864	21025	2	50	269	0	17	52.4	44.6	1	5
to Old Conroe Magnolia Road / D	109	429	6490	27354	27515	29	79	350	7	24	40.4	43.5	2	6
to N Westwood Drive	67	496	4038	31392	31554	17	96	400	0	24	40.8	43.1	2	7
to Katy Lee Lane	20	516	1239	32632	32792	5	101	415	0	24	42.4	43.1	2	8
to Conroe Huffsmith Road / Egyp	58	574	1495	34127	34266	38	139	435	21	45	17.6	40.5	3	9
to EB Honea Egypt Road / FM 2978	38	612	1917	36044	36189	11	150	462	0	45	34.8	40.2	3	10
to Tamina Road	83	694	5228	41272	41415	4	153	541	0	45	43.1	40.5	3	11
to Cimarron Way	61	756	2374	43646	43788	25	179	577	18	63	26.5	39.4	4	12
to Windcrest National	70	825	4271	47917	48059	5	184	642	0	63	41.7	39.6	4	13
to Lake Windcrest Boulevard	145	970	10048	57965	58101	8	192	778	0	63	47.2	40.7	4	14
to Magnolia Parkway Elementry S	56	1026	3749	61714	61849	5	197	830	0	63	45.9	41	4	15
to Spur FM 149	137	1163	9683	71397	71504	5	202	961	0	63	48.3	41.9	4	16
to FM 149	60	1223	4289	75687	75697	3	205	1018	0	63	48.6	42.2	4	17

[-] Before-type Trip Log "WB AM #2", AM-period, started Wednesday 3/27/2019 6:53:09 AM ↑Contents

Entered artery 6:53:29 am (20 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Mansions Boulevard	84	84	4095	4095	4274	25	25	58	0	0	33.4	33.4	0	1
to Peoples Road	39	123	2850	6945	7118	1	26	97	0	0	49.3	38.5	0	2
to Carriage Hills Boulevard	152	275	7500	14445	14609	59	85	190	31	31	33.7	35.9	1	3
to College Park Drive	51	326	3266	17711	17874	11	95	230	0	31	43.4	37.1	1	4
to Kuykendahl Court / Kuykendah	45	370	3153	20864	21025	5	101	269	0	31	48.3	38.4	1	5
to Old Conroe Magnolia Road / D	145	515	6491	27355	27515	64	165	350	55	86	30.6	36.2	2	6
to N Westwood Drive	66	581	4039	31394	31554	16	181	400	0	86	41.6	36.8	2	7
to Katy Lee Lane	28	609	1240	32634	32792	12	194	415	0	86	30.5	36.5	2	8
to Conroe Huffsmith Road / Egyp	28	637	1493	34127	34266	8	202	435	0	86	35.9	36.5	2	9
to EB Honea Egypt Road / FM 2978	36	673	1919	36046	36189	10	212	462	0	86	36.5	36.5	2	10
to Tamina Road	86	759	5230	41276	41415	7	218	541	0	86	41.4	37.1	2	11
to Cimarron Way	48	807	2374	43650	43788	12	230	577	0	86	34	36.9	2	12
to Windcrest National	64	870	4270	47920	48059	-1	229	642	0	86	45.8	37.5	2	13
to Lake Windcrest Boulevard	155	1026	10048	57968	58101	18	247	778	12	98	44.1	38.5	3	14
to Magnolia Parkway Elementry S	55	1081	3749	61717	61849	4	252	830	0	98	46.1	38.9	3	15
to Spur FM 149	136	1217	9683	71400	71504	4	256	961	0	98	48.5	40	3	16
to FM 149	58	1275	4293	75693	75697	1	257	1018	0	98	50.2	40.5	3	17

[-] Before-type Trip Log "WB AM #3", AM-period, started Wednesday 3/27/2019 7:15:49 AM ↑Contents

Entered artery 7:16:16 am (27 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Mansions Boulevard	70	70	4095	4095	4274	12	12	58	0	0	39.7	39.7	0	1
to Peoples Road	39	109	2847	6942	7118	0	12	97	0	0	50.4	43.5	0	2
to Carriage Hills Boulevard	121	230	7497	14439	14609	28	40	190	5	5	42.2	42.8	1	3
to College Park Drive	50	280	3266	17705	17874	10	50	230	0	5	44.3	43.1	1	4
to Kuykendahl Court / Kuykendah	56	336	3154	20859	21025	17	66	269	0	5	38.7	42.4	1	5
to Old Conroe Magnolia Road / D	97	433	6490	27349	27515	16	83	350	0	5	45.7	43.1	1	6
to N Westwood Drive	58	491	4037	31386	31554	8	91	400	0	5	47.2	43.6	1	7
to Katy Lee Lane	20	511	1239	32626	32792	5	96	415	0	5	41.8	43.5	1	8
to Conroe Huffsmith Road / Egyp	28	539	1491	34116	34266	8	103	435	0	5	36.7	43.2	1	9
to EB Honea Egypt Road / FM 2978	36	575	1919	36035	36189	10	113	462	0	5	36.5	42.8	1	10
to Tamina Road	130	704	5252	41287	41415	50	163	541	47	52	27.6	40	2	11
to Cimarron Way	35	739	2373	43660	43788	-1	162	577	0	52	46.5	40.3	2	12
to Windcrest National	59	798	4271	47931	48059	-6	157	642	0	52	49.2	40.9	2	13
to Lake Windcrest Boulevard	134	932	10048	57979	58101	-3	153	778	0	52	51.3	42.4	2	14
to Magnolia Parkway Elementry S	76	1008	3785	61764	61849	25	178	830	24	76	33.8	41.8	3	15
to Spur FM 149	131	1139	9683	71447	71504	-1	178	961	0	76	50.4	42.8	3	16
to FM 149	49	1188	4287	75734	75697	-8	170	1018	0	76	59.5	43.5	3	17

[-] Before-type Trip Log "WB AM #4", AM-period, started Wednesday 3/27/2019 8:06:03 AM ↑Contents

Entered artery 8:06:25 am (23 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Mansions Boulevard	87	87	4109	4109	4274	29	29	58	15	15	32.1	32.1	1	1
to Peoples Road	53	141	2851	6960	7118	15	44	97	8	23	36.4	33.7	2	2
to Carriage Hills Boulevard	339	480	7544	14504	14609	247	290	190	182	205	15.2	20.6	6	3
to College Park Drive	72	553	3268	17772	17874	32	322	230	9	214	30.8	21.9	7	4
to Kuykendahl Court / Kuykendah	47	600	3155	20927	21025	8	330	269	0	214	45.8	23.8	7	5
to Old Conroe Magnolia Road / D	88	687	6489	27416	27515	7	337	350	0	214	50.5	27.2	7	6
to N Westwood Drive	53	741	4038	31454	31554	3	341	400	0	214	51.6	29	7	7
to Katy Lee Lane	16	757	1241	32695	32792	1	342	415	0	214	51.6	29.4	7	8
to Conroe Huffsmith Road / Egyp	25	782	1499	34194	34266	5	346	435	0	214	41.2	29.8	7	9
to EB Honea Egypt Road / FM 2978	126	908	1984	36178	36189	100	447	462	89	303	10.7	27.2	8	10
to Tamina Road	83	991	5229	41406	41415	3	450	541	0	303	43.2	28.5	8	11
to Cimarron Way	56	1047	2389	43795	43788	20	470	577	20	322	29.1	28.5	9	12
to Windcrest National	80	1126	4271	48067	48059	15	485	642	0	322	36.6	29.1	9	13
to Lake Windcrest Boulevard	139	1265	10047	58114	58101	2	487	778	0	322	49.2	31.3	9	14
to Magnolia Parkway Elementry S	52	1317	3749	61863	61849	0	487	830	0	322	49.6	32	9	15
to Spur FM 149	135	1452	9685	71548	71504	3	490	961	0	322	49.1	33.6	9	16
to FM 149	58	1510	4285	75832	75697	1	492	1018	0	322	50	34.2	9	17

Cumulative Reports

[-] Before-type Trip Log "WB AM #1", AM-period, started Wednesday 3/27/2019 6:00:31 AM ↑Contents

Entered artery 6:00:45 am (15 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to FM 149	1223	75687	75697	205	1018	63	42.2	4	17

[-] Before-type Trip Log "WB AM #2", AM-period, started Wednesday 3/27/2019 6:53:09 AM ↑Contents

Entered artery 6:53:29 am (20 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to FM 149	1275	75693	75697	257	1018	98	40.5	3	17

[-] Before-type Trip Log "WB AM #3", AM-period, started Wednesday 3/27/2019 7:15:49 AM ↑Contents

Entered artery 7:16:16 am (27 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to FM 149	1188	75734	75697	170	1018	76	43.5	3	17

[-] Before-type Trip Log "WB AM #4", AM-period, started Wednesday 3/27/2019 8:06:03 AM ↑Contents

Entered artery 8:06:25 am (23 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to FM 149	1510	75832	75697	492	1018	322	34.2	9	17

Contents:

EB PM #1, EB PM #2, EB PM #3, EB PM #4, Cumulative Reports

[-] Before-type Trip Log "EB PM #1", PM-period, started Wednesday 3/27/2019 4:07:44 PM ↑Contents

Entered artery 4:08:28 pm (45 seconds) traveling Eastbound from FM 149

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Spur FM 149	63	63	4308	4308	4193	6	6	57	0	0	46.7	46.7	0	1
to Magnolia Parkway Elementry S	136	199	9683	13991	13847	5	10	189	0	0	48.5	47.9	0	2
to Lake Windcrest Boulevard	74	273	3754	17745	17596	22	33	240	13	13	34.8	44.4	1	3
to Windcrest National	142	415	10047	27792	27638	5	38	377	0	13	48.1	45.7	1	4
to Cimarron Way	60	475	4272	32064	31909	2	40	435	0	13	48.6	46	1	5
to Tamina Road	106	581	2413	34477	34281	70	110	471	65	78	15.5	40.5	2	6
to EB Honea Egypt Road / FM 2978	89	670	5238	39715	39507	10	120	550	7	85	40	40.4	3	7
to Conroe Huffsmith Road / Egyp	42	712	1926	41641	41431	13	133	579	0	85	31.4	39.9	3	8
to Katy Lee Lane	47	759	1500	43141	42905	24	157	602	16	101	21.9	38.8	4	9
to N Westwood Drive	22	782	1238	44378	44143	6	163	619	0	101	37.5	38.7	4	10
to Old Conroe Magnolia Road / D	62	843	4041	48420	48182	7	169	674	0	101	44.7	39.2	4	11
to Kuykendahl Court / Kuykendah	90	933	6497	54917	54672	1	171	762	0	101	49.4	40.1	4	12
to College Park Drive	120	1052	3176	58093	57822	80	251	801	62	163	18.1	37.6	5	13
to Carriage Hills Boulevard	55	1107	3265	61358	61088	14	265	842	0	163	40.8	37.8	5	14
to Peoples Road	97	1204	7497	68855	68579	5	270	935	0	163	52.4	39	5	15
to Mansions Boulevard	80	1284	2853	71708	71423	41	311	973	29	191	24.4	38.1	6	16
to IH 45 to/from Ramp NBSR	70	1354	4096	75803	75697	12	322	1032	0	191	39.9	38.2	6	17

[-] Before-type Trip Log "EB PM #2", PM-period, started Wednesday 3/27/2019 5:01:32 PM ↑Contents

Entered artery 5:02:02 pm (30 seconds) traveling Eastbound from FM 149

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Spur FM 149	58	58	4313	4313	4193	0	0	57	0	0	51	51	0	1
to Magnolia Parkway Elementry S	135	193	9683	13996	13847	4	4	189	0	0	48.8	49.5	0	2
to Lake Windcrest Boulevard	55	248	3750	17746	17596	4	8	240	0	0	46.8	48.9	0	3
to Windcrest National	181	429	10075	27820	27638	44	52	377	32	32	37.9	44.2	1	4
to Cimarron Way	79	507	4274	32094	31909	20	72	435	8	40	37	43.1	2	5
to Tamina Road	38	546	2372	34467	34281	2	75	471	0	40	42.2	43.1	2	6
to EB Honea Egypt Road / FM 2978	198	743	5285	39752	39507	118	193	550	103	143	18.2	36.5	3	7
to Conroe Huffsmith Road / Egyp	55	798	1926	41678	41431	26	219	579	0	143	24	35.6	3	8
to Katy Lee Lane	54	851	1500	43178	42905	31	250	602	22	166	19.1	34.6	4	9
to N Westwood Drive	23	875	1238	44416	44143	6	256	619	0	166	36.4	34.6	4	10
to Old Conroe Magnolia Road / D	56	930	4042	48458	48182	1	257	674	0	166	49.5	35.5	4	11
to Kuykendahl Court / Kuykendah	197	1127	6533	54991	54672	109	365	762	81	246	22.6	33.3	6	12
to College Park Drive	160	1287	3191	58182	57822	121	486	801	87	334	13.6	30.8	8	13
to Carriage Hills Boulevard	101	1388	3308	61489	61088	60	546	842	38	372	22.4	30.2	9	14
to Peoples Road	102	1490	7497	68986	68579	10	556	935	0	372	49.9	31.6	9	15
to Mansions Boulevard	67	1558	2880	71866	71423	28	584	973	23	395	29.2	31.5	10	16
to IH 45 to/from Ramp NBSR	64	1621	4096	75962	75697	6	590	1032	0	395	43.7	31.9	10	17

[-] Before-type Trip Log "EB PM #3", PM-period, started Wednesday 3/27/2019 6:00:40 PM ↑Contents

Entered artery 6:01:22 pm (42 seconds) traveling Eastbound from FM 149

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Spur FM 149	82	82	4325	4325	4193	24	24	57	19	19	36.1	36.1	1	1
to Magnolia Parkway Elementry S	139	220	9680	14005	13847	7	32	189	0	19	47.5	43.3	1	2
to Lake Windcrest Boulevard	51	271	3750	17755	17596	-1	31	240	0	19	50.6	44.7	1	3
to Windcrest National	135	406	10046	27802	27638	-1	30	377	0	19	50.6	46.6	1	4
to Cimarron Way	58	464	4272	32073	31909	-1	29	435	0	19	50.6	47.1	1	5
to Tamina Road	75	539	2379	34452	34281	39	68	471	36	55	21.6	43.6	2	6
to EB Honea Egypt Road / FM 2978	117	656	5298	39751	39507	37	105	550	31	86	31	41.3	3	7
to Conroe Huffsmith Road / Egyp	36	691	1923	41674	41431	7	112	579	0	86	36.6	41.1	3	8
to Katy Lee Lane	38	730	1488	43162	42905	16	128	602	10	97	26.5	40.3	4	9
to N Westwood Drive	21	751	1238	44400	44143	4	132	619	0	97	40	40.3	4	10
to Old Conroe Magnolia Road / D	62	813	4043	48443	48182	7	139	674	0	97	44.6	40.6	4	11
to Kuykendahl Court / Kuykendah	209	1022	6512	54955	54672	121	260	762	84	180	21.2	36.7	6	12
to College Park Drive	51	1073	3150	58105	57822	12	272	801	0	180	42	36.9	6	13
to Carriage Hills Boulevard	110	1183	3278	61383	61088	70	342	842	48	229	20.3	35.4	7	14
to Peoples Road	101	1285	7500	68883	68579	8	350	935	0	229	50.5	36.6	7	15
to Mansions Boulevard	76	1360	2888	71770	71423	37	387	973	29	258	26	36	8	16
to IH 45 to/from Ramp NBSR	76	1436	4096	75866	75697	18	405	1032	0	258	36.8	36	8	17

[-] Before-type Trip Log "EB PM #4", PM-period, started Wednesday 3/27/2019 6:30:12 PM ↑Contents

Entered artery 6:30:53 pm (42 seconds) traveling Eastbound from FM 149

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Spur FM 149	58	58	4310	4310	4193	1	1	57	0	0	50.6	50.6	0	1
to Magnolia Parkway Elementry S	131	189	9681	13991	13847	-1	0	189	0	0	50.5	50.5	0	2
to Lake Windcrest Boulevard	50	239	3750	17741	17596	-1	-1	240	0	0	51.1	50.6	0	3
to Windcrest National	135	374	10046	27787	27638	-2	-3	377	0	0	50.6	50.6	0	4
to Cimarron Way	71	445	4272	32059	31909	12	10	435	0	0	41.3	49.2	0	5
to Tamina Road	38	483	2372	34432	34281	2	12	471	0	0	42.4	48.6	0	6
to EB Honea Egypt Road / FM 2978	185	668	5238	39670	39507	106	118	550	94	94	19.3	40.5	1	7
to Conroe Huffsmith Road / Egyp	38	706	1924	41594	41431	8	126	579	0	94	34.9	40.2	1	8
to Katy Lee Lane	25	731	1480	43074	42905	3	129	602	0	94	40.2	40.2	1	9
to N Westwood Drive	19	750	1238	44311	44143	2	131	619	0	94	44.1	40.3	1	10
to Old Conroe Magnolia Road / D	66	817	4041	48353	48182	11	143	674	0	94	41.5	40.4	1	11
to Kuykendahl Court / Kuykendah	117	933	6495	54848	54672	28	171	762	11	105	37.9	40.1	2	12
to College Park Drive	110	1043	3154	58001	57822	71	242	801	51	156	19.6	37.9	3	13
to Carriage Hills Boulevard	56	1099	3266	61267	61088	16	258	842	0	156	39.7	38	3	14
to Peoples Road	103	1203	7497	68764	68579	10	268	935	0	156	49.5	39	3	15
to Mansions Boulevard	71	1273	2857	71622	71423	32	300	973	17	174	27.6	38.4	4	16
to IH 45 to/from Ramp NBSR	77	1350	4096	75718	75697	19	318	1032	0	174	36.3	38.2	4	17

Cumulative Reports

[-] Before-type Trip Log "EB PM #1", PM-period, started Wednesday 3/27/2019 4:07:44 PM ↑Contents

Entered artery 4:08:28 pm (45 seconds) traveling Eastbound from FM 149

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to IH 45 to/from Ramp NBSR	1354	75803	75697	322	1032	191	38.2	6	17

[-] Before-type Trip Log "EB PM #2", PM-period, started Wednesday 3/27/2019 5:01:32 PM ↑Contents

Entered artery 5:02:02 pm (30 seconds) traveling Eastbound from FM 149

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to IH 45 to/from Ramp NBSR	1621	75962	75697	590	1032	395	31.9	10	17

[-] Before-type Trip Log "EB PM #3", PM-period, started Wednesday 3/27/2019 6:00:40 PM ↑Contents

Entered artery 6:01:22 pm (42 seconds) traveling Eastbound from FM 149

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to IH 45 to/from Ramp NBSR	1436	75866	75697	405	1032	258	36	8	17

[-] Before-type Trip Log "EB PM #4", PM-period, started Wednesday 3/27/2019 6:30:12 PM ↑Contents

Entered artery 6:30:53 pm (42 seconds) traveling Eastbound from FM 149

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to IH 45 to/from Ramp NBSR	1350	75718	75697	318	1032	174	38.2	4	17

Contents:

WB PM #1, WB PM #2, WB PM #3, WB PM #4, Cumulative Reports

[-] Before-type Trip Log "WB PM #1", PM-period, started Wednesday 3/27/2019 4:00:15 PM ↑Contents

Entered artery 4:00:40 pm (26 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Mansions Boulevard	65	65	4095	4095	4274	7	7	58	0	0	42.9	42.9	0	1
to Peoples Road	38	103	2852	6947	7118	-1	6	97	0	0	51.4	46	0	2
to Carriage Hills Boulevard	468	570	7535	14482	14609	375	381	190	296	296	11	17.3	5	3
to College Park Drive	52	623	3266	17748	17874	12	393	230	0	296	42.4	19.4	5	4
to Kuykendahl Court / Kuykendah	44	667	3153	20901	21025	5	398	269	0	296	48.8	21.4	5	5
to Old Conroe Magnolia Road / D	150	817	6497	27398	27515	70	467	350	52	348	29.5	22.9	6	6
to N Westwood Drive	78	895	4041	31439	31554	28	495	400	13	361	35.3	24	7	7
to Katy Lee Lane	41	936	1241	32680	32792	25	520	415	10	371	20.8	23.8	8	8
to Conroe Huffsmith Road / Egyp	48	984	1491	34171	34266	28	548	435	12	383	21.2	23.7	9	9
to EB Honea Egypt Road / FM 2978	166	1149	1922	36093	36189	139	688	462	114	497	7.9	21.4	11	10
to Tamina Road	81	1230	5230	41323	41415	2	689	541	0	497	44	22.9	11	11
to Cimarron Way	34	1265	2373	43696	43788	-2	688	577	0	497	47.2	23.6	11	12
to Windcrest National	60	1325	4272	47967	48059	-4	683	642	0	497	48.2	24.7	11	13
to Lake Windcrest Boulevard	147	1472	10049	58016	58101	10	694	778	0	497	46.6	26.9	11	14
to Magnolia Parkway Elementry S	55	1526	3749	61765	61849	3	697	830	0	497	46.9	27.6	11	15
to Spur FM 149	130	1656	9683	71448	71504	-2	695	961	0	497	50.9	29.4	11	16
to FM 149	56	1712	4303	75751	75697	-1	694	1018	0	497	52.6	30.2	11	17

[-] Before-type Trip Log "WB PM #2", PM-period, started Wednesday 3/27/2019 4:57:10 PM ↑Contents

Entered artery 4:57:30 pm (20 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Mansions Boulevard	75	75	4095	4095	4274	17	17	58	0	0	37.2	37.2	0	1
to Peoples Road	35	110	2852	6947	7118	-4	13	97	0	0	55.3	43	0	2
to Carriage Hills Boulevard	429	539	7513	14460	14609	336	349	190	247	247	11.9	18.3	5	3
to College Park Drive	95	634	3268	17728	17874	55	404	230	40	287	23.5	19.1	6	4
to Kuykendahl Court / Kuykendah	45	680	3153	20881	21025	6	410	269	0	287	47.3	20.9	6	5
to Old Conroe Magnolia Road / D	106	786	6489	27370	27515	25	436	350	0	287	41.8	23.8	6	6
to N Westwood Drive	65	851	4037	31407	31554	15	451	400	0	287	42.1	25.2	6	7
to Katy Lee Lane	37	888	1240	32647	32792	22	473	415	0	287	22.6	25.1	6	8
to Conroe Huffsmith Road / Egyp	29	917	1496	34143	34266	8	482	435	0	287	35.7	25.4	6	9
to EB Honea Egypt Road / FM 2978	143	1060	1881	36024	36189	117	598	462	90	377	9	23.2	8	10
to Tamina Road	167	1227	5268	41291	41415	88	686	541	81	458	21.5	22.9	9	11
to Cimarron Way	37	1264	2375	43666	43788	1	687	577	0	458	43.5	23.6	9	12
to Windcrest National	59	1323	4271	47937	48059	-6	682	642	0	458	49.4	24.7	9	13
to Lake Windcrest Boulevard	135	1458	10048	57985	58101	-2	680	778	0	458	50.6	27.1	9	14
to Magnolia Parkway Elementry S	54	1513	3749	61734	61849	3	683	830	0	458	47.1	27.8	9	15
to Spur FM 149	164	1677	9686	71420	71504	32	715	961	28	486	40.3	29	10	16
to FM 149	61	1738	4293	75713	75697	4	720	1018	0	486	47.8	29.7	10	17

[-] Before-type Trip Log "WB PM #3", PM-period, started Wednesday 3/27/2019 5:57:53 PM ↑Contents

Entered artery 5:58:16 pm (24 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Mansions Boulevard	69	69	4095	4095	4274	11	11	58	0	0	40.2	40.2	0	1
to Peoples Road	37	106	2849	6944	7118	-2	9	97	0	0	52.5	44.5	0	2
to Carriage Hills Boulevard	198	305	7500	14443	14609	106	115	190	62	62	25.8	32.3	2	3
to College Park Drive	76	381	3267	17711	17874	36	151	230	6	69	29.2	31.7	3	4
to Kuykendahl Court / Kuykendah	195	576	3158	20869	21025	156	307	269	111	179	11	24.7	6	5
to Old Conroe Magnolia Road / D	99	675	6489	27358	27515	18	325	350	0	179	44.8	27.6	6	6
to N Westwood Drive	80	754	4040	31397	31554	29	355	400	14	193	34.6	28.4	7	7
to Katy Lee Lane	37	791	1241	32638	32792	22	376	415	0	193	22.9	28.1	7	8
to Conroe Huffsmith Road / Egyp	37	828	1494	34132	34266	17	393	435	0	193	27.5	28.1	7	9
to EB Honea Egypt Road / FM 2978	166	994	1918	36051	36189	139	532	462	116	310	7.9	24.7	9	10
to Tamina Road	79	1073	5226	41277	41415	0	532	541	0	310	45.2	26.2	9	11
to Cimarron Way	32	1105	2374	43650	43788	-4	528	577	0	310	50.6	26.9	9	12
to Windcrest National	55	1160	4271	47922	48059	-10	518	642	0	310	53	28.2	9	13
to Lake Windcrest Boulevard	135	1295	10048	57970	58101	-2	517	778	0	310	50.7	30.5	9	14
to Magnolia Parkway Elementry S	55	1350	3748	61718	61849	4	520	830	0	310	46.7	31.2	9	15
to Spur FM 149	142	1492	9683	71401	71504	10	530	961	0	310	46.5	32.6	9	16
to FM 149	62	1554	4286	75687	75697	5	535	1018	0	310	47.1	33.2	9	17

[-] Before-type Trip Log "WB PM #4", PM-period, started Wednesday 3/27/2019 6:26:25 PM ↑Contents

Entered artery 6:26:39 pm (14 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	TT	CTT	TL	CTL	CDL	Delay	CD	CRT	StopD	CStopD	AS	CAS	CStops	CLN
to Mansions Boulevard	110	110	4104	4104	4274	52	52	58	30	30	25.4	25.4	1	1
to Peoples Road	38	148	2853	6957	7118	-1	51	97	0	30	51.3	32.1	1	2
to Carriage Hills Boulevard	94	242	7498	14455	14609	1	52	190	0	30	54.4	40.7	1	3
to College Park Drive	43	285	3266	17721	17874	3	55	230	0	30	51.4	42.4	1	4
to Kuykendahl Court / Kuykendah	40	325	3154	20875	21025	1	56	269	0	30	53.5	43.7	1	5
to Old Conroe Magnolia Road / D	141	466	6523	27399	27515	60	116	350	49	79	31.6	40.1	2	6
to N Westwood Drive	61	527	4039	31438	31554	11	127	400	0	79	45	40.6	2	7
to Katy Lee Lane	43	570	1248	32685	32792	27	155	415	20	98	20	39.1	3	8
to Conroe Huffsmith Road / Egyp	42	612	1492	34178	34266	22	177	435	0	98	24.1	38.1	3	9
to EB Honea Egypt Road / FM 2978	57	669	1917	36094	36189	30	207	462	0	98	23.1	36.8	3	10
to Tamina Road	151	819	5256	41350	41415	72	279	541	58	156	23.8	34.4	4	11
to Cimarron Way	35	854	2374	43723	43788	-1	278	577	0	156	46.4	34.9	4	12
to Windcrest National	54	909	4270	47994	48059	-10	267	642	0	156	53.6	36	4	13
to Lake Windcrest Boulevard	131	1040	10049	58043	58101	-6	261	778	0	156	52.3	38.1	4	14
to Magnolia Parkway Elementry S	50	1089	3749	61791	61849	-2	260	830	0	156	51.6	38.7	4	15
to Spur FM 149	128	1218	9685	71476	71504	-4	256	961	0	156	51.5	40	4	16
to FM 149	57	1274	4283	75759	75697	-1	256	1018	0	156	51.6	40.5	4	17

Cumulative Reports

[-] Before-type Trip Log "WB PM #1", PM-period, started Wednesday 3/27/2019 4:00:15 PM ↑Contents

Entered artery 4:00:40 pm (26 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to FM 149	1712	75751	75697	694	1018	497	30.2	11	17

[-] Before-type Trip Log "WB PM #2", PM-period, started Wednesday 3/27/2019 4:57:10 PM ↑Contents

Entered artery 4:57:30 pm (20 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to FM 149	1738	75713	75697	720	1018	486	29.7	10	17

[-] Before-type Trip Log "WB PM #3", PM-period, started Wednesday 3/27/2019 5:57:53 PM ↑Contents

Entered artery 5:58:16 pm (24 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to FM 149	1554	75687	75697	535	1018	310	33.2	9	17

[-] Before-type Trip Log "WB PM #4", PM-period, started Wednesday 3/27/2019 6:26:25 PM ↑Contents

Entered artery 6:26:39 pm (14 seconds) traveling Westbound from IH 45 to/from Ramp NBSR

Node	CTT	CTL	CDL	CD	CRT	CStopD	CAS	CStops	CLN
to FM 149	1274	75759	75697	256	1018	156	40.5	4	17

Cumulative Travel Distance since beginning of Run (feet)

APPENDIX E
MEASURES OF EFFECTIVENESS

FM 1488

Direction	EB	WB	All
Total Delay (hr)	152	87	239
Stops (#)	16045	9086	25131
Average Speed (mph)	33	37	35
Total Travel Time (hr)	671	435	1105
Distance Traveled (mi)	22460	16092	38552
Fuel Consumed (gal)	1118	749	1867
Fuel Economy (mpg)	20.1	21.5	20.6
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	951	687	1638
Performance Index	196.5	112.2	308.7

FM 1488

Direction	EB	WB	All
Total Delay (hr)	153	147	300
Stops (#)	14381	14661	29042
Average Speed (mph)	34	28	31
Total Travel Time (hr)	617	751	1368
Distance Traveled (mi)	20875	20986	41861
Fuel Consumed (gal)	1022	1064	2086
Fuel Economy (mpg)	20.4	19.7	20.1
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	838	683	1521
Performance Index	193.0	188.0	381.1

APPENDIX F

EXISTING SYNCHRO LOS CALCULATIONS

FM 1488 - Level of Service Summary								
Intersection	AM				PM			
	Existing - Initial		Existing - Calibrated		Existing - Initial		Existing - Calibrated	
	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]
FM 149 @ FM 149 West Access Rd (N)	C	22.1	C	22.1	C	23.2	C	23.2
FM 149 @ FM 149 West Access Rd (S)	B	11.0	B	11.0	A	10.0	A	10.0
FM 1488 @ Spur 149	C	30.9	C	30.9	C	25.8	C	25.8
FM 1488 @ Mostyn Dr[2]	D	33.6	D	33.6	C	20.0	C	20.0
FM 1488 @ Manor Dr[2]	E	37.8	E	37.8	C	23.0	C	23.0
FM 1488 @ Thousand Oaks Blvd[2]	E	38.8	E	38.8	E	41.1	E	41.1
FM 1488 @ Magnolia Parkway Elementary School	B	12.2	B	12.2	B	10.2	B	10.2
FM 1488 @ Lake Windcrest Blvd	B	12.0	B	12.0	B	11.4	B	11.4
FM 1488 @ Windcrest National	B	18.7	B	18.4	A	6.5	A	6.3
FM 1488 @ Cimarron Creek[2]	C	23.8	C	23.8	C	19.6	C	19.6
FM 1488 @ Cimarron Way	A	8.0	A	8.0	B	10.6	B	11.0
FM 1488 @ Tamina Rd	C	27.4	C	27.6	D	49.4	D	46.5
FM 1488 @ Honea Egypt Rd/FM 2978	D	49.7	D	49.7	D	50.8	E	63.6
FM 1488 @ Commercial Driveway 2[2]	C	16.3	C	16.3	C	16.2	C	18.9
FM 1488 @ Conroe Huffsmith Rd/Egypt Ln	C	33.6	C	32.2	C	31.6	C	28.9
FM 1488 @ Home Depot Driveway[2]	C	17.1	C	17.1	C	19.5	C	19.5
FM 1488 @ Katy Lee Lane	A	7.1	A	7.3	B	10.4	A	9.2
FM 1488 @ N Westwood Dr.	B	12.7	B	12.6	B	14.8	B	15.2
FM 1488 @ Old Conroe Magnolia Rd/Del Webb Boulevard	C	22.7	C	23.6	C	24.3	C	25.6
FM 1488 @ Kuykendahl Ct/ Kuykendahl Rd	C	27.0	C	32.9	C	30.6	C	33.4
FM 1488 @ SH 242	C	21.1	C	20.8	C	33.9	D	40.1
FM 1488 @ Carriage Hills Blvd	D	42.4	D	42.4	D	36.4	D	36.9
FM 1488 @ People's Road	A	7.8	A	7.8	A	7.6	A	7.6
FM 1488 @ Mansions Blvd	B	11.3	B	11.3	B	12.3	B	12.3
FM 1488 @ Grace Crossing Dr/W. Walter Woodson Dr	B	12.3	B	12.3	B	14.0	B	14.0
FM 1488 @ I-45 West Access Rd (W)[3]	N/A							
FM 1488 @ I-45 West Access Rd (E)[3]	N/A							
FM 1488 @ I-45 East Access Rd (W)[3]	N/A							
FM 1488 @ I-45 East Access Rd (E)[3]	N/A							
I-45 SB Frontage Rd @ I-45 West Access Rd[3]	N/A							
I-45 NB Frontage Rd @ I-45 East Access Rd[3]	N/A							

LOS – Level of Service

[1] Delay is presented in seconds per vehicle

[2] Unsignalized Intersection - HCM 6th Edition Critical Lane LOS Used

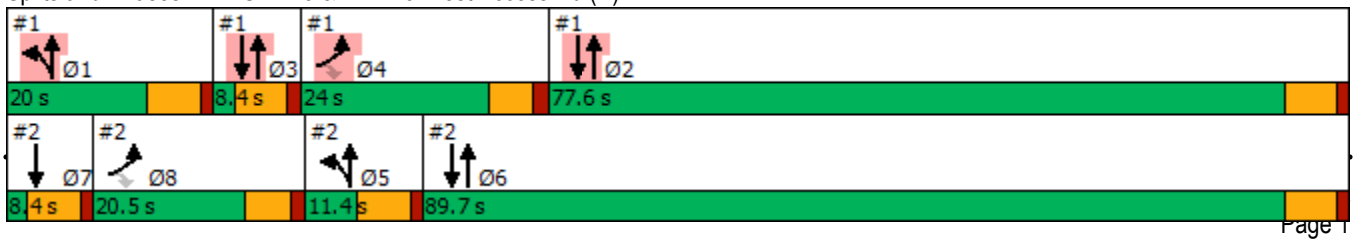
[3] Unsignalized Intersection - All Movements Free

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø5	Ø6	Ø7	Ø8
Lane Configurations												
Traffic Volume (vph)	82	84	45	314	540	85						
Future Volume (vph)	82	84	45	314	540	85						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Storage Length (ft)	0	300	100			0						
Storage Lanes	1	1	1			0						
Taper Length (ft)	25		25									
Satd. Flow (prot)	1687	1583	1504	1743	1788	0						
Flt Permitted	0.950		0.950									
Satd. Flow (perm)	1687	1583	1504	1743	1788	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)		171			16							
Link Speed (mph)	40			55	55							
Link Distance (ft)	1916			505	700							
Travel Time (s)	32.7			6.3	8.7							
Peak Hour Factor	0.73	0.49	0.80	0.88	0.98	0.63						
Heavy Vehicles (%)	7%	2%	20%	9%	3%	5%						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	171	56	357	686	0						
Turn Type	Prot	Perm	Prot	NA	NA							
Protected Phases	4		1	1 2 3	2 3		2	3	5	6	7	8
Permitted Phases		4										
Total Split (s)	24.0	24.0	20.0				77.6	8.4	11.4	89.7	8.4	20.5
Total Lost Time (s)	4.3	4.3	4.9									
Act Effct Green (s)	10.6	10.6	12.1	57.8	35.5							
Actuated g/C Ratio	0.14	0.14	0.16	0.74	0.46							
v/c Ratio	0.49	0.47	0.24	0.28	0.83							
Control Delay	42.2	10.9	54.0	7.3	25.5							
Queue Delay	0.0	0.0	0.0	0.1	0.0							
Total Delay	42.2	10.9	54.0	7.4	25.5							
LOS	D	B	D	A	C							
Approach Delay	23.3			13.7	25.5							
Approach LOS	C			B	C							

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 78
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 49.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: SH 149 & FM 149 West Access Rd (N)

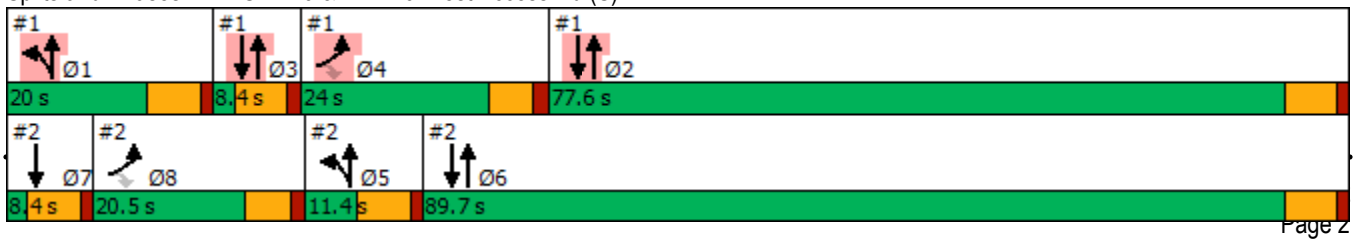


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø6	Ø7
Lane Configurations												
Traffic Volume (vph)	112	45	88	247	379	245						
Future Volume (vph)	112	45	88	247	379	245						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Storage Length (ft)	0	300	100			0						
Storage Lanes	1	1	1			0						
Taper Length (ft)	25		25									
Satd. Flow (prot)	1703	1553	1770	1681	1732	0						
Flt Permitted	0.950		0.950									
Satd. Flow (perm)	1703	1553	1770	1681	1732	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)		56			78							
Link Speed (mph)	40			55	55							
Link Distance (ft)	1973			1004	505							
Travel Time (s)	33.6			12.4	6.3							
Peak Hour Factor	0.65	0.80	0.50	0.94	0.95	0.77						
Heavy Vehicles (%)	6%	4%	2%	13%	4%	2%						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	56	176	263	717	0						
Turn Type	Prot	Perm	Prot	NA	NA							
Protected Phases	8		5	6 5	6 7		1	2	3	4	6	7
Permitted Phases		8										
Total Split (s)	20.5	20.5	11.4				20.0	77.6	8.4	24.0	89.7	8.4
Total Lost Time (s)	4.3	4.3	4.9									
Act Effct Green (s)	13.5	13.5	6.8	46.2	43.1							
Actuated g/C Ratio	0.17	0.17	0.09	0.59	0.55							
v/c Ratio	0.59	0.18	1.15	0.26	0.72							
Control Delay	41.8	11.8	156.7	8.2	7.1							
Queue Delay	0.0	0.0	0.0	0.0	0.0							
Total Delay	41.8	11.8	156.7	8.2	7.1							
LOS	D	B	F	A	A							
Approach Delay	34.5			67.7	7.1							
Approach LOS	C			E	A							

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 78
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 30.8 Intersection LOS: C
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: SH 149 & FM 149 West Access Rd (S)



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	2	936	162	189	1060	0	191	0	202	0	0
Future Volume (vph)	1	2	936	162	189	1060	0	191	0	202	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	10
Storage Length (ft)		80		0	180		0	0		155	0	
Storage Lanes		1		0	1		0	1		1	0	
Taper Length (ft)		25			25			25			25	
Satd. Flow (prot)	0	1770	3405	0	1770	3539	0	1752	1524	0	0	1504
Flt Permitted		0.690			0.950			0.950				
Satd. Flow (perm)	0	1285	3405	0	1770	3539	0	1752	1524	0	0	1504
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			16						367			138
Link Speed (mph)			50			55			55			30
Link Distance (ft)			1580			4950			1572			309
Travel Time (s)			21.5			61.4			19.5			7.0
Peak Hour Factor	0.25	0.25	0.97	0.90	0.68	0.68	0.25	0.67	0.25	0.71	0.25	0.25
Heavy Vehicles (%)	2%	2%	3%	6%	2%	2%	2%	3%	2%	6%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	1145	0	278	1559	0	285	285	0	0	4
Turn Type	custom	Prot	NA		Prot	NA		Split	NA			NA
Protected Phases		1	6		5	2		3	3			4
Permitted Phases	1										4	
Total Split (s)	22.0	22.0	107.0		37.0	102.0		31.0	31.0		21.0	21.0
Total Lost Time (s)		5.5	5.5		5.5	5.5		4.5	4.5			4.5
Act Effct Green (s)		9.6	46.5		28.9	74.2		27.0	27.0			6.6
Actuated g/C Ratio		0.08	0.39		0.24	0.62		0.23	0.23			0.06
v/c Ratio		0.12	0.86		0.65	0.71		0.73	0.45			0.02
Control Delay		58.3	41.0		51.3	20.1		57.1	3.3			0.0
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0			0.0
Total Delay		58.3	41.0		51.3	20.1		57.1	3.3			0.0
LOS		E	D		D	C		E	A			A
Approach Delay			41.2			24.8			30.2			
Approach LOS			D			C			C			

Intersection Summary	
Area Type: Other	
Cycle Length: 196	
Actuated Cycle Length: 119.9	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 30.9	Intersection LOS: C
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Spur 149/Heritage Pl & FM 1488

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.50
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	1124	1231	16	37	36
Future Volume (vph)	6	1124	1231	16	37	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	3505	3532	0	1752	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3505	3532	0	1752	1583
Link Speed (mph)		55	55		20	
Link Distance (ft)		4950	939		349	
Travel Time (s)		61.4	11.6		11.9	
Peak Hour Factor	0.75	0.83	0.75	0.80	0.77	0.64
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	1354	1661	0	48	56
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 44.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	1106	1123	15	55	55
Future Volume (vph)	14	1106	1123	15	55	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1583	3505	3529	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1583	3505	3529	0	1770	1583
Link Speed (mph)		55	55		20	
Link Distance (ft)		939	1088		345	
Travel Time (s)		11.6	13.5		11.8	
Peak Hour Factor	0.70	0.85	0.72	0.54	0.76	0.63
Heavy Vehicles (%)	14%	3%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1301	1588	0	72	87
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 41.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1212	11	19	1153	28	81
Future Volume (vph)	1212	11	19	1153	28	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	3496	0	1948	3505	1662	0
Flt Permitted			0.950		0.985	
Satd. Flow (perm)	3496	0	1948	3505	1662	0
Link Speed (mph)	55			55	25	
Link Distance (ft)	1088			2718	517	
Travel Time (s)	13.5			33.7	14.1	
Peak Hour Factor	0.87	0.69	0.79	0.72	0.54	0.68
Heavy Vehicles (%)	3%	9%	5%	3%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1409	0	24	1601	171	0
Sign Control	Free			Free	Stop	

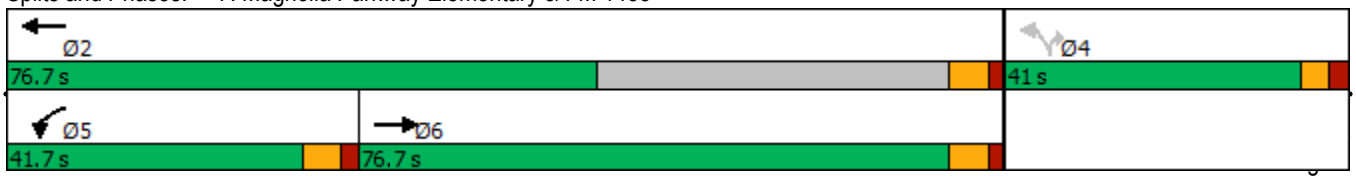
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1230	114	44	927	46	29
Future Volume (vph)	1230	114	44	927	46	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	14	13
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3463	0	2006	3505	1888	1636
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3463	0	2006	3505	1888	1636
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	13					56
Link Speed (mph)	55			50	30	
Link Distance (ft)	2718			3742	609	
Travel Time (s)	33.7			51.0	13.8	
Peak Hour Factor	0.92	0.59	0.61	0.59	0.48	0.52
Heavy Vehicles (%)	2%	4%	2%	3%	2%	2%
Mid-Block Traffic (%)	0%			0%	2%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1530	0	72	1571	96	56
Turn Type	NA		Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases					4	4
Total Split (s)	76.7		41.7	76.7	41.0	41.0
Total Lost Time (s)	5.2		5.2	5.2	4.5	4.5
Act Effct Green (s)	56.6		10.3	69.1	11.9	11.9
Actuated g/C Ratio	0.62		0.11	0.76	0.13	0.13
v/c Ratio	0.71		0.32	0.59	0.39	0.21
Control Delay	15.2		44.4	5.9	44.0	13.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	15.2		44.4	5.9	44.0	13.5
LOS	B		D	A	D	B
Approach Delay	15.2			7.6	32.7	
Approach LOS	B			A	C	

Intersection Summary

Area Type: Other
Cycle Length: 159.4
Actuated Cycle Length: 90.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 12.2 — Intersection LOS: B
Intersection Capacity Utilization 49.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Magnolia Parkway Elementary & FM 1488



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1254	25	24	890	7	51	1	81	2	1	1
Future Volume (vph)	0	1254	25	24	890	7	51	1	81	2	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12	12	10	10	12	16	12
Storage Length (ft)	80		0	205		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	2111	3527	0	1671	3502	0	0	1660	1478	0	1984	0
Flt Permitted				0.950				0.728			0.904	
Satd. Flow (perm)	2111	3527	0	1671	3502	0	0	1266	1478	0	1823	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				104		4	
Link Speed (mph)		55			50			25			25	
Link Distance (ft)		3742			3775			345			165	
Travel Time (s)		46.4			51.5			9.4			4.5	
Peak Hour Factor	0.25	0.86	0.78	0.67	0.61	0.58	0.64	0.25	0.78	0.50	0.25	0.25
Heavy Vehicles (%)	2%	2%	4%	8%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1490	0	36	1471	0	0	84	104	0	12	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8		8	4		
Total Split (s)	27.0	57.0		27.0	57.0		31.0	31.0	31.0	31.0	31.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5			4.5	4.5		4.5	
Act Effct Green (s)		42.3		8.3	49.6			11.6	11.6		11.6	
Actuated g/C Ratio		0.59		0.12	0.69			0.16	0.16		0.16	
v/c Ratio		0.72		0.19	0.61			0.41	0.32		0.04	
Control Delay		14.8		38.1	7.1			38.2	10.5		26.8	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		14.8		38.1	7.1			38.2	10.5		26.8	
LOS		B		D	A			D	B		C	
Approach Delay		14.8			7.8			22.9			26.8	
Approach LOS		B			A			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 115	
Actuated Cycle Length: 71.9	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

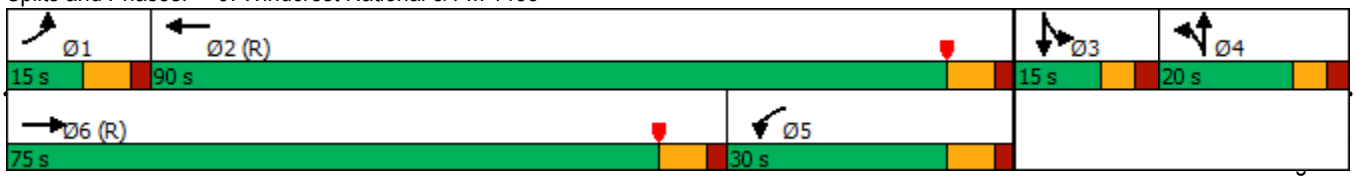
Splits and Phases: 8: Lake Windcrest Blvd & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1276	62	168	810	0	27	0	104	0	0	0
Future Volume (vph)	0	1276	62	168	810	0	27	0	104	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	12	12	12	12	12	8	12
Storage Length (ft)	200		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	2111	3444	0	2006	3471	0	1687	1568	0	0	1614	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	2111	3444	0	2006	3471	0	1687	1568	0	0	1614	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						392				
Link Speed (mph)		55			50			25			25	
Link Distance (ft)		6253			3617			518			164	
Travel Time (s)		77.5			49.3			14.1			4.5	
Peak Hour Factor	0.25	0.91	0.67	0.57	0.94	0.25	0.61	0.25	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	7%	2%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1495	0	295	862	0	44	108	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA				
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												
Total Split (s)	15.0	75.0		30.0	90.0		20.0	20.0		15.0	15.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Act Effct Green (s)		90.7		27.1	121.8		10.2	10.2				
Actuated g/C Ratio		0.65		0.19	0.87		0.07	0.07				
v/c Ratio		0.67		0.76	0.29		0.36	0.23				
Control Delay		18.0		69.3	1.2		69.2	1.1				
Queue Delay		0.0		0.0	0.0		0.0	0.0				
Total Delay		18.0		69.3	1.2		69.2	1.1				
LOS		B		E	A		E	A				
Approach Delay		18.0			18.5			20.8				
Approach LOS		B			B			C				

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 15 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 63.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: Windcrest National & FM 1488



Lane Group	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1485	12	24	961	1	18	36
Future Volume (vph)	1485	12	24	961	1	18	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12
Storage Length (ft)		0	100			0	0
Storage Lanes		0	1			1	1
Taper Length (ft)			25			25	
Satd. Flow (prot)	3453	0	2006	3471	0	1770	1524
Flt Permitted			0.950			0.950	
Satd. Flow (perm)	3453	0	2006	3471	0	1770	1524
Link Speed (mph)	50			50		35	
Link Distance (ft)	3617			653		606	
Travel Time (s)	49.3			8.9		11.8	
Peak Hour Factor	0.97	0.50	0.75	0.95	0.25	0.64	0.75
Heavy Vehicles (%)	4%	25%	2%	4%	2%	2%	6%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1555	0	32	1012	0	32	48
Sign Control	Free			Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	11	1572	0	1	1	1006	32	1	0	0	95	0
Future Volume (vph)	11	1572	0	1	1	1006	32	1	0	0	95	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)	200		0		200		435	0		0	0	
Storage Lanes	1		0		1		1	0		1	0	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	2006	3471	0	0	2006	3471	1524	0	902	1863	0	1770
Flt Permitted	0.950				0.909				0.494			0.755
Satd. Flow (perm)	2006	3471	0	0	1919	3471	1524	0	469	1863	0	1406
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)							76					
Link Speed (mph)		50				45			30			40
Link Distance (ft)		653				2365			178			513
Travel Time (s)		8.9				35.8			4.0			8.7
Peak Hour Factor	0.46	0.92	0.25	0.25	0.25	0.96	0.62	0.25	0.25	0.25	0.74	0.25
Heavy Vehicles (%)	2%	4%	2%	2%	2%	4%	6%	100%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	1709	0	0	8	1048	52	0	4	0	0	128
Turn Type	Prot	NA		custom	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6			5	2			4			8
Permitted Phases				5			2	4		4	8	
Total Split (s)	15.0	93.0		15.0	15.0	93.0	93.0	32.0	32.0	32.0	32.0	32.0
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0		4.0
Act Effct Green (s)	9.4	109.5			9.0	103.9	103.9		19.5			19.5
Actuated g/C Ratio	0.07	0.78			0.06	0.74	0.74		0.14			0.14
v/c Ratio	0.18	0.63			0.07	0.41	0.05		0.06			0.65
Control Delay	79.7	4.8			37.5	4.0	0.6		51.0			71.9
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			0.0
Total Delay	79.7	4.8			37.5	4.0	0.6		51.0			71.9
LOS	E	A			D	A	A		D			E
Approach Delay		5.8				4.1			51.0			52.5
Approach LOS		A				A			D			D

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 85 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Cimarron Way & FM 1488

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	29
Future Volume (vph)	29
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	1468
Flt Permitted	
Satd. Flow (perm)	1468
Right Turn on Red	Yes
Satd. Flow (RTOR)	133
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.60
Heavy Vehicles (%)	10%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	48
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Total Split (s)	32.0
Total Lost Time (s)	4.0
Act Effct Green (s)	19.5
Actuated g/C Ratio	0.14
v/c Ratio	0.15
Control Delay	1.0
Queue Delay	0.0
Total Delay	1.0
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1334	283	79	752	27	227	26	57	24	12	41
Future Volume (vph)	30	1334	283	79	752	27	227	26	57	24	12	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12	12	12	12	12	12
Storage Length (ft)	85		400	245		0	0		0	100		100
Storage Lanes	1		1	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	3471	1583	2006	3418	0	1770	1640	0	1736	1649	0
Flt Permitted	0.950			0.950			0.670			0.548		
Satd. Flow (perm)	1752	3471	1583	2006	3418	0	1248	1640	0	1001	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			329		5			64			52	
Link Speed (mph)		45			50			40			25	
Link Distance (ft)		2365			5244			553			278	
Travel Time (s)		35.8			71.5			9.4			7.6	
Peak Hour Factor	0.75	0.92	0.86	0.99	0.96	0.75	0.84	0.65	0.68	0.75	0.75	0.79
Heavy Vehicles (%)	3%	4%	2%	2%	5%	2%	2%	2%	5%	4%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1450	329	80	819	0	270	124	0	32	68	0
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		
Total Split (s)	18.0	77.0	77.0	20.0	79.0		26.0	27.0		16.0	17.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.5	4.5		4.5	4.5	
Act Effct Green (s)	25.6	83.9	83.9	11.4	74.3		30.1	18.1		19.1	8.3	
Actuated g/C Ratio	0.18	0.60	0.60	0.08	0.53		0.22	0.13		0.14	0.06	
v/c Ratio	0.12	0.70	0.30	0.49	0.45		0.79	0.46		0.16	0.47	
Control Delay	31.9	14.0	1.2	65.5	42.5		69.3	35.0		44.5	32.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.9	14.0	1.2	65.5	42.5		69.3	35.0		44.5	32.8	
LOS	C	B	A	E	D		E	C		D	C	
Approach Delay		12.0			44.6			58.5			36.6	
Approach LOS		B			D			E			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 79 (56%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

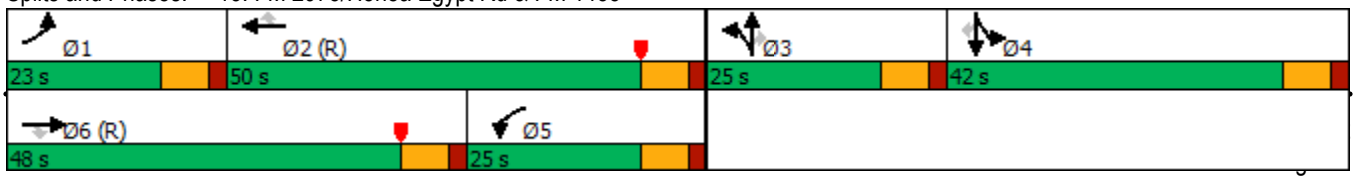
Splits and Phases: 12: Tamina Rd & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	900	336	159	584	295	244	321	154	616	587	185
Future Volume (vph)	138	900	336	159	584	295	244	321	154	616	587	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	12	12	12	12	12	12	12
Storage Length (ft)	300		230	300		215	240		430	200		100
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	2006	3505	1482	2006	3471	1568	1610	3206	1538	1595	3338	1553
Flt Permitted	0.950			0.950			0.950	0.988		0.950	0.987	
Satd. Flow (perm)	2006	3505	1482	2006	3471	1568	1610	3206	1538	1595	3338	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			275			317			195			195
Link Speed (mph)		45			45			55			45	
Link Distance (ft)		5244			822			2260			1038	
Travel Time (s)		79.5			12.5			28.0			15.7	
Peak Hour Factor	0.84	0.90	0.89	0.80	0.92	0.93	0.78	0.97	0.88	0.89	0.84	0.76
Heavy Vehicles (%)	2%	3%	9%	2%	4%	3%	2%	8%	5%	3%	2%	4%
Shared Lane Traffic (%)							33%			35%		
Lane Group Flow (vph)	164	1000	378	199	635	317	210	434	175	450	941	243
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases			6			2			3			4
Total Split (s)	23.0	48.0	48.0	25.0	50.0	50.0	25.0	25.0	25.0	42.0	42.0	42.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	17.2	43.2	43.2	19.3	45.3	45.3	21.6	21.6	21.6	39.9	39.9	39.9
Actuated g/C Ratio	0.12	0.31	0.31	0.14	0.32	0.32	0.15	0.15	0.15	0.28	0.28	0.28
v/c Ratio	0.67	0.92	0.58	0.72	0.57	0.44	0.85	0.88	0.44	0.99	0.99	0.42
Control Delay	76.2	46.2	12.0	49.1	20.6	2.6	86.0	77.2	8.3	90.4	76.7	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	46.2	12.0	49.1	20.6	2.6	86.0	77.2	8.3	90.4	76.7	12.0
LOS	E	D	B	D	C	A	F	E	A	F	E	B
Approach Delay		41.0			20.6			64.7			70.8	
Approach LOS		D			C			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 49.7 Intersection LOS: D
Intersection Capacity Utilization 80.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 13: FM 2978/Honea Egypt Rd & FM 1488



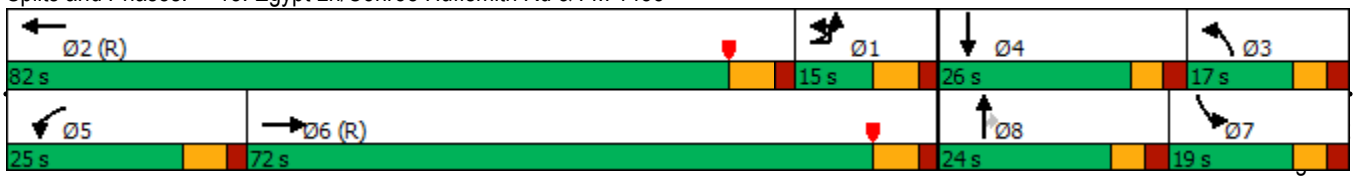
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	1515	90	47	1077	24	30
Future Volume (vph)	1	1515	90	47	1077	24	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12
Storage Length (ft)	0		0	100		0	0
Storage Lanes	0		0	1		1	1
Taper Length (ft)	25			25		25	
Satd. Flow (prot)	0	3475	0	2006	3505	1770	1583
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	0	3475	0	2006	3505	1770	1583
Link Speed (mph)		40			45	25	
Link Distance (ft)		822			1112	374	
Travel Time (s)		14.0			16.8	10.2	
Peak Hour Factor	0.25	0.93	0.83	0.69	0.89	0.67	0.54
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1741	0	68	1210	36	56
Sign Control		Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	20	1410	105	173	945	19	120	74	231	69	123
Future Volume (vph)	2	20	1410	105	173	945	19	120	74	231	69	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)		0		0	100		0	100		0	0	
Storage Lanes		1		0	1		0	1		1	1	
Taper Length (ft)		25			25			25			25	
Satd. Flow (prot)	0	1770	3429	0	1986	3472	0	1752	1863	1583	1770	1814
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	1770	3429	0	1986	3472	0	1752	1863	1583	1770	1814
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			9			4				272		4
Link Speed (mph)			40			50			30			25
Link Distance (ft)			1112			726			480			667
Travel Time (s)			19.0			9.9			10.9			18.2
Peak Hour Factor	0.50	0.63	0.92	0.80	0.92	0.97	0.53	0.77	0.62	0.85	0.86	0.72
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%	16%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	1664	0	188	1010	0	156	119	272	80	195
Turn Type	Prot	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA
Protected Phases	1	1	6		5	2		3	8		7	4
Permitted Phases										8		
Total Split (s)	15.0	15.0	72.0		25.0	82.0		17.0	24.0	24.0	19.0	26.0
Total Lost Time (s)		4.0	4.0		4.0	4.0		4.0	4.0	6.0	4.0	4.0
Act Effct Green (s)		21.9	71.0		18.8	72.6		14.7	15.2	13.2	19.0	19.5
Actuated g/C Ratio		0.16	0.51		0.13	0.52		0.10	0.11	0.09	0.14	0.14
v/c Ratio		0.13	0.95		0.71	0.56		0.85	0.59	0.69	0.33	0.76
Control Delay		29.5	24.1		60.8	19.3		97.1	70.9	15.9	60.2	76.0
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		29.5	24.1		60.8	19.3		97.1	70.9	15.9	60.2	76.0
LOS		C	C		E	B		F	E	B	E	E
Approach Delay			24.2			25.8			51.0			71.4
Approach LOS			C			C			D			E

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 25 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 32.2	Intersection LOS: C
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Egypt Ln/Conroe Huffsmith Rd & FM 1488



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	16
Future Volume (vph)	16
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	75
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.67
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1585	115	70	1157	16	47
Future Volume (vph)	1585	115	70	1157	16	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	10	10
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3459	0	2006	3471	1574	1478
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3459	0	2006	3471	1574	1478
Link Speed (mph)	50			50	25	
Link Distance (ft)	726			735	284	
Travel Time (s)	9.9			10.0	7.7	
Peak Hour Factor	0.94	0.90	0.67	0.92	0.42	0.62
Heavy Vehicles (%)	3%	6%	2%	4%	7%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1814	0	104	1258	38	76
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1616	8	7	1203	16	11	0	18	11	0	16
Future Volume (vph)	17	1616	8	7	1203	16	11	0	18	11	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12	12	12	12	16	12
Storage Length (ft)	85		140	90		0	265		265	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3505	1583	2006	3492	0	1770	1583	0	0	1901	0
Flt Permitted	0.950			0.950			0.774				0.857	
Satd. Flow (perm)	1770	3505	1583	2006	3492	0	1442	1583	0	0	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72		4			185			122	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		735			1240			745			135	
Travel Time (s)		10.0			16.9			16.9			3.7	
Peak Hour Factor	0.85	0.94	0.50	0.58	0.97	0.50	0.55	0.25	0.64	0.69	0.25	0.67
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1719	16	12	1272	0	20	28	0	0	40	0
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6				8			4		
Total Split (s)	18.0	92.0	92.0	20.0	94.0		28.0	28.0		28.0	28.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		4.1	4.1			4.1	
Act Effct Green (s)	14.4	121.6	121.6	8.3	115.6		8.7	8.7			8.7	
Actuated g/C Ratio	0.10	0.87	0.87	0.06	0.83		0.06	0.06			0.06	
v/c Ratio	0.11	0.56	0.01	0.10	0.44		0.22	0.10			0.18	
Control Delay	52.3	8.1	0.0	74.0	4.4		67.7	0.8			1.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	52.3	8.1	0.0	74.0	4.4		67.7	0.8			1.9	
LOS	D	A	A	E	A		E	A			A	
Approach Delay		8.5			5.0			28.7			1.9	
Approach LOS		A			A			C			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 28 (20%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 17: Katy Lee Ln & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	1590	2	6	1198	41	12	3	10	101	3	51
Future Volume (vph)	28	1590	2	6	1198	41	12	3	10	101	3	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	95		0	0		55	0		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1687	3505	0	1770	3482	0	1770	1639	0	1770	1598	0
Flt Permitted	0.950			0.950			0.670			0.744		
Satd. Flow (perm)	1687	3505	0	1770	3482	0	1248	1639	0	1386	1598	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6			16			68	
Link Speed (mph)		55			50			25			25	
Link Distance (ft)		1240			4002			220			549	
Travel Time (s)		15.4			54.6			6.0			15.0	
Peak Hour Factor	0.58	0.93	0.50	0.50	0.95	0.68	0.75	0.75	0.63	0.87	0.75	0.75
Heavy Vehicles (%)	7%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1714	0	12	1321	0	16	20	0	116	72	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	20.0	93.0		15.0	88.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)	10.7	108.3		7.9	101.0		18.6	18.6		18.6	18.6	
Actuated g/C Ratio	0.08	0.77		0.06	0.72		0.13	0.13		0.13	0.13	
v/c Ratio	0.38	0.63		0.12	0.53		0.10	0.09		0.63	0.27	
Control Delay	69.7	11.7		45.2	5.3		51.7	24.5		71.9	14.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	69.7	11.7		45.2	5.3		51.7	24.5		71.9	14.8	
LOS	E	B		D	A		D	C		E	B	
Approach Delay		13.3			5.6			36.6			50.0	
Approach LOS		B			A			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 110 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 62.9% ICU Level of Service B
Analysis Period (min) 15

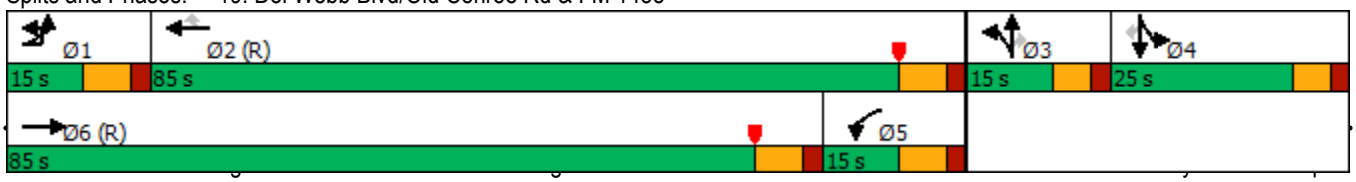
Splits and Phases: 18: N Westwood Dr & FM 1488

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	58	1565	6	16	1226	184	2	2	8	199	0
Future Volume (vph)	1	58	1565	6	16	1226	184	2	2	8	199	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		110		0	115		165	0		0	0	
Storage Lanes		1		0	1		1	0		1	0	
Taper Length (ft)		25			25			25			25	
Satd. Flow (prot)	0	1753	3502	0	1770	3471	1583	0	1818	1583	0	1736
Flt Permitted		0.950			0.950				0.976			0.950
Satd. Flow (perm)	0	1753	3502	0	1770	3471	1583	0	1818	1583	0	1736
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			1				141			187		
Link Speed (mph)			55			45			25			45
Link Distance (ft)			4002			6519			591			786
Travel Time (s)			49.6			98.8			16.1			11.9
Peak Hour Factor	0.25	0.85	0.90	0.38	0.44	0.91	0.85	0.25	0.25	0.50	0.89	0.25
Heavy Vehicles (%)	2%	3%	3%	2%	2%	4%	2%	2%	2%	2%	4%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	1755	0	36	1347	216	0	16	16	0	224
Turn Type	Prot	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	1	6		5	2		3	3		4	4
Permitted Phases							2			3		
Total Split (s)	15.0	15.0	85.0		15.0	85.0	85.0	15.0	15.0	15.0	25.0	25.0
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
Act Effct Green (s)		10.6	90.2		9.9	89.6	89.6		8.0	8.0		22.8
Actuated g/C Ratio		0.08	0.64		0.07	0.64	0.64		0.06	0.06		0.16
v/c Ratio		0.55	0.78		0.29	0.61	0.20		0.16	0.06		0.79
Control Delay		71.6	27.2		54.0	11.4	2.5		65.8	0.4		76.7
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay		71.6	27.2		54.0	11.4	2.5		65.8	0.4		76.7
LOS		E	C		D	B	A		E	A		E
Approach Delay			29.0			11.2			33.1			53.0
Approach LOS			C			B			C			D

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 40 (29%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 19: Del Webb Blvd/Old Conroe Rd & FM 1488



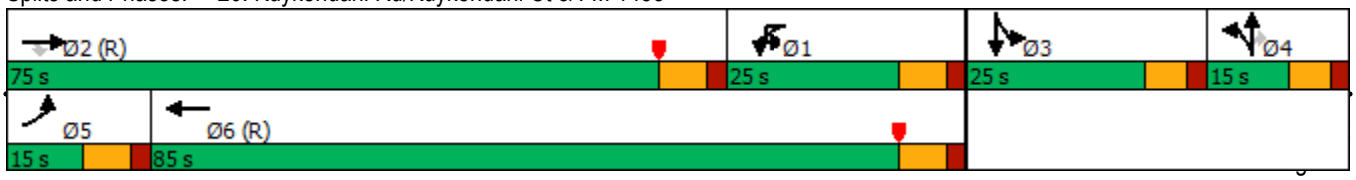
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	92
Future Volume (vph)	92
Ideal Flow (vphpl)	1900
Storage Length (ft)	90
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	187
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.89
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	103
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Total Split (s)	25.0
Total Lost Time (s)	4.0
Act Effct Green (s)	22.8
Actuated g/C Ratio	0.16
v/c Ratio	0.25
Control Delay	1.4
Queue Delay	0.0
Total Delay	1.4
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	1631	193	1	221	1261	30	116	14	306	27	25
Future Volume (vph)	1	1631	193	1	221	1261	30	116	14	306	27	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)	100		100		100		0	190		0	0	
Storage Lanes	1		1		1		0	1		1	0	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	2006	3539	1568	0	1949	3456	0	1665	1674	1583	0	1778
Flt Permitted	0.950				0.950			0.950	0.966			0.981
Satd. Flow (perm)	2006	3539	1568	0	1949	3456	0	1665	1674	1583	0	1778
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			132			4				351		5
Link Speed (mph)		35				55			35			30
Link Distance (ft)		6519				3110			861			670
Travel Time (s)		127.0				38.6			16.8			15.2
Peak Hour Factor	0.25	0.87	0.71	0.25	0.81	0.99	0.75	0.73	0.50	0.84	0.75	0.57
Heavy Vehicles (%)	2%	2%	3%	2%	5%	4%	2%	3%	7%	2%	2%	4%
Shared Lane Traffic (%)								42%				
Lane Group Flow (vph)	4	1875	272	0	277	1314	0	92	95	364	0	92
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases			2							4		
Total Split (s)	15.0	75.0	75.0	25.0	25.0	85.0		15.0	15.0	15.0	25.0	25.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0
Act Effct Green (s)	8.0	78.0	78.0		21.0	100.6		12.9	12.9	12.9		12.1
Actuated g/C Ratio	0.06	0.56	0.56		0.15	0.72		0.09	0.09	0.09		0.09
v/c Ratio	0.04	0.95	0.29		0.95	0.53		0.61	0.62	0.78		0.58
Control Delay	63.0	39.3	15.1		94.7	9.0		77.2	78.2	19.7		72.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	63.0	39.3	15.1		94.7	9.0		77.2	78.2	19.7		72.2
LOS	E	D	B		F	A		E	E	B		E
Approach Delay		36.3				23.9			39.4			72.2
Approach LOS		D				C			D			E

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 110 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 32.9	Intersection LOS: C
Intersection Capacity Utilization 93.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 20: Kuykendahl Rd/Kuykendahl Ct & FM 1488



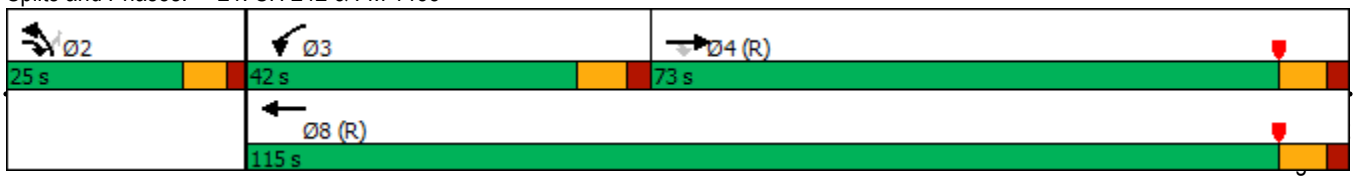
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.50
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1357	755	419	1305	257	194
Future Volume (vph)	1357	755	419	1305	257	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Storage Length (ft)		200	300		190	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3339	1441	2006	3471	3335	1553
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3339	1441	2006	3471	3335	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12	128				211
Link Speed (mph)	55			45	50	
Link Distance (ft)	3110			3296	1364	
Travel Time (s)	38.6			49.9	18.6	
Peak Hour Factor	0.91	0.85	0.95	0.92	0.80	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	4%
Shared Lane Traffic (%)		19%				
Lane Group Flow (vph)	1660	719	441	1418	321	211
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4				2
Total Split (s)	73.0	25.0	42.0	115.0	25.0	25.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	72.6	96.2	35.8	112.4	19.6	19.6
Actuated g/C Ratio	0.52	0.69	0.26	0.80	0.14	0.14
v/c Ratio	0.96	0.70	0.86	0.51	0.69	0.53
Control Delay	22.1	3.0	66.7	5.5	65.2	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	3.0	66.7	5.5	65.2	11.7
LOS	C	A	E	A	E	B
Approach Delay	16.3			20.0	44.0	
Approach LOS	B			B	D	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

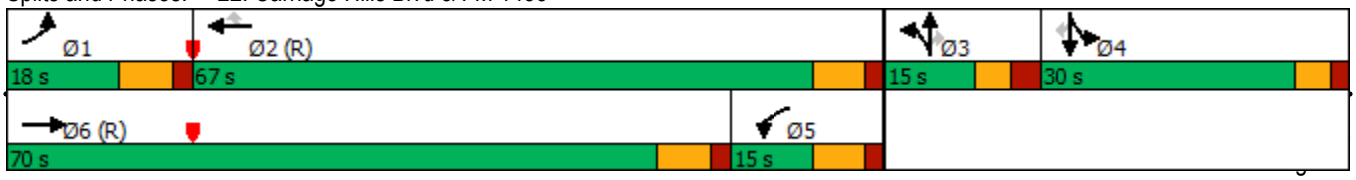
Splits and Phases: 21: SH 242 & FM 1488



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1404	24	15	1214	88	77	3	137	491	3	409
Future Volume (vph)	106	1404	24	15	1214	88	77	3	137	491	3	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	11	12	12	12	12	11	11
Storage Length (ft)	100		0	100		285	0		0	200		0
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1930	3527	0	1810	3471	1459	0	1726	1583	1681	1623	1531
Flt Permitted	0.950			0.950				0.956		0.950	0.953	
Satd. Flow (perm)	1930	3527	0	1810	3471	1459	0	1726	1583	1681	1623	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				155			200			210
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		3296			7489			206			463	
Travel Time (s)		56.2			170.2			4.7			10.5	
Peak Hour Factor	0.88	0.90	0.67	0.75	0.91	0.54	0.77	0.38	0.86	0.88	0.75	0.79
Heavy Vehicles (%)	6%	2%	4%	13%	4%	7%	3%	33%	2%	2%	33%	2%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	120	1596	0	20	1334	163	0	108	159	279	283	518
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Total Split (s)	18.0	70.0		15.0	67.0	67.0	15.0	15.0	15.0	30.0	30.0	30.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.3	4.3	3.5	3.5	3.5
Act Effct Green (s)	13.2	70.6		9.8	62.3	62.3		10.6	10.6	28.1	28.1	28.1
Actuated g/C Ratio	0.10	0.54		0.08	0.48	0.48		0.08	0.08	0.22	0.22	0.22
v/c Ratio	0.61	0.83		0.15	0.80	0.21		0.77	0.51	0.77	0.81	1.05
Control Delay	69.7	30.6		58.0	33.1	3.9		91.7	9.0	63.8	67.7	82.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	30.6		58.0	33.1	3.9		91.7	9.0	63.8	67.7	82.8
LOS	E	C		E	C	A		F	A	E	E	F
Approach Delay		33.3			30.3			42.4			73.9	
Approach LOS		C			C			D			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 87 (67%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 42.4	Intersection LOS: D
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

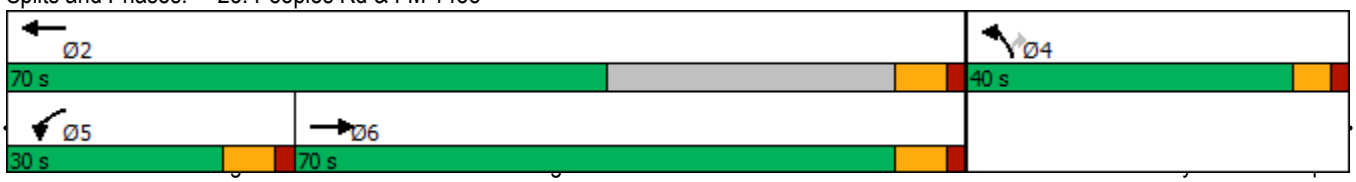
Splits and Phases: 22: Carriage Hills Blvd & FM 1488



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1940	44	14	1512	13	16
Future Volume (vph)	1940	44	14	1512	13	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3525	0	1912	3505	1671	1524
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3525	0	1912	3505	1671	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					24
Link Speed (mph)	37			55	30	
Link Distance (ft)	7489			2830	1132	
Travel Time (s)	138.0			35.1	25.7	
Peak Hour Factor	0.96	0.79	0.70	0.92	0.46	0.67
Heavy Vehicles (%)	2%	2%	7%	3%	8%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2077	0	20	1643	28	24
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Total Split (s)	70.0		30.0	70.0	40.0	40.0
Total Lost Time (s)	6.0		6.0	6.0	4.5	4.5
Act Effct Green (s)	75.3		8.5	80.7	8.7	8.7
Actuated g/C Ratio	0.82		0.09	0.88	0.09	0.09
v/c Ratio	0.72		0.11	0.53	0.18	0.14
Control Delay	10.5		42.4	3.3	43.2	18.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	10.5		42.4	3.3	43.2	18.5
LOS	B		D	A	D	B
Approach Delay	10.5			3.8	31.8	
Approach LOS	B			A	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 91.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

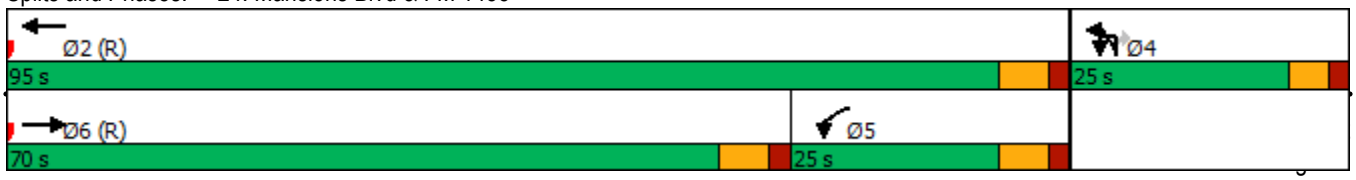
Splits and Phases: 23: Peoples Rd & FM 1488



Lane Group	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1970	15	31	1487	1	48	166
Future Volume (vph)	1970	15	31	1487	1	48	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12
Storage Length (ft)		0	200			0	0
Storage Lanes		0	1			1	1
Taper Length (ft)			25			25	
Satd. Flow (prot)	3529	0	1986	3505	0	1706	1583
Flt Permitted			0.950			0.950	
Satd. Flow (perm)	3529	0	1986	3505	0	1706	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	2						205
Link Speed (mph)	20			50		30	
Link Distance (ft)	2830			1800		408	
Travel Time (s)	96.5			24.5		9.3	
Peak Hour Factor	0.96	0.47	0.71	0.87	0.25	0.71	0.81
Heavy Vehicles (%)	2%	7%	3%	3%	2%	6%	2%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2084	0	44	1709	0	72	205
Turn Type	NA		Prot	NA	Prot	Prot	Perm
Protected Phases	6		5	2	4	4	
Permitted Phases							4
Total Split (s)	70.0		25.0	95.0	25.0	25.0	25.0
Total Lost Time (s)	5.0		5.0	5.0		4.0	4.0
Act Effct Green (s)	88.3		8.7	99.7		11.3	11.3
Actuated g/C Ratio	0.74		0.07	0.83		0.09	0.09
v/c Ratio	0.80		0.31	0.59		0.45	0.61
Control Delay	15.2		54.3	3.0		59.7	15.0
Queue Delay	0.0		0.0	0.0		0.0	0.0
Total Delay	15.2		54.3	3.0		59.7	15.0
LOS	B		D	A		E	B
Approach Delay	15.2			4.3		26.6	
Approach LOS	B			A		C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Mansions Blvd & FM 1488



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	2052	53	3	73	1572	3	28	0	113	2	1
Future Volume (vph)	0	2052	53	3	73	1572	3	28	0	113	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)	85		0		120		0	0		0	100	
Storage Lanes	1		0		1		0	0		1	1	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	2111	3488	0	0	2006	3502	0	0	1687	1583	1770	1863
Flt Permitted					0.950				0.755		0.728	
Satd. Flow (perm)	2111	3488	0	0	2006	3502	0	0	1341	1583	1356	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		4				1				164		
Link Speed (mph)		50				50			30			30
Link Distance (ft)		1800				758			610			420
Travel Time (s)		24.5				10.3			13.9			9.5
Peak Hour Factor	0.25	0.95	0.78	0.38	0.79	0.95	0.25	0.64	0.25	0.69	0.25	0.25
Heavy Vehicles (%)	2%	3%	2%	2%	2%	3%	2%	7%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2228	0	0	100	1667	0	0	44	164	8	4
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA	Prot	Perm	NA
Protected Phases	5	2		1	1	6			8	8		4
Permitted Phases								8			4	
Total Split (s)	20.0	75.0		20.0	20.0	75.0		25.0	25.0	25.0	25.0	25.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			6.0	4.5	4.5	4.5
Act Effct Green (s)		82.8			11.8	99.6			9.4	10.9	10.9	10.9
Actuated g/C Ratio		0.69			0.10	0.83			0.08	0.09	0.09	0.09
v/c Ratio		0.93			0.51	0.57			0.42	0.56	0.07	0.02
Control Delay		14.7			59.6	4.3			64.7	15.4	50.0	49.0
Queue Delay		0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay		14.7			59.6	4.3			64.7	15.4	50.0	49.0
LOS		B			E	A			E	B	D	D
Approach Delay		14.7				7.5			25.8			49.7
Approach LOS		B				A			C			D

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 12.3 — Intersection LOS: B
Intersection Capacity Utilization 88.5% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 25: Grace Crossing Dr/W. Walter Woodson Dr & FM 1488

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.25
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	856	1347	0	674	0	0	0	0	987
Future Volume (vph)	0	856	1347	0	674	0	0	0	0	987
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1583	0	1827	0	0	0	0	1596
Flt Permitted										
Satd. Flow (perm)	0	1863	1583	0	1827	0	0	0	0	1596
Link Speed (mph)		50			50		20		35	
Link Distance (ft)		758			340		834		915	
Travel Time (s)		10.3			4.6		28.4		17.8	
Peak Hour Factor	0.92	0.89	0.94	0.92	0.88	0.92	0.92	0.92	0.92	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	962	1433	0	766	0	0	0	0	1134
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 103.3%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	869	0	0	731	131	0	0	0	43
Future Volume (vph)	0	869	0	0	731	131	0	0	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1827	1346	0	0	0	1217
Flt Permitted										
Satd. Flow (perm)	0	1863	0	0	1827	1346	0	0	0	1217
Link Speed (mph)		50			50		20		20	
Link Distance (ft)		340			839		692		658	
Travel Time (s)		4.6			11.4		23.6		22.4	
Peak Hour Factor	0.92	0.89	0.92	0.92	0.93	0.80	0.92	0.92	0.92	0.60
Heavy Vehicles (%)	2%	2%	2%	2%	4%	20%	2%	2%	2%	35%
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	976	0	0	786	164	0	0	0	72
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 103.3%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	47	864	0	78	0	0	0	0	794
Future Volume (vph)	0	47	864	0	78	0	0	0	0	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1652	1568	0	1696	0	0	0	0	1550
Flt Permitted										
Satd. Flow (perm)	0	1652	1568	0	1696	0	0	0	0	1550
Link Speed (mph)		50			50		20		20	
Link Distance (ft)		839			335		606		646	
Travel Time (s)		11.4			4.6		20.7		22.0	
Peak Hour Factor	0.92	0.56	0.89	0.92	0.89	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	15%	3%	2%	12%	2%	2%	2%	2%	6%
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	84	971	0	88	0	0	0	0	863
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	75	0	0	67	28	0	0	0	45
Future Volume (vph)	0	75	0	0	67	28	0	0	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1624	0	0	1578	0	0	0	0	1454
Flt Permitted										
Satd. Flow (perm)	0	1624	0	0	1578	0	0	0	0	1454
Link Speed (mph)		50			50		20		35	
Link Distance (ft)		335			190		808		849	
Travel Time (s)		4.6			2.6		27.5		16.5	
Peak Hour Factor	0.92	0.86	0.92	0.92	0.84	0.70	0.92	0.92	0.92	0.80
Heavy Vehicles (%)	2%	17%	2%	2%	10%	25%	2%	2%	2%	13%
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	87	0	0	120	0	0	0	0	56
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1863	0	0
Link Speed (mph)		45	45		20	
Link Distance (ft)		278	361		915	
Travel Time (s)		4.2	5.5		31.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3539	0	0	0	0	1863
Flt Permitted						
Satd. Flow (perm)	3539	0	0	0	0	1863
Link Speed (mph)	45			45	35	
Link Distance (ft)	279			333	808	
Travel Time (s)	4.2			5.0	15.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	709	0	0	125
Future Volume (vph)	0	0	709	0	0	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3438	0	0	1442
Flt Permitted						
Satd. Flow (perm)	0	0	3438	0	0	1442
Link Speed (mph)		45	45		20	
Link Distance (ft)		605	278		692	
Travel Time (s)		9.2	4.2		23.6	
Peak Hour Factor	0.92	0.92	0.93	0.92	0.92	0.78
Heavy Vehicles (%)	2%	2%	5%	2%	2%	14%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	762	0	0	160
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1863	0	0
Link Speed (mph)	20		45			45
Link Distance (ft)	646		587			279
Travel Time (s)	22.0		8.9			4.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1863	0	0
Link Speed (mph)		45	45		20	
Link Distance (ft)		321	605		658	
Travel Time (s)		4.9	9.2		22.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	872	0	0	0	0	901
Future Volume (vph)	872	0	0	0	0	901
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3406	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	3406	0	0	0	0	1611
Link Speed (mph)	45			45	20	
Link Distance (ft)	259			587	606	
Travel Time (s)	3.9			8.9	20.7	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.93
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	918	0	0	0	0	969
Sign Control	Free			Stop	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1863
Link Speed (mph)		45	45		35	
Link Distance (ft)		337	321		834	
Travel Time (s)		5.1	4.9		16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3539	1863	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3539	1863	0	0	0	0
Link Speed (mph)	45			45	20	
Link Distance (ft)	492			259	849	
Travel Time (s)	7.5			3.9	28.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	1863	0	0
Link Speed (mph)		35	40		35	
Link Distance (ft)		351	1916		469	
Travel Time (s)		6.8	32.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	1863	0	3539	0	0	0	0	1863
Flt Permitted										
Satd. Flow (perm)	0	3539	1863	0	3539	0	0	0	0	1863
Link Speed (mph)		50			50		30		35	
Link Distance (ft)		725			525		404		469	
Travel Time (s)		9.9			7.2		9.2		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	0	0	3539	1863	0	0	0	1863
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	1863	0	0	0	1863
Link Speed (mph)		50			50		35		35	
Link Distance (ft)		525			812		351		291	
Travel Time (s)		7.2			11.1		6.8		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	0	1863
Link Speed (mph)		40	35		35	
Link Distance (ft)		1973	291		404	
Travel Time (s)		33.6	5.7		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Stop		Free	

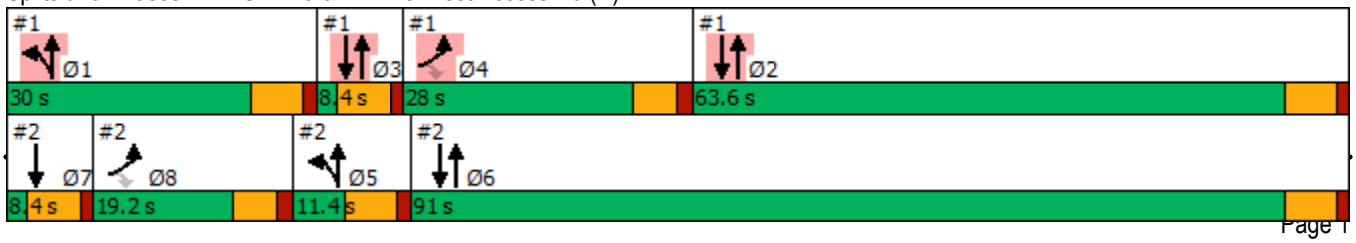
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø5	Ø6	Ø7	Ø8
Lane Configurations												
Traffic Volume (vph)	169	24	69	509	378	118						
Future Volume (vph)	169	24	69	509	378	118						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Storage Length (ft)	0	300	100			0						
Storage Lanes	1	1	1			0						
Taper Length (ft)	25		25									
Satd. Flow (prot)	1770	1583	1770	1863	1730	0						
Flt Permitted	0.950		0.950									
Satd. Flow (perm)	1770	1583	1770	1863	1730	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)		32			19							
Link Speed (mph)	40			55	55							
Link Distance (ft)	1916			505	700							
Travel Time (s)	32.7			6.3	8.7							
Peak Hour Factor	0.94	0.75	0.82	0.92	0.95	0.84						
Heavy Vehicles (%)	2%	2%	2%	2%	7%	3%						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	32	84	553	538	0						
Turn Type	Prot	Perm	Prot	NA	NA							
Protected Phases	4		1	1 2 3	2 3		2	3	5	6	7	8
Permitted Phases		4										
Total Split (s)	28.0	28.0	30.0				63.6	8.4	11.4	91.0	8.4	19.2
Total Lost Time (s)	4.3	4.3	4.9									
Act Effct Green (s)	13.5	13.5	12.3	51.4	28.8							
Actuated g/C Ratio	0.18	0.18	0.17	0.69	0.39							
v/c Ratio	0.56	0.10	0.29	0.43	0.79							
Control Delay	37.1	11.9	45.8	9.6	25.2							
Queue Delay	0.0	0.0	0.0	0.2	0.0							
Total Delay	37.1	11.9	45.8	9.7	25.2							
LOS	D	B	D	A	C							
Approach Delay	33.3			14.5	25.2							
Approach LOS	C			B	C							

Intersection Summary

Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 74.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 56.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: SH 149 & FM 149 West Access Rd (N)

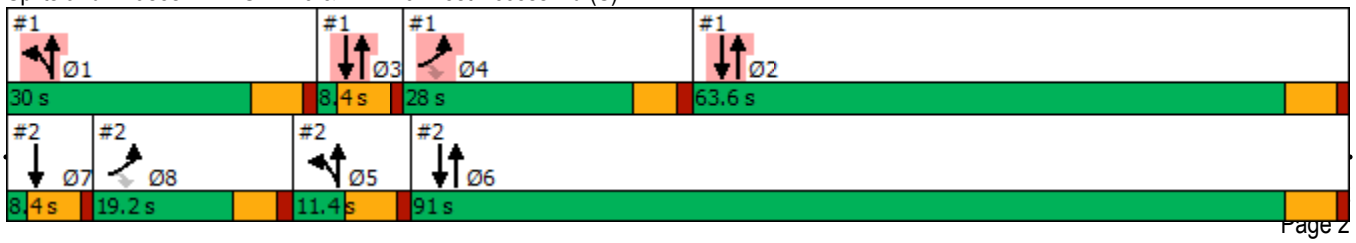


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø6	Ø7
Lane Configurations												
Traffic Volume (vph)	135	71	10	443	290	112						
Future Volume (vph)	135	71	10	443	290	112						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Storage Length (ft)	0	300	100			0						
Storage Lanes	1	1	1			0						
Taper Length (ft)	25		25									
Satd. Flow (prot)	1770	1313	1641	1863	1716	0						
Flt Permitted	0.950		0.950									
Satd. Flow (perm)	1770	1313	1641	1863	1716	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)		96			42							
Link Speed (mph)	40			55	55							
Link Distance (ft)	1973			1004	505							
Travel Time (s)	33.6			12.4	6.3							
Peak Hour Factor	0.70	0.74	0.50	0.89	0.96	0.90						
Heavy Vehicles (%)	2%	23%	10%	2%	7%	5%						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	96	20	498	426	0						
Turn Type	Prot	Perm	Prot	NA	NA							
Protected Phases	8		5	6 5	6 7		1	2	3	4	6	7
Permitted Phases		8										
Total Split (s)	19.2	19.2	11.4				30.0	63.6	8.4	28.0	91.0	8.4
Total Lost Time (s)	4.3	4.3	4.9									
Act Effct Green (s)	14.9	14.9	6.8	41.1	38.0							
Actuated g/C Ratio	0.20	0.20	0.09	0.55	0.51							
v/c Ratio	0.54	0.28	0.13	0.48	0.47							
Control Delay	37.8	10.5	40.7	11.1	4.0							
Queue Delay	0.0	0.0	0.0	0.0	0.0							
Total Delay	37.8	10.5	40.7	11.1	4.0							
LOS	D	B	D	B	A							
Approach Delay	28.7			12.2	4.0							
Approach LOS	C			B	A							

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 74.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 38.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: SH 149 & FM 149 West Access Rd (S)



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	0	714	74	200	824	0	115	0	494	0	0
Future Volume (vph)	4	0	714	74	200	824	0	115	0	494	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	10
Storage Length (ft)		80		0	180		0	0		155	0	
Storage Lanes		1		0	1		0	1		1	0	
Taper Length (ft)		25			25			25			25	
Satd. Flow (prot)	0	1770	3490	0	1770	3539	0	1770	1583	0	0	1739
Flt Permitted		0.950			0.950			0.950				
Satd. Flow (perm)	0	1770	3490	0	1770	3539	0	1770	1583	0	0	1739
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			8						389			
Link Speed (mph)			50			50			55			30
Link Distance (ft)			1580			4950			1572			309
Travel Time (s)			21.5			67.5			19.5			7.0
Peak Hour Factor	0.50	0.25	0.83	0.84	0.86	0.94	0.25	0.82	0.25	0.79	0.25	0.25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	948	0	233	877	0	140	625	0	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Split	NA			
Protected Phases	1	1	6		5	2		3	3			4
Permitted Phases											4	
Total Split (s)	22.0	22.0	107.0		37.0	102.0		31.0	31.0		21.0	21.0
Total Lost Time (s)		5.5	5.5		5.5	5.5		4.5	4.5			4.5
Act Effct Green (s)		6.6	32.9		19.3	55.7		26.8	26.8			
Actuated g/C Ratio		0.07	0.35		0.20	0.59		0.28	0.28			
v/c Ratio		0.07	0.78		0.65	0.42		0.28	0.86			
Control Delay		47.8	32.7		44.5	11.6		31.3	26.6			
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0			
Total Delay		47.8	32.7		44.5	11.6		31.3	26.6			
LOS		D	C		D	B		C	C			
Approach Delay			32.8			18.5			27.4			
Approach LOS			C			B			C			

Intersection Summary

Area Type: Other
Cycle Length: 196
Actuated Cycle Length: 94.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 76.7% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Spur 149/Heritage Pl & FM 1488

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.25
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	22	1123	1031	31	19	10
Future Volume (vph)	22	1123	1031	31	19	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	3539	3489	0	1770	1346
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3489	0	1770	1346
Link Speed (mph)		50	50		20	
Link Distance (ft)		4950	939		349	
Travel Time (s)		67.5	12.8		11.9	
Peak Hour Factor	0.69	0.93	0.95	0.78	0.53	0.42
Heavy Vehicles (%)	2%	2%	3%	2%	2%	20%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	1208	1125	0	36	24
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	1160	1007	51	37	36
Future Volume (vph)	35	1160	1007	51	37	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1752	3539	3507	0	1770	1524
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3539	3507	0	1770	1524
Link Speed (mph)		50	50		20	
Link Distance (ft)		939	1088		345	
Travel Time (s)		12.8	14.8		11.8	
Peak Hour Factor	0.80	0.80	0.85	0.71	0.71	0.64
Heavy Vehicles (%)	3%	2%	2%	2%	2%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	1450	1257	0	52	56
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 42.1%	ICU Level of Service A
Analysis Period (min) 15	

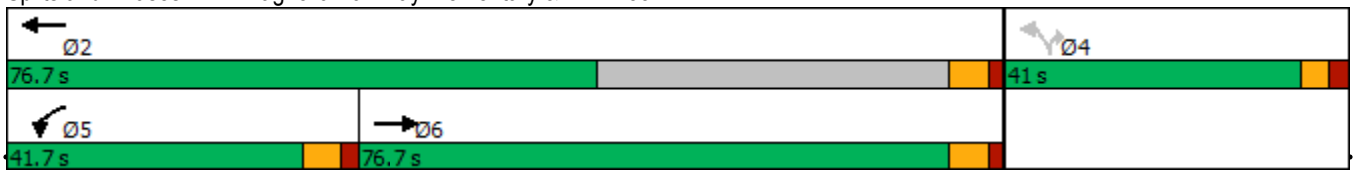
Lane Group	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1187	21	80	1060	2	32	66
Future Volume (vph)	1187	21	80	1060	2	32	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12
Storage Length (ft)		0	100			0	0
Storage Lanes		0	1			1	0
Taper Length (ft)			25			25	
Satd. Flow (prot)	3529	0	2006	3539	0	1678	0
Flt Permitted			0.950			0.981	
Satd. Flow (perm)	3529	0	2006	3539	0	1678	0
Link Speed (mph)	50			50		25	
Link Distance (ft)	1088			2718		517	
Travel Time (s)	14.8			37.1		14.1	
Peak Hour Factor	0.77	0.58	0.87	0.87	0.25	0.73	0.83
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1578	0	92	1218	0	132	0
Sign Control	Free			Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1181	90	42	1131	33	16
Future Volume (vph)	1181	90	42	1131	33	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	14	13
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3476	0	2006	3539	1888	1636
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3476	0	2006	3539	1888	1636
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					24
Link Speed (mph)	50			50	30	
Link Distance (ft)	2718			3742	609	
Travel Time (s)	37.1			51.0	13.8	
Peak Hour Factor	0.86	0.47	0.62	0.86	0.52	0.67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1564	0	68	1315	63	24
Turn Type	NA		Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases					4	4
Total Split (s)	76.7		41.7	76.7	41.0	41.0
Total Lost Time (s)	5.2		5.2	5.2	4.5	4.5
Act Effct Green (s)	59.5		10.1	71.1	10.1	10.1
Actuated g/C Ratio	0.69		0.12	0.83	0.12	0.12
v/c Ratio	0.65		0.29	0.45	0.29	0.11
Control Delay	12.9		43.0	3.7	43.2	17.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	12.9		43.0	3.7	43.2	17.4
LOS	B		D	A	D	B
Approach Delay	12.9			5.6	36.0	
Approach LOS	B			A	D	

Intersection Summary	
Area Type: Other	
Cycle Length: 159.4	
Actuated Cycle Length: 86.1	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 47.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Magnolia Parkway Elementary & FM 1488



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1113	30	62	1158	40	23	5	55	14	9	6
Future Volume (vph)	1	1113	30	62	1158	40	23	5	55	14	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12	12	10	10	12	16	12
Storage Length (ft)	80		0	205		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	2006	3525	0	1770	3516	0	0	1676	1478	0	2007	0
Flt Permitted	0.950			0.950				0.749			0.870	
Satd. Flow (perm)	2006	3525	0	1770	3516	0	0	1302	1478	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5				104		12	
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		3742			3775			345			165	
Travel Time (s)		51.0			51.5			9.4			4.5	
Peak Hour Factor	0.25	0.88	0.83	0.86	0.93	0.71	0.64	0.42	0.86	0.88	0.45	0.50
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1301	0	72	1301	0	0	48	64	0	48	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8		8	4		
Total Split (s)	27.0	57.0		27.0	57.0		31.0	31.0	31.0	31.0	31.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5			4.5	4.5		4.5	
Act Effct Green (s)	7.1	38.2		9.6	47.8			9.2	9.2		9.2	
Actuated g/C Ratio	0.11	0.60		0.15	0.75			0.14	0.14		0.14	
v/c Ratio	0.02	0.62		0.27	0.50			0.26	0.21		0.18	
Control Delay	34.0	14.2		32.0	6.5			33.5	4.3		25.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	34.0	14.2		32.0	6.5			33.5	4.3		25.7	
LOS	C	B		C	A			C	A		C	
Approach Delay		14.2			7.8			16.8			25.7	
Approach LOS		B			A			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 115	
Actuated Cycle Length: 64	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Lake Windcrest Blvd & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1263	21	34	1352	0	24	0	105	0	0	0
Future Volume (vph)	0	1263	21	34	1352	0	24	0	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	12	12	12	12	12	8	12
Storage Length (ft)	200		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	2111	3526	0	1986	3539	0	1736	1583	0	0	1614	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	2111	3526	0	1986	3539	0	1736	1583	0	0	1614	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						230				
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		6253			3617			518			164	
Travel Time (s)		85.3			49.3			14.1			4.5	
Peak Hour Factor	0.25	0.98	0.75	0.71	0.95	0.25	0.60	0.25	0.64	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	5%	3%	2%	2%	4%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1317	0	48	1423	0	40	164	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA				
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												
Total Split (s)	15.0	95.0		20.0	100.0		20.0	20.0		15.0	15.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Act Effct Green (s)		119.3		11.1	132.0		10.0	10.0				
Actuated g/C Ratio		0.80		0.07	0.88		0.07	0.07				
v/c Ratio		0.47		0.33	0.46		0.35	0.51				
Control Delay		6.4		64.1	2.2		74.3	6.9				
Queue Delay		0.0		0.0	0.0		0.0	0.0				
Total Delay		6.4		64.1	2.2		74.3	6.9				
LOS		A		E	A		E	A				
Approach Delay		6.4			4.2			20.1				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 50.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Windcrest National & FM 1488

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1373	5	35	1495	2	29
Future Volume (vph)	1373	5	35	1495	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3536	0	1986	3539	1770	1568
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3536	0	1986	3539	1770	1568
Link Speed (mph)	50			50	35	
Link Distance (ft)	3617			653	606	
Travel Time (s)	49.3			8.9	11.8	
Peak Hour Factor	0.89	0.42	0.88	0.96	0.25	0.81
Heavy Vehicles (%)	2%	2%	3%	2%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1555	0	40	1557	8	36
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	24	1384	0	1	0	1511	104	0	0	0	76	0
Future Volume (vph)	24	1384	0	1	0	1511	104	0	0	0	76	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)	200		0		200		435	0		0	0	
Storage Lanes	1		0		1		1	0		1	0	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	1967	3539	0	0	2006	3539	1583	0	1863	1863	0	1770
Flt Permitted	0.950				0.950							0.757
Satd. Flow (perm)	1967	3539	0	0	2006	3539	1583	0	1863	1863	0	1410
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)							160					
Link Speed (mph)		50				55			30			40
Link Distance (ft)		653				2365			178			513
Travel Time (s)		8.9				29.3			4.0			8.7
Peak Hour Factor	0.86	0.87	0.25	0.25	0.25	0.98	0.65	0.25	0.25	0.25	0.86	0.25
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1591	0	0	4	1542	160	0	0	0	0	88
Turn Type	Prot	NA		Prot	Prot	NA	Perm			Perm	Perm	NA
Protected Phases	1	6		5	5	2			4			8
Permitted Phases							2	4		4	8	
Total Split (s)	14.0	106.0		17.0	17.0	109.0	109.0	27.0	27.0	27.0	27.0	27.0
Total Lost Time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0		4.0
Act Effct Green (s)	9.8	122.0			9.2	116.9	116.9					16.2
Actuated g/C Ratio	0.07	0.81			0.06	0.78	0.78					0.11
v/c Ratio	0.22	0.55			0.03	0.56	0.13					0.58
Control Delay	64.2	13.5			57.0	4.8	0.7					77.9
Queue Delay	0.0	0.0			0.0	0.0	0.0					0.0
Total Delay	64.2	13.5			57.0	4.8	0.7					77.9
LOS	E	B			E	A	A					E
Approach Delay		14.3				4.6						63.6
Approach LOS		B				A						E

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 120 (80%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Cimarron Way & FM 1488

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	18
Future Volume (vph)	18
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	124
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	20
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Total Split (s)	27.0
Total Lost Time (s)	4.0
Act Effct Green (s)	16.2
Actuated g/C Ratio	0.11
v/c Ratio	0.07
Control Delay	0.5
Queue Delay	0.0
Total Delay	0.5
LOS	A
Approach Delay	
Approach LOS	

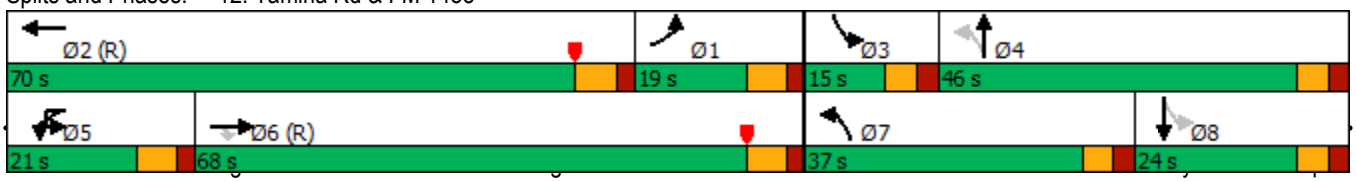
Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	113	1120	241	1	103	1149	30	324	70	112	121	60
Future Volume (vph)	113	1120	241	1	103	1149	30	324	70	112	121	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)	85		400		245		0	0		0	100	
Storage Lanes	1		1		1		0	1		0	0	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	1770	3539	1583	0	2006	3525	0	1770	1699	0	1770	1673
Flt Permitted	0.950				0.950			0.170			0.625	
Satd. Flow (perm)	1770	3539	1583	0	2006	3525	0	317	1699	0	1164	1673
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			256			2			47			58
Link Speed (mph)		45				50			40			25
Link Distance (ft)		2365				5244			553			278
Travel Time (s)		35.8				71.5			9.4			7.6
Peak Hour Factor	0.86	0.90	0.94	0.25	0.92	0.91	0.83	0.87	0.80	0.90	0.69	0.79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	1244	256	0	116	1299	0	372	212	0	175	236
Turn Type	Prot	NA	Perm	Prot	Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	5	2		7	4		3	8
Permitted Phases			6					4			8	
Total Split (s)	19.0	68.0	68.0	21.0	21.0	70.0		37.0	46.0		15.0	24.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		4.5	4.5		4.5	4.5
Act Effct Green (s)	13.9	66.5	66.5		13.7	66.3		55.3	39.6		30.2	19.0
Actuated g/C Ratio	0.09	0.44	0.44		0.09	0.44		0.37	0.26		0.20	0.13
v/c Ratio	0.80	0.79	0.30		0.63	0.83		0.88	0.44		0.63	0.90
Control Delay	91.7	38.0	5.3		81.9	44.9		63.1	37.9		49.0	82.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	91.7	38.0	5.3		81.9	44.9		63.1	37.9		49.0	82.9
LOS	F	D	A		F	D		E	D		D	F
Approach Delay		37.2				47.9			54.0			68.5
Approach LOS		D				D			D			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 79 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 46.5 Intersection LOS: D
Intersection Capacity Utilization 84.6% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 12: Tamina Rd & FM 1488



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	141
Future Volume (vph)	141
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

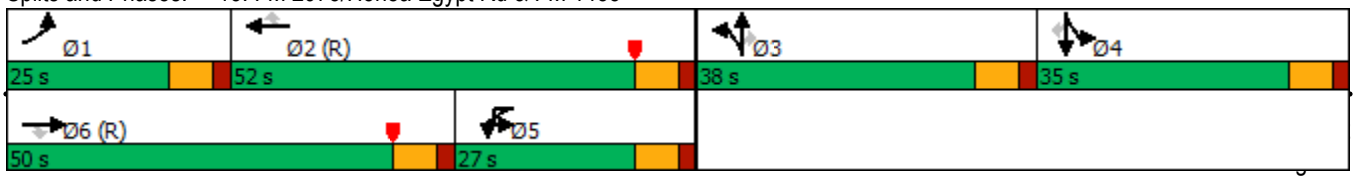
Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	245	897	281	2	180	869	504	415	660	198	492	396
Future Volume (vph)	245	897	281	2	180	869	504	415	660	198	492	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)	300		230		300		215	240		430	200	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	2006	3539	1583	0	2006	3539	1583	1610	3370	1583	1610	3336
Flt Permitted	0.950				0.950			0.950	0.994		0.950	0.984
Satd. Flow (perm)	2006	3539	1583	0	2006	3539	1583	1610	3370	1583	1610	3336
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			237				411			236		
Link Speed (mph)		40				16			55			45
Link Distance (ft)		5244				822			2260			1038
Travel Time (s)		89.4				35.0			28.0			15.7
Peak Hour Factor	0.99	0.98	0.87	0.25	0.79	0.97	0.88	0.93	0.98	0.84	0.98	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)								19%			41%	
Lane Group Flow (vph)	247	915	323	0	236	896	573	361	758	236	296	619
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	5	2		3	3		4	4
Permitted Phases			6				2			3		
Total Split (s)	25.0	50.0	50.0	27.0	27.0	52.0	52.0	38.0	38.0	38.0	35.0	35.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	20.8	44.1	44.1		23.7	47.0	47.0	35.3	35.3	35.3	30.8	30.8
Actuated g/C Ratio	0.14	0.29	0.29		0.16	0.31	0.31	0.24	0.24	0.24	0.21	0.21
v/c Ratio	0.89	0.88	0.51		0.74	0.81	0.74	0.96	0.96	0.43	0.90	0.90
Control Delay	108.9	56.4	19.9		89.7	71.2	36.0	92.2	79.2	7.9	87.0	75.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.9	56.4	19.9		89.7	71.2	36.0	92.2	79.2	7.9	87.0	75.6
LOS	F	E	B		F	E	D	F	E	A	F	E
Approach Delay		57.2				61.9			70.2			66.6
Approach LOS		E				E			E			E

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 63.6 Intersection LOS: E
Intersection Capacity Utilization 88.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 13: FM 2978/Honea Egypt Rd & FM 1488



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	277
Future Volume (vph)	277
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	182
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	3%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	304
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Total Split (s)	35.0
Total Lost Time (s)	4.0
Act Effct Green (s)	30.8
Actuated g/C Ratio	0.21
v/c Ratio	0.65
Control Delay	28.5
Queue Delay	0.0
Total Delay	28.5
LOS	C
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1379	108	86	1686	28	74
Future Volume (vph)	1379	108	86	1686	28	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3497	0	2006	3539	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3497	0	2006	3539	1770	1583
Link Speed (mph)	45			14	25	
Link Distance (ft)	822			1112	374	
Travel Time (s)	12.5			54.2	10.2	
Peak Hour Factor	0.96	0.84	0.90	0.97	0.67	0.88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1565	0	96	1738	42	84
Sign Control	Free			Free	Stop	

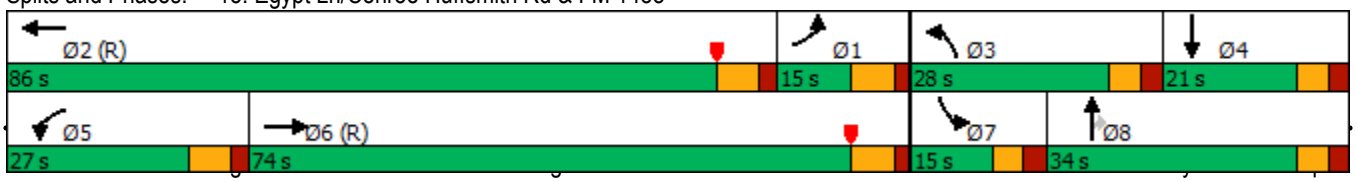
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1233	76	170	1559	71	171	168	221	64	67	66
Future Volume (vph)	85	1233	76	170	1559	71	171	168	221	64	67	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	100		0	100		0	0		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3507	0	2006	3504	0	1770	1863	1583	1770	1704	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3507	0	2006	3504	0	1770	1863	1583	1770	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8				260		36	
Link Speed (mph)		45			50			30			25	
Link Distance (ft)		1112			726			480			667	
Travel Time (s)		16.8			9.9			10.9			18.2	
Peak Hour Factor	0.66	0.95	0.95	0.89	0.99	0.63	0.91	0.96	0.85	0.84	0.88	0.66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	1378	0	191	1688	0	188	175	260	76	176	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			
Total Split (s)	15.0	74.0		27.0	86.0		28.0	34.0	34.0	15.0	21.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	6.0	4.0	4.0	
Act Effct Green (s)	13.9	76.6		20.1	82.9		20.9	26.8	24.8	10.4	16.3	
Actuated g/C Ratio	0.09	0.51		0.13	0.55		0.14	0.18	0.17	0.07	0.11	
v/c Ratio	0.79	0.77		0.71	0.87		0.76	0.53	0.54	0.62	0.81	
Control Delay	67.1	12.0		77.9	20.0		81.8	61.2	10.2	89.5	78.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.1	12.0		77.9	20.0		81.8	61.2	10.2	89.5	78.2	
LOS	E	B		E	B		F	E	B	F	E	
Approach Delay		16.7			25.9			46.1			81.6	
Approach LOS		B			C			D			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 28.9 Intersection LOS: C
Intersection Capacity Utilization 80.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 15: Egypt Ln/Conroe Huffsmith Rd & FM 1488



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1482	100	64	1768	34	53
Future Volume (vph)	1482	100	64	1768	34	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	10	10
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3500	0	2006	3539	1636	1449
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3500	0	2006	3539	1636	1449
Link Speed (mph)	50			50	25	
Link Distance (ft)	726			735	284	
Travel Time (s)	9.9			10.0	7.7	
Peak Hour Factor	0.93	0.81	0.89	0.95	0.65	0.74
Heavy Vehicles (%)	2%	2%	2%	2%	3%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1717	0	72	1861	52	72
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1502	18	20	1772	23	34	3	15	19	0	32
Future Volume (vph)	22	1502	18	20	1772	23	34	3	15	19	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12	12	12	12	16	12
Storage Length (ft)	85		140	90		0	265		265	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3539	1583	2006	3529	0	1770	1645	0	0	1897	0
Flt Permitted	0.950			0.950			0.588				0.866	
Satd. Flow (perm)	1770	3539	1583	2006	3529	0	1095	1645	0	0	1673	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68		2			28			113	
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		735			1240			745			135	
Travel Time (s)		16.7			33.8			16.9			3.7	
Peak Hour Factor	0.69	0.90	0.75	0.83	0.95	0.72	0.61	0.38	0.54	0.68	0.25	0.67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1669	24	24	1897	0	56	36	0	0	76	0
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6				8			4		
Total Split (s)	20.0	105.0	105.0	18.0	103.0		27.0	27.0		27.0	27.0	
Total Lost Time (s)	3.5	3.5	3.5	3.5	3.5		4.1	4.1			4.1	
Act Effct Green (s)	10.7	121.0	121.0	9.1	119.6		13.3	13.3			13.3	
Actuated g/C Ratio	0.07	0.81	0.81	0.06	0.80		0.09	0.09			0.09	
v/c Ratio	0.25	0.58	0.02	0.20	0.67		0.58	0.21			0.30	
Control Delay	64.7	11.4	0.9	90.2	2.6		87.7	28.2			5.8	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0			0.0	
Total Delay	64.7	11.4	0.9	90.2	2.8		87.7	28.2			5.8	
LOS	E	B	A	F	A		F	C			A	
Approach Delay		12.3			3.9			64.4			5.8	
Approach LOS		B			A			E			A	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 15 (10%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 66.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 17: Katy Lee Ln & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1465	20	3	1726	161	25	3	9	75	2	58
Future Volume (vph)	65	1465	20	3	1726	161	25	3	9	75	2	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	95		0	0		55	0		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3529	0	1770	3490	0	1770	1676	0	1770	1609	0
Flt Permitted	0.950			0.950			0.616			0.742		
Satd. Flow (perm)	1770	3529	0	1770	3490	0	1147	1676	0	1382	1609	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14			16			76	
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1240			4002			220			549	
Travel Time (s)		16.9			54.6			6.0			15.0	
Peak Hour Factor	0.77	0.90	0.71	0.38	0.95	0.86	0.63	0.38	0.56	0.63	0.25	0.76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	1656	0	8	2004	0	40	24	0	119	84	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	20.0	102.0		18.0	100.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)	13.2	119.9		7.7	105.3		19.5	19.5		19.5	19.5	
Actuated g/C Ratio	0.09	0.80		0.05	0.70		0.13	0.13		0.13	0.13	
v/c Ratio	0.54	0.59		0.09	0.82		0.27	0.10		0.66	0.31	
Control Delay	81.9	4.8		93.3	15.8		61.3	29.7		79.0	16.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.9	4.8		93.3	15.8		61.3	29.7		79.0	16.6	
LOS	F	A		F	B		E	C		E	B	
Approach Delay		8.5			16.1			49.4			53.2	
Approach LOS		A			B			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 125 (83%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 71.5%	ICU Level of Service C
Analysis Period (min) 15	

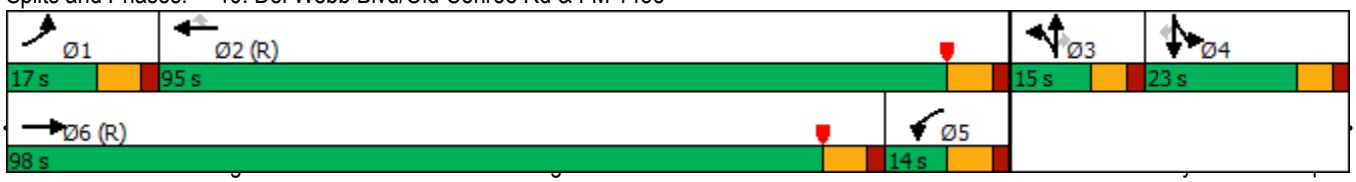
Splits and Phases: 18: N Westwood Dr & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1348	8	11	1798	243	6	3	14	235	2	87
Future Volume (vph)	106	1348	8	11	1798	243	6	3	14	235	2	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	115		165	0		0	0		90
Storage Lanes	1		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3533	0	1770	3539	1583	0	1617	1583	0	1777	1583
Flt Permitted	0.950			0.950				0.964			0.954	
Satd. Flow (perm)	1770	3533	0	1770	3539	1583	0	1617	1583	0	1777	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				126			175			175
Link Speed (mph)		50			50			25			45	
Link Distance (ft)		4002			6519			591			786	
Travel Time (s)		54.6			88.9			16.1			11.9	
Peak Hour Factor	0.83	0.93	0.67	0.69	0.99	0.94	0.50	0.75	0.50	0.83	0.25	0.87
Heavy Vehicles (%)	2%	2%	13%	2%	2%	2%	17%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1461	0	16	1816	259	0	16	28	0	291	100
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Total Split (s)	17.0	98.0		14.0	95.0	95.0	15.0	15.0	15.0	23.0	23.0	23.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Act Effct Green (s)	13.0	100.7		10.0	90.4	90.4		8.2	8.2		24.6	24.6
Actuated g/C Ratio	0.09	0.67		0.07	0.60	0.60		0.05	0.05		0.16	0.16
v/c Ratio	0.84	0.62		0.14	0.85	0.26		0.18	0.11		1.00	0.25
Control Delay	98.5	12.9		59.3	20.5	5.2		71.9	0.9		113.7	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	98.5	12.9		59.3	20.5	5.2		71.9	0.9		113.7	1.4
LOS	F	B		E	C	A		E	A		F	A
Approach Delay		19.8			18.9			26.7			85.0	
Approach LOS		B			B			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 25 (17%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 25.6 Intersection LOS: C
Intersection Capacity Utilization 85.4% ICU Level of Service E
Analysis Period (min) 15

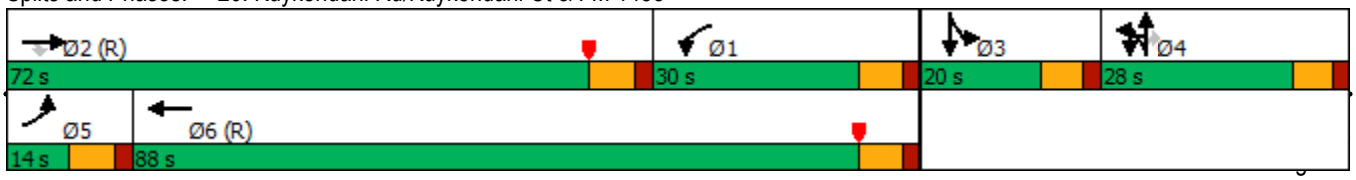
Splits and Phases: 19: Del Webb Blvd/Old Conroe Rd & FM 1488



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	1409	189	245	1672	34	3	292	25	343	55	36
Future Volume (vph)	15	1409	189	245	1672	34	3	292	25	343	55	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	12	12	12	12	12	12	12
Storage Length (ft)	100		100	100		0		190		0	0	
Storage Lanes	1		1	1		0		1		1	0	
Taper Length (ft)	25			25				25			25	
Satd. Flow (prot)	1912	3539	1583	2006	3529	0	0	1681	1702	1583	0	1754
Flt Permitted	0.950			0.950				0.950	0.962			0.978
Satd. Flow (perm)	1912	3539	1583	2006	3529	0	0	1681	1702	1583	0	1754
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			124		2					347		8
Link Speed (mph)		35			30				35			30
Link Distance (ft)		6519			3110				861			670
Travel Time (s)		127.0			70.7				16.8			15.2
Peak Hour Factor	0.75	0.99	0.80	0.99	0.97	0.85	0.75	0.86	0.63	0.94	0.86	0.82
Heavy Vehicles (%)	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)								45%				
Lane Group Flow (vph)	20	1423	236	247	1764	0	0	191	193	365	0	140
Turn Type	Prot	NA	Perm	Prot	NA		Split	Split	NA	Perm	Split	NA
Protected Phases	5	2		1	6		4	4	4		3	3
Permitted Phases			2							4		
Total Split (s)	14.0	72.0	72.0	30.0	88.0		28.0	28.0	28.0	28.0	20.0	20.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0	4.0		4.0
Act Effct Green (s)	8.4	74.4	74.4	24.1	94.9			20.9	20.9	20.9		14.6
Actuated g/C Ratio	0.06	0.50	0.50	0.16	0.63			0.14	0.14	0.14		0.10
v/c Ratio	0.19	0.81	0.28	0.77	0.79			0.82	0.82	0.70		0.79
Control Delay	87.4	29.3	11.2	66.3	21.8			88.7	88.2	14.9		91.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	87.4	29.3	11.2	66.3	21.8			88.7	88.2	14.9		91.1
LOS	F	C	B	E	C			F	F	B		F
Approach Delay		27.5			27.3				52.6			91.1
Approach LOS		C			C				D			F

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 90 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Kuykendahl Rd/Kuykendahl Ct & FM 1488



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.69
Heavy Vehicles (%)	5%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

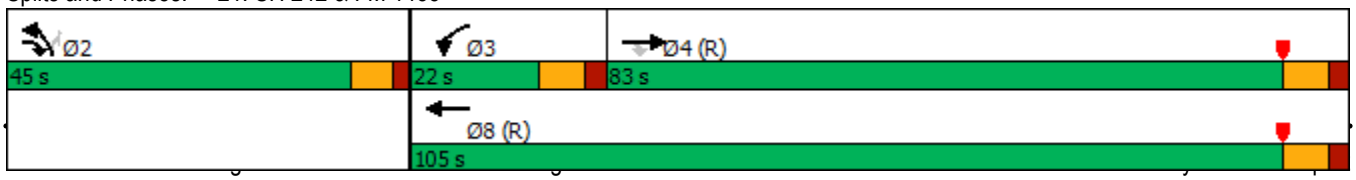
Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1562	371	197	1490	795	504
Future Volume (vph)	1562	371	197	1490	795	504
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Storage Length (ft)		200	300		190	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3377	1441	2006	3539	3433	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3377	1441	2006	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2	104				189
Link Speed (mph)	30			35	50	
Link Distance (ft)	3110			3296	1364	
Travel Time (s)	70.7			64.2	18.6	
Peak Hour Factor	0.97	0.92	0.93	0.92	0.97	0.88
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1650	363	212	1620	820	573
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4				2
Total Split (s)	83.0	45.0	22.0	105.0	45.0	45.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	79.0	124.0	18.0	101.0	41.0	41.0
Actuated g/C Ratio	0.53	0.83	0.12	0.67	0.27	0.27
v/c Ratio	0.93	0.30	0.88	0.68	0.87	1.01
Control Delay	40.8	0.5	98.8	16.6	63.4	74.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	0.5	98.8	16.6	63.4	74.8
LOS	D	A	F	B	E	E
Approach Delay	33.5			26.1	68.1	
Approach LOS	C			C	E	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 40.1 Intersection LOS: D
Intersection Capacity Utilization 90.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 21: SH 242 & FM 1488

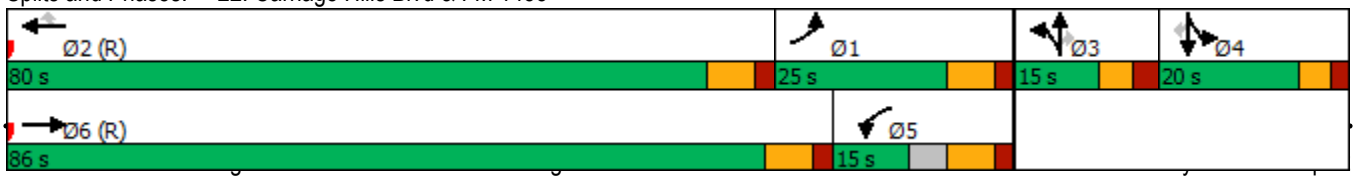


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1459	105	78	1445	364	44	7	58	251	14	257
Future Volume (vph)	227	1459	105	78	1445	364	44	7	58	251	14	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	11	12	12	12	12	11	11
Storage Length (ft)	100		0	100		285	0		0	200		0
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	2006	3504	0	2006	3539	1531	0	1785	1583	1681	1642	1531
Flt Permitted	0.950			0.950				0.958		0.950	0.960	
Satd. Flow (perm)	2006	3504	0	2006	3539	1531	0	1785	1583	1681	1642	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				334			130			185
Link Speed (mph)		55			15			30			30	
Link Distance (ft)		3296			7489			206			463	
Travel Time (s)		40.9			340.4			4.7			10.5	
Peak Hour Factor	0.89	0.89	0.88	0.75	0.97	0.97	0.55	0.58	0.85	0.87	0.50	0.89
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	255	1758	0	104	1490	375	0	92	68	159	158	289
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Total Split (s)	25.0	86.0		15.0	80.0	80.0	15.0	15.0	15.0	20.0	20.0	20.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0		4.3	4.3	3.5	3.5	3.5
Act Effct Green (s)	20.7	81.4		16.4	77.1	77.1		10.4	10.4	16.0	16.0	16.0
Actuated g/C Ratio	0.15	0.58		0.12	0.55	0.55		0.07	0.07	0.11	0.11	0.11
v/c Ratio	0.86	0.86		0.44	0.76	0.38		0.70	0.29	0.83	0.84	0.86
Control Delay	85.2	29.9		65.0	28.0	3.7		89.7	3.0	92.4	95.3	45.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	29.9		65.0	28.0	3.7		89.7	3.0	92.4	95.3	45.0
LOS	F	C		E	C	A		F	A	F	F	D
Approach Delay		36.9			25.3			52.8			70.6	
Approach LOS		D			C			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 122 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 36.9 Intersection LOS: D
Intersection Capacity Utilization 76.5% ICU Level of Service D
Analysis Period (min) 15

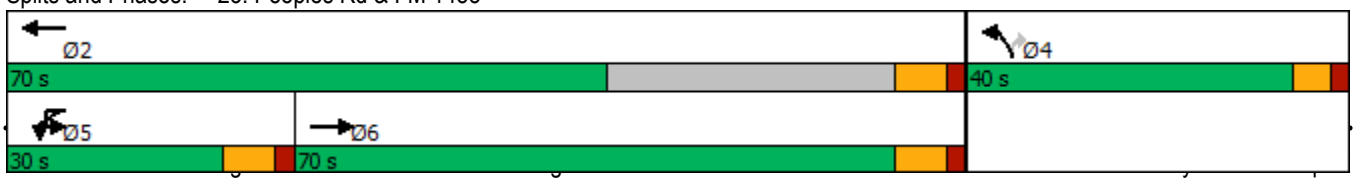
Splits and Phases: 22: Carriage Hills Blvd & FM 1488



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1777	22	1	14	1826	11	21
Future Volume (vph)	1777	22	1	14	1826	11	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12
Storage Length (ft)		0		250		0	0
Storage Lanes		0		1		1	1
Taper Length (ft)				25		25	
Satd. Flow (prot)	3498	0	0	1826	3539	1656	1538
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	3498	0	0	1826	3539	1656	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	1						28
Link Speed (mph)	55				55	30	
Link Distance (ft)	7489				2830	1132	
Travel Time (s)	92.8				35.1	25.7	
Peak Hour Factor	0.89	0.79	0.25	0.70	0.93	0.55	0.75
Heavy Vehicles (%)	3%	2%	2%	14%	2%	9%	5%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2025	0	0	24	1963	20	28
Turn Type	NA		Prot	Prot	NA	Prot	Perm
Protected Phases	6		5	5	2	4	
Permitted Phases							4
Total Split (s)	70.0		30.0	30.0	70.0	40.0	40.0
Total Lost Time (s)	6.0			6.0	6.0	4.5	4.5
Act Effct Green (s)	75.4			8.6	80.9	8.6	8.6
Actuated g/C Ratio	0.82			0.09	0.88	0.09	0.09
v/c Ratio	0.71			0.14	0.63	0.13	0.17
Control Delay	10.1			42.6	4.1	42.7	18.0
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	10.1			42.6	4.1	42.7	18.0
LOS	B			D	A	D	B
Approach Delay	10.1				4.6	28.3	
Approach LOS	B				A	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 91.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

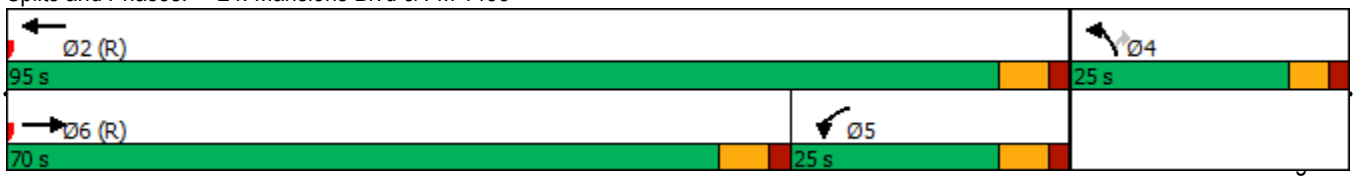
Splits and Phases: 23: Peoples Rd & FM 1488



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1762	48	146	1822	18	95
Future Volume (vph)	1762	48	146	1822	18	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3492	0	2006	3539	1703	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3492	0	2006	3539	1703	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					116
Link Speed (mph)	35			50	30	
Link Distance (ft)	2830			1800	408	
Travel Time (s)	55.1			24.5	9.3	
Peak Hour Factor	0.93	0.86	0.89	0.92	0.64	0.82
Heavy Vehicles (%)	3%	2%	2%	2%	6%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1951	0	164	1980	28	116
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Total Split (s)	70.0		25.0	95.0	25.0	25.0
Total Lost Time (s)	5.0		5.0	5.0	4.0	4.0
Act Effct Green (s)	81.3		15.4	101.7	9.3	9.3
Actuated g/C Ratio	0.68		0.13	0.85	0.08	0.08
v/c Ratio	0.82		0.64	0.66	0.21	0.51
Control Delay	19.0		51.7	1.4	55.3	17.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.0		51.7	1.4	55.3	17.3
LOS	B		D	A	E	B
Approach Delay	19.0			5.3	24.7	
Approach LOS	B			A	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 24: Mansions Blvd & FM 1488



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	8	1833	33	7	107	2069	6	28	0	75	11	0
Future Volume (vph)	8	1833	33	7	107	2069	6	28	0	75	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)	85		0		120		0	0		0	100	
Storage Lanes	1		0		1		0	0		1	1	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	2006	3492	0	0	2006	3536	0	0	1736	1568	1770	1583
Flt Permitted	0.950				0.950				0.752		0.736	
Satd. Flow (perm)	2006	3492	0	0	2006	3536	0	0	1374	1568	1371	1583
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		3				1				150		189
Link Speed (mph)		50				50			30			30
Link Distance (ft)		1800				758			610			420
Travel Time (s)		24.5				10.3			13.9			9.5
Peak Hour Factor	0.50	0.96	0.83	0.58	0.89	0.90	0.38	0.88	0.25	0.89	0.55	0.25
Heavy Vehicles (%)	2%	3%	6%	2%	2%	2%	2%	4%	2%	3%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1949	0	0	132	2315	0	0	32	84	20	8
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA	Prot	Perm	NA
Protected Phases	5	2		1	1	6			8	8		4
Permitted Phases								8			4	
Total Split (s)	20.0	75.0		25.0	25.0	80.0		20.0	20.0	20.0	20.0	20.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			6.0	4.5	4.5	4.5
Act Effct Green (s)	10.0	84.4			13.7	96.2			8.6	10.1	10.1	10.1
Actuated g/C Ratio	0.08	0.70			0.11	0.80			0.07	0.08	0.08	0.08
v/c Ratio	0.10	0.79			0.58	0.82			0.33	0.31	0.17	0.03
Control Delay	37.5	9.1			59.8	14.8			61.6	3.0	54.3	0.0
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	37.5	9.1			59.8	14.8			61.6	3.0	54.3	0.0
LOS	D	A			E	B			E	A	D	A
Approach Delay		9.3				17.2			19.2			38.8
Approach LOS		A				B			B			D

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 25: Grace Crossing Dr/W. Walter Woodson Dr & FM 1488

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.38
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	945	992	0	1198	0	0	0	0	978
Future Volume (vph)	0	945	992	0	1198	0	0	0	0	978
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1568	0	1863	0	0	0	0	1611
Flt Permitted										
Satd. Flow (perm)	0	1863	1568	0	1863	0	0	0	0	1611
Link Speed (mph)		50			50		20		35	
Link Distance (ft)		758			340		834		915	
Travel Time (s)		10.3			4.6		28.4		17.8	
Peak Hour Factor	0.92	0.92	0.94	0.92	0.96	0.92	0.92	0.92	0.92	0.91
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1027	1055	0	1248	0	0	0	0	1075
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 130.3%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	966	0	0	1207	198	0	0	0	37
Future Volume (vph)	0	966	0	0	1207	198	0	0	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1863	1583	0	0	0	1596
Flt Permitted										
Satd. Flow (perm)	0	1863	0	0	1863	1583	0	0	0	1596
Link Speed (mph)		50			50		20		20	
Link Distance (ft)		340			839		692		658	
Travel Time (s)		4.6			11.4		23.6		22.4	
Peak Hour Factor	0.92	0.94	0.92	0.92	0.98	0.88	0.92	0.92	0.92	0.77
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1028	0	0	1232	225	0	0	0	48
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 130.3%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	71	901	0	81	0	0	0	0	1364
Future Volume (vph)	0	71	901	0	81	0	0	0	0	1364
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1583	0	1776	0	0	0	0	1611
Flt Permitted										
Satd. Flow (perm)	0	1863	1583	0	1776	0	0	0	0	1611
Link Speed (mph)		50			50		20		20	
Link Distance (ft)		839			335		606		646	
Travel Time (s)		11.4			4.6		20.7		22.0	
Peak Hour Factor	0.92	0.93	0.86	0.92	0.88	0.92	0.92	0.92	0.92	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	76	1048	0	92	0	0	0	0	1421
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	71	0	0	73	61	0	0	0	84
Future Volume (vph)	0	71	0	0	73	61	0	0	0	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1689	0	0	0	0	1580
Flt Permitted										
Satd. Flow (perm)	0	1863	0	0	1689	0	0	0	0	1580
Link Speed (mph)		50			50		20		35	
Link Distance (ft)		335			190		808		849	
Travel Time (s)		4.6			2.6		27.5		16.5	
Peak Hour Factor	0.92	0.84	0.92	0.92	0.91	0.80	0.92	0.92	0.92	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	8%	2%	2%	2%	2%	4%
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	85	0	0	156	0	0	0	0	112
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1863	0	0
Link Speed (mph)		45	45		20	
Link Distance (ft)		278	361		915	
Travel Time (s)		4.2	5.5		31.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3539	0	0	0	0	1863
Flt Permitted						
Satd. Flow (perm)	3539	0	0	0	0	1863
Link Speed (mph)	45			45	35	
Link Distance (ft)	279			333	808	
Travel Time (s)	4.2			5.0	15.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	213	0	0	242
Future Volume (vph)	0	0	213	0	0	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3471	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3471	0	0	1611
Link Speed (mph)		45	45		20	
Link Distance (ft)		605	278		692	
Travel Time (s)		9.2	4.2		23.6	
Peak Hour Factor	0.92	0.92	0.86	0.92	0.92	0.80
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	248	0	0	303
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1863	0	0
Link Speed (mph)	20		45			45
Link Distance (ft)	646		587			279
Travel Time (s)	22.0		8.9			4.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1863	0	0
Link Speed (mph)		45	45		20	
Link Distance (ft)		321	605		658	
Travel Time (s)		4.9	9.2		22.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1748	0	0	0	0	944
Future Volume (vph)	1748	0	0	0	0	944
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3539	0	0	0	0	1596
Flt Permitted						
Satd. Flow (perm)	3539	0	0	0	0	1596
Link Speed (mph)	45			45	20	
Link Distance (ft)	259			587	606	
Travel Time (s)	3.9			8.9	20.7	
Peak Hour Factor	0.94	0.92	0.92	0.92	0.92	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1860	0	0	0	0	1037
Sign Control	Free			Stop	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1863
Link Speed (mph)		45	45		35	
Link Distance (ft)		337	321		834	
Travel Time (s)		5.1	4.9		16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3539	1863	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3539	1863	0	0	0	0
Link Speed (mph)	45			45	20	
Link Distance (ft)	492			259	849	
Travel Time (s)	7.5			3.9	28.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	1863	0	0
Link Speed (mph)		35	40		35	
Link Distance (ft)		351	1916		469	
Travel Time (s)		6.8	32.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	1863	0	3539	0	0	0	0	1863
Flt Permitted										
Satd. Flow (perm)	0	3539	1863	0	3539	0	0	0	0	1863
Link Speed (mph)		50			50		30		35	
Link Distance (ft)		725			525		404		469	
Travel Time (s)		9.9			7.2		9.2		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	0	0	3539	1863	0	0	0	1863
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	1863	0	0	0	1863
Link Speed (mph)		50			50		35		35	
Link Distance (ft)		525			812		351		291	
Travel Time (s)		7.2			11.1		6.8		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	0	1863
Link Speed (mph)		40	35		35	
Link Distance (ft)		1973	291		404	
Travel Time (s)		33.6	5.7		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

APPENDIX G

EXISTING VISSIM ANALYSIS RESULTS – FM 1488 AT FM 149

Vissim Model Results

Intersection	Movement		All Vehicle Delay (s)	LOS	Delay by Approach (s)	LOS by Approach	Average Queue (ft)	Max. Queue (ft)	All Vehicle Delay (s)	LOS	Delay by Approach (s)	LOS by Approach	Average Queue (ft)	Max. Queue (ft)
West Access Road N	WB	Through	0.1	A	0.1	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
	EB	Through	0.2	A	0.2	A	0.0	0.0	0.1	A	0.1	A	0.0	0.0
West Access Road S	EB	Through	0.1	A	0.1	A	0.0	0.0	0.1	A	0.1	A	0.0	0.0
	WB	Through	0.1	A	0.1	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
East Access Road N	EB	Through	0.0	A	0.0	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
	WB	Through	83.4	F	83.4	F	1278.8	1669.2	0.1	A	0.1	A	0.0	0.0
East Access Road S	EB	Through	0.1	A	0.1	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
	WB	Through	0.1	A	0.1	A	0.0	0.0	0.0	A	0.0	A	0.0	0.0
Spur 149	SB	Right	25.4	C			0.2	12.0	0.0	A			0.0	0.0
	SB	Through	0.0	A	25.4	C	0.0	11.0	0.0	A	0.0	A	0.0	0.0
	SB	Left	0.0	A			0.0	11.0	0.0	A			0.0	0.0
	NB	Left	115.1	F			139.5	353.0	26.7	D			29.6	195.6
	NB	Through	0.0	A	65.7	E	0.0	353.0	0.0	A	18.8	C	0.0	195.6
	NB	Right	35.8	D			94.6	358.3	16.9	C			35.5	200.9
	EB	Left	44.7	D			58.1	312.5	34.1	D			26.1	209.2
	EB	Right	12.2	B	13.3	B	50.1	326.6	10.1	B	14.4	B	37.2	223.2
	EB	Through	13.3	B			42.5	312.5	14.8	B			30.2	209.2
	WB	Through	29.8	C			697.2	1470.9	5.9	A			34.3	223.6
	WB	Right	0.0	A	34.2	C	0.0	1485.3	0.0	A	11.0	B	0.0	250.1
	WB	Left	54.3	D			465.6	1470.9	32.2	D			34.5	223.6
FM 149 N	SB	Through	9.7	A	9.6	A	22.7	269.1	9.6	A	9.4	A	16.9	216.3
	SB	Right	9.5	A			27.4	309.5	8.4	A			22.5	256.7
	NB	Through	5.5	A	11.2	B	14.4	121.8	6.2	A	11.0	B	23.8	277.6
	NB	Left	48.8	D			15.2	121.8	46.7	E			24.1	277.6
	EB	Left	35.8	D	24.4	C	17.4	136.0	38.6	E	35.1	E	33.2	187.1
	EB	Right	10.6	B			7.0	96.3	8.9	A			0.9	44.1
FM 149 S	NB	Through	6.8	A	14.0	B	19.7	234.4	7.2	A	7.7	A	13.4	230.1
	NB	Left	36.1	D			27.3	234.4	28.5	D			13.2	230.1
	SB	Through	8.6	A	8.3	A	18.4	237.9	8.2	A	7.5	A	9.6	147.2
	SB	Right	7.8	A			24.5	253.2	5.9	A			13.2	162.5
	EB	Left	30.5	C	24.8	C	18.4	137.0	32.5	D	24.6	C	25.1	156.8
	EB	Right	9.3	A			1.9	62.3	7.4	A			2.4	59.4

Vissim Travel Time Evaluation – AM Peak

Travel Time Segment	No.	Distance (ft)	6:45-7:45 AM Simulation Travel Time	6:30-7:30 AM Float Car Travel Time	Difference %	<10 secs Difference	<1 min Difference
			AVG (s)	AVG (s)			
1488 WB - from East End to West End	1	8008	113.4	109.0	4%	Y	Y
1488 EB - From West end to East End	2	7800	110.8	101.0	10%	Y	Y
NW 1488 WB On-ramp	3	2253	40.0	40.0	0%	Y	Y
SW 1488 EB Off-ramp	4	1964	39.3	41.0	4%	Y	Y
SW 1488 EB On-ramp	5	2123	37.6	39.0	4%	Y	Y
NW 1488 WB Off-ramp	8	1820	37.0	33.0	12%	Y	Y
SE 1488 EB Off-ramp	6	2620	46.2	49.0	6%	Y	Y
NE 1488 WB On-ramp	7	2605	32.7	35.0	7%	Y	Y
NE 1488 WB Off-ramp	9	2737	278.9	245.0	14%	N	Y
SE 1488 EB On-ramp	10	2843	49.7	49.0	1%	Y	Y

Vissim Travel Time Evaluation – PM Peak

Travel Time Segment	No.	Distance (ft)	4:45-5:45 PM Simulation Travel Time	4:45-5:45 AM Float Car Travel Time	Difference %	<10 secs Difference	<1 min Difference
			AVG (s)	AVG (s)			
1488 WB - from East End to West End	1	8008	114.5	112.0	2%	Y	Y
1488 EB - From West end to East End	2	7800	110.0	114.0	3%	Y	Y
NW 1488 WB On-ramp	3	2253	39.9	35.0	14%	Y	Y
SW 1488 EB Off-ramp	4	1964	39.5	43.0	8%	Y	Y
SW 1488 EB On-ramp	5	2123	37.2	38.0	2%	Y	Y
NW 1488 WB Off-ramp	8	1820	36.8	40.0	8%	Y	Y
SE 1488 EB Off-ramp	6	2620	52.7	52.0	1%	Y	Y
NE 1488 WB On-ramp	7	2605	28.9	33.0	12%	Y	Y
NE 1488 WB Off-ramp	9	2737	34.1	34.0	0%	Y	Y
SE 1488 EB On-ramp	10	2843	49.8	56.0	11%	Y	Y

Vissim Intersection Node Evaluation – AM Peak

Intersection	Node No	From Link	To Link	Movement		Average Volume Served (vehicles)				Field Volume				Peak Hour Field Volume	Peak Hour Model Volume	All Vehicle Delay (s)	LOS	Delay by Approach (s)	LOS by Approach	Average Queue (ft)	Max. Queue (ft)	GEH Factor
						900-1800	1800-2700	2700-3600	3600-4500	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	6:45-7:45am	900-4500							0-60 Min
West Access Road N	1	11	11	WB	Thru	34	27	26	32	28	30	28	30	116	119	0.1	A	0.1	A	0.0	0.0	0.28
	1	15	15	EB	Thru	61	53	39	22	70	37	36	23	166	175	0.2	A	0.2	A	0.0	0.0	0.69
West Access Road S	2	16	16	EB	Thru	36	35	52	32	37	39	52	28	156	155	0.1	A	0.1	A	0.0	0.0	0.08
	2	17	17	WB	Thru	117	103	55	40	124	95	52	42	313	315	0.1	A	0.1	A	0.0	0.0	0.11
East Access Road N	3	37	37	EB	Thru	31	40	11	0	10	17	3	2	32	82	0.0	A	0.0	A	0.0	0.0	6.62
	3	39	39	WB	Thru	145	155	125	34	182	118	19	23	342	459	83.4		83.4		1278.8	1669.2	5.85
East Access Road S	4	31	31	EB	Thru	85	93	67	5	129	170	3	4	306	250	0.1	A	0.1	A	0.0	0.0	3.36
	4	34	34	WB	Thru	62	57	70	15	93	94	67	12	266	204	0.1	A	0.1	A	0.0	0.0	4.04
Spur 149	5	55	53	SB	Right	0	1	1	0	0	1	1	0	2	2	25.4	C			0.2	12.0	0.00
	5	55	58	SB	Thru	0	0	0	0	0	0	0	0	0	0	0.0	A	25.4	C	0.0	11.0	0.00
	5	55	60	SB	Left	0	0	0	0	0	0	0	0	0	0	0.0	A			0.0	11.0	0.00
	5	59	53	NB	Left	44	46	26	19	62	39	19	22	142	135	115.1				139.5	353.0	0.59
	5	59	56	NB	Thru	0	0	0	0	0	0	0	0	0	0	0.0	A	65.7	E	0.0	353.0	0.00
	5	59	60	NB	Right	27	59	68	69	40	47	71	72	230	223	35.8	D			94.6	358.3	0.47
	5	62	56	EB	Left	0	0	3	1	0	0	3	0	3	4	44.7	D			58.1	312.5	0.53
	5	62	58	EB	Right	38	38	52	24	39	42	45	19	145	152	12.2	B	13.3	B	50.1	326.6	0.57
	5	62	60	EB	Thru	218	211	270	217	228	241	240	213	922	916	13.3	B			42.5	312.5	0.20
	5	72	53	WB	Thru	356	236	154	155	388	202	122	164	876	901	29.8	C			697.2	1470.9	0.84
	5	72	56	WB	Right	0	0	0	0	0	0	0	0	0	0	0.0	A	34.2	C	0.0	1485.3	0.00
	5	72	58	WB	Left	39	33	64	61	37	34	70	57	198	197	54.3	D			465.6	1470.9	0.07
FM 149 N	6	10	9	SB	Thru	133	143	136	105	138	140	137	101	516	517	9.7	A	9.6	A	22.7	269.1	0.04
	6	10	11	SB	Right	17	20	13	20	14	23	14	20	71	70	9.5	A			27.4	309.5	0.12
	6	13	8	NB	Thru	70	87	91	71	74	88	89	68	319	319	5.5	A	11.2	B	14.4	121.8	0.00
	6	13	11	NB	Left	17	7	12	12	14	7	14	10	45	48	48.8	D			15.2	121.8	0.44
	6	78	8	EB	Left	22	24	31	18	27	16	28	18	89	95	35.8	D	24.4	C	17.4	136.0	0.63
	6	79	9	EB	Right	36	30	9	4	43	21	8	5	77	79	10.6	B			7.0	96.3	0.23
FM 149 S	7	5	6	NB	Thru	63	67	61	60	65	66	60	59	250	251	6.8	A	14.0	B	19.7	234.4	0.06
	7	5	17	NB	Left	39	29	9	5	44	28	5	5	82	82	36.1	D			27.3	234.4	0.00
	7	9	7	SB	Thru	90	99	102	74	101	94	98	69	362	365	8.6	A	8.3	A	18.4	237.9	0.16
	7	9	17	SB	Right	80	73	45	36	80	67	47	37	231	234	7.8	A			24.5	253.2	0.20
	7	76	6	EB	Left	22	26	42	24	23	29	43	19	114	114	30.5	C	24.8	C	18.4	137.0	0.00
	7	77	7	EB	Right	14	9	9	10	14	10	9	9	42	42	9.3	A			1.9	62.3	0.00
																					Percent cases with GEH statistic < 5	94%
																					FHWA Calibration Criteria	Met

Vissim Intersection Node Evaluation – PM Peak

Intersection	Node No	From Link	To Link	Movement		Average Volume Served (vehicles)				Field Volume				Peak Hour Field Volume	Peak Hour Model Volume	All Vehicle Delay (s)	LOS	Delay by Approach (s)	LOS by Approach	Average Queue (ft)	Max. Queue (ft)	GEH Factor
						900-1800	1800-2700	2700-3600	3600-4500	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	6:45-7:45PM	900-4500							0-60 Min
West Access Road N	1	11	11	WB	Thru	41	55	44	49	40	54	42	51	187	189	0.0	A	0.0	A	0.0	0.0	0.15
	1	15	15	EB	Thru	40	58	45	45	45	53	47	48	193	188	0.1	A	0.1	A	0.0	0.0	0.36
West Access Road S	2	16	16	EB	Thru	58	65	47	33	58	68	48	32	206	203	0.1	A	0.1	A	0.0	0.0	0.21
	2	17	17	WB	Thru	34	31	28	37	29	29	28	36	122	130	0.0	A	0.0	A	0.0	0.0	0.71
East Access Road N	3	37	37	EB	Thru	16	12	7	10	11	7	4	8	30	45	0.0	A	0.0	A	0.0	0.0	2.45
	3	39	39	WB	Thru	21	25	20	20	24	22	22	19	87	86	0.1	A	0.1	A	0.0	0.0	0.11
East Access Road S	4	31	31	EB	Thru	3	2	1	3	9	9	5	8	31	9	0.0	A	0.0	A	0.0	0.0	4.92
	4	34	34	WB	Thru	17	26	18	20	18	38	19	25	100	81	0.0	A	0.0	A	0.0	0.0	2.00
Spur 149	5	55	53	SB	Right	0	0	0	0	0	0	0	0	0	0	0.0	A			0.0	0.0	0.00
	5	55	58	SB	Thru	0	0	0	0	0	0	0	0	0	0	0.0	A	0.0	A	0.0	0.0	0.00
	5	55	60	SB	Left	0	0	0	0	0	0	0	0	0	0	0.0	A			0.0	0.0	0.00
	5	59	53	NB	Left	24	35	17	31	27	35	24	29	115	107	26.7	D			29.6	195.6	0.76
	5	59	56	NB	Thru	0	0	0	0	0	0	0	0	0	0	0.0	A	18.8	C	0.0	195.6	0.00
	5	59	60	NB	Right	109	96	144	115	112	103	156	123	494	464	16.9	C			35.5	200.9	1.37
	5	62	56	EB	Left	1	1	0	0	2	2	0	0	4	2	34.1	D			26.1	209.2	1.15
	5	62	58	EB	Right	19	14	16	25	18	13	21	22	74	74	10.1	B	14.4	B	37.2	223.2	0.00
	5	62	60	EB	Thru	177	148	202	182	171	146	216	181	714	709	14.8	B			30.2	209.2	0.19
	5	72	53	WB	Thru	210	187	208	215	207	187	210	220	824	820	5.9	A			34.3	223.6	0.14
	5	72	56	WB	Right	0	0	0	0	0	0	0	0	0	0	0.0	A	11.0	B	0.0	250.1	0.00
	5	72	58	WB	Left	51	43	48	52	53	38	58	51	200	194	32.2	D			34.5	223.6	0.43
FM 149 N	6	10	9	SB	Thru	92	91	90	105	93	92	93	100	378	378	9.6	A	9.4	A	16.9	216.3	0.00
	6	10	11	SB	Right	20	36	31	32	19	35	30	34	118	119	8.4	A			22.5	256.7	0.09
	6	13	8	NB	Thru	135	135	123	119	137	138	121	116	512	512	6.2	A	11.0	B	23.8	277.6	0.00
	6	13	11	NB	Left	22	19	13	16	21	19	12	17	69	70	46.7	E			24.1	277.6	0.12
	6	78	8	EB	Left	38	47	41	40	41	45	41	42	169	166	38.6	E	35.1	E	33.2	187.1	0.23
	6	79	9	EB	Right	4	8	5	5	4	8	6	6	24	22	8.9	A			0.9	44.1	0.42
FM 149 S	7	5	6	NB	Thru	118	108	100	116	124	109	99	114	446	442	7.2	A	7.7	A	13.4	230.1	0.19
	7	5	17	NB	Left	2	2	1	4	2	2	1	5	10	9	28.5	D			13.2	230.1	0.32
	7	9	7	SB	Thru	65	69	68	77	70	73	72	75	290	279	8.2	A	7.5	A	9.6	147.2	0.65
	7	9	17	SB	Right	31	29	28	33	27	27	27	31	112	121	5.9	A			13.2	162.5	0.83
	7	76	6	EB	Left	40	46	35	20	34	48	34	19	135	141	32.5	D	24.6	C	25.1	156.8	0.51
	7	77	7	EB	Right	20	19	12	14	24	20	14	13	71	65	7.4	A			2.4	59.4	0.73

Percent cases with GEH statistic < 5	100%
FHWA Calibration Criteria	Met

APPENDIX H

SHORT-TERM IMPROVEMENT LAYOUTS

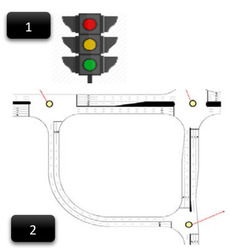
Due to file size, layouts are located
in a separate PDF file.

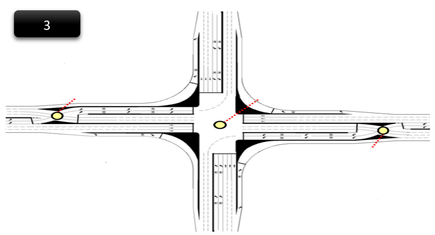
APPENDIX I

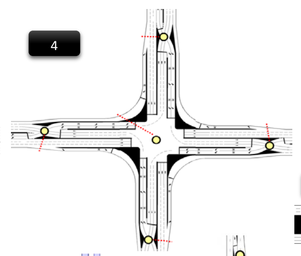
INNOVATIVE INTERSECTIONS – CAP-X ANALYSIS

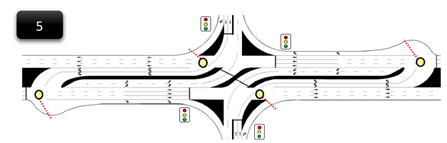
Junction Analysis at FM 1488 and FM 2978 - Existing Volume

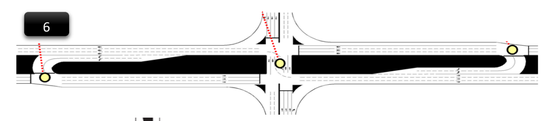
CAP-X Analysis Results for FM 1488 at FM 2978 using Existing Volumes					Evaluation of Other Factors			
Type of Intersection	Category	V/C Ratio		Improved Peak V/C Compared to Signal	Additional ROW	Accessibility	Circulation	Stakeholder/Public Input
		AM	PM					
1. Traffic Signal	Non-roundabout Intersections	0.78	0.82	-				
2. Quadrant Roadway		0.47	0.62	X	Neutral	Desirable	Desirable	
3. Partial Displaced Left Turn		0.69	0.71	X	Desirable	Neutral	Neutral	
4. Displaced Left Turn		0.57	0.58	X	Desirable	Neutral	Neutral	
5. Signalized Restricted Crossing U-Turn		1.19	1.10					
6. Partial Median U-Turn		0.73	0.76	X	Neutral	Neutral	Neutral	
7. Bowtie		0.90	0.99					
8. Split Intersection		0.65	0.92					
9. Echelon	Grade Separated Intersections	0.51	0.49	X	Neutral	Neutral	Undesirable	
10. Center Turn Overpass		0.45	0.55	X	Neutral	Neutral	Undesirable	
11. Diamond	Interchanges	0.85	0.84					
12. Partial Cloverleaf		0.42	0.39	X	Undesirable	Undesirable	Undesirable	
13. Displaced Left Turn		0.67	0.69	X	Undesirable	Undesirable	Undesirable	
14. ContrafDesirable Left Interchange		0.76	0.83					
15. Diverging Diamond Interchange		0.50	0.58	X	Undesirable	Undesirable	Undesirable	
16. Single Point		0.69	0.62	X	Undesirable	Undesirable	Undesirable	
17. Single Point with Roudabout		1.38	1.67					

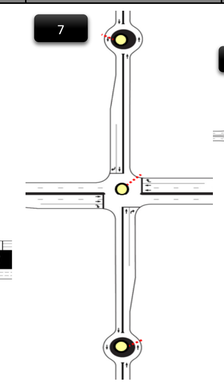


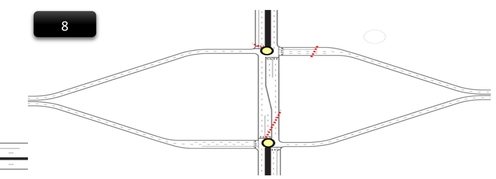


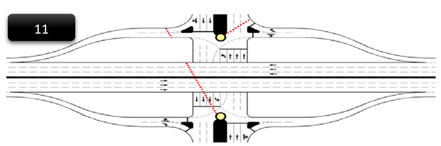


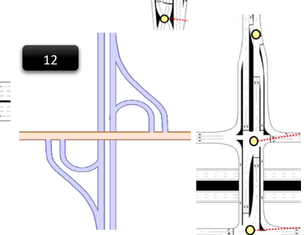


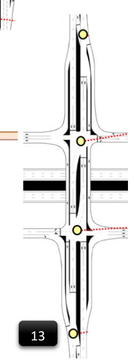


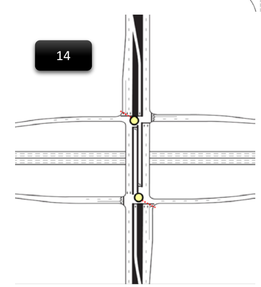


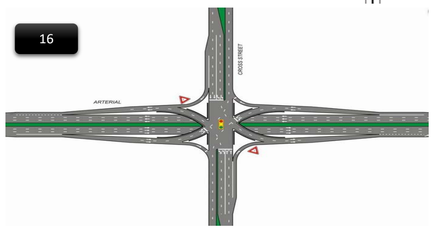


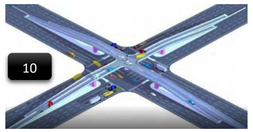


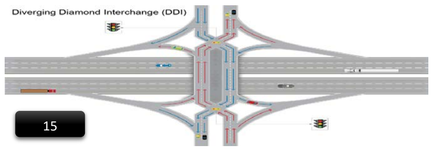


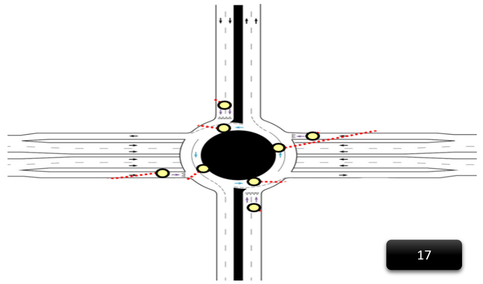






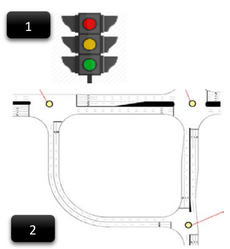
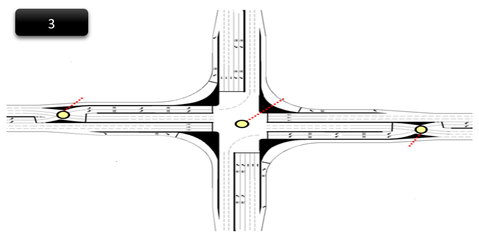
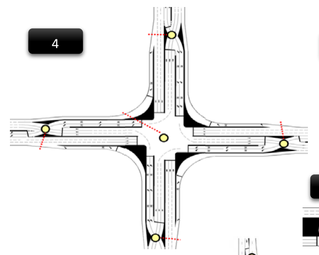
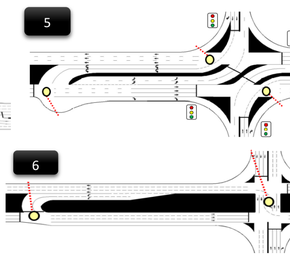
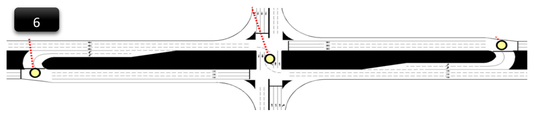
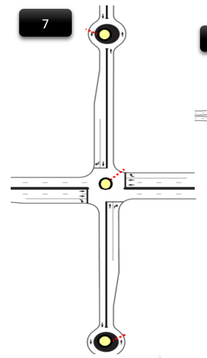
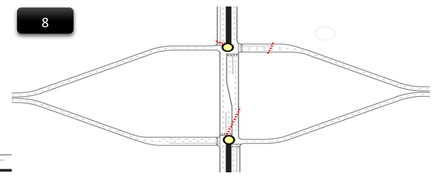


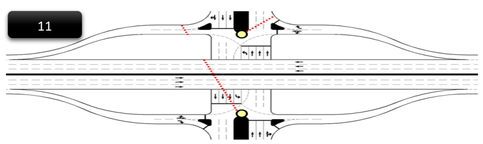
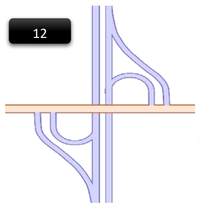
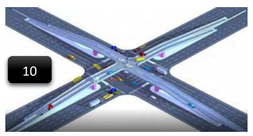
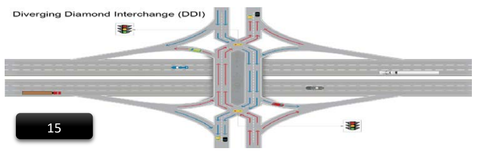


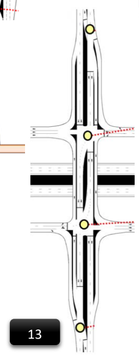
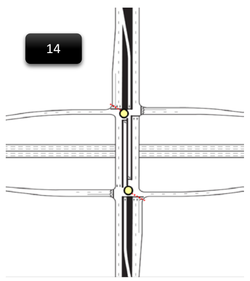
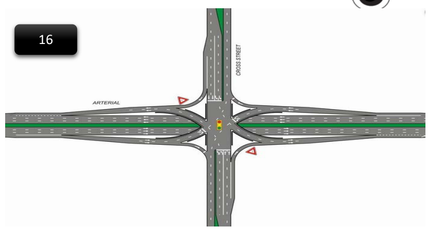


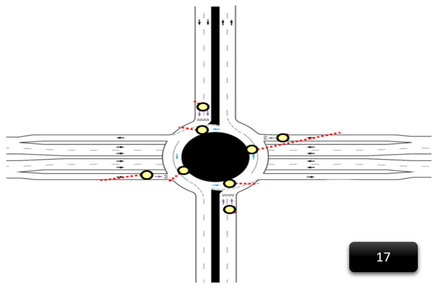
Junction Analysis at FM 1488 and FM 2978 - Future Volume

CAP-X Analysis Results for FM 1488 at FM 2978 using Future Volumes					Evaluation of Other Factors			
Type of Intersection	Category	V/C Ratio		Improved Peak V/C Compared to Signal	Additional ROW	Accessibility	Circulation	Stakeholder/Public Input
		AM	PM					
1. Traffic Signal	Non-roundabout Intersections	1.48	1.63	-				
2. Quadrant Roadway		**0.89**	1.17	X	Neutral	Desirable	Desirable	
3. Partial Displaced Left Turn		1.30	1.41	X	Desirable	Neutral	Neutral	
4. Displaced Left Turn		1.08	1.10	X	Desirable	Neutral	Neutral	
5. Signalized Restricted Crossing U-Turn		2.25	2.08					
6. Partial Median U-Turn		1.38	1.62	X	Neutral	Neutral	Neutral	
7. Bowtie		1.71	3.83					
8. Split Intersection		1.23	1.75					
9. Echelon	Grade Separated Intersections	**0.97**	**0.92**	X	Neutral	Neutral	Undesirable	
10. Center Turn Overpass		**0.84**	1.21	X	Neutral	Neutral	Undesirable	
11. Diamond	Interchanges	1.62	1.60					
12. Partial Cloverleaf		**0.79**	**0.75**	X	Undesirable	Undesirable	Undesirable	
13. Displaced Left Turn		1.27	1.31	X	Undesirable	Undesirable	Undesirable	
14. ContrafDesirable Left Interchange		1.43	1.57	X	Undesirable	Undesirable	Undesirable	
15. Diverging Diamond Interchange		**0.95**	1.10	X	Undesirable	Undesirable	Undesirable	
16. Single Point		1.30	1.18	X	Undesirable	Undesirable	Undesirable	
17. Single Point with Roudabout		6.19	8.01					

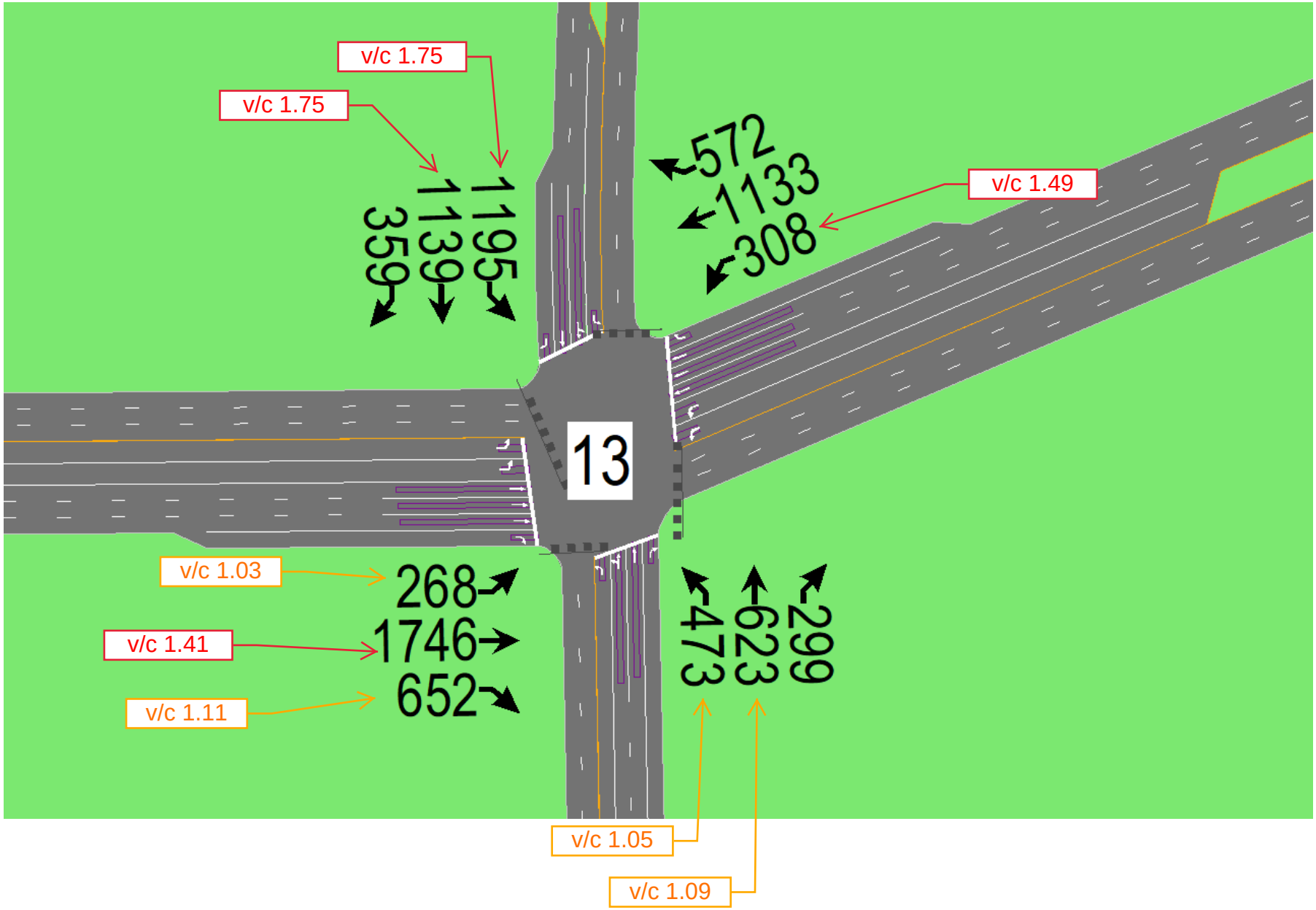
1

2

3

4

5

6

7

8

9

11

12

10


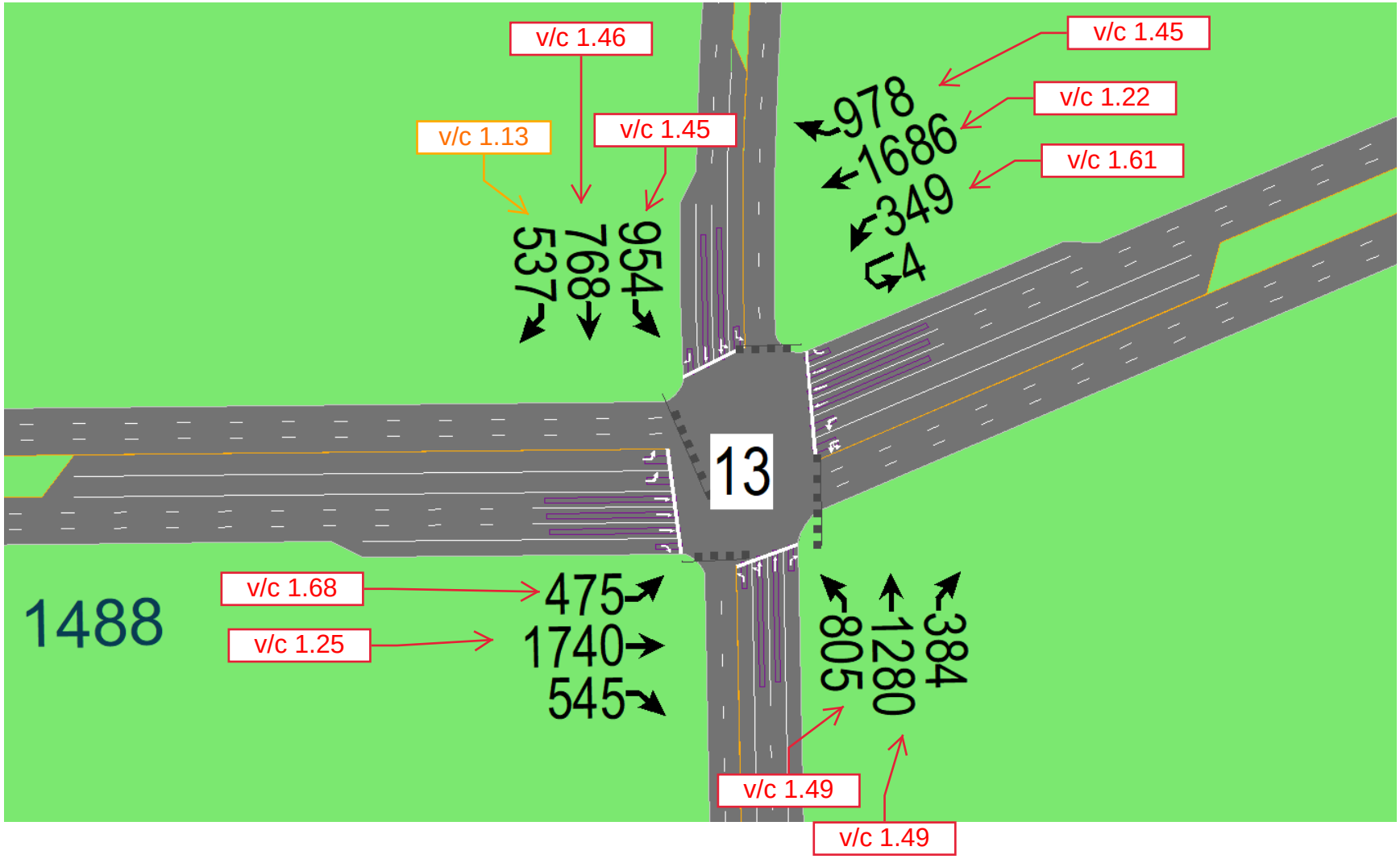
15

13

14


16

17

FM 1488 @ FM 2978 Synchro Future AM Peak



FM 1488 @ FM 2978 Synchro Future PM Peak



Lanes, Volumes, Timings
13: FM 2978/Honea Egypt Rd & FM 1488

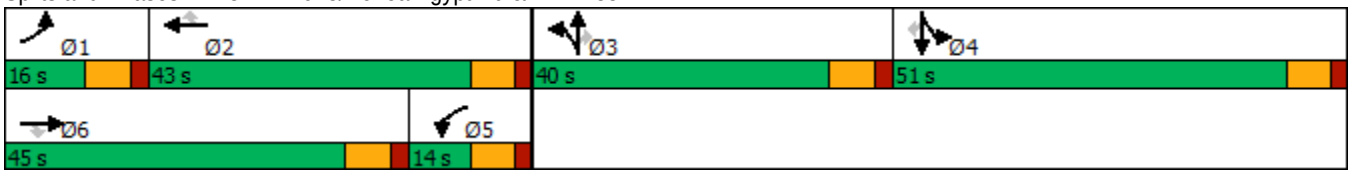
08/19/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	900	336	159	584	295	244	321	154	616	587	185
Future Volume (vph)	138	900	336	159	584	295	244	321	154	616	587	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	12	12	12	12	12	12	12
Storage Length (ft)	450		230	400		215	240		430	200		100
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.988		0.950	0.987	
Satd. Flow (prot)	3891	5036	1482	3891	4988	1568	1610	3206	1538	1595	3338	1553
Flt Permitted	0.950			0.950			0.950	0.988		0.950	0.987	
Satd. Flow (perm)	3891	5036	1482	3891	4988	1568	1610	3206	1538	1595	3338	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			347			425			182			182
Link Speed (mph)		45			45			55			45	
Link Distance (ft)		1340			822			2260			1038	
Travel Time (s)		20.3			12.5			28.0			15.7	
Peak Hour Factor	0.84	0.90	0.89	0.80	0.92	0.93	0.78	0.97	0.88	0.89	0.84	0.76
Growth Factor	194%	194%	194%	194%	194%	194%	194%	194%	194%	194%	194%	194%
Heavy Vehicles (%)	2%	3%	9%	2%	4%	3%	2%	8%	5%	3%	2%	4%
Adj. Flow (vph)	319	1940	732	386	1231	615	607	642	340	1343	1356	472
Shared Lane Traffic (%)							33%			35%		
Lane Group Flow (vph)	319	1940	732	386	1231	615	407	842	340	873	1826	472
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	100	20	20	100	20	20	100	20	20	100	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases			6			2			3			4
Detector Phase	1	6	6	5	2	2	3	3	3	4	4	4
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0	36.0	40.0	40.0	40.0	36.0	36.0	36.0
Total Split (s)	16.0	45.0	45.0	14.0	43.0	43.0	40.0	40.0	40.0	51.0	51.0	51.0
Total Split (%)	10.7%	30.0%	30.0%	9.3%	28.7%	28.7%	26.7%	26.7%	26.7%	34.0%	34.0%	34.0%
Maximum Green (s)	9.0	38.0	38.0	7.0	36.0	36.0	33.0	33.0	33.0	44.0	44.0	44.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0	28.0	28.0	28.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	12.0	41.0	41.0	10.0	39.0	39.0	36.0	36.0	36.0	47.0	47.0	47.0
Actuated g/C Ratio	0.08	0.27	0.27	0.07	0.26	0.26	0.24	0.24	0.24	0.31	0.31	0.31
v/c Ratio	1.03	1.41	1.11	1.49	0.95	0.85	1.05	1.09	0.67	1.75	1.75	0.77
Control Delay	123.7	228.6	96.8	284.8	69.9	28.2	114.4	113.5	30.5	377.0	371.8	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.7	228.6	96.8	284.8	69.9	28.2	114.4	113.5	30.5	377.0	371.8	37.7
LOS	F	F	F	F	E	C	F	F	C	F	F	D
Approach Delay		185.2			95.6			96.0			323.5	
Approach LOS		F			F			F			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.75	
Intersection Signal Delay: 194.9	Intersection LOS: F
Intersection Capacity Utilization 120.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: FM 2978/Honea Egypt Rd & FM 1488



Lanes, Volumes, Timings
13: FM 2978/Honea Egypt Rd & FM 1488

08/19/2019

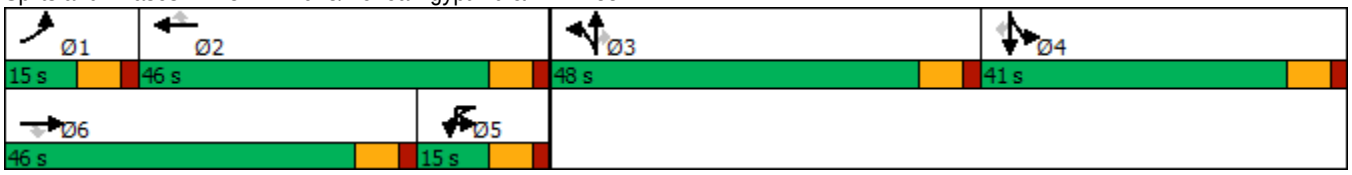
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	245	897	281	2	180	869	504	415	660	198	492	396
Future Volume (vph)	245	897	281	2	180	869	504	415	660	198	492	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Storage Length (ft)	450		230		300		215	240		430	200	
Storage Lanes	2		1		2		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950	0.994		0.950	0.984
Satd. Flow (prot)	3891	5085	1583	0	3891	5085	1583	1610	3370	1583	1610	3336
Flt Permitted	0.950				0.950			0.950	0.994		0.950	0.984
Satd. Flow (perm)	3891	5085	1583	0	3891	5085	1583	1610	3370	1583	1610	3336
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			327				448			182		
Link Speed (mph)		40				45			55			45
Link Distance (ft)		1021				822			2260			1038
Travel Time (s)		17.4				12.5			28.0			15.7
Peak Hour Factor	0.99	0.98	0.87	0.25	0.79	0.97	0.88	0.93	0.98	0.84	0.98	0.96
Growth Factor	194%	194%	194%	194%	194%	194%	194%	194%	194%	194%	194%	194%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	480	1776	627	16	442	1738	1111	866	1307	457	974	800
Shared Lane Traffic (%)								19%			41%	
Lane Group Flow (vph)	480	1776	627	0	458	1738	1111	701	1472	457	575	1199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		32				32			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	0.85	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	100	20	20	20	100	20	20	100	20	20	100
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	5	2		3	3		4	4
Permitted Phases			6				2			3		
Detector Phase	1	6	6	5	5	2	2	3	3	3	4	4
Switch Phase												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	277
Future Volume (vph)	277
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	182
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Growth Factor	194%
Heavy Vehicles (%)	3%
Adj. Flow (vph)	591
Shared Lane Traffic (%)	
Lane Group Flow (vph)	591
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	36.0	36.0	12.0	12.0	36.0	36.0	40.0	40.0	40.0	36.0	36.0
Total Split (s)	15.0	46.0	46.0	15.0	15.0	46.0	46.0	48.0	48.0	48.0	41.0	41.0
Total Split (%)	10.0%	30.7%	30.7%	10.0%	10.0%	30.7%	30.7%	32.0%	32.0%	32.0%	27.3%	27.3%
Maximum Green (s)	8.0	39.0	39.0	8.0	8.0	39.0	39.0	41.0	41.0	41.0	34.0	34.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		5.0	5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		24.0	24.0			24.0	24.0	28.0	28.0	28.0	24.0	24.0
Pedestrian Calls (#/hr)		0	0			0	0	0	0	0	0	0
Act Effct Green (s)	11.0	42.0	42.0		11.0	42.0	42.0	44.0	44.0	44.0	37.0	37.0
Actuated g/C Ratio	0.07	0.28	0.28		0.07	0.28	0.28	0.29	0.29	0.29	0.25	0.25
v/c Ratio	1.68	1.25	0.92		1.61	1.22	1.45	1.49	1.49	0.77	1.45	1.46
Control Delay	361.7	161.9	45.2		330.0	151.2	234.3	266.6	263.0	38.4	255.2	252.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	361.7	161.9	45.2		330.0	151.2	234.3	266.6	263.0	38.4	255.2	252.6
LOS	F	F	D		F	F	F	F	F	D	F	F
Approach Delay		169.8				203.9			224.9			218.8
Approach LOS		F				F			F			F

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 203.2	Intersection LOS: F
Intersection Capacity Utilization 131.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: FM 2978/Honea Egypt Rd & FM 1488



Lane Group	SBR
Minimum Initial (s)	5.0
Minimum Split (s)	36.0
Total Split (s)	41.0
Total Split (%)	27.3%
Maximum Green (s)	34.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-3.0
Total Lost Time (s)	4.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	24.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	37.0
Actuated g/C Ratio	0.25
v/c Ratio	1.13
Control Delay	115.0
Queue Delay	0.0
Total Delay	115.0
LOS	F
Approach Delay	
Approach LOS	

Intersection Summary

APPENDIX J

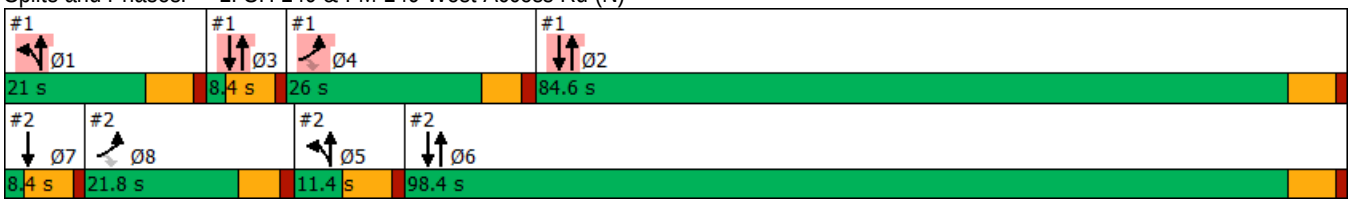
PROPOSED SYNCHRO LOS CALCULATIONS

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø5	Ø6	Ø7	Ø8
Lane Configurations												
Traffic Volume (vph)	64	120	63	280	551	83						
Future Volume (vph)	64	120	63	280	551	83						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	12	12	12	12	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)	0	300	100			0						
Storage Lanes	1	1	1			0						
Taper Length (ft)	25		25									
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt		0.850			0.980							
Flt Protected	0.950		0.950									
Satd. Flow (prot)	1719	1583	1719	1810	1810	0						
Flt Permitted	0.950		0.950									
Satd. Flow (perm)	1719	1583	1719	1810	1810	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)		214			11							
Link Speed (mph)	40			55	55							
Link Distance (ft)	1916			505	700							
Travel Time (s)	32.7			6.3	8.7							
Lane Group Flow (vph)	80	214	91	329	741	0						
Turn Type	Prot	Perm	Prot	NA	NA							
Protected Phases	4		1	1 2 3	2 3		2	3	5	6	7	8
Permitted Phases		4										
Detector Phase	4	4	1	1 2 3	2 3							
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0				12.0	2.0	5.0	12.0	2.0	5.0
Minimum Split (s)	10.8	10.8	16.4				18.4	8.4	11.4	18.4	8.4	10.8
Total Split (s)	26.0	26.0	21.0				84.6	8.4	11.4	98.4	8.4	21.8
Total Split (%)	18.6%	18.6%	15.0%				60%	6%	8%	70%	6%	16%
Yellow Time (s)	4.3	4.3	5.1				5.1	5.1	5.1	5.1	5.1	4.3
All-Red Time (s)	1.5	1.5	1.3				1.3	1.3	1.3	1.3	1.3	1.5
Lost Time Adjust (s)	-1.5	-1.5	-1.5									
Total Lost Time (s)	4.3	4.3	4.9									
Lead/Lag	Lead	Lead	Lead				Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None				Min	None	None	Min	None	None
Act Effct Green (s)	9.5	9.5	12.6	61.3	38.5							
Actuated g/C Ratio	0.12	0.12	0.16	0.76	0.48							
v/c Ratio	0.40	0.57	0.34	0.24	0.85							
Control Delay	43.3	12.6	53.3	4.7	26.1							
Queue Delay	0.0	0.0	0.0	0.1	0.0							
Total Delay	43.3	12.6	53.3	4.8	26.1							
LOS	D	B	D	A	C							
Approach Delay	20.9			15.3	26.1							
Approach LOS	C			B	C							
Queue Length 50th (ft)	35	0	46	59	242							
Queue Length 95th (ft)	89	0	94	126	442							

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø5	Ø6	Ø7	Ø8
Internal Link Dist (ft)	1836			425	620							
Turn Bay Length (ft)		300	100									
Base Capacity (vph)	484	600	359	1688	1689							
Starvation Cap Reductn	0	0	0	483	0							
Spillback Cap Reductn	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	0.17	0.36	0.25	0.27	0.44							

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 80.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: SH 149 & FM 149 West Access Rd (N)

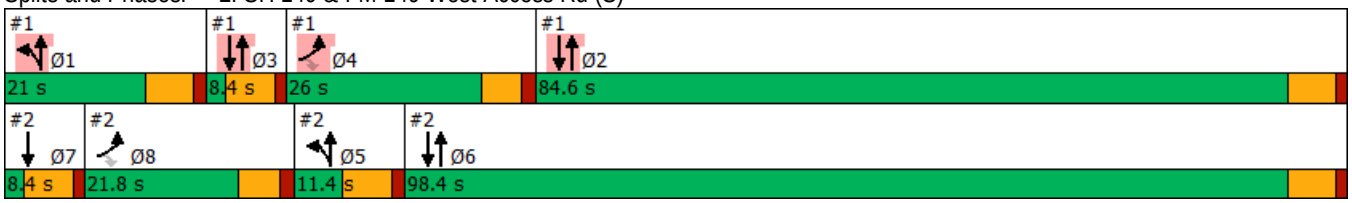


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø6	Ø7
Lane Configurations												
Traffic Volume (vph)	79	51	17	243	235	95						
Future Volume (vph)	79	51	17	243	235	95						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	12	12	12	12	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)	0	300	100			0						
Storage Lanes	1	1	1			0						
Taper Length (ft)	25		25									
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt		0.850			0.963							
Flt Protected	0.950		0.950									
Satd. Flow (prot)	1752	1583	1770	1776	1781	0						
Flt Permitted	0.950		0.950									
Satd. Flow (perm)	1752	1583	1770	1776	1781	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)		60			35							
Link Speed (mph)	40			55	55							
Link Distance (ft)	1973			1004	505							
Travel Time (s)	33.6			12.4	6.3							
Lane Group Flow (vph)	116	60	24	279	442	0						
Turn Type	Prot	Perm	Prot	NA	NA							
Protected Phases	8		5	6 5	6 7		1	2	3	4	6	7
Permitted Phases		8										
Detector Phase	8	8	5	6 5	6 7							
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0				10.0	12.0	2.0	5.0	12.0	2.0
Minimum Split (s)	10.8	10.8	11.4				16.4	18.4	8.4	10.8	18.4	8.4
Total Split (s)	21.8	21.8	11.4				21.0	84.6	8.4	26.0	98.4	8.4
Total Split (%)	15.6%	15.6%	8.1%				15%	60%	6%	19%	70%	6%
Yellow Time (s)	4.3	4.3	5.1				5.1	5.1	5.1	4.3	5.1	5.1
All-Red Time (s)	1.5	1.5	1.3				1.3	1.3	1.3	1.5	1.3	1.3
Lost Time Adjust (s)	-1.5	-1.5	-1.5									
Total Lost Time (s)	4.3	4.3	4.9									
Lead/Lag	Lag	Lag	Lead				Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	None				None	Min	None	None	Min	None
Act Effct Green (s)	11.0	11.0	6.8	51.0	47.9							
Actuated g/C Ratio	0.14	0.14	0.08	0.63	0.60							
v/c Ratio	0.49	0.22	0.16	0.25	0.41							
Control Delay	42.7	12.7	44.8	6.9	3.3							
Queue Delay	0.0	0.0	0.0	0.0	0.0							
Total Delay	42.7	12.7	44.8	6.9	3.3							
LOS	D	B	D	A	A							
Approach Delay	32.5			9.9	3.3							
Approach LOS	C			A	A							
Queue Length 50th (ft)	51	0	11	51	35							
Queue Length 95th (ft)	98	33	35	97	42							

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø6	Ø7
Internal Link Dist (ft)	1893			924	425							
Turn Bay Length (ft)		300	100									
Base Capacity (vph)	398	406	149	1759	1728							
Starvation Cap Reductn	0	0	0	0	192							
Spillback Cap Reductn	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	0.29	0.15	0.16	0.16	0.29							

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 80.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 30.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: SH 149 & FM 149 West Access Rd (S)



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	2	936	162	189	1060	0	191	0	202	0	0
Future Volume (vph)	1	2	936	162	189	1060	0	191	0	202	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	10
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		80		200	180		0	0		155	0	
Storage Lanes		1		1	1		0	0		1	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850						0.850		0.865
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1770	3505	1524	1770	3539	0	0	1752	1524	0	1504
Flt Permitted					0.950				0.950			
Satd. Flow (perm)	0	1863	3505	1524	1770	3539	0	0	1752	1524	0	1504
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				179						236		187
Link Speed (mph)			50			55			55			30
Link Distance (ft)			1580			4950			1572			309
Travel Time (s)			21.5			61.4			19.5			7.0
Lane Group Flow (vph)	0	12	965	180	278	1559	0	0	285	285	0	4
Turn Type	custom	Prot	NA	Perm	Prot	NA		Split	NA	Perm		NA
Protected Phases		1	6		5	2		3	3			4
Permitted Phases	1			6						3	4	
Detector Phase	1	1	6	6	5	2		3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	27.0	27.0	12.0	27.0		11.0	11.0	11.0	11.0	11.0
Total Split (s)	12.0	12.0	57.0	57.0	36.0	81.0		36.0	36.0	36.0	11.0	11.0
Total Split (%)	8.6%	8.6%	40.7%	40.7%	25.7%	57.9%		25.7%	25.7%	25.7%	7.9%	7.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.5	-1.5	0.0	-1.5	-1.5			-1.5	0.0		-1.5
Total Lost Time (s)		5.5	5.5	7.0	5.5	5.5			4.5	6.0		4.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	C-Min		None	None	None	None	None
Act Effct Green (s)		6.5	69.6	68.1	25.9	96.3			26.7	25.2		6.5
Actuated g/C Ratio		0.05	0.50	0.49	0.18	0.69			0.19	0.18		0.05
v/c Ratio		0.14	0.55	0.22	0.85	0.64			0.85	0.61		0.02
Control Delay		68.0	28.3	4.6	83.6	10.6			77.6	16.2		0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0
Total Delay		68.0	28.3	4.6	83.6	10.6			77.6	16.2		0.0
LOS		E	C	A	F	B			E	B		A
Approach Delay			25.0			21.6			46.9			
Approach LOS			C			C			D			
Queue Length 50th (ft)		11	312	0	260	280			252	38		0
Queue Length 95th (ft)		9	484	52	213	237			81	50		0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)			1500			4870			1492			229
Turn Bay Length (ft)		80		200	180					155		
Base Capacity (vph)		86	1743	833	385	2433			394	512		248
Starvation Cap Reductn		0	0	0	0	0			0	0		0
Spillback Cap Reductn		0	0	0	0	0			0	0		0
Storage Cap Reductn		0	0	0	0	0			0	0		0
Reduced v/c Ratio		0.14	0.55	0.22	0.72	0.64			0.72	0.56		0.02

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 110 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 26.8	Intersection LOS: C
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Spur 149/Heritage Pl & FM 1488

Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	1124	1231	16	0	73
Future Volume (vph)	6	1124	1231	16	0	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	130			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	3505	3532	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3505	3532	0	0	1611
Link Speed (mph)		55	55		20	
Link Distance (ft)		4950	373		349	
Travel Time (s)		61.4	4.6		11.9	
Lane Group Flow (vph)	8	1354	1661	0	0	114
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	1106	1123	15	55	55
Future Volume (vph)	14	1106	1123	15	55	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1583	3505	5085	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1583	3505	5085	1583	1770	1583
Link Speed (mph)		55	55		20	
Link Distance (ft)		566	1088		345	
Travel Time (s)		7.0	13.5		11.8	
Lane Group Flow (vph)	20	1301	1560	28	72	87
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1212	11	19	1153	28	81
Future Volume (vph)	1212	11	19	1153	28	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		200	100		0	200
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5036	1482	1948	3505	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5036	1482	1948	3505	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		16				119
Link Speed (mph)	55			55	25	
Link Distance (ft)	1088			533	517	
Travel Time (s)	13.5			6.6	14.1	
Lane Group Flow (vph)	1393	16	24	1601	52	119
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	10.5	22.5	22.5	22.5
Total Split (s)	96.0	96.0	14.0	110.0	30.0	30.0
Total Split (%)	68.6%	68.6%	10.0%	78.6%	21.4%	21.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Min	C-Min
Act Effct Green (s)	91.5	91.5	6.4	99.2	29.8	29.8
Actuated g/C Ratio	0.65	0.65	0.05	0.71	0.21	0.21
v/c Ratio	0.42	0.02	0.27	0.65	0.14	0.28
Control Delay	5.0	0.5	80.6	11.8	53.1	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	0.5	80.6	11.8	53.1	10.9
LOS	A	A	F	B	D	B
Approach Delay	5.0			12.8	23.8	
Approach LOS	A			B	C	
Queue Length 50th (ft)	45	0	23	115	43	0
Queue Length 95th (ft)	83	m1	m43	216	50	20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	1008			453	437	
Turn Bay Length (ft)		200	100			200
Base Capacity (vph)	3419	1011	118	2711	425	471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.02	0.20	0.59	0.12	0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 97 (69%), Referenced to phase 2:NBL and 6:, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 45.2%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

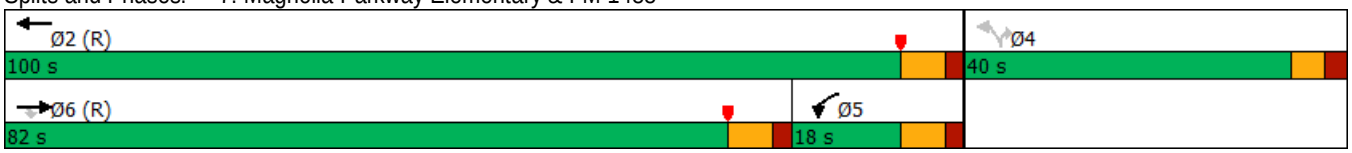
Splits and Phases: 6: Thousand Oaks Blvd & FM 1488

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1230	114	44	927	46	29
Future Volume (vph)	1230	114	44	927	46	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	14	13
Grade (%)	0%			0%	0%	
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1553	2006	3505	1888	1636
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1553	2006	3505	1888	1636
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		137				56
Link Speed (mph)	55			50	30	
Link Distance (ft)	2185			3742	609	
Travel Time (s)	27.1			51.0	13.8	
Lane Group Flow (vph)	1337	193	72	1571	96	56
Turn Type	NA	Perm	Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases		6			4	4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	37.7	37.7	11.7	21.7	40.0	40.0
Total Split (s)	82.0	82.0	18.0	100.0	40.0	40.0
Total Split (%)	58.6%	58.6%	12.9%	71.4%	28.6%	28.6%
Yellow Time (s)	4.7	4.7	4.7	4.7	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5
Lost Time Adjust (s)	-1.5	0.0	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.2	6.7	5.2	5.2	4.5	4.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	102.8	101.3	11.4	116.8	13.5	13.5
Actuated g/C Ratio	0.73	0.72	0.08	0.83	0.10	0.10
v/c Ratio	0.51	0.17	0.44	0.54	0.53	0.27
Control Delay	4.5	1.8	56.7	3.8	70.0	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	1.8	56.7	3.8	70.0	16.7
LOS	A	A	E	A	E	B
Approach Delay	4.1			6.1	50.4	
Approach LOS	A			A	D	
Queue Length 50th (ft)	87	0	58	131	85	0
Queue Length 95th (ft)	175	7	69	111	72	4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	2105			3662	529	
Turn Bay Length (ft)		200	200			
Base Capacity (vph)	2597	1161	190	2923	478	456
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.17	0.38	0.54	0.20	0.12

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 135 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 48.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Magnolia Parkway Elementary & FM 1488



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1254	25	24	890	7	51	1	81	2	1	1
Future Volume (vph)	0	1254	25	24	890	7	51	1	81	2	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12	12	10	10	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	80		0	205		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.999				0.850		0.955	
Flt Protected				0.950				0.955			0.984	
Satd. Flow (prot)	2111	3527	0	1671	3502	0	0	1660	1478	0	1984	0
Flt Permitted				0.950				0.728			0.912	
Satd. Flow (perm)	2111	3527	0	1671	3502	0	0	1266	1478	0	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1				104		4	
Link Speed (mph)		55			50			25			25	
Link Distance (ft)		3742			3775			345			165	
Travel Time (s)		46.4			51.5			9.4			4.5	
Lane Group Flow (vph)	0	1490	0	36	1471	0	0	84	104	0	12	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8		8	4		
Detector Phase	1	6		5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	44.0		12.0	32.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	12.0	99.0		15.0	102.0		26.0	26.0	26.0	26.0	26.0	
Total Split (%)	8.6%	70.7%		10.7%	72.9%		18.6%	18.6%	18.6%	18.6%	18.6%	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5	-1.5		-1.5	
Total Lost Time (s)	5.5	5.5		5.5	5.5			4.5	4.5		4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)		102.7		9.1	114.9			15.1	15.1		15.1	
Actuated g/C Ratio		0.73		0.06	0.82			0.11	0.11		0.11	
v/c Ratio		0.58		0.33	0.51			0.62	0.41		0.06	
Control Delay		3.1		75.2	5.7			77.7	14.4		42.0	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		3.1		75.2	5.7			77.7	14.4		42.0	
LOS		A		E	A			E	B		D	
Approach Delay		3.1			7.3			42.7			42.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)		73		33	94			74	0		7	
Queue Length 95th (ft)		60		50	148			32	35		5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3662			3695			265			85	
Turn Bay Length (ft)				205								
Base Capacity (vph)		2602		121	2873			194	315		285	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.57		0.30	0.51			0.43	0.33		0.04	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 31 (22%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

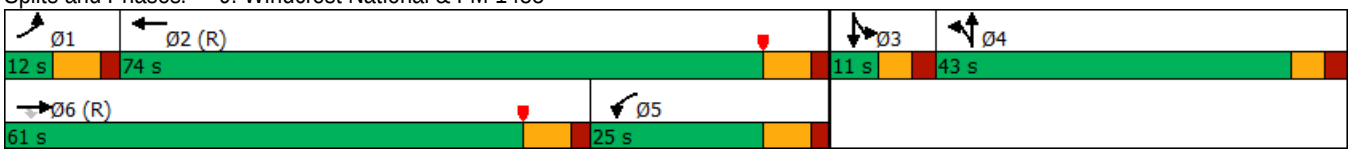
Splits and Phases: 8: Lake Windcrest Blvd & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1276	62	168	810	0	27	0	104	0	0	0
Future Volume (vph)	0	1276	62	168	810	0	27	0	104	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	12	12	12	12	12	8	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	100		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	2111	3471	1583	2006	3471	0	1687	1568	0	0	1614	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	2111	3471	1583	2006	3471	0	1687	1568	0	0	1614	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125					365				
Link Speed (mph)		55			50			25			25	
Link Distance (ft)		6253			3617			518			164	
Travel Time (s)		77.5			49.3			14.1			4.5	
Lane Group Flow (vph)	0	1402	93	295	862	0	44	108	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA				
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6									
Detector Phase	1	6	6	5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	55.0	55.0	12.0	22.0		43.0	43.0		11.0	11.0	
Total Split (s)	12.0	61.0	61.0	25.0	74.0		43.0	43.0		11.0	11.0	
Total Split (%)	8.6%	43.6%	43.6%	17.9%	52.9%		30.7%	30.7%		7.9%	7.9%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-3.0	-3.0	0.0	-3.0	-3.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	4.0	4.0	7.0	4.0	4.0		4.0	4.0			4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)		90.4	87.4	27.4	121.8		10.2	10.2				
Actuated g/C Ratio		0.65	0.62	0.20	0.87		0.07	0.07				
v/c Ratio		0.63	0.09	0.75	0.29		0.36	0.24				
Control Delay		4.4	0.3	72.7	1.5		69.1	1.2				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		4.4	0.3	72.7	1.5		69.1	1.2				
LOS		A	A	E	A		E	A				
Approach Delay		4.1			19.6			20.9				
Approach LOS		A			B			C				
Queue Length 50th (ft)		91	0	282	41		39	0				
Queue Length 95th (ft)		70	0	242	16		52	0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		6173			3537			438			84	
Turn Bay Length (ft)			200	100								
Base Capacity (vph)		2241	1035	392	3020		469	700				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.63	0.09	0.75	0.29		0.09	0.15				

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 118 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Windcrest National & FM 1488



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1485	36	0	1003	0	54
Future Volume (vph)	1485	36	0	1003	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	100		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.993					0.865
Flt Protected						
Satd. Flow (prot)	3416	0	0	3471	0	1550
Flt Permitted						
Satd. Flow (perm)	3416	0	0	3471	0	1550
Link Speed (mph)	50			50	35	
Link Distance (ft)	3617			653	606	
Travel Time (s)	49.3			8.9	11.8	
Lane Group Flow (vph)	1603	0	0	1056	0	72
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	18	11	1572	0	1	1	1006	32	1	0	0	95
Future Volume (vph)	18	11	1572	0	1	1	1006	32	1	0	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	16	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		200		0		200		435	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.850				
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	2006	3471	0	0	2006	3471	1524	0	902	1863	0
Flt Permitted		0.950								0.485		
Satd. Flow (perm)	0	2006	3471	0	0	2111	3471	1524	0	461	1863	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)								76				
Link Speed (mph)			50				45			30		
Link Distance (ft)			653				2365			178		
Travel Time (s)			8.9				35.8			4.0		
Lane Group Flow (vph)	0	44	1709	0	0	8	1048	52	0	4	0	0
Turn Type	Prot	Prot	NA		custom	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6			5	2			4		
Permitted Phases					5			2	4		4	8
Detector Phase	1	1	6		5	5	2	2	4	4	4	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	11.7	21.7		11.7	11.7	25.7	25.7	11.0	11.0	11.0	26.0
Total Split (s)	12.1	12.1	100.6		12.4	12.4	100.9	100.9	27.0	27.0	27.0	27.0
Total Split (%)	8.6%	8.6%	71.9%		8.9%	8.9%	72.1%	72.1%	19.3%	19.3%	19.3%	19.3%
Yellow Time (s)	4.7	4.7	4.7		4.7	4.7	4.7	4.7	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		-2.7	-2.7			-2.7	-2.7	-2.7		-2.0	-2.0	
Total Lost Time (s)		4.0	4.0			4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min		None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		9.6	110.8			8.3	102.0	102.0		18.8		
Actuated g/C Ratio		0.07	0.79			0.06	0.73	0.73		0.13		
v/c Ratio		0.32	0.62			0.06	0.41	0.05		0.07		
Control Delay		78.3	3.7			44.5	3.2	0.4		53.0		
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.0		
Total Delay		78.3	3.7			44.5	3.2	0.4		53.0		
LOS		E	A			D	A	A		D		
Approach Delay			5.6				3.3			53.0		
Approach LOS			A				A			D		
Queue Length 50th (ft)		42	91			7	61	0		3		
Queue Length 95th (ft)		41	216			7	41	0		4		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	29
Future Volume (vph)	0	29
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected	0.950	
Satd. Flow (prot)	1770	1468
Flt Permitted	0.755	
Satd. Flow (perm)	1406	1468
Right Turn on Red		Yes
Satd. Flow (RTOR)		133
Link Speed (mph)	40	
Link Distance (ft)	513	
Travel Time (s)	8.7	
Lane Group Flow (vph)	128	48
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	26.0	26.0
Total Split (s)	27.0	27.0
Total Split (%)	19.3%	19.3%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	18.8	18.8
Actuated g/C Ratio	0.13	0.13
v/c Ratio	0.68	0.15
Control Delay	75.5	1.0
Queue Delay	0.0	0.0
Total Delay	75.5	1.0
LOS	E	A
Approach Delay	55.2	
Approach LOS	E	
Queue Length 50th (ft)	112	0
Queue Length 95th (ft)	45	0

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Internal Link Dist (ft)			573				2285			98		
Turn Bay Length (ft)		200				200		435				
Base Capacity (vph)		138	2746			129	2545	1137		75		
Starvation Cap Reductn		0	0			0	0	0		0		
Spillback Cap Reductn		0	0			0	0	0		0		
Storage Cap Reductn		0	0			0	0	0		0		
Reduced v/c Ratio		0.32	0.62			0.06	0.41	0.05		0.05		

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 52 (37%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Cimarron Way & FM 1488

Lane Group	SBT	SBR
Internal Link Dist (ft)	433	
Turn Bay Length (ft)		
Base Capacity (vph)	230	352
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.14

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1334	283	79	752	27	227	26	57	24	12	41
Future Volume (vph)	30	1334	283	79	752	27	227	26	57	24	12	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		400	245		0	0		0	100		100
Storage Lanes	1		1	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.993			0.898				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3471	1583	2006	3418	0	1770	1640	0	1736	1863	1583
Flt Permitted	0.950			0.950			0.747			0.714		
Satd. Flow (perm)	1752	3471	1583	2006	3418	0	1391	1640	0	1304	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			329		6			65				222
Link Speed (mph)		45			50			40			25	
Link Distance (ft)		2365			1144			553			278	
Travel Time (s)		35.8			15.6			9.4			7.6	
Lane Group Flow (vph)	40	1450	329	80	819	0	270	124	0	32	16	52
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.5	29.5	29.5	11.5	23.5		11.0	11.0		11.0	11.0	11.0
Total Split (s)	14.0	83.0	83.0	17.0	86.0		29.0	29.0		11.0	11.0	11.0
Total Split (%)	10.0%	59.3%	59.3%	12.1%	61.4%		20.7%	20.7%		7.9%	7.9%	7.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.5	4.5		4.5	4.5	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Act Effct Green (s)	25.6	85.7	85.7	10.8	75.7		28.9	17.8		16.4	6.6	5.1
Actuated g/C Ratio	0.18	0.61	0.61	0.08	0.54		0.21	0.13		0.12	0.05	0.04
v/c Ratio	0.12	0.68	0.30	0.52	0.44		0.79	0.47		0.17	0.18	0.19
Control Delay	29.9	11.1	1.2	58.4	27.9		69.9	34.9		45.9	69.1	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	29.9	11.1	1.2	58.4	27.9		69.9	34.9		45.9	69.1	1.6
LOS	C	B	A	E	C		E	C		D	E	A
Approach Delay		9.7			30.6			58.9			26.6	
Approach LOS		A			C			E			C	
Queue Length 50th (ft)	25	164	5	62	358		230	52		24	14	0
Queue Length 95th (ft)	m36	201	25	136	366		290	65		42	33	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		2285			1064			473			198	
Turn Bay Length (ft)	85		400	245						100		100
Base Capacity (vph)	330	2125	1097	174	2236		397	347		187	88	271
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.12	0.68	0.30	0.46	0.37		0.68	0.36		0.17	0.18	0.19

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 43 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.1	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 12: Tamina Rd & FM 1488

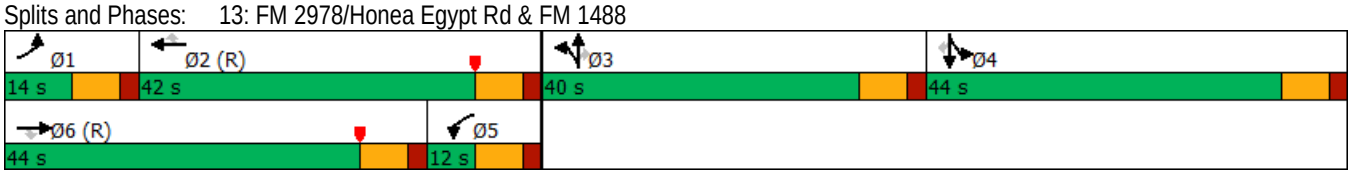
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	900	336	159	584	295	244	321	154	616	587	185
Future Volume (vph)	138	900	336	159	584	295	244	321	154	616	587	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		350	400		400	240		430	200		100
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.91	0.91	1.00	0.91	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.988		0.950	0.987	
Satd. Flow (prot)	3891	3505	1482	3891	3471	1568	1610	3206	1538	1595	3338	1553
Flt Permitted	0.950			0.950			0.950	0.988		0.950	0.987	
Satd. Flow (perm)	3891	3505	1482	3891	3471	1568	1610	3206	1538	1595	3338	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			378			317			195			195
Link Speed (mph)		45			45			55			45	
Link Distance (ft)		4080			822			2260			1038	
Travel Time (s)		61.8			12.5			28.0			15.7	
Lane Group Flow (vph)	164	1000	378	199	635	317	210	434	175	450	941	243
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases			6			2			3			4
Detector Phase	1	6	6	5	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0	36.0	40.0	40.0	40.0	36.0	36.0	36.0
Total Split (s)	14.0	44.0	44.0	12.0	42.0	42.0	40.0	40.0	40.0	44.0	44.0	44.0
Total Split (%)	10.0%	31.4%	31.4%	8.6%	30.0%	30.0%	28.6%	28.6%	28.6%	31.4%	31.4%	31.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	10.1	41.9	41.9	8.0	39.8	39.8	27.4	27.4	27.4	46.7	46.7	46.7
Actuated g/C Ratio	0.07	0.30	0.30	0.06	0.28	0.28	0.20	0.20	0.20	0.33	0.33	0.33
v/c Ratio	0.59	0.95	0.53	0.90	0.64	0.47	0.67	0.69	0.38	0.85	0.85	0.38
Control Delay	53.3	57.2	15.8	80.7	27.8	3.9	62.2	58.0	6.3	59.3	51.7	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	57.2	15.8	80.7	27.8	3.9	62.2	58.0	6.3	59.3	51.7	10.3
LOS	D	E	B	F	C	A	E	E	A	E	D	B
Approach Delay		46.6			30.3			48.0			47.6	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	76	490	147	89	186	9	196	204	0	407	426	29
Queue Length 95th (ft)	104	#651	209	#135	232	m43	231	248	40	#675	#538	60

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		4000			742			2180			958	
Turn Bay Length (ft)	500		350	400		400	240		430	200		100
Base Capacity (vph)	279	1049	708	222	988	672	414	824	540	532	1113	648
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.95	0.53	0.90	0.64	0.47	0.51	0.53	0.32	0.85	0.85	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 43.5	Intersection LOS: D
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: FM 2978/Honea Egypt Rd & FM 1488



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	1515	90	47	1101	0	54
Future Volume (vph)	1	1515	90	47	1101	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12
Grade (%)		0%			0%	0%	
Storage Length (ft)	0		0	250		0	0
Storage Lanes	0		0	1		0	1
Taper Length (ft)	25			25		25	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor							
Frt		0.991					0.865
Flt Protected				0.950			
Satd. Flow (prot)	0	3475	0	2006	3505	0	1611
Flt Permitted				0.950			
Satd. Flow (perm)	0	3475	0	2006	3505	0	1611
Link Speed (mph)		45			45	25	
Link Distance (ft)		822			1112	374	
Travel Time (s)		12.5			16.8	10.2	
Lane Group Flow (vph)	0	1741	0	68	1237	0	100
Sign Control		Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	20	1410	105	173	945	19	120	74	231	69	123
Future Volume (vph)	26	20	1410	105	173	945	19	120	74	231	69	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		400		400	600		0	100		0	0	
Storage Lanes		1		1	1		0	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850		0.995				0.850		0.982
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3471	1553	1986	3472	0	1752	1863	1583	1770	1814
Flt Permitted		0.950			0.950			0.258			0.513	
Satd. Flow (perm)	0	1770	3471	1553	1986	3472	0	476	1863	1583	956	1814
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				130		4				234		5
Link Speed (mph)			40			50			30			25
Link Distance (ft)			1112			726			480			667
Travel Time (s)			19.0			9.9			10.9			18.2
Lane Group Flow (vph)	0	84	1533	131	188	1010	0	156	119	272	80	195
Turn Type	Prot	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		3	8		7	4
Permitted Phases				6				8		8	4	
Detector Phase	1	1	6	6	5	2		3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	11.7	32.7	32.7	11.7	27.7		11.0	40.0	40.0	11.0	40.0
Total Split (s)	17.2	17.2	70.0	70.0	19.0	71.8		11.0	40.0	40.0	11.0	40.0
Total Split (%)	12.3%	12.3%	50.0%	50.0%	13.6%	51.3%		7.9%	28.6%	28.6%	7.9%	28.6%
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		-2.7	-2.7	0.0	-2.7	-2.7		-2.0	-2.0	0.0	-2.0	-2.0
Total Lost Time (s)		4.0	4.0	6.7	4.0	4.0		4.0	4.0	6.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	C-Min		None	None	None	None	None
Act Effct Green (s)		27.5	72.2	69.5	18.5	65.7		27.7	15.5	13.5	37.4	21.2
Actuated g/C Ratio		0.20	0.52	0.50	0.13	0.47		0.20	0.11	0.10	0.27	0.15
v/c Ratio		0.24	0.86	0.16	0.72	0.62		0.76	0.58	0.75	0.22	0.70
Control Delay		26.3	13.5	1.1	64.8	36.6		77.4	69.7	24.6	40.7	67.9
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	13.5	1.1	64.8	36.6		77.4	69.7	24.6	40.7	67.9
LOS		C	B	A	E	D		E	E	C	D	E
Approach Delay			13.2			41.0			49.4			60.0
Approach LOS			B			D			D			E
Queue Length 50th (ft)		38	346	7	178	438		115	105	33	56	167
Queue Length 95th (ft)		m60	m#392	m7	#306	572		136	110	105	87	183

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	16
Future Volume (vph)	16
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	75
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

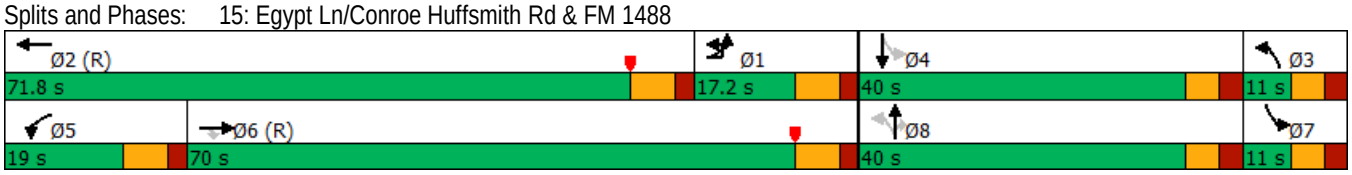
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)			1032			646			400			587
Turn Bay Length (ft)		400		400	600			100				
Base Capacity (vph)		358	1789	836	262	1863		205	479	561	359	470
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.23	0.86	0.16	0.72	0.54		0.76	0.25	0.48	0.22	0.41

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 15 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Egypt Ln/Conroe Huffsmith Rd & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1585	115	70	1173	0	63
Future Volume (vph)	1585	115	70	1173	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	10	10
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.989					0.865
Flt Protected			0.950			
Satd. Flow (prot)	3459	0	2006	3471	0	1504
Flt Permitted			0.950			
Satd. Flow (perm)	3459	0	2006	3471	0	1504
Link Speed (mph)	45			45	25	
Link Distance (ft)	726			735	284	
Travel Time (s)	11.0			11.1	7.7	
Lane Group Flow (vph)	1814	0	104	1275	0	102
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	17	1616	8	7	1203	16	11	0	18	11	0
Future Volume (vph)	16	17	1616	8	7	1203	16	11	0	18	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	16
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		85		140	90		0	265		265	0	
Storage Lanes		1		1	1		0	0		1	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850		0.996			0.850			0.919
Flt Protected		0.950			0.950			0.950				0.980
Satd. Flow (prot)	0	1770	3505	1583	2006	3492	0	1770	1583	0	0	1901
Flt Permitted		0.950			0.950			0.774				0.857
Satd. Flow (perm)	0	1770	3505	1583	2006	3492	0	1442	1583	0	0	1663
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				72		6			122			122
Link Speed (mph)			45			45			30			25
Link Distance (ft)			735			1240			745			135
Travel Time (s)			11.1			18.8			16.9			3.7
Lane Group Flow (vph)	0	37	1719	16	12	1272	0	20	28	0	0	40
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA
Protected Phases	1	1	6		5	2			8			4
Permitted Phases				6				8			4	
Detector Phase	1	1	6	6	5	2		8	8		4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	11.2	11.2	31.2	31.2	11.2	28.2		11.1	11.1		11.1	11.1
Total Split (s)	14.0	14.0	114.0	114.0	12.0	112.0		14.0	14.0		14.0	14.0
Total Split (%)	10.0%	10.0%	81.4%	81.4%	8.6%	80.0%		10.0%	10.0%		10.0%	10.0%
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7		3.5	3.5		3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5		2.6	2.6		2.6	2.6
Lost Time Adjust (s)		-2.7	-2.7	-2.7	-2.7	-2.7		-2.0	-2.0			-2.0
Total Lost Time (s)		3.5	3.5	3.5	3.5	3.5		4.1	4.1			4.1
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	C-Min		None	None		None	None
Act Effct Green (s)		13.5	121.6	121.6	8.3	114.3		8.7	8.7			8.7
Actuated g/C Ratio		0.10	0.87	0.87	0.06	0.82		0.06	0.06			0.06
v/c Ratio		0.22	0.56	0.01	0.10	0.45		0.22	0.13			0.18
Control Delay		59.3	4.6	0.0	59.0	4.4		67.8	1.3			1.9
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay		59.3	4.6	0.0	59.0	4.4		67.8	1.3			1.9
LOS		E	A	A	E	A		E	A			A
Approach Delay			5.7			4.9			29.0			1.9
Approach LOS			A			A			C			A
Queue Length 50th (ft)		34	15	0	12	111		18	0			0
Queue Length 95th (ft)		m47	861	m0	21	252		27	0			0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	16
Future Volume (vph)	16
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)			655			1160			665			55
Turn Bay Length (ft)		85		140	90			265				
Base Capacity (vph)		185	3056	1389	125	2959		104	228			233
Starvation Cap Reductn		0	0	0	0	0		0	0			0
Spillback Cap Reductn		0	0	0	0	0		0	0			0
Storage Cap Reductn		0	0	0	0	0		0	0			0
Reduced v/c Ratio		0.20	0.56	0.01	0.10	0.43		0.19	0.12			0.17

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 119 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 5.7	Intersection LOS: A
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 17: Katy Lee Ln & FM 1488

Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	1590	2	6	1198	41	12	3	10	101	3	51
Future Volume (vph)	28	1590	2	6	1198	41	12	3	10	101	3	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	95		200	0		55	0		85
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850		0.880			0.858	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3505	0	1770	3505	1583	1770	1639	0	1770	1598	0
Flt Permitted	0.950			0.950			0.669			0.744		
Satd. Flow (perm)	1687	3505	0	1770	3505	1583	1246	1639	0	1386	1598	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						76		16			68	
Link Speed (mph)		45			50			25			25	
Link Distance (ft)		1240			1457			220			549	
Travel Time (s)		18.8			19.9			6.0			15.0	
Lane Group Flow (vph)	48	1714	0	12	1261	60	16	20	0	116	72	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases						2	8			4		
Detector Phase	1	6		5	2	2	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.2	16.2		11.2	16.2	16.2	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	100.0		12.0	97.0	97.0	28.0	28.0		28.0	28.0	
Total Split (%)	10.7%	71.4%		8.6%	69.3%	69.3%	20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	4.7	4.7		4.7	4.7	4.7	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.2	-2.2		-2.2	-2.2	0.0	-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0	6.2	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	10.6	108.3		7.9	101.1	98.9	18.5	18.5		18.5	18.5	
Actuated g/C Ratio	0.08	0.77		0.06	0.72	0.71	0.13	0.13		0.13	0.13	
v/c Ratio	0.38	0.63		0.12	0.50	0.05	0.10	0.09		0.63	0.27	
Control Delay	86.0	2.4		63.2	8.4	1.4	51.8	24.6		72.1	14.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	86.0	2.4		63.2	8.4	1.4	51.8	24.6		72.1	14.8	
LOS	F	A		E	A	A	D	C		E	B	
Approach Delay		4.7			8.5			36.7			50.2	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	46	71		11	301	3	13	3		102	3	
Queue Length 95th (ft)	58	38		16	63	0	29	21		155	30	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1160			1377			140			469	
Turn Bay Length (ft)	100			95		200						
Base Capacity (vph)	142	2726		105	2554	1150	216	297		240	333	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.34	0.63		0.11	0.49	0.05	0.07	0.07		0.48	0.22	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 119 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 9.2	Intersection LOS: A
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: N Westwood Dr & FM 1488

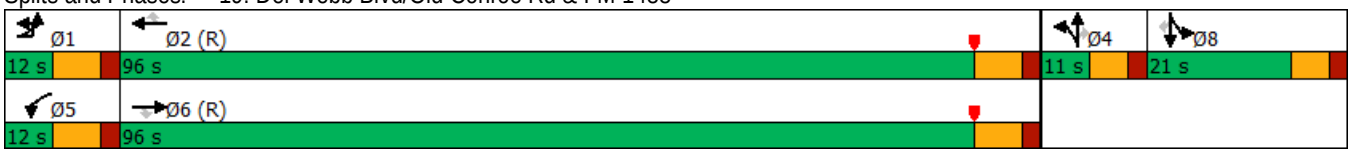
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	58	1565	6	16	1226	184	2	2	8	199	0
Future Volume (vph)	1	58	1565	6	16	1226	184	2	2	8	199	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		450		450	200		165	250		0	200	
Storage Lanes		2		1	1		1	0		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950				0.976		0.950	0.950
Satd. Flow (prot)	0	3402	3505	1583	1770	3471	1583	0	1818	1583	1649	1649
Flt Permitted		0.950			0.950				0.976		0.950	0.950
Satd. Flow (perm)	0	3402	3505	1583	1770	3471	1583	0	1818	1583	1649	1649
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				125			174			132		
Link Speed (mph)			50			50			25			45
Link Distance (ft)			2541			6519			591			786
Travel Time (s)			34.7			88.9			16.1			11.9
Lane Group Flow (vph)	0	72	1739	16	36	1347	216	0	16	16	112	112
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	1	6		5	2		4	4		8	8
Permitted Phases				6			2			4		
Detector Phase	1	1	6	6	5	2	2	4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	17.0	17.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	12.0	12.0	96.0	96.0	12.0	96.0	96.0	11.0	11.0	11.0	21.0	21.0
Total Split (%)	8.6%	8.6%	68.6%	68.6%	8.6%	68.6%	68.6%	7.9%	7.9%	7.9%	15.0%	15.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-3.0	-3.0	0.0	-3.0	-3.0	-3.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)		4.0	4.0	7.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)		8.8	99.6	96.6	8.7	99.5	99.5		7.6	7.6	15.2	15.2
Actuated g/C Ratio		0.06	0.71	0.69	0.06	0.71	0.71		0.05	0.05	0.11	0.11
v/c Ratio		0.34	0.70	0.01	0.33	0.55	0.18		0.16	0.08	0.63	0.63
Control Delay		78.2	6.3	0.0	68.4	10.2	2.4		67.5	0.8	75.0	75.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		78.2	6.3	0.0	68.4	10.2	2.4		67.5	0.8	75.0	75.0
LOS		E	A	A	E	B	A		E	A	E	E
Approach Delay			9.1			10.4			34.1			53.7
Approach LOS			A			B			C			D
Queue Length 50th (ft)		36	186	0	33	213	5		14	0	103	103
Queue Length 95th (ft)		m47	309	0	35	224	20		11	0	170	44

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	92
Future Volume (vph)	92
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	90
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	132
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	103
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	21.0
Total Split (%)	15.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-2.0
Total Lost Time (s)	4.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	15.2
Actuated g/C Ratio	0.11
v/c Ratio	0.36
Control Delay	7.4
Queue Delay	0.0
Total Delay	7.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	29

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)			2461			6439			511			706
Turn Bay Length (ft)		450		450	200		165				200	
Base Capacity (vph)		213	2511	1138	109	2484	1182		98	210	200	200
Starvation Cap Reductn		0	0	0	0	0	0		0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0		0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0		0	0	0	0
Reduced v/c Ratio		0.34	0.69	0.01	0.33	0.54	0.18		0.16	0.08	0.56	0.56

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 139 (99%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 19: Del Webb Blvd/Old Conroe Rd & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	90
Base Capacity (vph)	308
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.33

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	1631	193	1	221	1261	30	116	14	306	27	25
Future Volume (vph)	1	1631	193	1	221	1261	30	116	14	306	27	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	250		400		0		0	190		0	0	
Storage Lanes	1		1		2		0	1		1	0	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.995				0.850		0.982
Flt Protected	0.950				0.950			0.950	0.966			0.981
Satd. Flow (prot)	1770	3539	1568	0	3336	3456	0	1665	1674	1583	0	1778
Flt Permitted	0.950				0.950			0.950	0.966			0.981
Satd. Flow (perm)	1770	3539	1568	0	3336	3456	0	1665	1674	1583	0	1778
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			259			4				191		4
Link Speed (mph)		50				50			35			30
Link Distance (ft)		6519				2040			861			670
Travel Time (s)		88.9				27.8			16.8			15.2
Lane Group Flow (vph)	4	1875	272	0	277	1314	0	92	95	364	0	92
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	2		1	1	6		4	4		3	3
Permitted Phases			2							4		
Detector Phase	5	2	2	1	1	6		4	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	3.0	3.0	20.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	44.0	44.0	10.0	10.0	30.0		33.5	33.5	33.5	11.5	11.5
Total Split (s)	12.0	78.9	78.9	16.0	16.0	82.9		33.5	33.5	33.5	11.6	11.6
Total Split (%)	8.6%	56.4%	56.4%	11.4%	11.4%	59.2%		23.9%	23.9%	23.9%	8.3%	8.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0		-2.5	-2.5	-2.5		-2.5
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	8.0	82.8	82.8		12.0	96.4		21.6	21.6	21.6		7.6
Actuated g/C Ratio	0.06	0.59	0.59		0.09	0.69		0.15	0.15	0.15		0.05
v/c Ratio	0.04	0.90	0.26		0.97	0.55		0.36	0.37	0.90		0.92
Control Delay	80.0	23.4	2.3		95.1	6.8		54.7	55.0	51.9		132.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	80.0	23.4	2.3		95.1	6.8		54.7	55.0	51.9		132.1
LOS	E	C	A		F	A		D	E	D		F
Approach Delay		20.9				22.2			52.9			132.1
Approach LOS		C				C			D			F
Queue Length 50th (ft)	4	253	4		134	129		78	82	163		81
Queue Length 95th (ft)	4	#985	16		#189	190		104	71	238		87

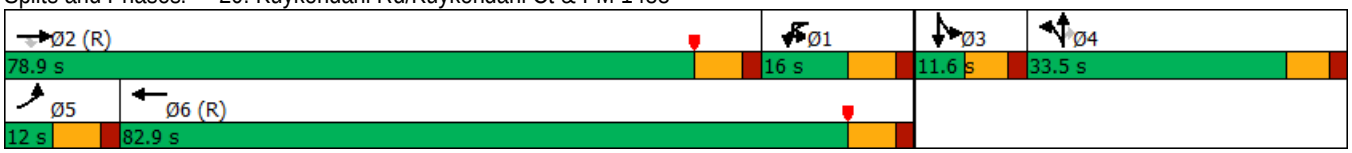
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)		6439				1960			781			590
Turn Bay Length (ft)	250		400					190				
Base Capacity (vph)	101	2093	1033		285	2381		350	352	484		100
Starvation Cap Reductn	0	0	0		0	0		0	0	0		0
Spillback Cap Reductn	0	0	0		0	0		0	0	0		0
Storage Cap Reductn	0	0	0		0	0		0	0	0		0
Reduced v/c Ratio	0.04	0.90	0.26		0.97	0.55		0.26	0.27	0.75		0.92

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 56 (40%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 27.7 Intersection LOS: C
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Kuykendahl Rd/Kuykendahl Ct & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

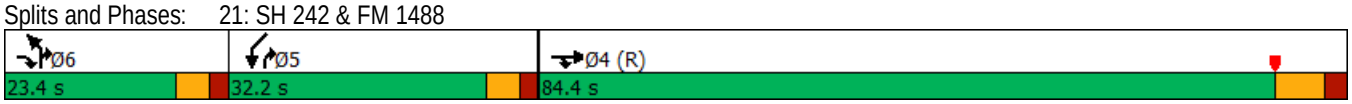
Intersection Summary

Lane Group	EBT	EBR	NBL	NBR2	SWL	SWR2
Lane Configurations						
Traffic Volume (vph)	1357	755	257	194	419	1305
Future Volume (vph)	1357	755	257	194	419	1305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)		200	400		500	
Storage Lanes		1	1		2	
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor						
Frt		0.850		0.850		0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	1553	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3433	1553	3433	2787
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		44		36		1418
Link Speed (mph)	50		50		50	
Link Distance (ft)	1070		1364		633	
Travel Time (s)	14.6		18.6		8.6	
Lane Group Flow (vph)	1491	888	279	211	455	1418
Turn Type	NA	custom	Prot	custom	Prot	Free
Protected Phases	4	4 6	6	6 5	5	
Permitted Phases						Free
Detector Phase	4	4 6	6	6 5	5	
Switch Phase						
Minimum Initial (s)	10.0		5.0		5.0	
Minimum Split (s)	32.6		22.5		10.5	
Total Split (s)	84.4		23.4		32.2	
Total Split (%)	60.3%		16.7%		23.0%	
Yellow Time (s)	5.1		3.5		3.5	
All-Red Time (s)	2.5		2.0		2.0	
Lost Time Adjust (s)	-3.6		0.0		0.0	
Total Lost Time (s)	4.0		5.5		5.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	C-Min		None		None	
Act Effct Green (s)	86.5	107.1	16.0	46.7	22.5	140.0
Actuated g/C Ratio	0.62	0.76	0.11	0.33	0.16	1.00
v/c Ratio	0.68	0.73	0.71	0.39	0.83	0.51
Control Delay	6.3	5.2	70.2	30.5	53.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	5.2	70.2	30.5	53.2	0.5
LOS	A	A	E	C	D	A
Approach Delay	5.9		53.1		13.3	
Approach LOS	A		D		B	
Queue Length 50th (ft)	131	93	126	119	185	0
Queue Length 95th (ft)	m164	117	175	182	242	0

Lane Group	EBT	EBR	NBL	NBR2	SWL	SWR2
Internal Link Dist (ft)	990		1284		553	
Turn Bay Length (ft)		200	400		500	
Base Capacity (vph)	2187	1242	438	581	654	2787
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.71	0.64	0.36	0.70	0.51

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 94 (67%), Referenced to phase 4:EBT and 8:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 21: SH 242 & FM 1488

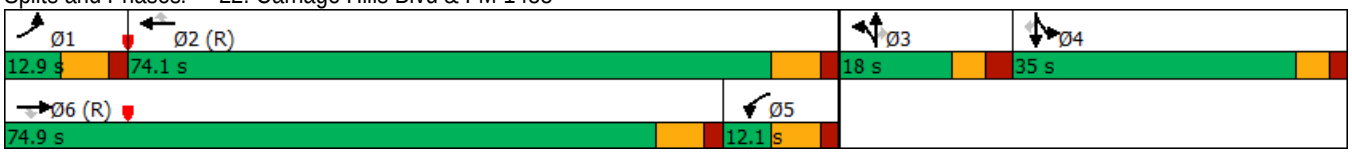


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1404	24	15	1214	88	77	3	137	491	3	409
Future Volume (vph)	106	1404	24	15	1214	88	77	3	137	491	3	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	11	12	12	12	12	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		400	250		400	0		0	200		200
Storage Lanes	2		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.956		0.950	0.953	
Satd. Flow (prot)	3744	3539	1553	1810	3471	1459	0	1726	1583	1681	1623	2694
Flt Permitted	0.950			0.950				0.956		0.950	0.953	
Satd. Flow (perm)	3744	3539	1553	1810	3471	1459	0	1726	1583	1681	1623	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			163			185			261
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		2161			7489			206			463	
Travel Time (s)		29.5			102.1			4.7			10.5	
Lane Group Flow (vph)	120	1560	36	20	1334	163	0	108	159	279	283	518
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases			6			2			3			4
Detector Phase	1	6	6	5	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	17.1	17.1	12.1	17.1	17.1	11.3	11.3	11.3	11.0	11.0	11.0
Total Split (s)	12.9	74.9	74.9	12.1	74.1	74.1	18.0	18.0	18.0	35.0	35.0	35.0
Total Split (%)	9.2%	53.5%	53.5%	8.6%	52.9%	52.9%	12.9%	12.9%	12.9%	25.0%	25.0%	25.0%
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	5.1	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.8	2.8	2.8	2.0	2.0	2.0
Lost Time Adjust (s)	-3.1	-3.1	0.0	-3.1	-3.1	-3.1		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	7.1	4.0	4.0	4.0		4.3	4.3	3.5	3.5	3.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	9.4	78.9	75.8	8.1	72.8	72.8		12.8	12.8	29.3	29.3	29.3
Actuated g/C Ratio	0.07	0.56	0.54	0.06	0.52	0.52		0.09	0.09	0.21	0.21	0.21
v/c Ratio	0.48	0.78	0.04	0.19	0.74	0.19		0.69	0.51	0.79	0.83	0.67
Control Delay	80.3	24.1	0.1	57.2	22.2	2.1		83.7	10.6	69.3	73.9	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	24.1	0.1	57.2	22.2	2.1		83.7	10.6	69.3	73.9	28.9
LOS	F	C	A	E	C	A		F	B	E	E	C
Approach Delay		27.6			20.5			40.2			51.1	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	59	318	0	18	524	13		96	0	250	256	121
Queue Length 95th (ft)	m88	454	m0	m34	406	2		65	36	352	295	144

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		2081			7409			126			383	
Turn Bay Length (ft)	550		400	250		400				200		200
Base Capacity (vph)	251	1994	898	104	1803	836		168	321	378	365	808
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.48	0.78	0.04	0.19	0.74	0.19		0.64	0.50	0.74	0.78	0.64

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 52 (37%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 31.5	Intersection LOS: C
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 22: Carriage Hills Blvd & FM 1488



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1940	44	14	1512	13	16
Future Volume (vph)	1940	44	14	1512	13	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.996					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3525	0	1912	3505	1671	1524
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3525	0	1912	3505	1671	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					24
Link Speed (mph)	50			50	30	
Link Distance (ft)	7489			2830	1132	
Travel Time (s)	102.1			38.6	25.7	
Lane Group Flow (vph)	2077	0	20	1643	28	24
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	20.0		7.0	20.0	7.0	7.0
Minimum Split (s)	41.5		14.5	27.5	38.0	38.0
Total Split (s)	87.4		14.6	102.0	38.0	38.0
Total Split (%)	62.4%		10.4%	72.9%	27.1%	27.1%
Yellow Time (s)	5.5		5.5	5.5	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5		-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	6.0		6.0	6.0	4.5	4.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min		None	C-Min	None	None
Act Effct Green (s)	115.2		8.7	124.1	9.2	9.2
Actuated g/C Ratio	0.82		0.06	0.89	0.07	0.07
v/c Ratio	0.72		0.17	0.53	0.26	0.20
Control Delay	2.0		60.7	5.7	67.7	24.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	2.0		60.7	5.7	67.7	24.9
LOS	A		E	A	E	C
Approach Delay	2.0			6.4	48.0	
Approach LOS	A			A	D	
Queue Length 50th (ft)	14		18	228	25	0
Queue Length 95th (ft)	33		m28	388	29	17

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	7409			2750	1052	
Turn Bay Length (ft)			250			
Base Capacity (vph)	2901		119	3107	399	382
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.72		0.17	0.53	0.07	0.06

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 71 (51%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 4.5	Intersection LOS: A
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 23: Peoples Rd & FM 1488

Lane Group	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1970	15	31	1487	1	48	166
Future Volume (vph)	1970	15	31	1487	1	48	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12
Grade (%)	0%			0%		0%	
Storage Length (ft)		400	400			0	0
Storage Lanes		1	1			1	1
Taper Length (ft)			25			25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor							
Frt		0.850					0.850
Flt Protected			0.950			0.950	
Satd. Flow (prot)	3539	1509	1986	3505	0	1706	1583
Flt Permitted			0.950			0.950	
Satd. Flow (perm)	3539	1509	1986	3505	0	1706	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		32					78
Link Speed (mph)	50			50		30	
Link Distance (ft)	2830			1800		408	
Travel Time (s)	38.6			24.5		9.3	
Lane Group Flow (vph)	2052	32	44	1709	0	72	205
Turn Type	NA	Perm	Prot	NA	Prot	Prot	Perm
Protected Phases	6		5	2	4	4	
Permitted Phases		6					4
Detector Phase	6	6	5	2	4	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	7.0	7.0	7.0
Minimum Split (s)	16.5	16.5	11.5	16.5	12.5	12.5	12.5
Total Split (s)	103.0	103.0	12.0	115.0	25.0	25.0	25.0
Total Split (%)	73.6%	73.6%	8.6%	82.1%	17.9%	17.9%	17.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	0.0	-1.5	-1.5		-1.5	-1.5
Total Lost Time (s)	5.0	6.5	5.0	5.0		4.0	4.0
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None
Act Effct Green (s)	103.6	102.1	8.1	114.4		16.6	16.6
Actuated g/C Ratio	0.74	0.73	0.06	0.82		0.12	0.12
v/c Ratio	0.78	0.03	0.38	0.60		0.36	0.80
Control Delay	8.4	0.7	68.7	4.6		60.3	59.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	8.4	0.7	68.7	4.6		60.3	59.1
LOS	A	A	E	A		E	E
Approach Delay	8.3			6.2		59.4	
Approach LOS	A			A		E	
Queue Length 50th (ft)	97	0	39	185		61	114
Queue Length 95th (ft)	576	2	63	223		85	169

Lane Group	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Internal Link Dist (ft)	2750			1720		328	
Turn Bay Length (ft)		400	400				
Base Capacity (vph)	2636	1116	116	2864		255	303
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.78	0.03	0.38	0.60		0.28	0.68

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 24 (17%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Mansions Blvd & FM 1488

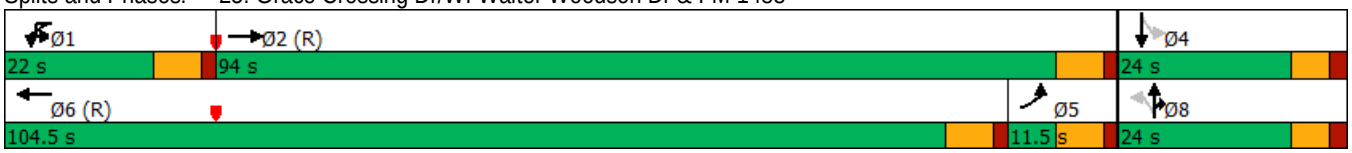
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	2052	53	3	73	1572	3	28	0	113	2	1
Future Volume (vph)	0	2052	53	3	73	1572	3	28	0	113	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	400		400		400		100	0		0	100	
Storage Lanes	1		1		1		0	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.91	0.91	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995				0.999				0.850		
Flt Protected					0.950				0.950		0.950	
Satd. Flow (prot)	2111	5012	0	0	2006	3502	0	0	1687	1583	1770	1863
Flt Permitted					0.950				0.755		0.728	
Satd. Flow (perm)	2111	5012	0	0	2006	3502	0	0	1341	1583	1356	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		6				1				164		
Link Speed (mph)		50				50			30			30
Link Distance (ft)		1800				758			610			420
Travel Time (s)		24.5				10.3			13.9			9.5
Lane Group Flow (vph)	0	2228	0	0	100	1667	0	0	44	164	8	4
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA	Prot	Perm	NA
Protected Phases	5	2		1	1	6			8	8		4
Permitted Phases								8			4	
Detector Phase	5	2		1	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	11.5	30.5		11.5	11.5	30.5		14.0	14.0	14.0	14.0	14.0
Total Split (s)	11.5	94.0		22.0	22.0	104.5		24.0	24.0	24.0	24.0	24.0
Total Split (%)	8.2%	67.1%		15.7%	15.7%	74.6%		17.1%	17.1%	17.1%	17.1%	17.1%
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5			-1.5	-1.5			0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.0	5.0			5.0	5.0			6.0	4.5	4.5	4.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	None	C-Min		None	None	None	None	None
Act Effct Green (s)		101.3			12.8	119.2			9.8	11.3	11.3	11.3
Actuated g/C Ratio		0.72			0.09	0.85			0.07	0.08	0.08	0.08
v/c Ratio		0.61			0.55	0.56			0.47	0.59	0.07	0.03
Control Delay		3.3			71.8	3.6			78.1	17.3	59.5	58.0
Queue Delay		0.0			0.0	0.1			0.0	0.0	0.0	0.0
Total Delay		3.3			71.8	3.7			78.1	17.3	59.5	58.0
LOS		A			E	A			E	B	E	E
Approach Delay		3.3				7.6			30.2			59.0
Approach LOS		A				A			C			E
Queue Length 50th (ft)		78			89	153			39	0	7	3
Queue Length 95th (ft)		67			129	217			21	19	7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)		1720				678			530			340
Turn Bay Length (ft)					400						100	
Base Capacity (vph)		3629			244	2980			172	361	188	259
Starvation Cap Reductn		0			0	292			0	0	0	0
Spillback Cap Reductn		0			0	0			0	0	0	0
Storage Cap Reductn		0			0	0			0	0	0	0
Reduced v/c Ratio		0.61			0.41	0.62			0.26	0.45	0.04	0.02

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 71 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 25: Grace Crossing Dr/W. Walter Woodson Dr & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	905	1347	0	730	0	0	0	0	987
Future Volume (vph)	0	905	1347	0	730	0	0	0	0	987
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	0		0	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	3539	1583	0	1827	0	0	0	0	1596
Flt Permitted										
Satd. Flow (perm)	0	3539	1583	0	1827	0	0	0	0	1596
Link Speed (mph)		50			50		20		35	
Link Distance (ft)		758			223		321		303	
Travel Time (s)		10.3			3.0		10.9		5.9	
Lane Group Flow (vph)	0	1017	1433	0	830	0	0	0	0	1134
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 106.2%	ICU Level of Service G
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	905	0	131	730	0	0	0	0	43	0	0
Future Volume (vph)	0	905	0	131	730	0	0	0	0	43	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3539	0	1770	1863	0	0	0	0	0	1770	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3539	0	1770	1863	0	0	0	0	0	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		223			1090			228			201	
Travel Time (s)		3.0			14.9			5.2			4.6	
Lane Group Flow (vph)	0	984	0	142	793	0	0	0	0	0	47	0
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1	6					4	4	
Permitted Phases												
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		22.5		10.5	22.5					22.5	22.5	
Total Split (s)		80.0		34.0	114.0					26.0	26.0	
Total Split (%)		57.1%		24.3%	81.4%					18.6%	18.6%	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		5.5		5.5	5.5						5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		Min	C-Min					Min	Min	
Act Effct Green (s)		99.7		15.6	120.8						8.2	
Actuated g/C Ratio		0.71		0.11	0.86						0.06	
v/c Ratio		0.39		0.72	0.49						0.46	
Control Delay		8.3		74.5	3.5						76.8	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		8.3		74.5	3.5						76.8	
LOS		A		E	A						E	
Approach Delay		8.3			14.3						76.8	
Approach LOS		A			B						E	
Queue Length 50th (ft)		203		127	126						42	
Queue Length 95th (ft)		176		m178	253						84	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		143			1010			148			121	
Turn Bay Length (ft)												
Base Capacity (vph)		2520		360	1607						259	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.39		0.39	0.49						0.18	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 26 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

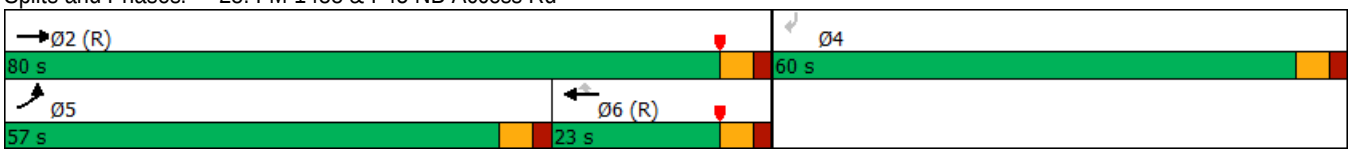
Splits and Phases: 27: FM 1488 & I-45 SB Access Rd

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	901	47	67	28	0	794
Future Volume (vph)	901	47	67	28	0	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	500			0	0	0
Storage Lanes	1			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.865
Flt Protected	0.950					
Satd. Flow (prot)	3433	1863	1863	1583	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1863	1863	1583	0	1611
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				30		945
Link Speed (mph)		50	50		30	
Link Distance (ft)		1090	201		243	
Travel Time (s)		14.9	2.7		5.5	
Lane Group Flow (vph)	979	51	73	30	0	863
Turn Type	Prot	NA	NA	Perm		Perm
Protected Phases	5	2	6			
Permitted Phases				6		4
Detector Phase	5	2	6	6		4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	10.5	22.5	22.5	22.5		22.5
Total Split (s)	57.0	80.0	23.0	23.0		60.0
Total Split (%)	40.7%	57.1%	16.4%	16.4%		42.9%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min		None
Act Effct Green (s)	44.8	119.2	68.9	68.9		9.8
Actuated g/C Ratio	0.32	0.85	0.49	0.49		0.07
v/c Ratio	0.89	0.03	0.08	0.04		0.87
Control Delay	38.2	1.2	23.8	9.8		11.7
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	38.2	1.2	23.8	9.8		11.7
LOS	D	A	C	A		B
Approach Delay		36.3	19.7		11.7	
Approach LOS		D	B		B	
Queue Length 50th (ft)	443	0	32	0		0
Queue Length 95th (ft)	450	24	89	25		39

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		1010	121		163	
Turn Bay Length (ft)	500					
Base Capacity (vph)	1266	1586	916	794		1204
Starvation Cap Reductn	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.77	0.03	0.08	0.04		0.72

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 73 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: FM 1488 & I-45 NB Access Rd



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	47	0	0	95	0	45
Future Volume (vph)	47	0	0	95	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	1624	0	0	1727	0	1454
Flt Permitted						
Satd. Flow (perm)	1624	0	0	1727	0	1454
Link Speed (mph)	50			50	35	
Link Distance (ft)	201			190	279	
Travel Time (s)	2.7			2.6	5.4	
Lane Group Flow (vph)	55	0	0	113	0	56
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	666	1030	0	0
Future Volume (vph)	0	0	666	1030	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			2	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	1863	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1863	2787	0	0
Link Speed (mph)		45	45		20	
Link Distance (ft)		278	361		293	
Travel Time (s)		4.2	5.5		10.0	
Lane Group Flow (vph)	0	0	724	1120	0	0
Sign Control		Stop	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	78	0	0	0	0	929
Future Volume (vph)	78	0	0	0	0	929
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	1863	0	0	0	0	2787
Flt Permitted						
Satd. Flow (perm)	1863	0	0	0	0	2787
Link Speed (mph)	45			45	35	
Link Distance (ft)	275			333	490	
Travel Time (s)	4.2			5.0	9.5	
Lane Group Flow (vph)	85	0	0	0	0	1010
Sign Control	Free			Stop	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	666	0	0	1478
Future Volume (vph)	0	0	666	0	0	1478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	2
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	2787
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	2787
Link Speed (mph)		45	45		35	
Link Distance (ft)		337	321		513	
Travel Time (s)		5.1	4.9		10.0	
Lane Group Flow (vph)	0	0	724	0	0	1607
Sign Control		Stop	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	872	45	0	0	0	0
Future Volume (vph)	872	45	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		2	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	1863	2787	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1863	2787	0	0	0	0
Link Speed (mph)	45			45	20	
Link Distance (ft)	492			259	253	
Travel Time (s)	7.5			3.9	8.6	
Lane Group Flow (vph)	948	49	0	0	0	0
Sign Control	Free			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	1863	0	0
Link Speed (mph)		35	40		35	
Link Distance (ft)		351	1916		469	
Travel Time (s)		6.8	32.7		9.1	
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	0		0	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	1863	0	3539	0	0	0	0	1863
Flt Permitted										
Satd. Flow (perm)	0	3539	1863	0	3539	0	0	0	0	1863
Link Speed (mph)		50			50		30		35	
Link Distance (ft)		725			525		404		469	
Travel Time (s)		9.9			7.2		9.2		9.1	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	0		0	0		0	0	0	0	0
Storage Lanes	0		0	0		1	0	0	0	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	1863	0	0	0	1863
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	1863	0	0	0	1863
Link Speed (mph)		50			50		35		35	
Link Distance (ft)		525			812		351		291	
Travel Time (s)		7.2			11.1		6.8		5.7	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	0	1863
Link Speed (mph)		40	35		35	
Link Distance (ft)		1973	291		404	
Travel Time (s)		33.6	5.7		7.9	
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	131	0	0	1347	0	0
Future Volume (vph)	131	0	0	1347	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	0	0
Link Speed (mph)	30			35	20	
Link Distance (ft)	228			321	513	
Travel Time (s)	5.2			6.3	17.5	
Lane Group Flow (vph)	142	0	0	1464	0	0
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	43	987
Future Volume (vph)	0	0	0	0	43	987
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	0	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	0	1770	1863
Link Speed (mph)	30		20			35
Link Distance (ft)	201		303			319
Travel Time (s)	4.6		10.3			6.2
Lane Group Flow (vph)	0	0	0	0	47	1073
Sign Control	Free		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	SER
Lane Configurations				
Traffic Volume (vph)	0	794	929	0
Future Volume (vph)	0	794	929	0
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12
Grade (%)	0%		0%	0%
Storage Length (ft)	0	0	0	0
Storage Lanes	0	1	2	0
Taper Length (ft)	25		25	
Lane Util. Factor	1.00	1.00	0.97	1.00
Ped Bike Factor				
Frt		0.865		
Flt Protected			0.950	
Satd. Flow (prot)	0	1611	3433	0
Flt Permitted			0.950	
Satd. Flow (perm)	0	1611	3433	0
Link Speed (mph)	30		30	20
Link Distance (ft)	397		243	490
Travel Time (s)	9.0		5.5	16.7
Lane Group Flow (vph)	0	863	1010	0
Sign Control	Free		Free	Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.5%			ICU Level of Service A
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	1410	853	5	51	5
Future Volume (vph)	5	1410	853	5	51	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			0	0	100
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3536	0	1770	1583
Flt Permitted	0.270				0.950	
Satd. Flow (perm)	503	3539	3536	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			5
Link Speed (mph)		45	50		25	
Link Distance (ft)		1144	4080		513	
Travel Time (s)		17.3	55.6		14.0	
Lane Group Flow (vph)	5	1533	932	0	55	5
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phase	4	4	8		6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	112.0	112.0	112.0		28.0	28.0
Total Split (%)	80.0%	80.0%	80.0%		20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	C-Max
Act Effct Green (s)	94.9	94.9	94.9		34.1	34.1
Actuated g/C Ratio	0.68	0.68	0.68		0.24	0.24
v/c Ratio	0.01	0.64	0.39		0.13	0.01
Control Delay	0.4	5.7	9.2		49.1	29.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	0.4	5.7	9.2		49.1	29.0
LOS	A	A	A		D	C
Approach Delay		5.6	9.2		47.4	
Approach LOS		A	A		D	
Queue Length 50th (ft)	0	6	60		44	0
Queue Length 95th (ft)	m0	15	116		86	13

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		1064	4000		433	
Turn Bay Length (ft)	250					100
Base Capacity (vph)	382	2692	2690		431	389
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.01	0.57	0.35		0.13	0.01

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 117 (84%), Referenced to phase 2: and 6:SBL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 96: FM 1488 & Forest West

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1825	17	14	1051	7	14	1	34	71	1	29
Future Volume (vph)	9	1825	17	14	1051	7	14	1	34	71	1	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	250		250	0		0	200		100
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999				0.850		0.906			0.961	
Flt Protected	0.950			0.950				0.986			0.966	
Satd. Flow (prot)	1770	3536	0	1770	3539	1583	0	1664	0	0	1729	0
Flt Permitted	0.219			0.059				0.909			0.784	
Satd. Flow (perm)	408	3536	0	110	3539	1583	0	1534	0	0	1403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				19		30			13	
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1457			2541			388			495	
Travel Time (s)		19.9			34.7			10.6			13.5	
Lane Group Flow (vph)	10	2002	0	15	1142	8	0	53	0	0	110	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	110.0	110.0		110.0	110.0	110.0	30.0	30.0		30.0	30.0	
Total Split (%)	78.6%	78.6%		78.6%	78.6%	78.6%	21.4%	21.4%		21.4%	21.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5		5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	104.5	104.5		104.5	104.5	104.5		24.5			24.5	
Actuated g/C Ratio	0.75	0.75		0.75	0.75	0.75		0.18			0.18	
v/c Ratio	0.03	0.76		0.18	0.43	0.01		0.18			0.43	
Control Delay	2.7	6.5		14.2	9.3	2.3		27.2			51.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	2.7	6.5		14.2	9.3	2.3		27.2			51.2	
LOS	A	A		B	A	A		C			D	
Approach Delay		6.5			9.4			27.2			51.2	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	1	154		4	254	0		18			80	
Queue Length 95th (ft)	m2	148		m16	433	m2		58			142	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1377			2461			308			415	
Turn Bay Length (ft)	250			250		250						
Base Capacity (vph)	304	2639		82	2641	1186		293			256	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.03	0.76		0.18	0.43	0.01		0.18			0.43	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 7 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 98: Sweetgum Ln & FM 1488

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	2112	0	0	0	1562
Future Volume (vph)	0	2112	0	0	0	1562
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	4
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.64
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	4053
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	4053
Link Speed (mph)		50	50		30	
Link Distance (ft)		2040	1070		485	
Travel Time (s)		27.8	14.6		11.0	
Lane Group Flow (vph)	0	2296	0	0	0	1698
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1724	0	1551
Future Volume (vph)	0	0	0	1724	0	1551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.88
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	3539	0	2787
Flt Permitted						
Satd. Flow (perm)	0	0	0	3539	0	2787
Link Speed (mph)	30			50	50	
Link Distance (ft)	509			2161	1135	
Travel Time (s)	11.6			29.5	15.5	
Lane Group Flow (vph)	0	0	0	1874	0	1686
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	78	794	0	0
Future Volume (vph)	0	0	78	794	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	1863	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1863	1583	0	0
Link Speed (mph)	30		45			45
Link Distance (ft)	397		591			275
Travel Time (s)	9.0		9.0			4.2
Lane Group Flow (vph)	0	0	85	863	0	0
Sign Control	Free		Free			Free

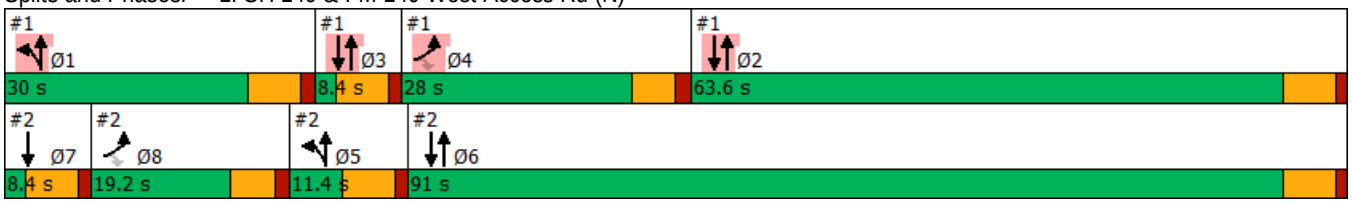
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø5	Ø6	Ø7	Ø8
Lane Configurations												
Traffic Volume (vph)	154	29	105	535	375	130						
Future Volume (vph)	154	29	105	535	375	130						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	12	12	12	12	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)	0	300	100			0						
Storage Lanes	1	1	1			0						
Taper Length (ft)	25		25									
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt		0.850			0.965							
Flt Protected	0.950		0.950									
Satd. Flow (prot)	1770	1509	1752	1863	1772	0						
Flt Permitted	0.950		0.950									
Satd. Flow (perm)	1770	1509	1752	1863	1772	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)		48			18							
Link Speed (mph)	40			55	55							
Link Distance (ft)	1916			505	700							
Travel Time (s)	32.7			6.3	8.7							
Lane Group Flow (vph)	179	48	152	637	574	0						
Turn Type	Prot	Perm	Prot	NA	NA							
Protected Phases	4		1	1 2 3	2 3		2	3	5	6	7	8
Permitted Phases		4										
Detector Phase	4	4	1	1 2 3	2 3							
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0				12.0	2.0	5.0	12.0	2.0	5.0
Minimum Split (s)	10.8	10.8	16.4				18.4	8.4	11.4	18.4	8.4	10.8
Total Split (s)	28.0	28.0	30.0				63.6	8.4	11.4	91.0	8.4	19.2
Total Split (%)	21.5%	21.5%	23.1%				49%	6%	9%	70%	6%	15%
Yellow Time (s)	4.3	4.3	5.1				5.1	5.1	5.1	5.1	5.1	4.3
All-Red Time (s)	1.5	1.5	1.3				1.3	1.3	1.3	1.3	1.3	1.5
Lost Time Adjust (s)	-1.5	-1.5	-1.5									
Total Lost Time (s)	4.3	4.3	4.9									
Lead/Lag	Lead	Lead	Lead				Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None				Min	None	None	Min	None	None
Act Effct Green (s)	14.2	14.2	14.5	57.4	32.5							
Actuated g/C Ratio	0.17	0.17	0.18	0.71	0.40							
v/c Ratio	0.58	0.16	0.49	0.48	0.80							
Control Delay	42.2	12.1	47.1	9.2	27.1							
Queue Delay	0.0	0.0	0.0	0.3	0.0							
Total Delay	42.2	12.1	47.1	9.5	27.1							
LOS	D	B	D	A	C							
Approach Delay	35.8			16.8	27.1							
Approach LOS	D			B	C							
Queue Length 50th (ft)	79	0	76	158	180							
Queue Length 95th (ft)	185	12	130	284	398							

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø5	Ø6	Ø7	Ø8
Internal Link Dist (ft)	1836			425	620							
Turn Bay Length (ft)		300	100									
Base Capacity (vph)	548	500	575	1526	1376							
Starvation Cap Reductn	0	0	0	349	0							
Spillback Cap Reductn	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	0.33	0.10	0.26	0.54	0.42							

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 81.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: SH 149 & FM 149 West Access Rd (N)

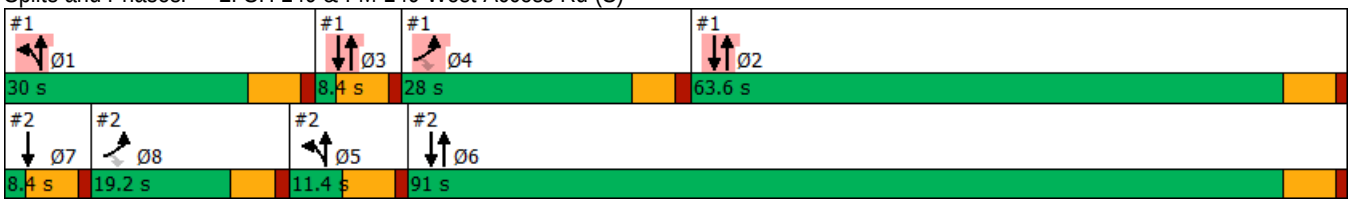


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø6	Ø7
Lane Configurations												
Traffic Volume (vph)	82	35	8	317	141	74						
Future Volume (vph)	82	35	8	317	141	74						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	12	12	12	12	12	12						
Grade (%)	0%			0%	0%							
Storage Length (ft)	0	300	100			0						
Storage Lanes	1	1	1			0						
Taper Length (ft)	25		25									
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor												
Frt		0.850			0.950							
Flt Protected	0.950		0.950									
Satd. Flow (prot)	1770	1380	1770	1845	1748	0						
Flt Permitted	0.950		0.950									
Satd. Flow (perm)	1770	1380	1770	1845	1748	0						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)		48			59							
Link Speed (mph)	40			55	55							
Link Distance (ft)	1973			1004	505							
Travel Time (s)	33.6			12.4	6.3							
Lane Group Flow (vph)	100	48	12	396	323	0						
Turn Type	Prot	Perm	Prot	NA	NA							
Protected Phases	8		5	6 5	6 7		1	2	3	4	6	7
Permitted Phases		8										
Detector Phase	8	8	5	6 5	6 7							
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0				10.0	12.0	2.0	5.0	12.0	2.0
Minimum Split (s)	10.8	10.8	11.4				16.4	18.4	8.4	10.8	18.4	8.4
Total Split (s)	19.2	19.2	11.4				30.0	63.6	8.4	28.0	91.0	8.4
Total Split (%)	14.8%	14.8%	8.8%				23%	49%	6%	22%	70%	6%
Yellow Time (s)	4.3	4.3	5.1				5.1	5.1	5.1	4.3	5.1	5.1
All-Red Time (s)	1.5	1.5	1.3				1.3	1.3	1.3	1.5	1.3	1.3
Lost Time Adjust (s)	-1.5	-1.5	-1.5									
Total Lost Time (s)	4.3	4.3	4.9									
Lead/Lag	Lag	Lag	Lead				Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	None				None	Min	None	None	Min	None
Act Effct Green (s)	10.2	10.2	6.9	55.5	52.3							
Actuated g/C Ratio	0.13	0.13	0.08	0.68	0.64							
v/c Ratio	0.45	0.22	0.08	0.31	0.28							
Control Delay	45.1	15.2	46.2	6.5	1.4							
Queue Delay	0.0	0.0	0.0	0.0	0.0							
Total Delay	45.1	15.2	46.2	6.5	1.4							
LOS	D	B	D	A	A							
Approach Delay	35.4			7.7	1.4							
Approach LOS	D			A	A							
Queue Length 50th (ft)	45	0	5	76	0							
Queue Length 95th (ft)	114	22	21	113	0							

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø3	Ø4	Ø6	Ø7
Internal Link Dist (ft)	1893			924	425							
Turn Bay Length (ft)		300	100									
Base Capacity (vph)	344	307	150	1786	1660							
Starvation Cap Reductn	0	0	0	0	220							
Spillback Cap Reductn	0	0	0	0	0							
Storage Cap Reductn	0	0	0	0	0							
Reduced v/c Ratio	0.29	0.16	0.08	0.22	0.22							

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 81.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 10.0	Intersection LOS: B
Intersection Capacity Utilization 28.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: SH 149 & FM 149 West Access Rd (S)



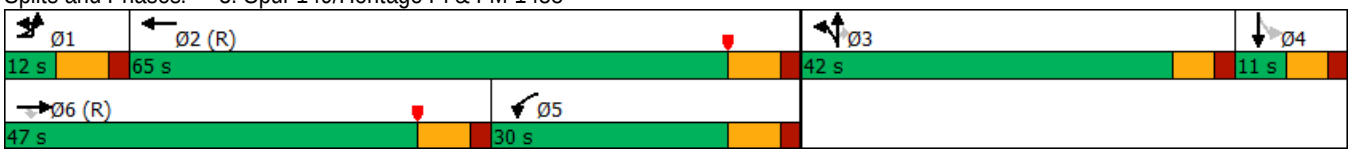
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	0	714	74	200	824	0	115	0	494	0	0
Future Volume (vph)	4	0	714	74	200	824	0	115	0	494	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	10
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		80		200	180		0	0		155	0	
Storage Lanes		1		1	1		0	0		1	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850						0.850		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	0	0	1770	1583	0	1739
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1770	3539	1583	1770	3539	0	0	1770	1583	0	1739
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				134						516		
Link Speed (mph)			50			50			55			30
Link Distance (ft)			1580			4950			1572			309
Travel Time (s)			21.5			67.5			19.5			7.0
Lane Group Flow (vph)	0	8	860	88	233	877	0	0	140	625	0	0
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Split	NA	Perm		
Protected Phases	1	1	6		5	2		3	3			4
Permitted Phases				6						3	4	
Detector Phase	1	1	6	6	5	2		3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	27.0	27.0	12.0	27.0		11.0	11.0	11.0	11.0	11.0
Total Split (s)	12.0	12.0	47.0	47.0	30.0	65.0		42.0	42.0	42.0	11.0	11.0
Total Split (%)	9.2%	9.2%	36.2%	36.2%	23.1%	50.0%		32.3%	32.3%	32.3%	8.5%	8.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		-1.5	-1.5	0.0	-1.5	-1.5			-1.5	0.0		-1.5
Total Lost Time (s)		5.5	5.5	7.0	5.5	5.5			4.5	6.0		4.5
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	C-Min		None	None	None	None	None
Act Effct Green (s)		6.5	72.6	71.1	20.9	96.6			21.0	19.5		
Actuated g/C Ratio		0.05	0.56	0.55	0.16	0.74			0.16	0.15		
v/c Ratio		0.09	0.44	0.10	0.82	0.33			0.49	0.92		
Control Delay		61.2	20.3	1.1	53.6	4.9			52.8	30.1		
Queue Delay		0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Total Delay		61.2	20.3	1.1	53.6	4.9			52.8	30.1		
LOS		E	C	A	D	A			D	C		
Approach Delay			18.8			15.1			34.2			
Approach LOS			B			B			C			
Queue Length 50th (ft)		7	207	0	160	50			111	99		
Queue Length 95th (ft)		7	327	4	234	130			38	119		

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)			1500			4870			1492			229
Turn Bay Length (ft)		80		200	180					155		
Base Capacity (vph)		88	1975	926	333	2629			510	811		
Starvation Cap Reductn		0	0	0	0	0			0	0		
Spillback Cap Reductn		0	0	0	0	0			0	0		
Storage Cap Reductn		0	0	0	0	0			0	0		
Reduced v/c Ratio		0.09	0.44	0.10	0.70	0.33			0.27	0.77		

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Spur 149/Heritage Pl & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	22	1123	1031	31	0	29
Future Volume (vph)	22	1123	1031	31	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	130			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.995			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3489	0	0	1370
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3489	0	0	1370
Link Speed (mph)		50	50		20	
Link Distance (ft)		4950	431		349	
Travel Time (s)		67.5	5.9		11.9	
Lane Group Flow (vph)	32	1208	1125	0	0	69
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 39.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	1160	1007	51	37	36
Future Volume (vph)	35	1160	1007	51	37	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	100			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3539	5085	1583	1770	1524
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3539	5085	1583	1770	1524
Link Speed (mph)		50	50		20	
Link Distance (ft)		508	1088		345	
Travel Time (s)		6.9	14.8		11.8	
Lane Group Flow (vph)	44	1450	1185	72	52	56
Sign Control		Free	Free		Stop	

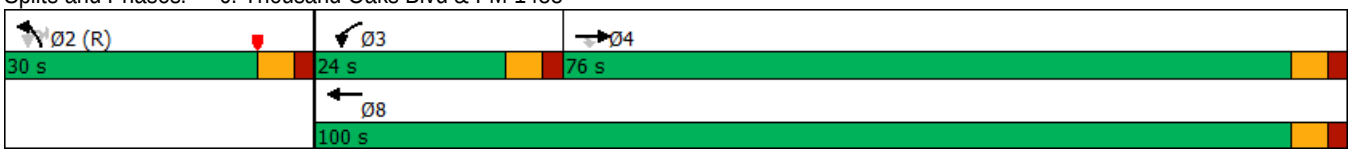
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 42.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1187	21	80	1060	2	32	66
Future Volume (vph)	1187	21	80	1060	2	32	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12
Grade (%)	0%			0%		0%	
Storage Length (ft)		200	100			0	0
Storage Lanes		1	1			1	1
Taper Length (ft)			25			25	
Lane Util. Factor	0.91	1.00	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor							
Frt		0.850					0.850
Flt Protected			0.950			0.950	
Satd. Flow (prot)	5085	1583	2006	3539	0	1770	1583
Flt Permitted			0.950			0.950	
Satd. Flow (perm)	5085	1583	2006	3539	0	1770	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		35					80
Link Speed (mph)	50			50		25	
Link Distance (ft)	1088			708		517	
Travel Time (s)	14.8			9.7		14.1	
Lane Group Flow (vph)	1542	36	92	1218	0	52	80
Turn Type	NA	Perm	Prot	NA	Perm	Prot	Perm
Protected Phases	4		3	8		2	
Permitted Phases		4			2		2
Detector Phase	4	4	3	8	2	2	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	10.5	22.5	22.5	22.5	22.5
Total Split (s)	76.0	76.0	24.0	100.0	30.0	30.0	30.0
Total Split (%)	58.5%	58.5%	18.5%	76.9%	23.1%	23.1%	23.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	50.7	50.7	10.3	66.5		52.5	52.5
Actuated g/C Ratio	0.39	0.39	0.08	0.51		0.40	0.40
v/c Ratio	0.78	0.06	0.58	0.67		0.07	0.12
Control Delay	29.9	3.1	75.2	21.8		28.1	6.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	29.9	3.1	75.2	21.8		28.1	6.9
LOS	C	A	E	C		C	A
Approach Delay	29.3			25.5		15.2	
Approach LOS	C			C		B	
Queue Length 50th (ft)	420	0	82	227		27	0
Queue Length 95th (ft)	220	m2	134	362		51	30

Lane Group	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Internal Link Dist (ft)	1008			628		437	
Turn Bay Length (ft)		200	100				
Base Capacity (vph)	2757	874	285	2572		714	686
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.56	0.04	0.32	0.47		0.07	0.12

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 6 (5%), Referenced to phase 2:NBL and 6:, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 45.3%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: Thousand Oaks Blvd & FM 1488

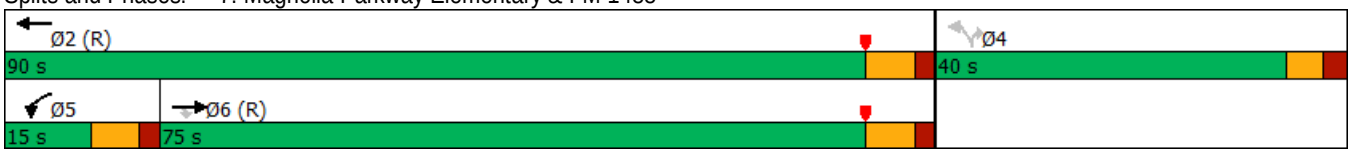


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1181	90	42	1131	33	16
Future Volume (vph)	1181	90	42	1131	33	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	14	13
Grade (%)	0%			0%	0%	
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	2006	3539	1888	1636
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	2006	3539	1888	1636
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		139				24
Link Speed (mph)	50			50	30	
Link Distance (ft)	2010			3742	609	
Travel Time (s)	27.4			51.0	13.8	
Lane Group Flow (vph)	1373	191	68	1315	63	24
Turn Type	NA	Perm	Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases		6			4	4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	37.7	37.7	11.7	21.7	40.0	40.0
Total Split (s)	75.0	75.0	15.0	90.0	40.0	40.0
Total Split (%)	57.7%	57.7%	11.5%	69.2%	30.8%	30.8%
Yellow Time (s)	4.7	4.7	4.7	4.7	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5
Lost Time Adjust (s)	-1.5	0.0	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.2	6.7	5.2	5.2	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	99.5	98.3	10.8	112.9	10.7	10.7
Actuated g/C Ratio	0.77	0.76	0.08	0.87	0.08	0.08
v/c Ratio	0.51	0.16	0.41	0.43	0.41	0.15
Control Delay	4.6	0.2	71.1	1.7	63.5	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	0.2	71.1	1.7	63.5	21.3
LOS	A	A	E	A	E	C
Approach Delay	4.0			5.1	51.9	
Approach LOS	A			A	D	
Queue Length 50th (ft)	124	1	52	23	51	0
Queue Length 95th (ft)	31	1	71	7	55	15

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	1930			3662	529	
Turn Bay Length (ft)		200	200			
Base Capacity (vph)	2707	1230	175	3074	515	464
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.16	0.39	0.43	0.12	0.05

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 126 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 5.9	Intersection LOS: A
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Magnolia Parkway Elementary & FM 1488



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1113	30	62	1158	40	23	5	55	14	9	6
Future Volume (vph)	1	1113	30	62	1158	40	23	5	55	14	9	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12	12	10	10	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	80		0	205		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.994				0.850		0.966	
Flt Protected	0.950			0.950				0.964			0.984	
Satd. Flow (prot)	2006	3525	0	1770	3516	0	0	1676	1478	0	2007	0
Flt Permitted	0.950			0.950				0.784			0.870	
Satd. Flow (perm)	2006	3525	0	1770	3516	0	0	1363	1478	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			8				151		10	
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		3742			3775			345			165	
Travel Time (s)		51.0			51.5			9.4			4.5	
Lane Group Flow (vph)	4	1301	0	72	1301	0	0	48	64	0	48	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8		8	4		
Detector Phase	1	6		5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	44.0		12.0	32.0		11.0	11.0	11.0	11.0	11.0	
Total Split (s)	14.0	89.0		22.0	97.0		19.0	19.0	19.0	19.0	19.0	
Total Split (%)	10.8%	68.5%		16.9%	74.6%		14.6%	14.6%	14.6%	14.6%	14.6%	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5	-1.5		-1.5	
Total Lost Time (s)	5.5	5.5		5.5	5.5			4.5	4.5		4.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	6.6	98.6		11.2	110.3			10.5	10.5		10.5	
Actuated g/C Ratio	0.05	0.76		0.09	0.85			0.08	0.08		0.08	
v/c Ratio	0.04	0.49		0.47	0.44			0.44	0.25		0.32	
Control Delay	70.0	0.9		73.8	1.3			68.1	2.3		50.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	70.0	0.9		73.8	1.3			68.1	2.3		50.9	
LOS	E	A		E	A			E	A		D	
Approach Delay		1.1			5.1			30.5			50.9	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	3	19		63	2			39	0		31	
Queue Length 95th (ft)	5	22		112	28			35	0		30	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3662			3695			265			85	
Turn Bay Length (ft)	80			205								
Base Capacity (vph)	131	2675		224	2983			153	300		207	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.49		0.32	0.44			0.31	0.21		0.23	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 77 (59%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 5.1	Intersection LOS: A
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Lake Windcrest Blvd & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1263	21	34	1352	0	24	0	105	0	0	0
Future Volume (vph)	0	1263	21	34	1352	0	24	0	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	12	12	12	12	12	8	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	100		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850					0.850				
Flt Protected				0.950			0.950					
Satd. Flow (prot)	2111	3539	1538	1986	3539	0	1736	1583	0	0	1614	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	2111	3539	1538	1986	3539	0	1736	1583	0	0	1614	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134					184				
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		6253			3617			518			164	
Travel Time (s)		85.3			49.3			14.1			4.5	
Lane Group Flow (vph)	0	1289	28	48	1423	0	40	164	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA				
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6									
Detector Phase	1	6	6	5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	55.0	55.0	12.0	22.0		11.0	11.0		11.0	11.0	
Total Split (s)	12.0	84.0	84.0	14.0	86.0		21.0	21.0		11.0	11.0	
Total Split (%)	9.2%	64.6%	64.6%	10.8%	66.2%		16.2%	16.2%		8.5%	8.5%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-3.0	-3.0	0.0	-3.0	-3.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	4.0	4.0	7.0	4.0	4.0		4.0	4.0			4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)		100.2	97.2	10.6	112.4		9.6	9.6				
Actuated g/C Ratio		0.77	0.75	0.08	0.86		0.07	0.07				
v/c Ratio		0.47	0.02	0.30	0.47		0.31	0.57				
Control Delay		0.9	0.0	71.4	1.3		62.8	13.6				
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay		0.9	0.0	71.4	1.3		62.8	13.6				
LOS		A	A	E	A		E	B				
Approach Delay		0.9			3.6			23.2				
Approach LOS		A			A			C				
Queue Length 50th (ft)		6	0	33	275		33	0				
Queue Length 95th (ft)		15	0	68	3		46	0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		6173			3537			438			84	
Turn Bay Length (ft)			200	100								
Base Capacity (vph)		2727	1184	170	3060		227	366				
Starvation Cap Reductn		0	0	0	0		0	0				
Spillback Cap Reductn		0	0	0	0		0	0				
Storage Cap Reductn		0	0	0	0		0	0				
Reduced v/c Ratio		0.47	0.02	0.28	0.47		0.18	0.45				

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 90 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 3.8	Intersection LOS: A
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Windcrest National & FM 1488

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1373	40	0	1532	0	31
Future Volume (vph)	1373	40	0	1532	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	100		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.991					0.865
Flt Protected						
Satd. Flow (prot)	3507	0	0	3539	0	1596
Flt Permitted						
Satd. Flow (perm)	3507	0	0	3539	0	1596
Link Speed (mph)	50			50	35	
Link Distance (ft)	3617			653	606	
Travel Time (s)	49.3			8.9	11.8	
Lane Group Flow (vph)	1638	0	0	1596	0	38
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	24	1384	0	1	0	1511	104	0	0	0	76
Future Volume (vph)	2	24	1384	0	1	0	1511	104	0	0	0	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	16	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		200		0		200		435	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.850				
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1970	3539	0	0	2006	3539	1583	0	1863	1863	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1970	3539	0	0	2006	3539	1583	0	1863	1863	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)								160				
Link Speed (mph)			50				55			30		
Link Distance (ft)			653				2365			178		
Travel Time (s)			8.9				29.3			4.0		
Lane Group Flow (vph)	0	30	1591	0	0	4	1542	160	0	0	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	Perm			Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases								2	4		4	8
Detector Phase	1	1	6		5	5	2	2	4	4	4	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	11.7	21.7		11.7	11.7	25.7	25.7	11.0	11.0	11.0	26.0
Total Split (s)	13.0	13.0	90.0		12.0	12.0	89.0	89.0	28.0	28.0	28.0	28.0
Total Split (%)	10.0%	10.0%	69.2%		9.2%	9.2%	68.5%	68.5%	21.5%	21.5%	21.5%	21.5%
Yellow Time (s)	4.7	4.7	4.7		4.7	4.7	4.7	4.7	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		-2.7	-2.7			-2.7	-2.7	-2.7		-2.0	-2.0	
Total Lost Time (s)		4.0	4.0			4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min		None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		9.7	103.9			8.5	98.2	98.2				
Actuated g/C Ratio		0.07	0.80			0.07	0.76	0.76				
v/c Ratio		0.21	0.56			0.03	0.58	0.13				
Control Delay		66.7	2.6			49.0	6.1	1.0				
Queue Delay		0.0	0.0			0.0	0.0	0.0				
Total Delay		66.7	2.6			49.0	6.1	1.0				
LOS		E	A			D	A	A				
Approach Delay			3.8				5.7					
Approach LOS			A				A					
Queue Length 50th (ft)		27	37			3	231	13				
Queue Length 95th (ft)		m54	92			m4	181	0				

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	18
Future Volume (vph)	0	18
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected	0.950	
Satd. Flow (prot)	1770	1583
Flt Permitted	0.757	
Satd. Flow (perm)	1410	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		143
Link Speed (mph)	40	
Link Distance (ft)	513	
Travel Time (s)	8.7	
Lane Group Flow (vph)	88	20
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	26.0	26.0
Total Split (s)	28.0	28.0
Total Split (%)	21.5%	21.5%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	-2.0	-2.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	15.0	15.0
Actuated g/C Ratio	0.12	0.12
v/c Ratio	0.54	0.06
Control Delay	65.9	0.4
Queue Delay	0.0	0.0
Total Delay	65.9	0.4
LOS	E	A
Approach Delay	53.7	
Approach LOS	D	
Queue Length 50th (ft)	71	0
Queue Length 95th (ft)	31	0

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Internal Link Dist (ft)			573				2285			98		
Turn Bay Length (ft)		200				200		435				
Base Capacity (vph)		152	2830			134	2673	1234				
Starvation Cap Reductn		0	0			0	0	0				
Spillback Cap Reductn		0	0			0	0	0				
Storage Cap Reductn		0	0			0	0	0				
Reduced v/c Ratio		0.20	0.56			0.03	0.58	0.13				

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 101 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 6.3	Intersection LOS: A
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 11: Cimarron Way & FM 1488

Lane Group	SBT	SBR
Internal Link Dist (ft)	433	
Turn Bay Length (ft)		
Base Capacity (vph)	260	408
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.34	0.05

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	113	1120	241	1	103	1149	30	324	70	112	121	60
Future Volume (vph)	113	1120	241	1	103	1149	30	324	70	112	121	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	85		400		245		0	0		0	100	
Storage Lanes	1		1		1		0	1		0	0	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.996			0.912			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	2006	3525	0	1770	1699	0	1770	1863
Flt Permitted	0.950				0.950			0.428			0.625	
Satd. Flow (perm)	1770	3539	1583	0	2006	3525	0	797	1699	0	1164	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			256			3			48			
Link Speed (mph)		45				50			40			25
Link Distance (ft)		2365				1149			553			278
Travel Time (s)		35.8				15.7			9.4			7.6
Lane Group Flow (vph)	131	1244	256	0	116	1299	0	372	212	0	175	76
Turn Type	Prot	NA	Perm	Prot	Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	1	6		5	5	2		7	4		3	8
Permitted Phases			6					4			8	
Detector Phase	1	6	6	5	5	2		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	11.5	29.5	29.5	11.5	11.5	23.5		11.0	11.0		11.0	11.0
Total Split (s)	20.0	68.0	68.0	17.0	17.0	65.0		31.0	28.0		17.0	14.0
Total Split (%)	15.4%	52.3%	52.3%	13.1%	13.1%	50.0%		23.8%	21.5%		13.1%	10.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.5	2.5		2.5	2.5
Lost Time Adjust (s)	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5		-1.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min		None	None		None	None
Act Effct Green (s)	13.9	64.4	64.4		11.3	61.8		39.8	22.9		21.5	9.0
Actuated g/C Ratio	0.11	0.50	0.50		0.09	0.48		0.31	0.18		0.17	0.07
v/c Ratio	0.69	0.71	0.28		0.67	0.78		0.85	0.63		0.70	0.59
Control Delay	61.5	18.7	1.4		76.7	17.7		58.0	46.9		52.6	77.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	61.5	18.7	1.4		76.7	17.7		58.0	46.9		52.6	77.2
LOS	E	B	A		E	B		E	D		D	E
Approach Delay		19.4				22.5			54.0			39.1
Approach LOS		B				C			D			D
Queue Length 50th (ft)	107	358	0		93	282		273	128		113	63
Queue Length 95th (ft)	157	201	18		#172	365		#396	182		131	101

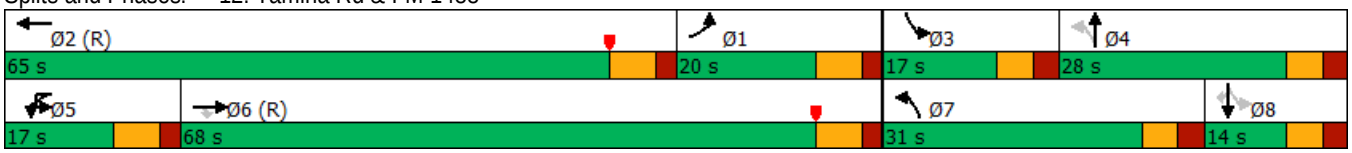
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	141
Future Volume (vph)	141
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	239
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	160
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	14.0
Total Split (%)	10.8%
Yellow Time (s)	3.5
All-Red Time (s)	2.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	7.5
Actuated g/C Ratio	0.06
v/c Ratio	0.51
Control Delay	6.1
Queue Delay	0.0
Total Delay	6.1
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)		2285				1069			473			198
Turn Bay Length (ft)	85		400		245						100	
Base Capacity (vph)	204	1762	916		185	1676		445	348		254	136
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.64	0.71	0.28		0.63	0.78		0.84	0.61		0.69	0.56

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 79 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 27.5 Intersection LOS: C
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Tamina Rd & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	321
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.50

Intersection Summary

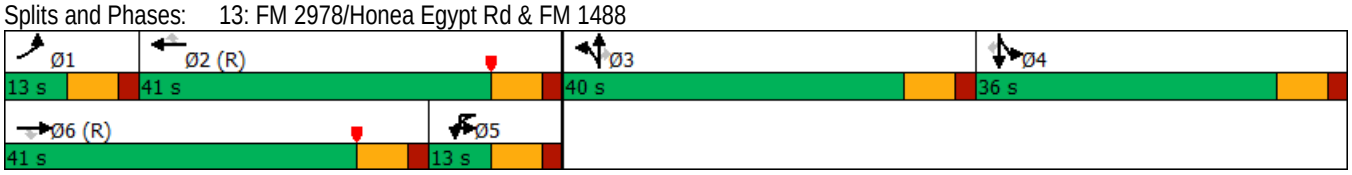
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	245	897	281	2	180	869	504	415	660	198	492	396
Future Volume (vph)	245	897	281	2	180	869	504	415	660	198	492	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	500		350		400		400	240		430	200	
Storage Lanes	2		1		2		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	0.97	0.95	1.00	0.95	0.97	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950	0.994		0.950	0.984
Satd. Flow (prot)	3891	3539	1583	0	3891	3539	1583	1610	3370	1583	1610	3336
Flt Permitted	0.950				0.950			0.950	0.994		0.950	0.984
Satd. Flow (perm)	3891	3539	1583	0	3891	3539	1583	1610	3370	1583	1610	3336
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			323				486			210		
Link Speed (mph)		40				45			55			45
Link Distance (ft)		4074				822			2260			1038
Travel Time (s)		69.4				12.5			28.0			15.7
Lane Group Flow (vph)	247	915	323	0	236	896	573	361	758	236	296	619
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	5	2		3	3		4	4
Permitted Phases			6				2			3		
Detector Phase	1	6	6	5	5	2	2	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	36.0	36.0	12.0	12.0	36.0	36.0	40.0	40.0	40.0	36.0	36.0
Total Split (s)	13.0	41.0	41.0	13.0	13.0	41.0	41.0	40.0	40.0	40.0	36.0	36.0
Total Split (%)	10.0%	31.5%	31.5%	10.0%	10.0%	31.5%	31.5%	30.8%	30.8%	30.8%	27.7%	27.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	10.4	39.1	39.1		9.7	38.5	38.5	34.7	34.7	34.7	30.4	30.4
Actuated g/C Ratio	0.08	0.30	0.30		0.07	0.30	0.30	0.27	0.27	0.27	0.23	0.23
v/c Ratio	0.79	0.86	0.46		0.81	0.86	0.71	0.84	0.84	0.41	0.79	0.79
Control Delay	65.3	43.2	13.2		55.6	32.8	6.7	63.2	54.7	9.1	62.2	55.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	43.2	13.2		55.6	32.8	6.7	63.2	54.7	9.1	62.2	55.0
LOS	E	D	B		E	C	A	E	D	A	E	D
Approach Delay		40.4				27.2			49.0			47.6
Approach LOS		D				C			D			D
Queue Length 50th (ft)	108	384	138		98	323	86	312	328	16	254	267
Queue Length 95th (ft)	#192	#498	123		m#120	m#450	m99	#481	409	65	#381	340

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	277
Future Volume (vph)	277
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	210
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	304
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	27.7%
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-3.0
Total Lost Time (s)	4.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	30.4
Actuated g/C Ratio	0.23
v/c Ratio	0.58
Control Delay	18.1
Queue Delay	0.0
Total Delay	18.1
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	64
Queue Length 95th (ft)	161

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)		3994				742			2180			958
Turn Bay Length (ft)	500		350		400		400	240		430	200	
Base Capacity (vph)	312	1065	702		291	1047	810	445	933	590	396	821
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.86	0.46		0.81	0.86	0.71	0.81	0.81	0.40	0.75	0.75

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow, Master Intersection	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 13: FM 2978/Honea Egypt Rd & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	544
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.56

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1379	108	86	1714	0	105
Future Volume (vph)	1379	108	86	1714	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	250		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.988					0.865
Flt Protected			0.950			
Satd. Flow (prot)	3497	0	2006	3539	0	1611
Flt Permitted			0.950			
Satd. Flow (perm)	3497	0	2006	3539	0	1611
Link Speed (mph)	45			14	25	
Link Distance (ft)	822			1112	374	
Travel Time (s)	12.5			54.2	10.2	
Lane Group Flow (vph)	1565	0	96	1767	0	119
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	28	85	1233	76	170	1559	71	171	168	221	64	67
Future Volume (vph)	28	85	1233	76	170	1559	71	171	168	221	64	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		400		400	600		0	100		0	0	
Storage Lanes		1		1	1		0	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850		0.990				0.850		0.915
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	2006	3504	0	1770	1863	1583	1770	1704
Flt Permitted		0.950			0.950			0.227			0.621	
Satd. Flow (perm)	0	1770	3539	1583	2006	3504	0	423	1863	1583	1157	1704
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				132		9				260		41
Link Speed (mph)			45			50			30			25
Link Distance (ft)			1112			726			480			667
Travel Time (s)			16.8			9.9			10.9			18.2
Lane Group Flow (vph)	0	159	1298	80	191	1688	0	188	175	260	76	176
Turn Type	Prot	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		3	8		7	4
Permitted Phases				6				8		8	4	
Detector Phase	1	1	6	6	5	2		3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	11.7	32.7	32.7	11.7	27.7		11.0	11.0	11.0	11.0	11.0
Total Split (s)	20.0	20.0	69.2	69.2	24.8	74.0		17.0	25.0	25.0	11.0	19.0
Total Split (%)	15.4%	15.4%	53.2%	53.2%	19.1%	56.9%		13.1%	19.2%	19.2%	8.5%	14.6%
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		-2.7	-2.7	0.0	-2.7	-2.7		-2.0	-2.0	0.0	-2.0	-2.0
Total Lost Time (s)		4.0	4.0	6.7	4.0	4.0		4.0	4.0	6.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	C-Min		None	None	None	None	None
Act Effct Green (s)		15.5	68.4	65.7	18.3	71.2		31.3	22.2	20.2	21.4	14.1
Actuated g/C Ratio		0.12	0.53	0.51	0.14	0.55		0.24	0.17	0.16	0.16	0.11
v/c Ratio		0.75	0.70	0.09	0.68	0.88		0.79	0.55	0.56	0.34	0.80
Control Delay		79.7	34.8	5.6	69.5	19.8		65.6	57.3	10.8	44.0	68.7
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		79.7	34.8	5.6	69.5	19.8		65.6	57.3	10.8	44.0	68.7
LOS		E	C	A	E	B		E	E	B	D	E
Approach Delay			38.0			24.8			40.4			61.3
Approach LOS			D			C			D			E
Queue Length 50th (ft)		122	418	7	136	367		134	138	0	51	112
Queue Length 95th (ft)		142	524	m17	218	583		#219	217	61	87	#212

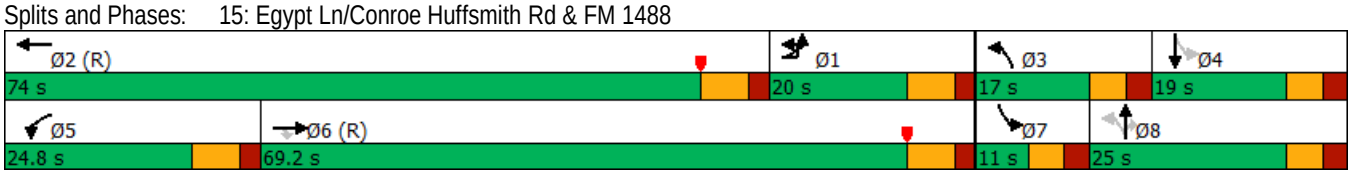
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	66
Future Volume (vph)	66
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	75
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)			1032			646			400			587
Turn Bay Length (ft)		400		400	600			100				
Base Capacity (vph)		219	1862	865	320	1930		239	319	466	225	232
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.73	0.70	0.09	0.60	0.87		0.79	0.55	0.56	0.34	0.76

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 89 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 33.9	Intersection LOS: C
Intersection Capacity Utilization 82.0%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Egypt Ln/Conroe Huffsmith Rd & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1482	100	64	1802	0	87
Future Volume (vph)	1482	100	64	1802	0	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	10	10
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.989					0.865
Flt Protected			0.950			
Satd. Flow (prot)	3500	0	2006	3539	0	1475
Flt Permitted			0.950			
Satd. Flow (perm)	3500	0	2006	3539	0	1475
Link Speed (mph)	45			45	25	
Link Distance (ft)	726			735	284	
Travel Time (s)	11.0			11.1	7.7	
Lane Group Flow (vph)	1717	0	72	1897	0	118
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	34	22	1502	18	20	1772	23	34	3	15	19	0
Future Volume (vph)	34	22	1502	18	20	1772	23	34	3	15	19	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	16
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		85		140	90		0	265		265	0	
Storage Lanes		1		1	1		0	0		1	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850		0.997			0.883			0.915
Flt Protected		0.950			0.950			0.950				0.982
Satd. Flow (prot)	0	1770	3539	1583	2006	3529	0	1770	1645	0	0	1897
Flt Permitted		0.950			0.950			0.599				0.863
Satd. Flow (perm)	0	1770	3539	1583	2006	3529	0	1116	1645	0	0	1667
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				78		3			28			131
Link Speed (mph)			30			25			30			25
Link Distance (ft)			735			1240			745			135
Travel Time (s)			16.7			33.8			16.9			3.7
Lane Group Flow (vph)	0	69	1669	24	24	1897	0	56	36	0	0	76
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Perm	NA		Perm	NA
Protected Phases	1	1	6		5	2			8			4
Permitted Phases				6				8			4	
Detector Phase	1	1	6	6	5	2		8	8		4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	11.2	11.2	31.2	31.2	11.2	28.2		11.1	11.1		11.1	11.1
Total Split (s)	15.0	15.0	100.7	100.7	11.3	97.0		18.0	18.0		18.0	18.0
Total Split (%)	11.5%	11.5%	77.5%	77.5%	8.7%	74.6%		13.8%	13.8%		13.8%	13.8%
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7		3.5	3.5		3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5		2.6	2.6		2.6	2.6
Lost Time Adjust (s)		-2.7	-2.7	-2.7	-2.7	-2.7		-2.0	-2.0			-2.0
Total Lost Time (s)		3.5	3.5	3.5	3.5	3.5		4.1	4.1			4.1
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	C-Min		None	None		None	None
Act Effct Green (s)		10.6	106.9	106.9	8.0	102.0		11.5	11.5			11.5
Actuated g/C Ratio		0.08	0.82	0.82	0.06	0.78		0.09	0.09			0.09
v/c Ratio		0.48	0.57	0.02	0.20	0.68		0.57	0.21			0.29
Control Delay		59.3	7.4	0.4	80.3	7.2		78.3	26.2			3.2
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Delay		59.3	7.4	0.4	80.3	7.2		78.3	26.2			3.2
LOS		E	A	A	F	A		E	C			A
Approach Delay			9.3			8.1			57.9			3.2
Approach LOS			A			A			E			A
Queue Length 50th (ft)		49	273	0	18	855		46	6			0
Queue Length 95th (ft)		72	407	m0	m30	76		61	4			0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	32
Future Volume (vph)	32
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)			655			1160			665			55
Turn Bay Length (ft)		85		140	90			265				
Base Capacity (vph)		156	2909	1315	123	2770		119	200			295
Starvation Cap Reductn		0	0	0	0	0		0	0			0
Spillback Cap Reductn		0	0	0	0	0		0	0			0
Storage Cap Reductn		0	0	0	0	0		0	0			0
Reduced v/c Ratio		0.44	0.57	0.02	0.20	0.68		0.47	0.18			0.26

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 89 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 17: Katy Lee Ln & FM 1488

Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1465	20	3	1726	161	25	3	9	75	2	58
Future Volume (vph)	65	1465	20	3	1726	161	25	3	9	75	2	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	95		200	0		55	0		85
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997				0.850		0.900			0.864	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3539	1583	1770	1676	0	1770	1609	0
Flt Permitted	0.950			0.950			0.640			0.742		
Satd. Flow (perm)	1770	3529	0	1770	3539	1583	1192	1676	0	1382	1609	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				133		16			76	
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1240			1456			220			549	
Travel Time (s)		16.9			19.9			6.0			15.0	
Lane Group Flow (vph)	84	1656	0	8	1817	187	40	24	0	119	84	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases						2	8			4		
Detector Phase	1	6		5	2	2	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.2	16.2		11.2	16.2	16.2	11.5	11.5		11.5	11.5	
Total Split (s)	17.0	94.4		11.2	88.6	88.6	24.4	24.4		24.4	24.4	
Total Split (%)	13.1%	72.6%		8.6%	68.2%	68.2%	18.8%	18.8%		18.8%	18.8%	
Yellow Time (s)	4.7	4.7		4.7	4.7	4.7	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-2.2	-2.2		-2.2	-2.2	0.0	-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	4.0	4.0		4.0	4.0	6.2	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	11.9	102.7		7.3	89.0	86.8	17.1	17.1		17.1	17.1	
Actuated g/C Ratio	0.09	0.79		0.06	0.68	0.67	0.13	0.13		0.13	0.13	
v/c Ratio	0.52	0.59		0.08	0.75	0.17	0.26	0.10		0.66	0.30	
Control Delay	72.2	4.1		64.7	17.9	4.5	53.4	26.8		70.2	15.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	72.2	4.1		64.7	17.9	4.5	53.4	26.8		70.2	15.5	
LOS	E	A		E	B	A	D	C		E	B	
Approach Delay		7.4			16.8			43.4			47.6	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	73	147		7	841	28	30	6		96	6	
Queue Length 95th (ft)	97	440		m8	703	m40	46	7		107	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1160			1376			140			469	
Turn Bay Length (ft)	100			95		200						
Base Capacity (vph)	181	2787		100	2434	1106	188	277		217	317	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.59		0.08	0.75	0.17	0.21	0.09		0.55	0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 59 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 71.5%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

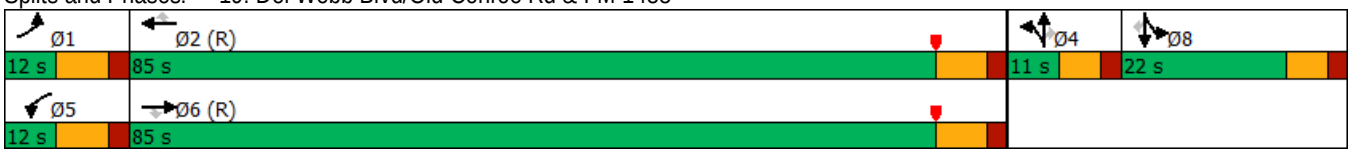
Splits and Phases: 18: N Westwood Dr & FM 1488

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1348	8	11	1798	243	6	3	14	235	2	87
Future Volume (vph)	106	1348	8	11	1798	243	6	3	14	235	2	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	450		450	200		165	250		0	200		90
Storage Lanes	2		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.964		0.950	0.955	
Satd. Flow (prot)	3433	3539	1429	1770	3539	1583	0	1617	1583	1681	1690	1583
Flt Permitted	0.950			0.950				0.964		0.950	0.955	
Satd. Flow (perm)	3433	3539	1429	1770	3539	1583	0	1617	1583	1681	1690	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134			151			143			143
Link Speed (mph)		50			50			25			45	
Link Distance (ft)		2542			6519			591			786	
Travel Time (s)		34.7			88.9			16.1			11.9	
Lane Group Flow (vph)	128	1449	12	16	1816	259	0	16	28	144	147	100
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	17.0	17.0	12.0	17.0	17.0	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	12.0	85.0	85.0	12.0	85.0	85.0	11.0	11.0	11.0	22.0	22.0	22.0
Total Split (%)	9.2%	65.4%	65.4%	9.2%	65.4%	65.4%	8.5%	8.5%	8.5%	16.9%	16.9%	16.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	0.0	-3.0	-3.0	-3.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	7.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	9.0	94.6	91.6	8.1	86.4	86.4		7.3	7.3	16.0	16.0	16.0
Actuated g/C Ratio	0.07	0.73	0.70	0.06	0.66	0.66		0.06	0.06	0.12	0.12	0.12
v/c Ratio	0.54	0.56	0.01	0.15	0.77	0.24		0.18	0.13	0.70	0.71	0.31
Control Delay	67.2	6.9	0.0	59.0	8.8	2.4		63.6	1.1	72.3	73.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	6.9	0.0	59.0	8.8	2.4		63.6	1.1	72.3	73.0	4.9
LOS	E	A	A	E	A	A		E	A	E	E	A
Approach Delay		11.7			8.4			23.8			55.3	
Approach LOS		B			A			C			E	
Queue Length 50th (ft)	54	242	0	13	201	14		13	0	122	125	0
Queue Length 95th (ft)	87	163	m0	m17	281	m27		32	0	182	50	15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		2462			6439			511			706	
Turn Bay Length (ft)	450		450	200		165				200		90
Base Capacity (vph)	237	2574	1046	109	2352	1102		90	223	232	234	342
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.54	0.56	0.01	0.15	0.77	0.24		0.18	0.13	0.62	0.63	0.29

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 110 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 19: Del Webb Blvd/Old Conroe Rd & FM 1488



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	1409	189	245	1672	34	3	292	25	343	55	36
Future Volume (vph)	15	1409	189	245	1672	34	3	292	25	343	55	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	250		400	0		0		190		0	0	
Storage Lanes	1		1	2		0		1		1	0	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.997					0.850		0.969
Flt Protected	0.950			0.950				0.950	0.962			0.978
Satd. Flow (prot)	1687	3539	1583	3433	3529	0	0	1681	1702	1583	0	1754
Flt Permitted	0.950			0.950				0.950	0.962			0.978
Satd. Flow (perm)	1687	3539	1583	3433	3529	0	0	1681	1702	1583	0	1754
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			236		3					206		9
Link Speed (mph)		50			50				35			30
Link Distance (ft)		6519			2075				861			670
Travel Time (s)		88.9			28.3				16.8			15.2
Lane Group Flow (vph)	20	1423	236	247	1764	0	0	191	193	365	0	140
Turn Type	Prot	NA	Perm	Prot	NA		Split	Split	NA	Perm	Split	NA
Protected Phases	5	2		1	6		4	4	4		3	3
Permitted Phases			2							4		
Detector Phase	5	2	2	1	6		4	4	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	3.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	44.0	44.0	10.0	30.0		33.5	33.5	33.5	33.5	11.5	11.5
Total Split (s)	12.0	66.1	66.1	16.0	70.1		33.5	33.5	33.5	33.5	14.4	14.4
Total Split (%)	9.2%	50.8%	50.8%	12.3%	53.9%		25.8%	25.8%	25.8%	25.8%	11.1%	11.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-3.0			-2.5	-2.5	-2.5		-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0	4.0		4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	8.1	68.0	68.0	14.2	78.9			21.0	21.0	21.0		10.8
Actuated g/C Ratio	0.06	0.52	0.52	0.11	0.61			0.16	0.16	0.16		0.08
v/c Ratio	0.19	0.77	0.25	0.66	0.82			0.70	0.70	0.85		0.91
Control Delay	65.9	32.3	6.3	55.8	17.4			64.7	64.5	41.0		107.0
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	65.9	32.3	6.3	55.8	17.4			64.7	64.5	41.0		107.0
LOS	E	C	A	E	B			E	E	D		F
Approach Delay		29.1			22.1				53.1			107.0
Approach LOS		C			C				D			F
Queue Length 50th (ft)	18	301	8	108	605			163	165	138		112
Queue Length 95th (ft)	m31	686	69	m#148	#939			218	153	242		#210

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

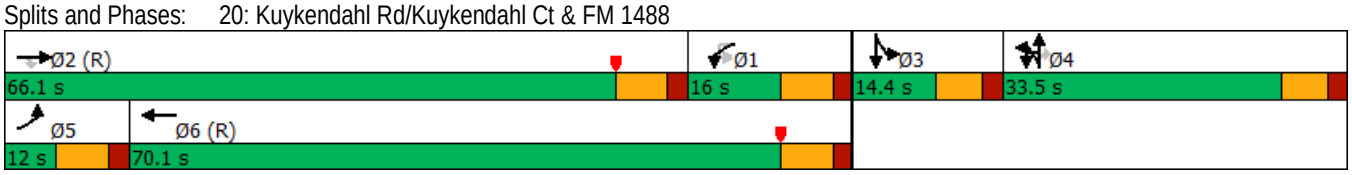
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)		6439			1995				781			590
Turn Bay Length (ft)	250		400					190				
Base Capacity (vph)	104	1851	940	373	2142			381	386	518		154
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.19	0.77	0.25	0.66	0.82			0.50	0.50	0.70		0.91

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 15 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 32.3	Intersection LOS: C
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Kuykendahl Rd/Kuykendahl Ct & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

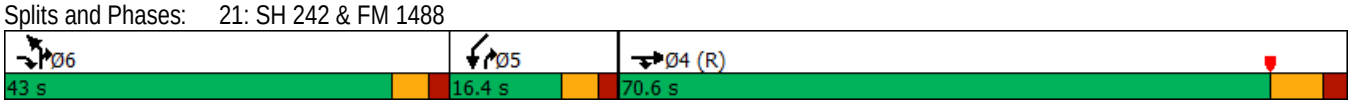
Lane Group	EBT	EBR	NBL	NBR2	SWL	SWR2
Lane Configurations						
Traffic Volume (vph)	1562	371	795	504	197	1490
Future Volume (vph)	1562	371	795	504	197	1490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)		200	400		500	
Storage Lanes		1	1		2	
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor						
Frt		0.850		0.850		0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	1583	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3433	1583	3433	2787
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		34		39		1285
Link Speed (mph)	50		50		50	
Link Distance (ft)	1035		1364		631	
Travel Time (s)	14.1		18.6		8.6	
Lane Group Flow (vph)	1610	403	864	573	214	1620
Turn Type	NA	custom	Prot	custom	Prot	Free
Protected Phases	4	4 6	6	6 5	5	
Permitted Phases						Free
Detector Phase	4	4 6	6	6 5	5	
Switch Phase						
Minimum Initial (s)	10.0		5.0		5.0	
Minimum Split (s)	32.6		22.5		10.5	
Total Split (s)	70.6		43.0		16.4	
Total Split (%)	54.3%		33.1%		12.6%	
Yellow Time (s)	5.1		3.5		3.5	
All-Red Time (s)	2.5		2.0		2.0	
Lost Time Adjust (s)	-3.6		0.0		0.0	
Total Lost Time (s)	4.0		5.5		5.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	C-Min		None		None	
Act Effct Green (s)	68.2	109.1	36.3	55.0	10.5	130.0
Actuated g/C Ratio	0.52	0.84	0.28	0.42	0.08	1.00
v/c Ratio	0.87	0.30	0.90	0.83	0.77	0.58
Control Delay	33.9	1.3	58.6	42.3	68.0	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	1.3	58.6	42.3	68.0	4.1
LOS	C	A	E	D	E	A
Approach Delay	27.4		52.1		11.5	
Approach LOS	C		D		B	
Queue Length 50th (ft)	464	21	357	389	83	76
Queue Length 95th (ft)	670	m30	#451	532	m112	85

Lane Group	EBT	EBR	NBL	NBR2	SWL	SWR2
Internal Link Dist (ft)	955		1284		551	
Turn Bay Length (ft)		200	400		500	
Base Capacity (vph)	1857	1348	990	696	287	2787
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.30	0.87	0.82	0.75	0.58

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 10 (8%), Referenced to phase 4:EBT and 8:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 28.6	Intersection LOS: C
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: SH 242 & FM 1488



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	500	1459	105	78	1445	364	44	7	58	251	14	257
Future Volume (vph)	500	1459	105	78	1445	364	44	7	58	251	14	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	12	11	12	12	12	12	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	550		400	250		400	0		0	200		200
Storage Lanes	2		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.958		0.950	0.960	
Satd. Flow (prot)	3891	3539	1583	2006	3539	1531	0	1785	1583	1681	1642	2694
Flt Permitted	0.950			0.950				0.958		0.950	0.960	
Satd. Flow (perm)	3891	3539	1583	2006	3539	1531	0	1785	1583	1681	1642	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133			375			200			289
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		2163			7489			206			463	
Travel Time (s)		29.5			102.1			4.7			10.5	
Lane Group Flow (vph)	562	1639	119	104	1490	375	0	92	68	159	158	289
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases			6			2			3			4
Detector Phase	1	6	6	5	2	2	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.1	17.1	17.1	12.1	17.1	17.1	11.3	11.3	11.3	11.0	11.0	11.0
Total Split (s)	27.0	82.0	82.0	14.0	69.0	69.0	14.0	14.0	14.0	20.0	20.0	20.0
Total Split (%)	20.8%	63.1%	63.1%	10.8%	53.1%	53.1%	10.8%	10.8%	10.8%	15.4%	15.4%	15.4%
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	5.1	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.8	2.8	2.8	2.0	2.0	2.0
Lost Time Adjust (s)	-3.1	-3.1	0.0	-3.1	-3.1	-3.1		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	7.1	4.0	4.0	4.0		4.3	4.3	3.5	3.5	3.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	22.6	77.5	74.4	11.4	66.3	66.3		9.5	9.5	15.8	15.8	15.8
Actuated g/C Ratio	0.17	0.60	0.57	0.09	0.51	0.51		0.07	0.07	0.12	0.12	0.12
v/c Ratio	0.83	0.78	0.12	0.59	0.83	0.39		0.71	0.23	0.78	0.79	0.50
Control Delay	55.7	14.9	0.2	66.0	28.7	4.7		86.6	1.7	80.8	82.9	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	14.9	0.2	66.0	28.7	4.7		86.6	1.7	80.8	82.9	8.8
LOS	E	B	A	E	C	A		F	A	F	F	A
Approach Delay		24.0			26.1			50.5			47.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	244	471	0	91	461	10		77	0	137	137	0
Queue Length 95th (ft)	m295	509	m0	120	546	84		86	0	#232	114	43

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		2083			7409			126			383	
Turn Bay Length (ft)	550		400	250		400				200		200
Base Capacity (vph)	688	2124	968	175	1804	964		133	303	213	208	594
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.82	0.77	0.12	0.59	0.83	0.39		0.69	0.22	0.75	0.76	0.49

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 123 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Carriage Hills Blvd & FM 1488

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1777	22	1	14	1826	11	21
Future Volume (vph)	1777	22	1	14	1826	11	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		0		250		0	0
Storage Lanes		0		1		1	1
Taper Length (ft)				25		25	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor							
Frt	0.998						0.850
Flt Protected				0.950		0.950	
Satd. Flow (prot)	3498	0	0	1826	3539	1656	1538
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	3498	0	0	1826	3539	1656	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	2						28
Link Speed (mph)	50				50	30	
Link Distance (ft)	7489				2830	1132	
Travel Time (s)	102.1				38.6	25.7	
Lane Group Flow (vph)	2025	0	0	24	1963	20	28
Turn Type	NA		Prot	Prot	NA	Prot	Perm
Protected Phases	6		5	5	2	4	
Permitted Phases							4
Detector Phase	6		5	5	2	4	4
Switch Phase							
Minimum Initial (s)	20.0		7.0	7.0	20.0	7.0	7.0
Minimum Split (s)	41.5		14.5	14.5	27.5	38.0	38.0
Total Split (s)	77.5		14.5	14.5	92.0	38.0	38.0
Total Split (%)	59.6%		11.2%	11.2%	70.8%	29.2%	29.2%
Yellow Time (s)	5.5		5.5	5.5	5.5	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5			-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	6.0			6.0	6.0	4.5	4.5
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	C-Min		None	None	C-Min	None	None
Act Effct Green (s)	105.5			8.8	114.5	8.8	8.8
Actuated g/C Ratio	0.81			0.07	0.88	0.07	0.07
v/c Ratio	0.71			0.20	0.63	0.18	0.22
Control Delay	2.4			67.9	2.3	61.0	23.5
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	2.4			67.9	2.3	61.0	23.5
LOS	A			E	A	E	C
Approach Delay	2.4				3.0	39.1	
Approach LOS	A				A	D	
Queue Length 50th (ft)	21			19	145	16	0
Queue Length 95th (ft)	22			m30	66	26	23

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	7409				2750	1052	
Turn Bay Length (ft)				250			
Base Capacity (vph)	2840			123	3118	426	417
Starvation Cap Reductn	0			0	0	0	0
Spillback Cap Reductn	0			0	0	0	0
Storage Cap Reductn	0			0	0	0	0
Reduced v/c Ratio	0.71			0.20	0.63	0.05	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 39 (30%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 3.2	Intersection LOS: A
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 23: Peoples Rd & FM 1488

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1762	48	146	1822	18	95
Future Volume (vph)	1762	48	146	1822	18	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		400	400		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1583	2006	3539	1703	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3505	1583	2006	3539	1703	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		56				116
Link Speed (mph)	50			50	30	
Link Distance (ft)	2830			1800	408	
Travel Time (s)	38.6			24.5	9.3	
Lane Group Flow (vph)	1895	56	164	1980	28	116
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	7.0	7.0
Minimum Split (s)	16.5	16.5	11.5	16.5	12.5	12.5
Total Split (s)	91.1	91.1	23.5	114.6	15.4	15.4
Total Split (%)	70.1%	70.1%	18.1%	88.2%	11.8%	11.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	0.0	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.0	6.5	5.0	5.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	91.1	89.6	15.7	111.8	9.2	9.2
Actuated g/C Ratio	0.70	0.69	0.12	0.86	0.07	0.07
v/c Ratio	0.77	0.05	0.68	0.65	0.23	0.53
Control Delay	8.7	0.8	56.7	3.8	61.4	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	0.8	56.7	3.8	61.4	19.0
LOS	A	A	E	A	E	B
Approach Delay	8.5			7.9	27.2	
Approach LOS	A			A	C	
Queue Length 50th (ft)	236	3	132	115	23	0
Queue Length 95th (ft)	78	m0	m161	282	38	45

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	2750			1720	328	
Turn Bay Length (ft)		400	400			
Base Capacity (vph)	2455	1108	285	3042	149	244
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.05	0.58	0.65	0.19	0.48

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 113 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 24: Mansions Blvd & FM 1488

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	8	1833	33	7	107	2069	6	28	0	75	11	0
Future Volume (vph)	8	1833	33	7	107	2069	6	28	0	75	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	16	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	400		400		400		100	0		0	100	
Storage Lanes	1		1		1		0	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.91	0.91	0.95	1.00	*0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997				0.999				0.850		0.850
Flt Protected	0.950				0.950				0.950		0.950	
Satd. Flow (prot)	2006	5018	0	0	2006	3536	0	0	1736	1568	1770	1583
Flt Permitted	0.950				0.950				0.752		0.736	
Satd. Flow (perm)	2006	5018	0	0	2006	3536	0	0	1374	1568	1371	1583
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		5				2				138		138
Link Speed (mph)		50				50			30			30
Link Distance (ft)		1800				758			610			420
Travel Time (s)		24.5				10.3			13.9			9.5
Lane Group Flow (vph)	16	1949	0	0	132	2315	0	0	32	84	20	8
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA	Prot	Perm	NA
Protected Phases	5	2		1	1	6			8	8		4
Permitted Phases								8			4	
Detector Phase	5	2		1	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	11.5	30.5		11.5	11.5	30.5		14.0	14.0	14.0	14.0	14.0
Total Split (s)	11.8	94.5		21.5	21.5	104.2		14.0	14.0	14.0	14.0	14.0
Total Split (%)	9.1%	72.7%		16.5%	16.5%	80.2%		10.8%	10.8%	10.8%	10.8%	10.8%
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5			-1.5	-1.5			0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.0	5.0			5.0	5.0			6.0	4.5	4.5	4.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	None	C-Min		None	None	None	None	None
Act Effct Green (s)	6.7	92.2			13.8	106.3			8.0	9.5	9.5	9.5
Actuated g/C Ratio	0.05	0.71			0.11	0.82			0.06	0.07	0.07	0.07
v/c Ratio	0.16	0.55			0.62	0.80			0.38	0.35	0.20	0.03
Control Delay	57.1	4.9			68.6	8.1			72.1	5.0	61.8	0.3
Queue Delay	0.0	0.0			0.0	0.4			0.0	0.0	0.0	0.0
Total Delay	57.1	4.9			68.6	8.5			72.1	5.0	61.8	0.3
LOS	E	A			E	A			E	A	E	A
Approach Delay		5.3				11.8			23.5			44.3
Approach LOS		A				B			C			D
Queue Length 50th (ft)	12	99			108	296			26	0	16	0
Queue Length 95th (ft)	m20	201			m149	537			16	6	26	0

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

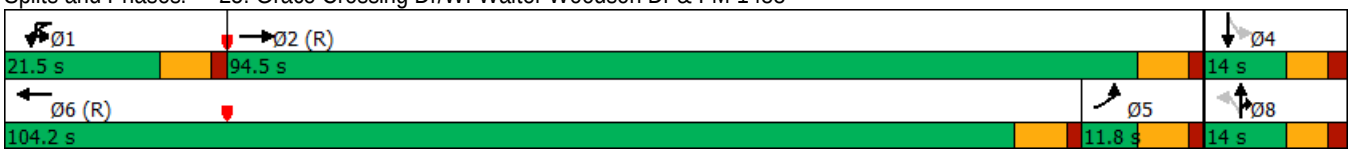
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Internal Link Dist (ft)		1720				678			530			340
Turn Bay Length (ft)	400				400						100	
Base Capacity (vph)	105	3560			254	2891			84	242	100	243
Starvation Cap Reductn	0	0			0	188			0	0	0	0
Spillback Cap Reductn	0	0			0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	0.15	0.55			0.52	0.86			0.38	0.35	0.20	0.03

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 20 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

* User Entered Value

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Grace Crossing Dr/W. Walter Woodson Dr & FM 1488



Lane Group	SBR
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	978	992	0	1195	0	0	0	0	978
Future Volume (vph)	0	978	992	0	1195	0	0	0	0	978
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	0		0	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	3539	1568	0	1863	0	0	0	0	1611
Flt Permitted										
Satd. Flow (perm)	0	3539	1568	0	1863	0	0	0	0	1611
Link Speed (mph)		50			50		20		35	
Link Distance (ft)		758			210		294		303	
Travel Time (s)		10.3			2.9		10.0		5.9	
Lane Group Flow (vph)	0	1063	1055	0	1245	0	0	0	0	1075
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 130.1%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	978	0	242	1195	0	0	0	0	37	0	0
Future Volume (vph)	0	978	0	242	1195	0	0	0	0	37	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3539	0	1770	1863	0	0	0	0	0	1770	0
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3539	0	1770	1863	0	0	0	0	0	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		50			50			20			20	
Link Distance (ft)		210			1093			207			204	
Travel Time (s)		2.9			14.9			7.1			7.0	
Lane Group Flow (vph)	0	1063	0	263	1299	0	0	0	0	0	40	0
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1	6					4	4	
Permitted Phases												
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		22.5		10.5	22.5					22.5	22.5	
Total Split (s)		71.9		35.6	107.5					22.5	22.5	
Total Split (%)		55.3%		27.4%	82.7%					17.3%	17.3%	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		5.5		5.5	5.5						5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		Max	C-Max					Min	Min	
Act Effct Green (s)		66.4		39.6	111.5						7.5	
Actuated g/C Ratio		0.51		0.30	0.86						0.06	
v/c Ratio		0.59		0.49	0.81						0.39	
Control Delay		16.7		38.1	8.8						69.4	
Queue Delay		0.0		0.0	1.3						0.0	
Total Delay		16.7		38.1	10.1						69.4	
LOS		B		D	B						E	
Approach Delay		16.7			14.8						69.4	
Approach LOS		B			B						E	
Queue Length 50th (ft)		300		181	466						33	
Queue Length 95th (ft)		140		m209	m751						71	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		130			1013			127			124	
Turn Bay Length (ft)												
Base Capacity (vph)		1807		539	1597						231	
Starvation Cap Reductn		0		0	133						0	
Spillback Cap Reductn		0		0	16						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.59		0.49	0.89						0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 88 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 27: FM 1488 & I-45 SB Access Rd

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	944	71	73	61	0	1364	
Future Volume (vph)	944	71	73	61	0	1364	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	500			0	0	0	
Storage Lanes	1			1	0	1	
Taper Length (ft)	25				25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Frt				0.850		0.865	
Flt Protected	0.950						
Satd. Flow (prot)	3433	1863	1863	1583	0	1611	
Flt Permitted	0.950						
Satd. Flow (perm)	3433	1863	1863	1583	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				66			
Link Speed (mph)		50	50		20		
Link Distance (ft)		1093	211		267		
Travel Time (s)		14.9	2.9		9.1		
Lane Group Flow (vph)	1026	77	79	66	0	1483	
Turn Type	Prot	NA	NA	Perm		Perm	
Protected Phases	5	2	6				4
Permitted Phases				6		2 4	
Detector Phase	5	2	6	6		2 4	
Switch Phase							
Minimum Initial (s)	5.0	4.5	5.0	5.0			5.0
Minimum Split (s)	22.5	22.5	22.5	22.5			22.5
Total Split (s)	56.5	107.5	51.0	51.0			22.5
Total Split (%)	43.5%	82.7%	39.2%	39.2%			17%
Yellow Time (s)	3.5	3.5	3.5	3.5			3.5
All-Red Time (s)	2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.5	5.5	5.5			
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	Max	C-Min	C-Max	C-Max			None
Act Effct Green (s)	51.0	102.0	45.5	45.5		130.0	
Actuated g/C Ratio	0.39	0.78	0.35	0.35		1.00	
v/c Ratio	0.76	0.05	0.12	0.11		0.92	
Control Delay	13.5	0.1	29.4	7.0		11.2	
Queue Delay	0.0	0.0	0.0	0.0		0.4	
Total Delay	13.5	0.1	29.4	7.0		11.6	
LOS	B	A	C	A		B	
Approach Delay		12.6	19.2		11.6		
Approach LOS		B	B		B		
Queue Length 50th (ft)	22	1	45	0		0	
Queue Length 95th (ft)	248	m0	83	32		#40	

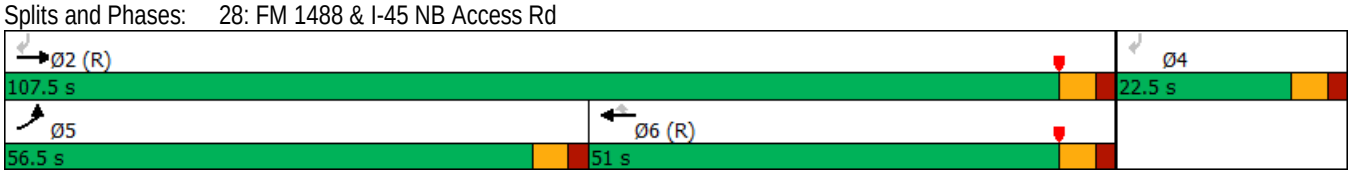
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Internal Link Dist (ft)		1013	131		187		
Turn Bay Length (ft)	500						
Base Capacity (vph)	1346	1461	652	596		1611	
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		15	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.76	0.05	0.12	0.11		0.93	

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 9 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 12.4	Intersection LOS: B
Intersection Capacity Utilization 97.8%	ICU Level of Service F
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: FM 1488 & I-45 NB Access Rd



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	71	0	0	134	0	84
Future Volume (vph)	71	0	0	134	0	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	1863	0	0	1759	0	1580
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1759	0	1580
Link Speed (mph)	50			50	35	
Link Distance (ft)	211			190	319	
Travel Time (s)	2.9			2.6	6.2	
Lane Group Flow (vph)	85	0	0	147	0	112
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 15.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	176	1015	0	0
Future Volume (vph)	0	0	176	1015	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			2	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	1863	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1863	2787	0	0
Link Speed (mph)		45	45		20	
Link Distance (ft)		278	361		318	
Travel Time (s)		4.2	5.5		10.8	
Lane Group Flow (vph)	0	0	191	1103	0	0
Sign Control		Stop	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	384	0	0	0	0	1005
Future Volume (vph)	384	0	0	0	0	1005
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	1863	0	0	0	0	2787
Flt Permitted						
Satd. Flow (perm)	1863	0	0	0	0	2787
Link Speed (mph)	45			45	35	
Link Distance (ft)	286			333	471	
Travel Time (s)	4.3			5.0	9.2	
Lane Group Flow (vph)	417	0	0	0	0	1092
Sign Control	Free			Stop	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	384	1364	0	0
Future Volume (vph)	0	0	384	1364	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	1863	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1863	1583	0	0
Link Speed (mph)	30		45			45
Link Distance (ft)	378		580			286
Travel Time (s)	8.6		8.8			4.3
Lane Group Flow (vph)	0	0	417	1483	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.8%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	176	0	0	1234
Future Volume (vph)	0	0	176	0	0	1234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	2
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	2787
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	2787
Link Speed (mph)		45	45		35	
Link Distance (ft)		337	321		540	
Travel Time (s)		5.1	4.9		10.5	
Lane Group Flow (vph)	0	0	191	0	0	1341
Sign Control		Stop	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1748	84	0	0	0	0
Future Volume (vph)	1748	84	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	3539	1583	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3539	1583	0	0	0	0
Link Speed (mph)	45			45	20	
Link Distance (ft)	492			259	269	
Travel Time (s)	7.5			3.9	9.2	
Lane Group Flow (vph)	1900	91	0	0	0	0
Sign Control	Free			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	1863	0	0
Link Speed (mph)		35	40		35	
Link Distance (ft)		351	1916		469	
Travel Time (s)		6.8	32.7		9.1	
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	0		0	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	1863	0	3539	0	0	0	0	1863
Flt Permitted										
Satd. Flow (perm)	0	3539	1863	0	3539	0	0	0	0	1863
Link Speed (mph)		50			50		30		35	
Link Distance (ft)		725			525		404		469	
Travel Time (s)		9.9			7.2		9.2		9.1	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%		0%		0%	
Storage Length (ft)	0		0	0		0	0	0	0	0
Storage Lanes	0		0	0		1	0	0	0	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	1863	0	0	0	1863
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	1863	0	0	0	1863
Link Speed (mph)		50			50		35		35	
Link Distance (ft)		525			812		351		291	
Travel Time (s)		7.2			11.1		6.8		5.7	
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free		Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	0	1863
Link Speed (mph)		40	35		35	
Link Distance (ft)		1973	291		404	
Travel Time (s)		33.6	5.7		7.9	
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Stop		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	SER
Lane Configurations				
Traffic Volume (vph)	0	1364	1005	0
Future Volume (vph)	0	1364	1005	0
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12
Grade (%)	0%		0%	0%
Storage Length (ft)	0	0	0	0
Storage Lanes	0	1	2	0
Taper Length (ft)	25		25	
Lane Util. Factor	1.00	1.00	0.97	1.00
Ped Bike Factor				
Frt		0.865		
Flt Protected			0.950	
Satd. Flow (prot)	0	1611	3433	0
Flt Permitted			0.950	
Satd. Flow (perm)	0	1611	3433	0
Link Speed (mph)	30		20	20
Link Distance (ft)	378		267	471
Travel Time (s)	8.6		9.1	16.1
Lane Group Flow (vph)	0	1483	1092	0
Sign Control	Free		Free	Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.8%			ICU Level of Service E
Analysis Period (min) 15			

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	242	0	0	992	0	0
Future Volume (vph)	242	0	0	992	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	0	0
Link Speed (mph)	20			35	20	
Link Distance (ft)	207			294	540	
Travel Time (s)	7.1			5.7	18.4	
Lane Group Flow (vph)	263	0	0	1078	0	0
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	37	978
Future Volume (vph)	0	0	0	0	37	978
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	0	1770	1863
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	0	1770	1863
Link Speed (mph)	20		20			35
Link Distance (ft)	204		303			294
Travel Time (s)	7.0		10.3			5.7
Lane Group Flow (vph)	0	0	0	0	40	1063
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1616	6	2	2005	56	2	0	4	23	0	26
Future Volume (vph)	50	1616	6	2	2005	56	2	0	4	23	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	250		250	0		0	200		100
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999				0.850		0.910			0.929	
Flt Protected	0.950			0.950				0.984			0.977	
Satd. Flow (prot)	1770	3536	0	1770	3539	1583	0	1668	0	0	1691	0
Flt Permitted	0.046			0.098				0.941			0.870	
Satd. Flow (perm)	86	3536	0	183	3539	1583	0	1595	0	0	1506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				61		21			24	
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1456			2542			450			487	
Travel Time (s)		19.9			34.7			12.3			13.3	
Lane Group Flow (vph)	54	1764	0	2	2179	61	0	6	0	0	53	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	106.0	106.0		106.0	106.0	106.0	24.0	24.0		24.0	24.0	
Total Split (%)	81.5%	81.5%		81.5%	81.5%	81.5%	18.5%	18.5%		18.5%	18.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5		5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	100.5	100.5		100.5	100.5	100.5		18.5			18.5	
Actuated g/C Ratio	0.77	0.77		0.77	0.77	0.77		0.14			0.14	
v/c Ratio	0.82	0.65		0.01	0.80	0.05		0.02			0.23	
Control Delay	86.1	11.5		6.0	10.0	2.3		2.5			33.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	86.1	11.5		6.0	10.0	2.3		2.5			33.2	
LOS	F	B		A	A	A		A			C	
Approach Delay		13.8			9.7			2.5			33.2	
Approach LOS		B			A			A			C	
Queue Length 50th (ft)	29	306		0	327	3		0			22	
Queue Length 95th (ft)	m#99	489		m1	413	m11		2			62	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1376			2462			370			407	
Turn Bay Length (ft)	250			250		250						
Base Capacity (vph)	66	2733		141	2735	1237		244			234	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.82	0.65		0.01	0.80	0.05		0.02			0.23	

Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 13 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 96: Sweetgum Ln & FM 1488

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	1354	1283	5	5	5
Future Volume (vph)	5	1354	1283	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			0	0	100
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3536	0	1770	1583
Flt Permitted	0.124				0.950	
Satd. Flow (perm)	231	3539	3536	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			5
Link Speed (mph)		40	50		25	
Link Distance (ft)		1149	4074		579	
Travel Time (s)		19.6	55.6		15.8	
Lane Group Flow (vph)	5	1472	1400	0	5	5
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phase	4	4	8		6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	105.0	105.0	105.0		25.0	25.0
Total Split (%)	80.8%	80.8%	80.8%		19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		C-Max	C-Max
Act Effct Green (s)	80.7	80.7	80.7		38.3	38.3
Actuated g/C Ratio	0.62	0.62	0.62		0.29	0.29
v/c Ratio	0.03	0.67	0.64		0.01	0.01
Control Delay	10.8	22.6	13.6		42.2	26.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	10.8	22.6	13.6		42.2	26.0
LOS	B	C	B		D	C
Approach Delay		22.5	13.6		34.1	
Approach LOS		C	B		C	
Queue Length 50th (ft)	2	508	258		3	0
Queue Length 95th (ft)	m2	321	185		16	13

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		1069	3994		499	
Turn Bay Length (ft)	250					100
Base Capacity (vph)	176	2708	2706		520	469
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.03	0.54	0.52		0.01	0.01

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 115 (88%), Referenced to phase 2: and 6:SBL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 99: FM 1488 & Forest West

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1687	0	2066
Future Volume (vph)	0	0	0	1687	0	2066
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	2
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.88
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	3539	0	2787
Flt Permitted						
Satd. Flow (perm)	0	0	0	3539	0	2787
Link Speed (mph)	30			50	50	
Link Distance (ft)	519			2163	1133	
Travel Time (s)	11.8			29.5	15.5	
Lane Group Flow (vph)	0	0	0	1834	0	2246
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1933	0	0	0	2285
Future Volume (vph)	0	1933	0	0	0	2285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	4
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.64
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	4053
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	4053
Link Speed (mph)		50	50		30	
Link Distance (ft)		2075	1035		537	
Travel Time (s)		28.3	14.1		12.2	
Lane Group Flow (vph)	0	2101	0	0	0	2484
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

APPENDIX K

H-GAC TIP APPLICATION

2018 Call for Projects Application

Who is Completing the Application?

Please provide contact information for the person who will complete the online application for this project. The email address and password entered here will be used to complete and submit both Pre-Applications and Applications.

First Name
Wu

Last Name
Ying

Title
Transportation Planner at AECOM

Phone Number
281-579-5358

Email Address
wu.ying@aecom.com

Primary Agency Information

Please provide contact information for the agency official who is representing the project sponsor. This individual will be considered the official applicant and must be authorized by their agency to submit this request for funding and make necessary assertations and representations on the agency's behalf.

Agency Name
Texas Department of Transportation

First Name
Catherine

Last Name
McCreight

Title
Senior Transportation Planner

Phone Number
713-802-5812

Email Address
Catherine.McCreight@txdot.gov

Address
7600 Washington Ave

City
Houston

State
TX

Zip Code
77007

Additional Agency Information

1. Is this project being developed and/or implemented in partnership with another agency?
No

Agency Name
N/A

First Name
N/A

Last Name
N/A

Title
N/A

Phone Number
N/A

Email Address

N/A

Address
City
State
Zip Code

Project Information

1. Project Title

FM 1488 Access Management

2. Project County

Montgomery County

3. Facility/Street Name

FM 1488

4. Project limits (from, to) or location (Address)

FM 1488 from I-45 to FM 149

5. Describe the primary problems to be addressed by the project (Project Need).

FM 1488 from I-45 to FM 149 is a 14-mile corridor with four travel lanes and a continuous center turn lane. The posted speed limit is between 45 to 50 mph. Most of the segments have open drainage system except the approximate 1-mile segment between FM 2978 and Katy Lee Lane. The major problems to be addressed along the corridor include 1) increasing traffic congestion, 2) lack of multimodal mobility options, and 3) higher than average crash rates.

Increasing Traffic Congestion

The 2019 average daily traffic (ADT) along the corridor ranges from a high of 53,900 vehicle per day (vpd) near I-45 to a low of 20,100 vpd near FM 149. The travel demand is expected to grow at an annual compound rate of 2.5% for the segment west of Tamina Rd and at 0.6% for the segment east of Tamina Rd based on projections from the Regional Travel Demand Model (TDM) from Houston-Galveston Area Council (H-GAC). Currently, 48% (9 of 19) of the signalized intersections in the corridor experience heavy or moderate congestion (Level of Service (LOS) C to LOS F) including the intersections at FM 149, Spur 149, Tamina Road, FM 2978, Conroe Huffsmith Road, Old Conroe Road, Kuykendahl Road, College Park Drive, and Carriage Hills Blvd. In the future, traffic operation will continue to deteriorate, and travel delay

and vehicle emission will be significantly increased. A number of existing intersections will need to be reconfigured to better accommodate existing and future traffic, such as adding left and right turn lanes, signal retiming, and installing new traffic signals. Street geometry can be improved in several locations which impede traffic flow/accessibility and increase safety hazards. For instance, two T intersections (FM 1488 at Thousand Oaks Blvd. and Gable Cir.) are offset less than 200 foot and should be aligned. The cloverleaf interchange at FM 1488 and I-45 is a known bottleneck; considering the existing and future high traffic volumes improvements to the interchange are needed to facilitate safer traffic flow and reduce vehicle delay. As one of the major corridors for east-west movement, FM 1488 provides important connectivity between multiple jurisdictions such as the City of Conroe, The Woodlands, and the City of Magnolia. Maintaining acceptable LOS of the facility through implementation of TxDOT approved safety improvements, as well as improving bicycle/pedestrian access, are of high priority.

Lack of Multimodal Mobility Options

The corridor currently favors vehicular traffic and lacks the accommodation for multi-modal transportation such as walking and biking. As the area becomes more urban with multifamily residential and shopping centers, the need has developed for pedestrian access at traffic signals. Currently the intersections are not designed to accommodate safe crossings for pedestrians, especially people with disabilities. At intersections with right-turn lanes, the shoulder is utilized for the turn lane which causes the shoulder to be discontinuous with gaps for bicycle shoulder connectivity.

Higher than Average Crash Rates

Between 2015 to 2017, there have been a total of 1,078 crashes along the corridor. 281 of the crashes involved injury which is equivalent to 8 crashes per month involving injuries. There were in total 8 fatal crashes with 3 involving ped/bike. Speeding contributed to about 20% of crashes. Access point density typically corresponds to the roadway segment crash rate. Currently, the corridor has high access point density with over 300 access points in total which lead to interrupted traffic flow and more safety issues. The crash density is highest between Tamina Road and Old Conroe Road, and the access point density is also highest within this segment with over 30 access points per mile. Existing turning movements along FM 1488 present a growing safety issue. The continuous turn lane along FM 1488 from I-45 to FM 149 causes unpredictable conditions for motorists, cyclists, and pedestrians. Improved design for proper access control with controlled median access will help reduce conflict points and

provide an enhanced comfort level for all users. Project improvements will be designed to modern safety standards for all aspects, specifically access control.

6. Describe the proposed improvement/activity.

The proposed project is to install an access-controlled raised median which will replace the continuous center turn lane on the 14-mile corridor of FM 1488 between I-45 and FM 149. The raised median along the corridor will reduce vehicle conflict points and thus improve safety. Through the public involvement process, local agencies have initiated landscaping agreements to locally fund landscaping within the raised median for beautification and as a traffic calming measure. Driveway sharing/consolidation is proposed to facilitate better traffic flow and enhance roadway safety.

Traffic signals will be installed at several intersections (if the Texas Manual of Uniform Traffic Control Devices (TMUTCD) signal warrant is met) such as FM 1488 at Future Mill Creek Road, FM 1488 at Community Road, FM 1488 at Thousand Oaks Blvd, FM 1488 at Superior Road, and FM 1488 at Lago Drive. To facilitate the traffic flow, signal timing and coordination will be evaluated and enhanced, and appropriate equipment updates will be implemented. At intersections that have high left turn volumes, an additional left turn lane (dual left turn lanes) will be added to reduce vehicle delay and congestion such as the intersection of FM 1488 at FM 2978, FM 1488 at Old Conroe Road, FM 1488 at Kuykendahl Road, FM 1488 at SH 242, FM 1488 at Carriage Hills Blvd, and FM 1488 at I-45.

The proposed project will enhance the mobility and accessibility for both pedestrians and bicyclists by implementing safety enhancements at intersections to ensure the safety for all roadway users including ADA compliant ramps, high visibility crosswalks, signing for bicycles, and ped/bike priority signals. Sidewalks, at key locations where high pedestrian usage is expected, will be implemented in other programs.

7. Describe the primary outcomes to be achieved by the project (Project Purpose)

The main purpose of the proposed project is to improve safety, improve mobility and progression, enhance multimodal connectivity and support economic growth.

Improve Safety

- There have been a total of 1,078 crashes between 2015 and 2017 along the project corridor, with 8 fatal crashes (3 bike/ped involved). Improving walkability, bike-ability and roadway design by installing access-controlled medians and

sharing/consolidating excessive driveways along the corridor will lead to a measurable reduction in conflicts and crashes between vehicles and pedestrians/bicyclists, thereby improving safety and reducing the economic costs of crashes along the corridor.

Improve Mobility and Progression

- Travel time and vehicle delay of the corridor will be significantly reduced by the proposed improvements including corridor-wide traffic signal timing improvements and intersection geometric improvements.

Enhance multimodal connectivity

- The proposed project includes improvements to the current roadway infrastructure as well as improving bike/pedestrian infrastructure at intersections connecting bike paths through intersections. Implementation of the project will greatly enhance access for automobiles, pedestrians and cyclists to residential properties, nearby businesses, and schools.

Support Economic Growth

- The proposed project will satisfy the growing infrastructure needs associated with the increasing population and employment in Montgomery County, The Woodlands, and City of Conroe. Improving pedestrian and bicycle access to the FM 1488 corridor can increase the value of surrounding residential and commercial properties which will lead to a larger tax base to the community.

8. Have any MPOID numbers been assigned to this project?
No

9. Have any TxDOT Control-Section-Job (CSJ) numbers been assigned to this project?
0523-10-047: FM 1488 from I-45 to Mostyn Dr – Install raised median

10. What is the estimated total capital investment required for the project?
Less than $100 million

A. Investment Category & Strategy
(Manage) Access Management/Safety/Grade Separations

11. Please provide the federal funding amount requested.
$16,516,000

12. Please upload the funding commitment letter or letters of support from the local government.
TxDOT to coordinate with City of Conroe, The Woodlands Township, Montgomery County, and Westwood Improvement District.

Project Development/Readiness

1. Please select the level of engineering completed.

Schematic

2. What is the completed or anticipated level of environmental documentation required for the proposed project?

Categorical Exclusion (CE)

A. What was/is the anticipated completion date of the environmental clearance?

May 2022

B. Type of Categorical Exclusion (CE)? (Optional)

(d)-list Open-Ended Approval Authority for CEs.

3. Will any of the following be required to implement the project?
US Army Corps of Engineers Permits

No

US Coast Guard Permits

No

Railroad Agreements

Yes (BNSF railroad runs parallel to FM 149 and crosses FM 1488 just east of FM 149, UP Railroad runs parallel to I-45)

None of the Above

No

4. Will the acquisition of Right of Way or an easement be required to implement the project?

No or minimum

5. Has utility coordination been initiated for the project?

No

6. Will the project improve or significantly affect infrastructure owned or operated by another agency?

Yes (May affect cross roads owned by Montgomery County, City of Conroe, or City of Magnolia)

A. If Yes, please provide appropriate documentation showing interagency consultation (e.g, interagency agreements, coordination documentation).

TxDOT to coordinate for the Interagency Letters

7. Please upload project development timeline. A sample of Best-Case Scenario project development timeline can be downloaded here for your review. (Optional)

See pdf "Project_Schedule_AM"

8. Please provide any additional project development/readiness information relevant to the proposed project. (Optional)

During the Access Management Study, an extensive public and stakeholder engagement process has been conducted to solicit input from impacted communities and stakeholders. Specifically, two public meeting were held (May and October 2019). Five Contract Steering Committee meetings were conducted involving local agencies and representatives, and four stakeholder meetings were conducted including first responders, Texas A&M Forest Service, bike and pedestrian groups, and school districts.

9. Additional Project Development/Readiness Attachment (Optional)

TxDOT to provide Funding Commitment Letter or Coordination Letter

Map/Location

1. Please provide a clear and concise GIS coverage or PDF map for the proposed project.

See pdf "Project_Map_AM"

Project Budget

1. Please attach a completed project budget worksheet. Templates are available on the 2018 Call for projects website

File – "Project_Budget_AM.xlsx"

2. Are Transportation Development Credits (TDCs) being requested?

No

Benefit/Cost Analysis

1. Safety Benefits

$181,461,000

2. Delay Benefits

$39,448,000

3. Emissions Benefits

$0

4. Additional BCA Documentation (Optional)
5. Additional BCA Documentation (Optional)
6. Please provide a brief narrative describing the methodology, input data and results. (Optional)

The benefits calculation for safety, delay and emission were based on the travel demand model outputs from HGAC of the year 2020, 2030 and 2045.

B/C Ratio = ($181,461,000+$39,448,000+0)/$ 18,030,000 = 1,225%

Planning Factors - Connectivity to Employment/Eliminates At-Grade Railroad Crossings

1. Does the facility directly connect to or is located within 1/2 mile of employment?

Yes

A. If yes, please indicate number of jobs the facility directly connects to or is within a 1/2 mile?

>1,000

2. Does the proposed project eliminate or prevent at grade railroad crossing?

No

Planning Factors - Environmental Justice

1. Is the proposed project located in or is adjoining an environmental justice sensitive area (census block groups) identified by HGAC?

Yes

A. If Yes, Will the project incorporate measures that reduce, minimize or avoid adverse effects environmental justice sensitive areas (census block groups) identified by HGAC?

Yes

Planning Factors - Improves Corridor Level of Travel Time Reliability (LOTTR)

1. The proposed project will reduce Planning Time Index (PTI) by:

0.18

2. Please upload your completed LOTTR template.

File – “lottr_estimation_AM.xlsx”

Used average 2018 ADT as the ADT before implementation, and average ADT from 2030 HGAC TDM as the ADT after implementation; need to be updated once we get updated TDM models during the official TIP call.

Planning Factors - Improves Multimodal LOS

1. Does the proposed project improve highway/freight LOS?

Yes

2. Does the proposed project improve transit LOS?

No

3. Does the proposed project improve bike/pedestrian LOS?

Yes

4. Please provide a brief narrative explaining how proposed project improves multimodal LOS (Auto, Bike/Ped, and Transit).

The proposed improvements include the addition of continuous raised median and additional left turn lanes at key intersections, pedestrian and bicycle facilities through the intersections, and potential driveway consolidations which will improve the level of service for automobiles, pedestrians and bicyclists. There is no transit service along the corridor.

Planning Factors - Planning Coordination

1. Is the proposed project recommended in a regional/sub regional/or locally adopted plan including regional thoroughfare plans? Or Has the sponsor conducted interagency coordination with other local or state agency affected by the proposed project?

Yes

A. If yes, please provide the title of the regional/sub regional or local plan in which the proposed project is recommended.

Montgomery County Thoroughfare Plan

B. If yes, please provide a link to the regional/sub regional or local plan in which the proposed project is recommended.

Montgomery County Thoroughfare Plan: http://www.h-gac.com/thoroughfare-planning/documents/2016-montgomery-county-thoroughfare-plan-map.pdf

Planning Factors - Roadway Hierarchy/Freight System Priority/Evacuation Route

1. Please select the functional classification of the roadway on which the proposed project is located, based on the characteristics of the roadway after the project is implemented. The FHWA Highway Functional Classification Concepts, Criteria and Procedures is provided in the link below.

Minor Arterial (Statewide Planning Map -> Functional Classification & Urban Areas Layer)

2. Is your project located on one of the following?

Greater Houston Freight System

No

(http://www.h-gac.com/freight-planning/greater-houston-freight-committee/documents/critical-regional-freight-corridors-map.pdf)

Locally Designated Freight Corridor

No

State Designated Evacuation Route

No

None of the Above

Yes

2018 Call for Projects Application

Who is Completing the Application?

Please provide contact information for the person who will complete the online application for this project. The email address and password entered here will be used to complete and submit both Pre-Applications and Applications.

First Name
Wu

Last Name
Ying

Title
Transportation Planner at AECOM

Phone Number
281-579-5358

Email Address
wu.ying@aecom.com

Primary Agency Information

Please provide contact information for the agency official who is representing the project sponsor. This individual will be considered the official applicant and must be authorized by their agency to submit this request for funding and make necessary assertations and representations on the agency's behalf.

Agency Name
Texas Department of Transportation

First Name
Catherine

Last Name
McCreight

Title
Senior Transportation Planner

Phone Number
713-802-5812

Email Address
Catherine.McCreight@txdot.gov

Address
7600 Washington Ave

City
Houston

State
TX

Zip Code
77007

Additional Agency Information

1. Is this project being developed and/or implemented in partnership with another agency?
No

Agency Name
N/A

First Name
N/A

Last Name
N/A

Title
N/A

Phone Number
N/A

Email Address

N/A

Address
City
State
Zip Code

Project Information

1. Project Title

FM 1488 Roadway Widening

2. Project County

Montgomery County

3. Facility/Street Name

FM 1488

4. Project limits (from, to) or location (Address)

FM 1488 from I-45 to FM 2978

5. Describe the primary problems to be addressed by the project (Project Need).

FM 1488 from I-45 to FM 2978 is a 7-mile corridor with four travel lanes and a continuous center turn lane. The posted speed limit is between 45 to 50 mph. Most of the segments have open drainage system except the approximate 0.6-mile segment between FM 2978 and Katy Lee Lane. The major problems to be addressed along the corridor include 1) increasing traffic congestion, 2) lack of multimodal mobility options, and 3) higher than average crash rates.

Increasing Traffic Congestion

The 2019 average daily traffic (ADT) along the corridor ranges from a high of 53,900 vehicle per day (vpd) near I-45 to a low of 34,800 vpd near FM 2978. The travel demand is expected to grow at an annual compound rate of 1.7% for the segment near FM 2978 based on the projection of the Regional Travel Demand Model (TDM) from Houston-Galveston Area Council (H-GAC). Currently, 55% (6 of 11) of the signalized intersections in the corridor experience heavy or moderate congestion (level of service (LOS) C to LOS F) including the intersections at FM 2978, Conroe Huffsmith Road, Old Conroe Road, Kuykendahl Road, College Park Drive, and Carriage Hills Blvd. In the future, traffic operation will continue to deteriorate, and travel delay and vehicle emission will be significantly increased. A number of

existing intersections will need to be reconfigured to accommodate existing and future traffic, such as adding left and right turn lanes, signal retiming, and installing new traffic signals. The cloverleaf interchange at FM 1488 and I-45 is a known bottleneck; considering the high future traffic volume improvements to the interchange are needed to facilitate traffic flow and reduce vehicle delay. As one of the major corridors for east-west movement, FM 1488 provides important connectivity between multiple jurisdictions such as the City of Conroe, The Woodlands, and the City of Magnolia. Maintaining the level of service of the facility through implementation of TxDOT approved safety improvements, as well as improving bicycle/pedestrian access, are of high priority.

Lack of Multimodal Mobility Options

Community residents along the corridor have few feasible transportation alternatives other than driving. Firstly, there is no or limited transit service along the corridor. Secondly, pedestrian mobility is currently limited due to the lack of sidewalk. Sidewalks only exists near the intersection of FM 2978 and FM 1488. Thirdly, the shoulder on FM 1488 (not signed for bicycles) is not a high comfort bicycle facility, or well-connected to other bicycle networks. For instance, there is no bicycle connection from FM 1488 to The Woodlands' shared use path network. Lastly, it is critically important to improve safe access to the schools. Currently, most of the schools along the corridor lack ped/bike connection which include the following schools: Mitchell Intermediate School and Tom R Ellisor Elementary School.

Higher than Average Crash Rates

Between 2015 and 2017, there have been a total of 815 crashes along the corridor. There were in total 7 fatal crashes with 3 involved ped/bike. Access point density typically corresponds to the segment crash rate. Currently, the corridor has high access point density with over 200 access points in total which lead to interrupted traffic flow and more safety issues. The crash density is highest between Tamina Road and Old Conroe Road, and the access point density is also highest within this segment with over 30 access points per mile. Existing turning movements along FM 1488 present a growing safety issue. The continuous turn lane along FM 1488 causes unpredictable movements for motorists, cyclists, and pedestrians. Improved design for proper access control with controlled median access will help reduce conflict points and provide an enhanced comfort level for all users. Project improvements will be designed to modern safety standards for all aspects, specifically access control.

6. Describe the proposed improvement/activity.

The proposed project is to reconstruct and widen the 7-mile corridor of FM 1488 between I-45 and FM 2978 from four lanes to six travel lanes. A closed-drainage system with curb and gutter will be implemented along the corridor to replace the existing open ditch system. The sub-surface utilities will be reconstructed. Drainage improvements will be implemented to mitigate the flooding hazard after a comprehensive drainage study is completed. Driveway sharing/consolidation will be implemented to facilitate better traffic flow and enhance roadway safety. Innovative intersection options will be evaluated and implemented at three locations: FM 2978, I-45 and SH 242.

The proposed project will enhance the mobility and accessibility for both pedestrians and bicyclists by constructing two 10-foot shared use paths along the northern and southern portion of FM 1488 from I-45 to FM 2978. Pedestrian and bicycle safety enhancements will be implemented along the corridor, especially at intersections, to ensure the safety for all roadway users including ADA compliant ramps, high visibility crosswalks, signing and striping for bicycles, continuous lighting, and ped/bike priority signals.

7. Describe the primary outcomes to be achieved by the project (Project Purpose)

The main purpose of the proposed project is to improve safety, improve mobility and progression, enhance multimodal connectivity and support economic growth.

Improve Safety

- There was a total of 815 crashes between 2015 and 2017 along the project corridor, with 7 fatal crashes (3 bike/ped involved). Improving walkability, bike-ability and roadway design by consolidating excessive driveways along the corridor will lead to a measurable reduction in conflicts and crashes between vehicles and pedestrians/bicyclists, thereby improving safety and reducing the economic costs of crashes along the corridor.

Improve Mobility and Progression

- Travel time and vehicle delay of the corridor will be significantly reduced by the proposed improvements including roadway reconstruction and widening. Additionally, the addition of two 10-foot shared-use paths will reduce the short distance vehicle trips and save vehicle hours traveled (VHT) on the segment which contribute to less congestion and greater transportation choices for all users.

Enhance multimodal connectivity

- The proposed project includes improvements to the current roadway infrastructure as well as construction of new bike/pedestrian infrastructure where none existed previously. Implementation of the project will greatly enhance access for automobiles, pedestrians and cyclists to residential properties, nearby businesses, and schools. The addition of bike facilities will further promote connectivity within the regional network. Improving sidewalks and adding bike facilities will encourage non-motorized trips instead of using an automobile, resulting in a reduction of vehicle trips.

Support Economic Growth

- The proposed project will satisfy the growing infrastructure needs associated with the increasing population and employment in Montgomery County, The Woodlands and City of Conroe. Improving pedestrian and bicycle access to the FM 1488 corridor can increase the value of surrounding residential and commercial properties which will lead to a larger tax base to the community. The drainage improvements which may include additional stormwater detention and inline detention as part of the proposed project will effectively mitigate the severe flooding hazards.

8. Have any MPOID numbers been assigned to this project?
17203: FM 1488 from I-45 to FM 2978 – Widen from 4-6 lanes

9. Have any TxDOT Control-Section-Job (CSJ) numbers been assigned to this project?
0523-10-045: FM 1488 from FM 2978 to west of Peoples Road

10. What is the estimated total capital investment required for the project?
Less than $100 million

A. Investment Category & Strategy
(Expand) Roadway Added Capacity/New Construction/Widening/Complete Streets

11. Please provide the federal funding amount requested.
$80,460,000

12. Please upload the funding commitment letter or letters of support from the local government.
TxDOT to coordinate with Montgomery County, The Woodlands Township, City of Conroe, and Westwood Improvement District.

Project Development/Readiness

1. Please select the level of engineering completed.

None

2. What is the completed or anticipated level of environmental documentation required for the proposed project?

Categorical Exclusion (CE)

A. What was/is the anticipated completion date of the environmental clearance?

06/01/2022

B. Type of Categorical Exclusion (CE)? (Optional)

(d)-list Open-Ended Approval Authority for CEs.

3. Will any of the following be required to implement the project?
US Army Corps of Engineers Permits

No

US Coast Guard Permits

No

Railroad Agreements

Yes (UP rail line runs parallel to I-45)

None of the Above

No

4. Will the acquisition of Right of Way or an easement be required to implement the project?

No or minimum

5. Has utility coordination been initiated for the project?

No

6. Will the project improve or significantly affect infrastructure owned or operated by another agency?

Yes (May affect cross roads owned by Montgomery County or City of Conroe)

A. If Yes, please provide appropriate documentation showing interagency consultation (e.g, interagency agreements, coordination documentation).

TxDOT to coordinate for Interagency Letters

7. Please upload project development timeline. A sample of Best-Case Scenario project development timeline can be downloaded here for your review. (Optional)

See spreadsheet “Project_schedule_2”

8. Please provide any additional project development/readiness information relevant to the proposed project. (Optional)

During the Access Management Study, an extensive public and stakeholder engagement process has been conducted to solicit input from impacted communities and stakeholders. Specifically, two public meeting were held (May and October 2019). Five Contract Steering Committee meetings were conducted involving local agencies and representatives, and four stakeholder meetings were conducted including first responders, Texas A&M Forest Service, bike and pedestrian groups, and school districts.

9. Additional Project Development/Readiness Attachment (Optional)

TxDOT to provide Funding Commitment Letter or Coordination Letter

Map/Location

1. Please provide a clear and concise GIS coverage or PDF map for the proposed project.

File – "FM1488_Roadway Widening_Project Location.pdf"

Project Budget

1. Please attach a completed project budget worksheet.

File - "Project-Budget-FM 1488_W.xlsx"

2. Are Transportation Development Credits (TDCs) being requested?

No

Benefit/Cost Analysis

1. Safety Benefits

$72,268,000

2. Delay Benefits

$59,553,000

3. Emissions Benefits

$0

4. Additional BCA Documentation (Optional)
5. Additional BCA Documentation (Optional)
6. Please provide a brief narrative describing the methodology, input data and results. (Optional)

The benefits calculation for safety, delay and emission were based on the travel demand model outputs from HGAC of the year 2020, 2030 and 2045.

B/C Ratio = ($72,268,000+$59,553,000+0)/$95,670,000= 138%

Planning Factors - Connectivity to Employment/Eliminates At-Grade Railroad Crossings

1. Does the facility directly connect to or is located within 1/2 mile of employment?

Yes

A. If yes, please indicate number of jobs the facility directly connects to or is within a 1/2 mile?

>1000

HGAC will provide employment map to determine the number of jobs within ½ mile.

2. Does the proposed project eliminate or prevent at grade railroad crossing?

No

Planning Factors - Environmental Justice

1. Is the proposed project located in or is adjoining an environmental justice sensitive area (census block groups) identified by HGAC?

Yes

A. If Yes, Will the project incorporate measures that reduce, minimize or avoid adverse effects environmental justice sensitive areas (census block groups) identified by HGAC?

Yes

Planning Factors - Improves Corridor Level of Travel Time Reliability (LOTTR)

1. The proposed project will reduce Planning Time Index (PTI) by:

0.25

2. Please upload your completed LOTTR template.

File - "lottr-estimation-FM 1488_W.xlsx"

Planning Factors - Improves Multimodal LOS

1. Does the proposed project improve highway/freight LOS?

Yes

2. Does the proposed project improve transit LOS?

No

3. Does the proposed project improve bike/pedestrian LOS?

Yes

4. Please provide a brief narrative explaining how proposed project improves multimodal LOS (Auto, Bike/Ped, and Transit).

The proposed improvements include roadway widening from 4 to 6 through travel lanes and pedestrian and bicycle facilities in the project area, which will improve the level of service for automobiles, pedestrians and bicyclists. There is no transit service along the corridor.

Planning Factors - Planning Coordination

1. Is the proposed project recommended in a regional/sub regional/or locally adopted plan including regional thoroughfare plans? Or Has the sponsor conducted interagency coordination with other local or state agency affected by the proposed project?

Yes

A. If yes, please provide the title of the regional/sub regional or local plan in which the proposed project is recommended.

Montgomery County Thoroughfare Plan

B. If yes, please provide a link to the regional/sub regional or local plan in which the proposed project is recommended.

Montgomery County Thoroughfare Plan: http://www.h-gac.com/thoroughfare-planning/documents/2016-montgomery-county-thoroughfare-plan-map.pdf

Planning Factors - Roadway Hierarchy/Freight System Priority/Evacuation Route

1. Please select the functional classification of the roadway on which the proposed project is located, based on the characteristics of the roadway after the project is implemented. The FHWA Highway Functional Classification Concepts, Criteria and Procedures is provided in the link below.

Minor Arterial (Statewide Planning Map -> Functional Classification & Urban Areas Layer)

2. Is your project located on one of the following?
Greater Houston Freight System

No

(http://www.h-gac.com/freight-planning/greater-houston-freight-committee/documents/critical-regional-freight-corridors-map.pdf)

Locally Designated Freight Corridor

No

State Designated Evacuation Route

No

None of the Above

Yes

APPENDIX L

ELECTRONIC FILES

(CAD, TIP APPLICATION, ETC)