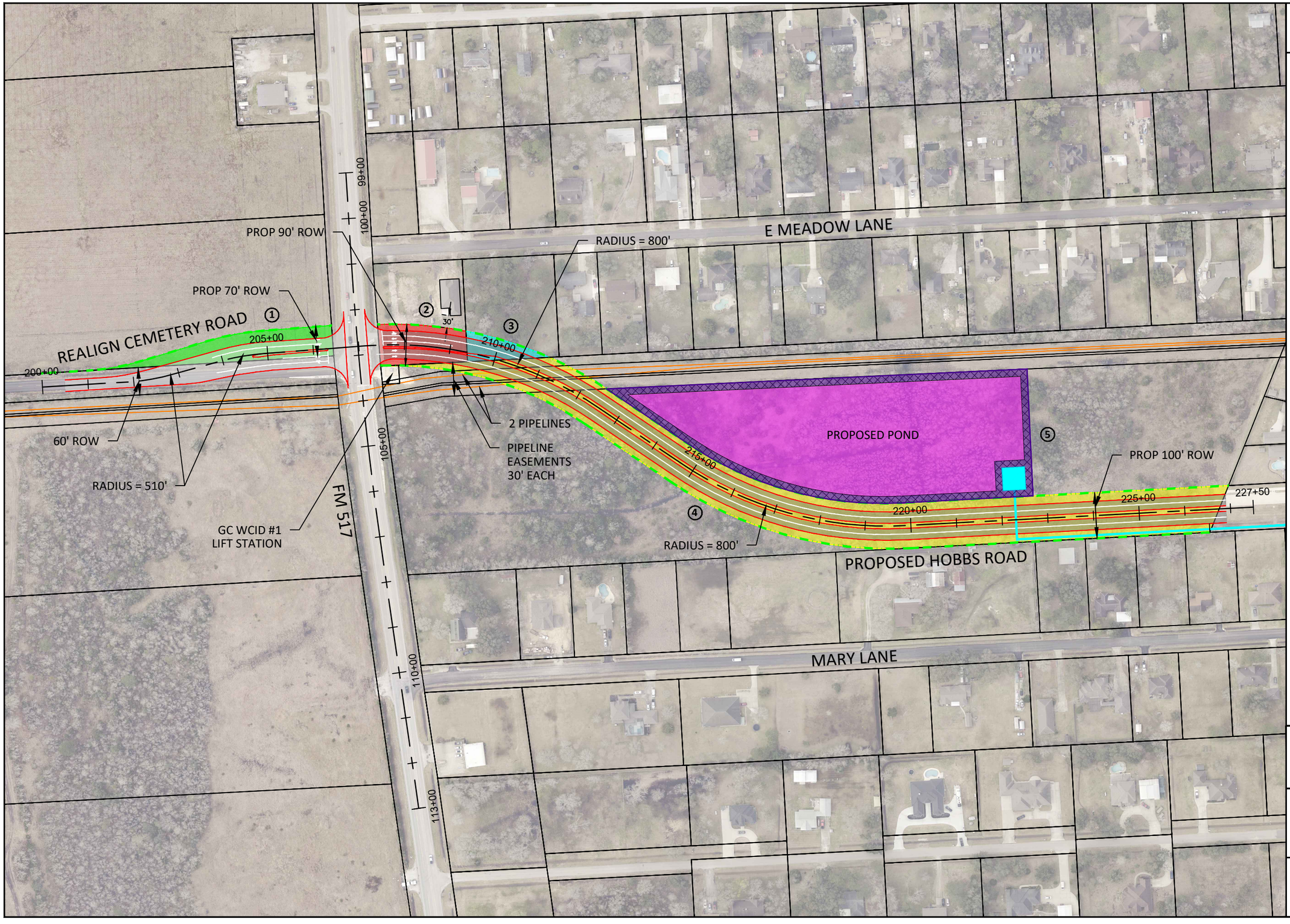
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APPENDIX A
FUTURE THOROUGHFARES


ALVIN
FRIENDSWOOD
LEAGUE CITY
DICKINSON
GALVESTON COUNTY
BRAZORIA COUNTY
END PROJECT
TRANSMISSION LINES
ROUGHNECK TRAIL
ROUGHNECK TRAIL EXT
ROUGHNECK TRAIL EXT 2
ROUGHNECK TRAIL EXT 3
ROUGHNECK TRAIL EXT 4
ROUGHNECK TRAIL EXT 5
ROUGHNECK TRAIL EXT 6
ROUGHNECK TRAIL EXT 7
ROUGHNECK TRAIL EXT 8
ROUGHNECK TRAIL EXT 9
ROUGHNECK TRAIL EXT 10
ROUGHNECK TRAIL EXT 11
ROUGHNECK TRAIL EXT



HOBBS ROAD

LEGEND

- PROPOSED CONCRETE ROADWAY
- PROPOSED ASPHALT ROADWAY
- PIPELINES
- HOBBS ROAD & CEMETERY ROAD PROPOSED ROW
- PROPOSED FORCE MAIN
- PROPOSED PUMP STATION
- PROPOSED POND
- PROPOSED 15' MAINTENANCE BERM
- (1) 0.511 ACRES PARCEL NO. 161969
- (2) 0.365 ACRES PARCEL NO. 167069
- (3) 0.153 ACRES PARCEL NO. 167068
- (4) 3.694 ACRES PARCEL NO. 161999 BAY COLONY EXPANSION
- (5) 4.550 ACRES PARCEL NO. 161999 BAY COLONY EXPANSION

0 100' 200'

SCALE: 1'=100'

CITY OF LEAGUE CITY, TEXAS

CobbFendley
Texas Registration No. 274
1920 Country Place Parkway, Suite 400
Pearland, Texas 77584
281.993.4952 | fax 281.993.8086
www.cobbfendley.com

ATTACHMENT A
HOBBS ROAD 1A ALIGNMENT

Hobbs - Cemetery Roads Regional Area: SH 6 to FM 518



APPENDIX B
TRAFFIC ANALYSIS

August 15, 2024

Existing Conditions Assessment
Traffic Operational Analysis

As part of the Existing Conditions Assessment for the

Houston-Galveston Area Council Cemetery-Scott Road Corridor Study

PRELIMINARY

FOR REVIEW ONLY

This document is not for permit or construction.

Name: Cesar Murillo, PE

PE License No.: 143482

Date: 08/15/2024

Prepared by
Cesar Murillo, Halff Associates

halff

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Executive Summary

As part of Task 3.3, Halff provided a review of the existing traffic operations at eleven (11) intersections, utilizing traffic volume counts collected during a typical weekday over a 24-hour period. This report documents the existing operational conditions for the following intersections located in the Cemetery Road Study Area:

- Intersection 1: SH 6 at Scott Avenue
- Intersection 2: Scott Avenue at 1st Street
- Intersection 3: Cemetery Road at 4th Street
- Intersection 4: FM 157 at Cemetery Road
- Intersection 5: Ervin Street at Hobbs Road
- Intersection 6: SH 6 at FM 1764
- Intersection 7: SH 6 at FM 646
- Intersection 8: FM 646 at FM 1764
- Intersection 9: FM 646 at FM 517
- Intersection 10: SH 6 at Algoa-Friendswood Road
- Intersection 11. FM 157 at Algoa-Friendswood Road

The traffic operational analysis assessment is part of Cemetery-Scott Road Corridor Study. The purpose of the study is to identify short-, medium-, and long-term needs for the study corridor and develop actionable solutions to improve multimodal mobility that reflect local and regional needs of the surrounding community.

This technical memorandum discusses the traffic data collected, the existing geometric conditions at each intersection, and the traffic operational analysis conducted. The results discussed in this technical memorandum are quantitative and limited to an assessment of the data provided as it relates to traffic volumes and traffic signal timing.

Table 1 below provides a summary of the operational analysis results found in this technical memorandum:

Table 1 – Summary of the Existing Operational Analysis

	Summary
1.	All unsignalized intersections currently operate at a LOS B or better during the individual intersection's AM and PM peak hour, indicating minimal delays are experienced at these locations.
2.	All signalized intersections currently operate at a LOS D or better during the individual intersection's AM and PM peak hour, indicating moderate to heavy delays are experienced.
3.	Mostly all left turn movements at the signalized intersections are operating at a LOS E, which is not uncommon at locations where heavy left turn volumes or heavy opposing through volumes are present along one or both intersecting roadways. Selection of turn type for left turns, permissive and/or protective, can also play a major role in calculating delay.
4.	4 of the 5 signalized intersections currently run in "free" operation, where the traffic signal is operating solely on traffic demand through actuation of vehicle detection.
5.	1 of the 5 signalized intersections currently run in "coordinated" operation, where the traffic signal is operating under a background cycle length.

Introduction

As part of Task 3.3, Halff provided a review of the existing traffic operations at eleven (11) intersections, utilizing traffic volume counts collected during a typical weekday over a 24-hour period. The study intersections were identified by H-GAC and TxDOT. The following eleven intersections have been identified for this in-depth traffic analysis:

- Intersection 1: SH 6 at Scott Avenue
- Intersection 2: Scott Avenue at 1st Street
- Intersection 3: Cemetery Road at 4th Street
- Intersection 4: FM 157 at Cemetery Road
- Intersection 5: Ervin Street at Hobbs Road
- Intersection 6: SH 6 at FM 1764
- Intersection 7: SH 6 at FM 646 / Avenue M
- Intersection 8: FM 646 at FM 1764
- Intersection 9: FM 646 at FM 517
- Intersection 10: SH 6 at Algoa-Friendswood Road
- Intersection 11. FM 157 at Algoa-Friendswood Road

The locations of the study intersections is shown in **Exhibit 1** in ***Appendix B***.

This technical memorandum documents the traffic data collection and the existing traffic operational analysis conducted for the eleven (11) intersections listed above.

The 'Data Collection' section provides the basis for how traffic data for the existing study intersections were collected for evaluation. The data collection includes turning movement counts (TMCs) and video recording at the eleven (11) intersections collected by C.J. Hensch & Associates Inc. as well as the existing traffic signal timing reports provided by TxDOT and the City of League City.

The 'Data Analysis' section provides the basis of the traffic operational analysis conducted and provides the resulting delays and associated level-of-service (LOS) calculated at all the existing study intersections. The results discussed in this technical memorandum are quantitative and limited to an assessment of the data provided as it relates to traffic volumes and traffic signal timing.

Existing Intersection Conditions

Intersection #1 – SH 6 at Scott Avenue

The SH 6 / Scott Avenue intersection is an existing three-leg intersection with SH 6 as the major corridor running east-west and Scott Avenue as the intersecting cross street running north-south with only a southbound approach. The existing control type at the intersection is two-way stop control (TWSC), with the southbound Scott Avenue approach stopped at SH 6. There are no existing sidewalks, pedestrian ramps, or marked crosswalks in place at the SH 6 / Scott Avenue intersection. An aerial overview of the intersection is provided below as **Figure 1**. The existing lane configuration of SH 6 at Scott Avenue intersection is provided in **Exhibit 2** in ***Appendix B***.



Figure 1 – SH 6 at Scott Avenue Road Intersection – Aerial Overview

Intersection #2 – Scott Avenue at 1st Street

The Scott Avenue / 1st Street intersection is an existing four-leg intersection with Scott Avenue as the major corridor running north-south and 1st Street as the intersecting cross street running east-west. The existing control type at the intersection is all-way stop control (AWSC). There are no existing sidewalks, pedestrian ramps, or marked crosswalks in place at the Scott Avenue / 1st Street intersection. An aerial overview of the intersection is provided below as **Figure 2**. The existing lane configuration of the Scott Avenue / 1st Street intersection is provided in **Exhibit 2** in ***Appendix B***.



Figure 2 – Scott Avenue at 1st Street – Aerial Overview

Intersection #3 – Cemetery Road at 4th Street

The Cemetery Road / 4th Street intersection is an existing three-leg intersection with Cemetery Road as the major corridor running north-south and 4th Street as the intersecting cross street running east-west with only a westbound approach. The existing control type at the intersection is TWSC, with the westbound 4th Street approach stopped at Cemetery Road. There are no existing sidewalks, pedestrian ramps, or marked crosswalks in place at the Cemetery Road / 4th Street intersection. An aerial overview of the intersection is provided below as **Figure 3.** The existing lane configuration of the Cemetery Road / 4th Street intersection is provided in **Exhibit 2** in ***Appendix B***.



Figure 3 – Cemetery Road at 4th Street – Aerial Overview

Intersection #4 – FM 517 at Cemetery Road

The FM 517 / Cemetery Road intersection operates as an existing three-leg intersection with FM 517 as the major corridor running east-west and Cemetery Road as the intersecting cross street running north-south with only a northbound approach. A fourth leg to the intersection is provided by an existing utility maintenance driveway operating as the southbound approach but does not provide any local or regional access. The existing control type at the intersection is signalized by a span wire assembly and monitored by radar detection at the northbound, eastbound, and westbound approaches. The traffic controller and cabinet are located at the northwest corner of the intersection. There are no existing sidewalks, pedestrian ramps, or marked crosswalks in place at the FM 517 / Cemetery Road intersection. An aerial overview of the intersection is provided below as **Figure 4**. The existing lane configuration of the FM 517 / Cemetery Road intersection is shown in **Exhibit 2** in ***Appendix B***.



Figure 4 – FM 517 at Cemetery Road – Aerial Overview

Intersection #5 – Ervin Street at Hobbs Road

The Ervin Street / Hobbs Road intersection is an existing four-leg intersection with Ervin Street as the major corridor running east-west and Hobbs Road as the intersecting cross street running north-south. The existing control type at the intersection is AWSC. Existing sidewalks, pedestrian ramps, and marked crosswalks are provided for three corners and three approaches at the intersection; there is no sidewalk along northbound Hobbs Road approaching Ervin Street nor a marked crosswalk on the south approach of the intersection box. An aerial overview of the intersection is provided below as **Figure 5**. As of May 2024, Hobbs Road south of Ervin Street only has the southbound section of the ultimate configuration built out, however, the section is split into two lanes to serve northbound and southbound movements respectively. The City of League City currently plans to extend Hobbs Road southward to FM 517 in the near future, with only the two southbound lanes constructed as an interim condition. It is assumed that future construction of the two northbound lanes along Hobbs Road between Ervin Street and FM 517 will be constructed at a later time; however, an exact timeline is currently unknown. The existing lane configuration of the Ervin Street / Hobbs Road intersection is shown in **Exhibit 2** in ***Appendix B***.



Figure 5 – Ervin Street at Hobbs Road – Aerial Overview

Intersection #6 – SH 6 at FM 1764

The SH 6 / FM 1764 intersection is an existing three-leg intersection with SH 6 as the major corridor running east-west and FM 1764 as the intersecting cross street running north-south with only a southbound approach. The existing control type at the intersection is signalized by a span wire assembly and monitored by inductive loop detection at all approaches. The traffic controller and cabinet are located at the northwest corner of the intersection. Existing marked crosswalks and associated pedestrian ramps are provided on the north and west side of the intersection box. There are no connecting sidewalks in place at the intersection to the marked crosswalks or pedestrian ramps. An aerial overview of the intersection is provided below as **Figure 6**. The existing lane configuration of the SH 6 / FM 1764 intersection is shown in **Exhibit 2** in ***Appendix B***.



Figure 6 – SH 6 at FM 1764 – Aerial Overview

Intersection #7 – SH 6 at FM 646 / Avenue M

The SH 6 / FM 646 / Avenue M intersection is an existing four-leg intersection with SH 6 as the major corridor running east-west and FM 646 / Avenue M as the intersecting cross street running north-south. The existing control type at the intersection is signalized by a single mast arm assembly and monitored by video detection at all approaches. The traffic controller and cabinet are located at the southwest corner of the intersection. Existing marked crosswalks and associated pedestrian ramps are provided on the north and west side of the intersection box. There are no connecting sidewalks in place at the intersection to the marked crosswalks or pedestrian ramps. An aerial overview of the intersection is provided below as **Figure 7**. The existing lane configuration of the SH 6 / FM 646 intersection is shown in **Exhibit 2** in ***Appendix B***.



Figure 7 – SH 6 at FM 646 – Aerial Overview

Intersection #8 – FM 646 at FM 1764

The FM 646 / FM 1764 intersection is an existing four-leg intersection with FM 646 as the major corridor running east-west and FM 1764 as the intersecting cross street running north-south. The existing control type at the intersection is signalized by a span wire assembly and monitored by inductive loop detection at all approaches. The traffic controller and cabinet are located at the southwest corner of the intersection. Existing pedestrian ramps and marked crosswalks are provided at all sides of the intersection box. There are no connecting sidewalks in place at the intersection to the marked crosswalks or pedestrian ramps. An aerial overview of the intersection is provided below as **Figure 8**. The existing lane configuration of the FM 646 / FM 1764 intersection is shown in **Exhibit 2** in ***Appendix B***.



Figure 8 – FM 646 at FM 1764 – Aerial Overview

Intersection #9 – FM 646 at FM 517

The FM 646 / FM 517 intersection is an existing four-leg intersection with FM 646 as the major corridor running east-west and FM 517 as the intersecting cross street running north-south. The existing control type at the intersection is signalized by a single mast arm assembly and monitored by inductive loop detection at all approaches. The traffic controller and cabinet are located at the southeast corner of the intersection. Existing crosswalks, pedestrian ramps, and marked crosswalks are provided at all sides of the intersection box. An aerial overview of the intersection is shown below as **Figure 9**. The existing lane configuration of the FM 646 / FM 517 intersection is shown in **Exhibit 2** in ***Appendix B***.



Figure 9 – FM 646 at FM 517 – Aerial Overview

Intersection #10 – SH 6 at Algoa-Friendswood Road

The SH 6 / Algoa-Friendswood Road intersection is an existing three-leg intersection with SH 6 as the major corridor running east-west and Algoa-Friendswood Road as the intersecting cross street running north-south with only a southbound approach. The existing control type at the intersection is TWSC, with the southbound Algoa-Friendswood Road approach stopped at SH 6. There are no existing sidewalks, pedestrian ramps, or marked crosswalks in place at the SH 6 / Algoa-Friendswood Road intersection. An aerial overview of the intersection is shown below as **Figure 10**. The existing lane configuration of the SH 6 / Algoa-Friendswood Road intersection is shown in **Exhibit 2** in ***Appendix B***.

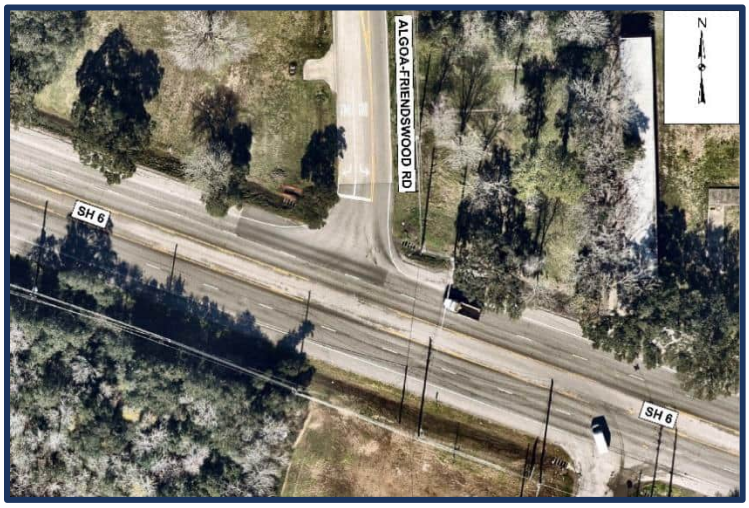


Figure 10 – SH 6 at Algoa-Friendswood Road – Aerial Overview

Intersection #11 – FM 517 at Algoa-Friendswood Road

The FM 517 / Algoa-Friendswood Road intersection is an existing three-leg intersection with FM 517 as the major corridor running east-west and Algoa-Friendswood Road as the intersecting cross street running north-south with only a northbound approach. The existing control type at the intersection is TWSC, with the northbound Algoa-Friendswood Road approach stopped at FM 517. There are no existing sidewalks, pedestrian ramps, or marked crosswalks in place at the FM 517 / Algoa-Friendswood Road intersection. An aerial overview of the intersection is provided below as **Figure 11**. The existing lane configuration of the FM 517 / Algoa-Friendswood Road intersection is shown in **Exhibit 2** in ***Appendix B***.



Figure 11 – FM 517 at Algoa-Friendswood Road – Aerial Overview

Data Collection

Traffic Data and Video Recording

24-hour weekday turning movement counts (TMCs) were collected and recorded at the eleven (11) study intersections by C.J. Hensch & Associates Inc. on Wednesday, May 8, 2024, to determine the AM and PM peak hours at each individual intersection. **Table 2** below summarizes the date and time frame of the video recordings generated and the AM and PM peak hours observed at each study intersection. **Table 2** also provides the overall AM and PM peak hours for the entire study area, where the total sum of the one-hour traffic volumes at the eleven (11) intersections was at the highest. The traffic data sheets for all eleven (11) intersections are provided in ***Appendix A*.**

Table 2 – Traffic and Video Data Collection Summary

Study Intersection	TMC Peak Hour	
	AM Peak Hour	PM Peak Hour
SH 6 at Scott Avenue	6:45 AM - 7:45 AM	5:00 PM - 6:00 PM
Scott Avenue at 1st Street	7:00 AM - 8:00 AM	2:45 PM - 3:45 PM
Cemetery Road at 4th Street	7:00 AM - 8:00 AM	4:30 PM - 5:30 PM
FM 517 at Cemetery Road	6:30 AM - 7:30 AM	5:00 PM - 6:00 PM
Ervin Street at Hobbs Road	7:15 AM - 8:15 AM	4:30 PM - 5:30 PM
SH 6 at FM 1764	6:45 AM - 7:45 AM	5:00 PM - 6:00 PM
SH 6 at FM 646 / Avenue M	6:45 AM - 7:45 AM	4:45 PM - 5:45 PM
FM 646 at FM 1764	7:15 AM - 8:15 AM	4:45 PM - 5:45 PM
FM 646 at FM 517	7:15 AM - 8:15 AM	4:15 PM - 5:15 PM
SH 6 at Algoa-Friendswood Road	6:45 AM - 7:45 AM	4:45 PM - 5:45 PM
FM 517 at Algoa-Friendswood Road	7:00 AM - 8:00 AM	4:30 PM - 5:30 PM
Overall Study Area	**7:00 AM – 8:00 AM**	**4:45 PM – 5:45 PM**

The 2024 Existing AM and PM peak hour traffic volumes observed at the eleven (11) study intersections on Wednesday, May 8, 2024, are provided in **Exhibits 3** and **4** in ***Appendix B*.**

Pedestrian movements at all intersections during the individual intersection's AM and PM peak hour were minimal.

Existing Traffic Signal Timing Reports

Existing traffic signal timing reports for the five (5) signalized intersections were requested and received by the TxDOT Houston District and the City of League City. The traffic signal timing reports provide the current signal timing configuration and parameters that are programmed to the traffic signal controller. The traffic signal timing reports are essential to accurately calibrate the existing traffic model to reflect the field conditions experienced at these intersections during the analysis time periods. The timing and phasing parameters required by the Cubic Synchro 11 traffic analysis software were determined after a thorough review of each traffic signal timing report and confirmation of several parameters with TxDOT and City of League City. Copies of the traffic signal timing reports, along with a developed summary timing sheet by Halff, are provided in ***Appendix C***.

Data Analysis

Existing Traffic Operational Analyses

The existing traffic model was developed using the Cubic Synchro 11 traffic analysis software to evaluate the existing operational efficiency of the eleven (11) study intersections under the standard analysis procedures outlined in the *Highway Capacity Manual, 7th Edition* (HCM) and other standard transportation and traffic engineering practices. The existing operational analysis assists in developing a baseline condition for comparing operational measurements against future conditions or scenarios and identify areas for operational and/or effectiveness improvements. For reference, all Synchro output reports are provided in ***Appendix D***.

Level-of-Service (LOS) is described in terms of delay experienced per vehicle for a particular movement, approach, or for the entire intersection. Separate LOS thresholds are provided for signalized and unsignalized intersections in the HCM and are categorized by a letter grade from A to F. The criteria and description for each LOS threshold for signalized and unsignalized intersections are provided below as **Tables 3** and **4**, respectively.

Table 3 – Level-of-Service Criteria for Signalized Intersections

Level of Service	Description	Average Stopped Delay (sec/veh)
A	Little to no delays experienced at the intersection and vehicle progression is exceptionally favorable. Majority of vehicles arrive during the green indication and travel through the intersection without stopping.	<10.0
B	Light delays are experienced at the intersection and vehicle progression is highly favorable. Most vehicles pass through the intersection, with slightly higher stopped vehicles than with LOS A.	> 10.0 & ≤ 20.0
C	Moderate delays are experienced at the intersection and vehicle progression is favorable. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, although many vehicles still clear the intersection within one cycle.	> 20.0 & ≤ 35.0
D	Moderate to heavy delays are experienced at the intersection and progression is ineffective. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 & ≤ 55.0
E	Heavy delays are experienced at the intersection and progression is unfavorable. Individual cycle failures are frequent.	> 55.0 & ≤ 80.0
F	Excessive delays experienced at the intersection and vehicle progression is very poor. Most cycles fail to clear the queue.	> 80.0

*Note: * - LOS F is assigned to a movement with a volume-to-capacity ratio greater than 1.0, regardless of the average stopped delay.*

Table 4 – Level of Service Criteria for Unsignalized Intersections

Level of Service	Description	Average Stopped Delay (sec/veh)
A	Little to no delays experienced at stopped movement; free-flow conditions	≤ 10.0
B	Light delays experienced at stopped movement; indicative to free-flow conditions	> 10.0 and ≤ 15.0
C	Moderate delays experienced at stopped movement; influence of traffic density on operations becomes marked	> 15.0 and ≤ 25.0
D	Moderate to heavy delays at the stopped movement; ability to maneuver is severely restricted due to congestion	> 25.0 and ≤ 35.0
E	Heavy delays experienced at stopped movement; operations are at or near capacity and are unstable	> 35.0 and ≤ 50.0
F*	Excessive delays experienced at stopped movements; forced flow or breakdown characterized by queues	> 50.0

*Note: * - LOS F is assigned to a movement with a volume-to-capacity ratio greater than 1.0, regardless of the average stopped delay.*

Tables summarizing the existing delays and associated levels-of-service (LOS), volume to capacity (v/c) ratios, and 95th percentile queues from the Synchro output reports are provided below as **Tables 5** and **6**.

Table 5 – Intersection Measure of Effectiveness (MOE) Results – AM Peak Hour

MOE TABLE - YEAR 2024 AM PEAK HOUR - EXISTING CONDITIONS														
TWSC INTERSECTIONS														
Intersection	**MOEs**	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**Overall**
#1 - SH 6 at Scott Avenue	**Delay (s)**				11.8						22.7		22.7	**0.9**
	V/C Ratio				0.079						0.286		0.286	
	LOS				B						C		C	A
	95% Queue (ft)				8						28		28	
#3 - Cemetery Road at 4th Street	**Delay (s)**							9.8		9.8	7.6	0.0		**2.0**
	V/C Ratio							0.050		0.050	0.023	-		
	LOS							A		A	A	A		A
	95% Queue (ft)							5		5	3	-		
#10 - SH 6 at Algoa-Friendswood Road	**Delay (s)**				9.2						17.5		10.9	**0.9**
	V/C Ratio				0.013						0.154		0.030	
	LOS				A						C		B	A
	95% Queue (ft)				0						13		3	
#11 - FM 517 at Algoa-Friendswood Road	**Delay (s)**	15.8		13.0				8.7						**1.4**
	V/C Ratio	0.049		0.160				0.031						
	LOS	C		B				A						A
	95% Queue (ft)	5		15				3						
AWSC INTERSECTIONS														
Intersection	**MOEs**	**NB Ln1**	**NB Ln2**	**NB Ln3**	**EB Ln1**	**EB Ln2**	**EB Ln3**	**WB Ln1**	**WB Ln2**	**WB Ln3**	**SB Ln1**	**SB Ln2**	**SB Ln3**	**Overall**
#2 - Scott Avenue at 1st Street	**Delay (s)**	8.0			8.5			7.6			8.5			**8.3**
	V/C Ratio	0.091			0.151			0.065			0.189			
	LOS	A			A			A			A			**A**
	95% Queue (ft)	8			13			5			18			
#5 - Erwin Street at Hobbs Road	**Delay (s)**	11.4			9.5	9.0	8.5	10.2	8.8	8.6	9.2	8.6	7.3	**10.3**
	V/C Ratio	0.433			0.002	0.003	0.005	0.142	0.015	0.079	0.114	0.108	0.008	
	LOS	B			A	A	A	B	A	A	A	A	A	**B**
	95% Queue (ft)	55			0	0	0	13	0	8	10	10	0	
SIGNALIZED INTERSECTIONS														
Intersection	**MOEs**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Overall**
#4 - FM 517 at Cemetery Road	**Delay (s)**	15.0			0.0			0.0	14.0		4.2	5.4		**10.6**
	V/C Ratio	0.44			0.00			0.00	0.61		0.11	0.37		
	LOS	B			A			A	B		A	A		**B**
	95% Queue (ft)	59			0			0	333		16	130		
#6 - SH 6 at FM 1764	**Delay (s)**				45.0		17.5	55.2	3.9			29.9		**26.1**
	V/C Ratio				0.33		0.83	0.91	0.28			0.72		
	LOS				D		B	E	A			C		**C**
	95% Queue (ft)				57		#138	#468	86			350		
#7 - SH 6 at FM 646 / Avenue M	**Delay (s)**	52.9			51.0	39.2	9.4	59.3	25.1	0.2	58.2	43.9	14.5	**35.9**
	V/C Ratio	0.73			0.63	0.13	0.38	0.68	0.40	0.07	0.10	0.67	0.44	
	LOS	D			D	D	A	E	C	A	E	D	B	**D**
	95% Queue (ft)	#358			205	56	50	225	262	0	26	281	104	
#8 - FM 646 at FM 1764	**Delay (s)**	59.0	47.6	8.6	60.3	35.9	7.2	57.0	30.6		59.3	46.4		**39.8**
	V/C Ratio	0.40	0.73	0.38	0.53	0.31	0.39	0.81	0.45		0.55	0.76		
	LOS	E	D	A	E	D	A	E	C		E	D		**D**
	95% Queue (ft)	83	248	53	115	130	56	#466	233		131	248		
#9 - FM 646 at FM 517	**Delay (s)**	66.0	49.7	14.3	65.9	41.6	8.1	61.8	49.8	2.0	65.0	48.9	8.3	**41.1**
	V/C Ratio	0.63	0.77	0.72	0.61	0.40	0.48	0.74	0.80	0.16	0.70	0.71	0.38	
	LOS	E	D	B	E	D	A	E	D	A	E	D	A	**D**
	95% Queue (ft)	195	370	195	187	184	75	#391	420	8	257	296	62	

Notes:

: 95th pecentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Table 6 – Intersection Measure of Effectiveness (MOE) Results – PM Peak Hour

MOE TABLE - YEAR 2024 PM PEAK HOUR - EXISTING CONDITIONS														
TWSC INTERSECTIONS														
Intersection	**MOEs**	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**SBL**	**SBT**	**SBR**	**Overall**
#1 - SH 6 at Scott Avenue	**Delay (s)**				11.4						22.2		22.2	**1.3**
	V/C Ratio				0.060						0.327		0.327	
	LOS				B						C		C	A
	95% Queue (ft)				5						35		35	
#3 - Cemetery Road at 4th Street	**Delay (s)**							10.2		10.2	7.5	0.0		**3.0**
	V/C Ratio							0.106		0.106	0.018	-		
	LOS							B		B	A	A		A
	95% Queue (ft)							10		10	3	-		
#10 - SH 6 at Algoa-Friendswood Road	**Delay (s)**				9.9						22.7		12.1	**1.3**
	V/C Ratio				0.032						0.250		0.088	
	LOS				A						C		B	A
	95% Queue (ft)				3						25		8	
#11 - FM 517 at Algoa-Friendswood Road	**Delay (s)**	21.8		13.8				9.5						**1.6**
	V/C Ratio	0.066		0.122				0.140						
	LOS	C		B				A						A
	95% Queue (ft)	5		10				13						
AWSC INTERSECTIONS														
Intersection	**MOEs**	**NB Ln1**	**NB Ln2**	**NB Ln3**	**EB Ln1**	**EB Ln2**	**EB Ln3**	**WB Ln1**	**WB Ln2**	**WB Ln3**	**SB Ln1**	**SB Ln2**	**SB Ln3**	**Overall**
#2 - Scott Avenue at 1st Street	**Delay (s)**	8.1			8.6			7.7			8.1			**8.2**
	V/C Ratio	0.110			0.196			0.066			0.118			
	LOS	A			A			A			A			**A**
	95% Queue (ft)	10			18			5			10			
#5 - Erwin Street at Hobbs Road	**Delay (s)**	12.8			10.3	9.9	9.5	13.5	9.0	9.6	10.6	10.3	8.0	**11.7**
	V/C Ratio	0.405			0.017	0.018	0.017	0.383	0.010	0.204	0.174	0.216	0.009	
	LOS	B			B	A	A	B	A	A	B	B	A	**B**
	95% Queue (ft)	48			3	3	0	45	0	20	15	20	0	
SIGNALIZED INTERSECTIONS														
Intersection	**MOEs**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Overall**
#4 - FM 517 at Cemetery Road	**Delay (s)**	15.7			0.0			0.0	19.0		6.3	6.9		**12.3**
	V/C Ratio	0.45			0.00			0.00	0.76		0.38	0.56		
	LOS	B			A			A	B		A	A		**B**
	95% Queue (ft)	59			0			0	375		37	254		
#6 - SH 6 at FM 1764	**Delay (s)**				34.9		28.3	76.8	11.4			40.4		**35.8**
	V/C Ratio				0.24		0.89	0.93	0.25			0.75		
	LOS				C		C	E	B			D		**D**
	95% Queue (ft)				111		#461	#437	110			352		
#7 - SH 6 at FM 646 / Avenue M	**Delay (s)**	57.8			54.2	39.6	7.9	60.7	27.9	0.7	60.7	43.0	18.2	**36.8**
	V/C Ratio	0.64			0.77	0.38	0.37	0.65	0.36	0.10	0.25	0.71	0.54	
	LOS	E			D	D	A	E	C	A	E	D	B	**D**
	95% Queue (ft)	207			362	186	60	205	223	3	58	338	168	
#8 - FM 646 at FM 1764	**Delay (s)**	64.7	47.4	9.5	64.9	44.8	8.1	58.6	30.9		61.7	45.3		**40.1**
	V/C Ratio	0.44	0.64	0.31	0.50	0.62	0.61	0.69	0.31		0.65	0.80		
	LOS	E	D	A	E	D	A	E	C		E	D		**D**
	95% Queue (ft)	107	253	55	127	292	94	286	162		212	391		
#9 - FM 646 at FM 517	**Delay (s)**	69.0	53.6	8.7	67.3	52.6	7.6	65.4	51.9	7.4	64.2	49.6	9.6	**43.9**
	V/C Ratio	0.61	0.77	0.59	0.69	0.82	0.56	0.77	0.73	0.27	0.80	0.72	0.42	
	LOS	E	D	A	E	D	A	E	D	A	E	D	A	**D**
	95% Queue (ft)	170	335	87	226	392	82	#381	293	41	#498	349	81	

Notes:

: 95th pecentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Summary of Existing Traffic Operational Analysis Results

As shown in **Tables 5** and **6**, the unsignalized study intersections, both TWSC and AWSC, currently operate at a LOS B or better during the AM and PM peak hours for each intersection, indicating minimal delays are experienced at these locations.

For the study intersections that are signalized, all locations currently operate overall at a LOS D or better. Mostly all left turn movements at the signalized intersections are operating at a LOS E, which is not uncommon at locations where heavy left turn volumes or heavy opposing through volumes are present along one or both intersecting roadways. Selection of turn type for left turns, permissive or /and protective, can also play a major role in calculating delay. Based on the traffic signal timing information provided by TxDOT Houston District and the City of League City, four of the five signalized intersections are currently programmed to run “free” operation during the weekday, in where the traffic signal is operating solely on traffic demand through actuation of vehicle detection. One intersection is currently programmed to run “coordinated” operation, in where the traffic signal is operating under a background cycle length.

Appendix A

Traffic Count Data

SH 6 at Scott Avenue - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185294, Location: 29.384511, -95.12371

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

Leg	Scott Avenue					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 12:00AM	0	2	0	**2**	0	7	0	0	**7**	0	2	3	0	**5**	0	**14**
12:15AM	0	0	0	**0**	0	10	0	0	**10**	0	1	10	0	**11**	0	**21**
12:30AM	0	0	0	**0**	0	8	0	0	**8**	0	0	2	0	**2**	0	**10**
12:45AM	0	0	0	**0**	0	6	1	1	**8**	0	0	12	0	**12**	0	**20**
Hourly Total	0	2	0	**2**	0	31	1	1	**33**	0	3	27	0	**30**	0	**65**
1:00AM	0	0	0	**0**	0	3	0	0	**3**	0	0	5	0	**5**	0	**8**
1:15AM	0	0	0	**0**	0	4	0	0	**4**	0	0	3	0	**3**	0	**7**
1:30AM	0	0	0	**0**	0	2	0	0	**2**	0	0	3	0	**3**	0	**5**
1:45AM	0	0	0	**0**	0	6	0	0	**6**	0	0	7	0	**7**	0	**13**
Hourly Total	0	0	0	**0**	0	15	0	0	**15**	0	0	18	0	**18**	0	**33**
2:00AM	0	0	0	**0**	0	5	1	0	**6**	0	0	3	0	**3**	0	**9**
2:15AM	0	0	0	**0**	0	3	0	0	**3**	0	0	10	0	**10**	0	**13**
2:30AM	0	0	0	**0**	0	6	0	0	**6**	0	0	3	0	**3**	0	**9**
2:45AM	0	0	0	**0**	0	7	0	0	**7**	0	0	5	0	**5**	0	**12**
Hourly Total	0	0	0	**0**	0	21	1	0	**22**	0	0	21	0	**21**	0	**43**
3:00AM	0	0	0	**0**	0	8	0	0	**8**	0	0	10	0	**10**	0	**18**
3:15AM	0	0	0	**0**	0	5	1	0	**6**	0	1	12	0	**13**	0	**19**
3:30AM	0	2	0	**2**	0	6	0	0	**6**	0	0	11	0	**11**	0	**19**
3:45AM	0	0	0	**0**	0	10	0	0	**10**	0	1	11	0	**12**	0	**22**
Hourly Total	0	2	0	**2**	0	29	1	0	**30**	0	2	44	0	**46**	0	**78**
4:00AM	1	0	0	**1**	0	7	0	0	**7**	0	2	18	0	**20**	0	**28**
4:15AM	0	1	0	**1**	0	16	0	0	**16**	0	1	25	0	**26**	0	**43**
4:30AM	0	1	0	**1**	0	24	0	0	**24**	0	1	22	0	**23**	0	**48**
4:45AM	1	1	0	**2**	0	29	0	0	**29**	0	3	40	0	**43**	0	**74**
Hourly Total	2	3	0	**5**	0	76	0	0	**76**	0	7	105	0	**112**	0	**193**
5:00AM	1	4	0	**5**	0	37	1	0	**38**	0	2	44	0	**46**	0	**89**
5:15AM	1	1	0	**2**	0	47	0	0	**47**	0	3	56	0	**59**	0	**108**
5:30AM	5	1	0	**6**	0	58	1	0	**59**	0	7	80	0	**87**	0	**152**
5:45AM	1	6	0	**7**	0	67	1	0	**68**	0	3	86	0	**89**	0	**164**
Hourly Total	8	12	0	**20**	0	209	3	0	**212**	0	15	266	0	**281**	0	**513**
6:00AM	1	8	0	**9**	0	63	0	0	**63**	0	4	97	0	**101**	0	**173**
6:15AM	3	4	0	**7**	0	114	0	0	**114**	0	3	125	1	**129**	0	**250**
6:30AM	2	13	0	**15**	0	168	2	0	**170**	0	3	168	0	**171**	0	**356**
6:45AM	4	10	0	**14**	0	268	0	0	**268**	0	8	170	0	**178**	0	**460**
Hourly Total	10	35	0	**45**	0	613	2	0	**615**	0	18	560	1	**579**	0	**1239**
7:00AM	5	15	0	**20**	0	310	4	0	**314**	0	8	282	0	**290**	0	**624**
7:15AM	8	12	0	**20**	0	238	4	0	**242**	0	13	325	0	**338**	0	**600**
7:30AM	6	9	0	**15**	0	174	9	0	**183**	0	10	222	0	**232**	0	**430**
7:45AM	8	11	0	**19**	0	157	7	0	**164**	0	3	236	0	**239**	0	**422**
Hourly Total	27	47	0	**74**	0	879	24	0	**903**	0	34	1065	0	**1099**	0	**2076**
8:00AM	5	5	0	**10**	0	182	5	0	**187**	0	8	187	0	**195**	0	**392**
8:15AM	4	4	0	**8**	0	168	2	0	**170**	0	5	180	0	**185**	0	**363**
8:30AM	5	4	0	**9**	0	159	6	0	**165**	0	1	149	0	**150**	0	**324**
8:45AM	6	8	0	**14**	0	156	5	1	**162**	0	5	156	0	**161**	0	**337**
Hourly Total	20	21	0	**41**	0	665	18	1	**684**	0	19	672	0	**691**	0	**1416**
9:00AM	4	1	0	**5**	0	128	4	1	**133**	0	4	122	0	**126**	0	**264**
9:15AM	3	8	0	**11**	0	99	3	0	**102**	0	3	115	0	**118**	0	**231**
9:30AM	6	4	0	**10**	0	111	1	0	**112**	0	8	143	0	**151**	0	**273**
9:45AM	4	7	0	**11**	0	109	3	0	**112**	0	8	114	0	**122**	0	**245**
Hourly Total	17	20	0	**37**	0	447	11	1	**459**	0	23	494	0	**517**	0	**1013**
10:00AM	2	6	0	**8**	0	117	5	0	**122**	0	7	135	0	**142**	0	**272**
10:15AM	4	5	0	**9**	0	95	3	0	**98**	0	9	106	0	**115**	0	**222**

Leg	Scott Avenue					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
10:30AM	4	6	1	**11**	0	135	13	0	**148**	0	7	108	0	**115**	0	**274**
10:45AM	8	0	0	**8**	0	147	5	0	**152**	0	7	138	0	**145**	0	**305**
Hourly Total	18	17	1	**36**	0	494	26	0	**520**	0	30	487	0	**517**	0	**1073**
11:00AM	4	3	0	**7**	0	138	4	0	**142**	0	3	121	0	**124**	0	**273**
11:15AM	1	5	0	**6**	0	157	5	0	**162**	0	6	127	0	**133**	0	**301**
11:30AM	5	6	0	**11**	0	147	7	0	**154**	0	2	125	0	**127**	0	**292**
11:45AM	4	5	1	**10**	0	150	2	0	**152**	0	4	122	0	**126**	0	**288**
Hourly Total	14	19	1	**34**	0	592	18	0	**610**	0	15	495	0	**510**	0	**1154**
12:00PM	5	6	0	**11**	0	134	3	0	**137**	0	5	128	0	**133**	0	**281**
12:15PM	5	2	1	**8**	0	123	3	0	**126**	0	5	134	0	**139**	0	**273**
12:30PM	10	5	0	**15**	0	148	10	0	**158**	0	3	129	0	**132**	0	**305**
12:45PM	4	5	0	**9**	0	143	5	0	**148**	0	5	146	0	**151**	0	**308**
Hourly Total	24	18	1	**43**	0	548	21	0	**569**	0	18	537	0	**555**	0	**1167**
1:00PM	5	5	0	**10**	0	119	4	0	**123**	0	7	113	0	**120**	0	**253**
1:15PM	4	6	0	**10**	0	121	7	0	**128**	0	2	113	0	**115**	0	**253**
1:30PM	4	8	0	**12**	0	149	1	0	**150**	0	7	126	0	**133**	0	**295**
1:45PM	6	3	0	**9**	0	152	2	0	**154**	0	6	114	0	**120**	0	**283**
Hourly Total	19	22	0	**41**	0	541	14	0	**555**	0	22	466	0	**488**	0	**1084**
2:00PM	7	11	0	**18**	0	171	3	0	**174**	0	6	148	0	**154**	0	**346**
2:15PM	6	7	0	**13**	0	172	7	0	**179**	0	4	130	0	**134**	0	**326**
2:30PM	7	10	0	**17**	0	185	7	0	**192**	0	3	149	0	**152**	0	**361**
2:45PM	4	11	0	**15**	0	211	9	0	**220**	0	10	287	1	**298**	0	**533**
Hourly Total	24	39	0	**63**	0	739	26	0	**765**	0	23	714	1	**738**	0	**1566**
3:00PM	2	8	0	**10**	0	190	13	0	**203**	0	12	315	0	**327**	0	**540**
3:15PM	6	6	0	**12**	0	221	10	0	**231**	0	13	181	0	**194**	0	**437**
3:30PM	6	10	0	**16**	0	198	6	0	**204**	0	4	160	0	**164**	0	**384**
3:45PM	6	13	0	**19**	1	226	9	0	**235**	0	11	175	0	**186**	0	**440**
Hourly Total	20	37	0	**57**	1	835	38	0	**873**	0	40	831	0	**871**	0	**1801**
4:00PM	4	11	0	**15**	0	247	9	0	**256**	0	10	160	0	**170**	0	**441**
4:15PM	5	9	0	**14**	0	229	10	0	**239**	0	6	225	0	**231**	0	**484**
4:30PM	8	10	0	**18**	0	271	16	0	**287**	0	9	173	0	**182**	0	**487**
4:45PM	10	15	0	**25**	0	249	7	0	**256**	0	11	189	0	**200**	0	**481**
Hourly Total	27	45	0	**72**	0	996	42	0	**1038**	0	36	747	0	**783**	0	**1893**
5:00PM	7	9	1	**17**	0	261	8	0	**269**	0	11	181	0	**192**	0	**478**
5:15PM	11	20	0	**31**	0	232	10	0	**242**	0	11	227	0	**238**	0	**511**
5:30PM	8	18	0	**26**	0	282	9	0	**291**	0	4	173	0	**177**	0	**494**
5:45PM	7	16	0	**23**	0	300	6	0	**306**	0	8	182	0	**190**	0	**519**
Hourly Total	33	63	1	**97**	0	1075	33	0	**1108**	0	34	763	0	**797**	0	**2002**
6:00PM	8	15	0	**23**	0	220	11	1	**232**	0	6	182	0	**188**	0	**443**
6:15PM	4	8	0	**12**	0	215	4	0	**219**	0	7	157	0	**164**	0	**395**
6:30PM	7	6	0	**13**	1	142	7	0	**149**	0	8	137	0	**145**	0	**307**
6:45PM	6	11	1	**18**	0	128	7	0	**135**	0	5	140	0	**145**	0	**298**
Hourly Total	25	40	1	**66**	1	705	29	1	**735**	0	26	616	0	**642**	0	**1443**
7:00PM	11	5	0	**16**	0	134	6	0	**140**	0	5	143	0	**148**	0	**304**
7:15PM	7	6	0	**13**	0	97	5	0	**102**	0	3	127	0	**130**	0	**245**
7:30PM	5	6	0	**11**	0	101	9	0	**110**	0	9	127	0	**136**	0	**257**
7:45PM	6	4	1	**11**	0	94	4	0	**98**	0	5	85	0	**90**	0	**199**
Hourly Total	29	21	1	**51**	0	426	24	0	**450**	0	22	482	0	**504**	0	**1005**
8:00PM	4	8	1	**13**	0	102	8	0	**110**	0	3	53	0	**56**	0	**179**
8:15PM	7	2	0	**9**	0	104	7	0	**111**	0	1	86	0	**87**	0	**207**
8:30PM	0	2	1	**3**	0	85	8	0	**93**	0	3	74	0	**77**	0	**173**
8:45PM	3	4	0	**7**	0	68	8	0	**76**	0	4	79	0	**83**	0	**166**
Hourly Total	14	16	2	**32**	0	359	31	0	**390**	0	11	292	0	**303**	0	**725**
9:00PM	1	5	0	**6**	0	63	4	0	**67**	0	0	62	0	**62**	0	**135**
9:15PM	4	4	0	**8**	0	64	3	0	**67**	0	0	48	0	**48**	0	**123**
9:30PM	0	4	0	**4**	0	70	8	0	**78**	0	0	39	0	**39**	0	**121**
9:45PM	4	2	0	**6**	0	49	0	0	**49**	0	0	37	0	**37**	0	**92**
Hourly Total	9	15	0	**24**	0	246	15	0	**261**	0	0	186	0	**186**	0	**471**
10:00PM	1	1	0	**2**	0	39	6	1	**46**	0	0	40	0	**40**	0	**88**
10:15PM	2	1	0	**3**	0	23	1	0	**24**	0	0	20	0	**20**	0	**47**

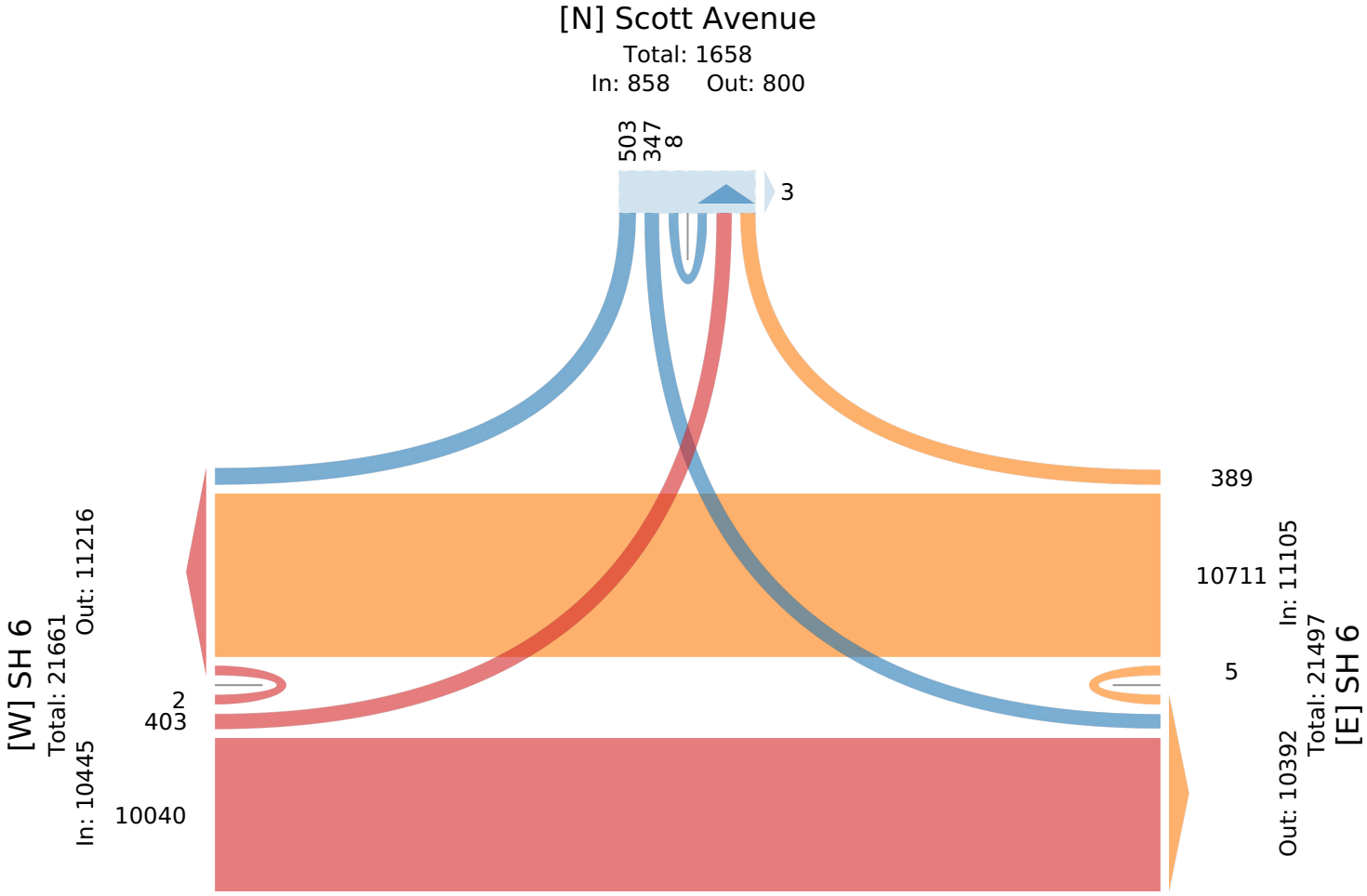
Leg	Scott Avenue					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
10:30PM	2	2	0	**4**	1	31	0	0	**31**	0	1	23	0	**24**	0	**59**
10:45PM	1	0	0	**1**	0	28	1	0	**29**	0	2	24	0	**26**	0	**56**
Hourly Total	6	4	0	**10**	1	121	8	1	**130**	0	3	107	0	**110**	0	**250**
11:00PM	0	1	0	**1**	0	17	1	0	**18**	0	0	18	0	**18**	0	**37**
11:15PM	1	2	0	**3**	0	14	0	0	**14**	0	2	6	0	**8**	0	**25**
11:30PM	0	1	0	**1**	0	11	1	0	**12**	0	0	17	0	**17**	0	**30**
11:45PM	0	1	0	**1**	0	7	1	0	**8**	0	0	4	0	**4**	0	**13**
Hourly Total	1	5	0	**6**	0	49	3	0	**52**	0	2	45	0	**47**	0	**105**
Total	347	503	8	**858**	3	10711	389	5	**11105**	0	403	10040	2	**10445**	0	**22408**
% Approach	40.4%	58.6%	0.9%	**-**	-	96.5%	3.5%	0%	**-**	-	3.9%	96.1%	0%	**-**	-	**-**
% Total	1.5%	2.2%	0%	**3.8%**	-	47.8%	1.7%	0%	**49.6%**	-	1.8%	44.8%	0%	**46.6%**	-	**-**
Lights	333	496	8	**837**	-	10327	373	5	**10705**	-	399	9691	1	**10091**	-	21633
% Lights	96.0%	98.6%	100%	**97.6%**	-	96.4%	95.9%	100%	**96.4%**	-	99.0%	96.5%	50.0%	**96.6%**	-	96.5%
Single-Unit Trucks	13	4	0	**17**	-	266	13	0	**279**	-	2	188	1	**191**	-	487
% Single-Unit Trucks	3.7%	0.8%	0%	**2.0%**	-	2.5%	3.3%	0%	**2.5%**	-	0.5%	1.9%	50.0%	**1.8%**	-	2.2%
Articulated Trucks	0	0	0	**0**	-	75	0	0	**75**	-	0	90	0	**90**	-	165
% Articulated Trucks	0%	0%	0%	**0%**	-	0.7%	0%	0%	**0.7%**	-	0%	0.9%	0%	**0.9%**	-	0.7%
Buses	1	3	0	**4**	-	40	3	0	**43**	-	2	69	0	**71**	-	118
% Buses	0.3%	0.6%	0%	**0.5%**	-	0.4%	0.8%	0%	**0.4%**	-	0.5%	0.7%	0%	**0.7%**	-	0.5%
Bicycles on Road	0	0	0	**0**	-	3	0	0	**3**	-	0	2	0	**2**	-	5
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at Scott Avenue - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185294, Location: 29.384511, -95.12371

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



SH 6 at Scott Avenue - TMC

Wed May 8, 2024
AM Peak (6:45 AM - 7:45 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185294, Location: 29.384511, -95.12371

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

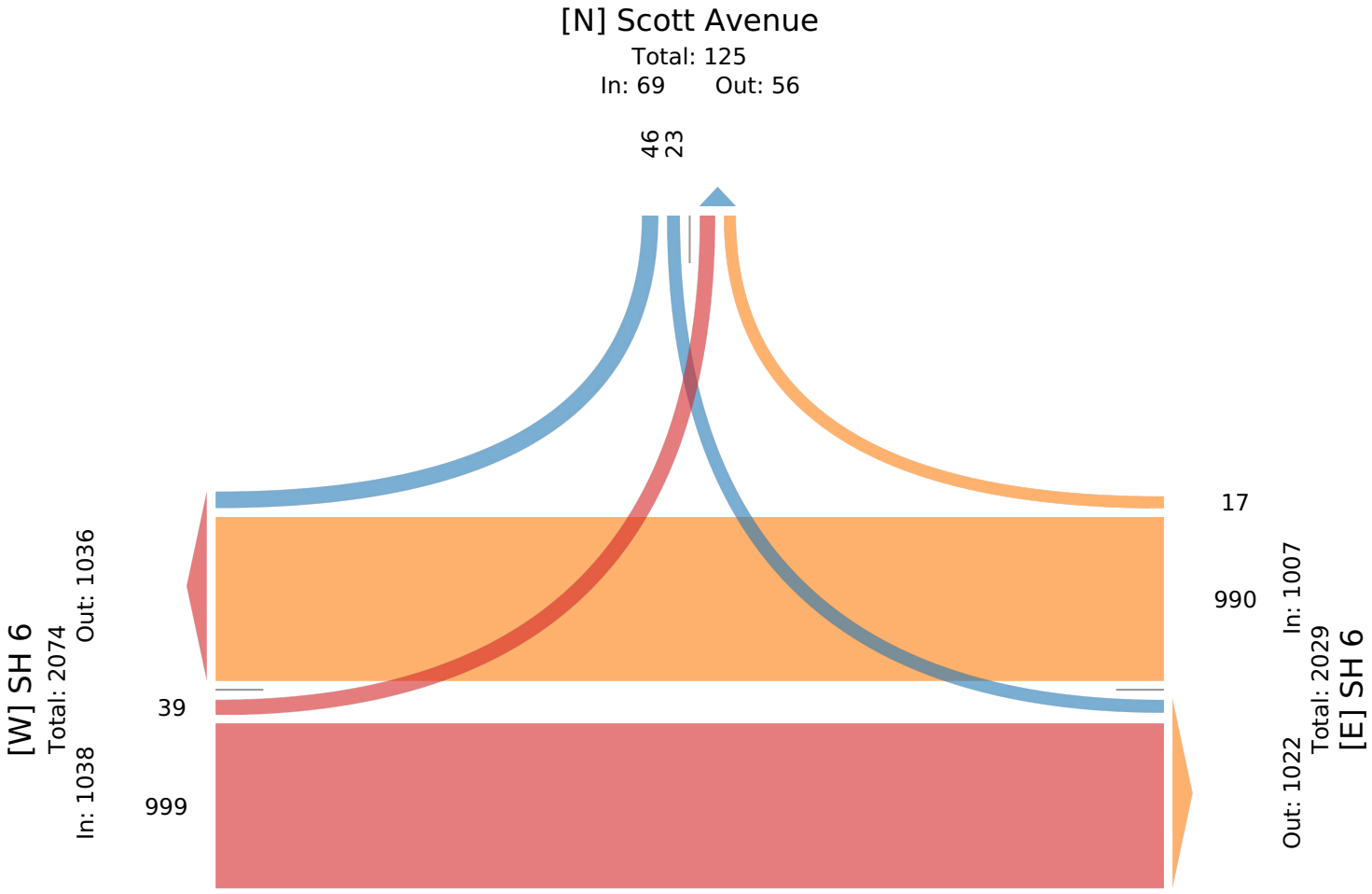
Leg	Scott Avenue					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 6:45AM	4	10	0	**14**	0	268	0	0	**268**	0	8	170	0	**178**	0	**460**
7:00AM	5	15	0	**20**	0	310	4	0	**314**	0	8	282	0	**290**	0	**624**
7:15AM	8	12	0	**20**	0	238	4	0	**242**	0	13	325	0	**338**	0	**600**
7:30AM	6	9	0	**15**	0	174	9	0	**183**	0	10	222	0	**232**	0	**430**
Total	23	46	0	**69**	0	990	17	0	**1007**	0	39	999	0	**1038**	0	**2114**
% Approach	33.3%	66.7%	0%	**-**	-	98.3%	1.7%	0%	**-**	-	3.8%	96.2%	0%	**-**	-	-
% Total	1.1%	2.2%	0%	**3.3%**	-	46.8%	0.8%	0%	**47.6%**	-	1.8%	47.3%	0%	**49.1%**	-	-
PHF	0.719	0.767	-	**0.863**	-	0.798	0.472	-	**0.802**	-	0.750	0.768	-	**0.768**	-	0.847
Lights	22	45	0	**67**	-	972	16	0	**988**	-	38	943	0	**981**	-	2036
% Lights	95.7%	97.8%	0%	**97.1%**	-	98.2%	94.1%	0%	**98.1%**	-	97.4%	94.4%	0%	**94.5%**	-	96.3%
Single-Unit Trucks	1	0	0	**1**	-	7	1	0	**8**	-	0	19	0	**19**	-	28
% Single-Unit Trucks	4.3%	0%	0%	**1.4%**	-	0.7%	5.9%	0%	**0.8%**	-	0%	1.9%	0%	**1.8%**	-	1.3%
Articulated Trucks	0	0	0	**0**	-	3	0	0	**3**	-	0	10	0	**10**	-	13
% Articulated Trucks	0%	0%	0%	**0%**	-	0.3%	0%	0%	**0.3%**	-	0%	1.0%	0%	**1.0%**	-	0.6%
Buses	0	1	0	**1**	-	8	0	0	**8**	-	1	27	0	**28**	-	37
% Buses	0%	2.2%	0%	**1.4%**	-	0.8%	0%	0%	**0.8%**	-	2.6%	2.7%	0%	**2.7%**	-	1.8%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at Scott Avenue - TMC

Wed May 8, 2024
AM Peak (6:45 AM - 7:45 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185294, Location: 29.384511, -95.12371

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



SH 6 at Scott Avenue - TMC

Wed May 8, 2024
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185294, Location: 29.384511, -95.12371

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

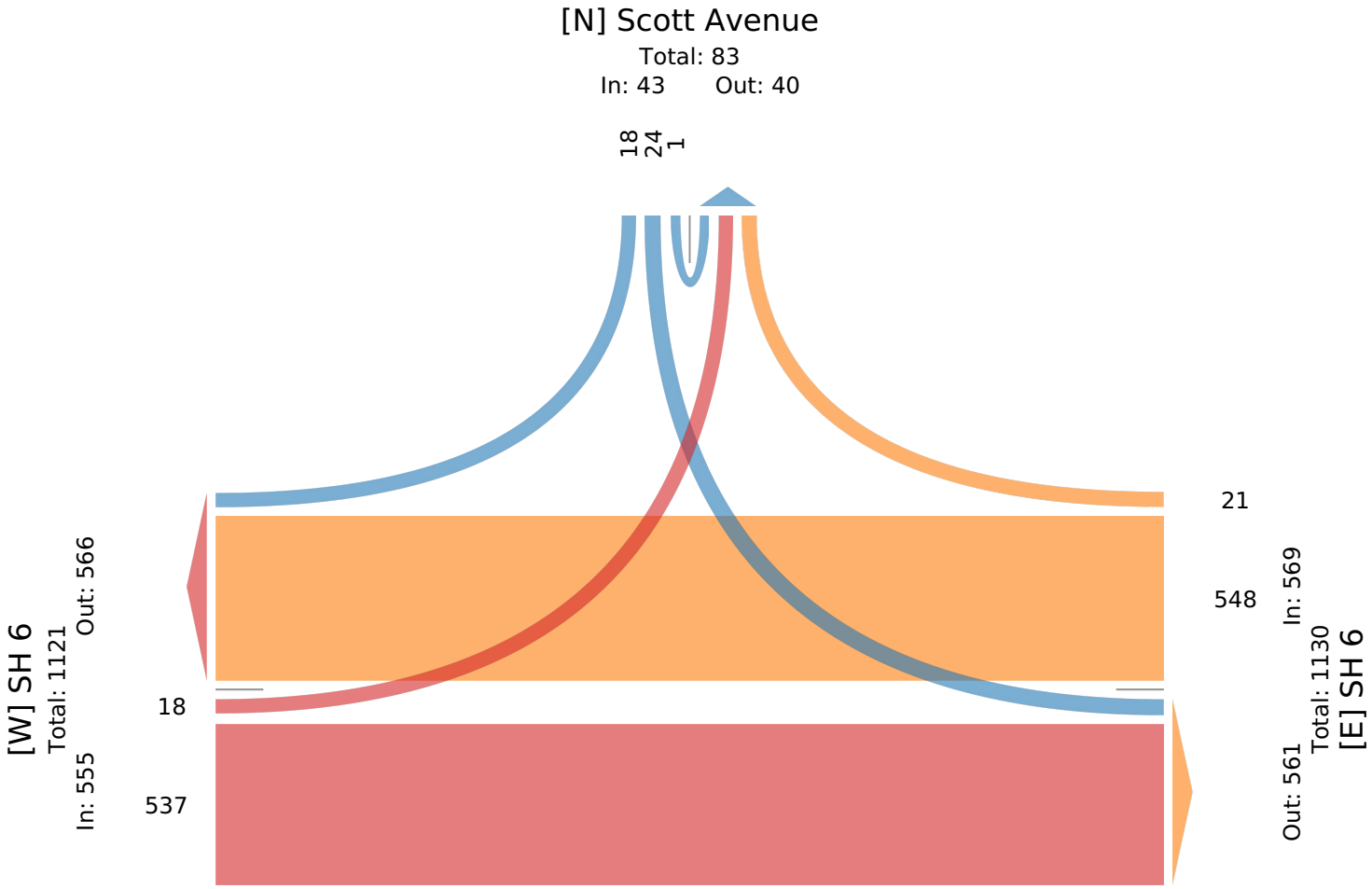
Leg	Scott Avenue					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 12:00PM	5	6	0	**11**	0	134	3	0	**137**	0	5	128	0	**133**	0	**281**
12:15PM	5	2	1	**8**	0	123	3	0	**126**	0	5	134	0	**139**	0	**273**
12:30PM	10	5	0	**15**	0	148	10	0	**158**	0	3	129	0	**132**	0	**305**
12:45PM	4	5	0	**9**	0	143	5	0	**148**	0	5	146	0	**151**	0	**308**
Total	24	18	1	**43**	0	548	21	0	**569**	0	18	537	0	**555**	0	**1167**
% Approach	55.8%	41.9%	2.3%	**-**	-	96.3%	3.7%	0%	**-**	-	3.2%	96.8%	0%	**-**	-	-
% Total	2.1%	1.5%	0.1%	**3.7%**	-	47.0%	1.8%	0%	**48.8%**	-	1.5%	46.0%	0%	**47.6%**	-	-
PHF	0.600	0.750	0.250	**0.717**	-	0.926	0.525	-	**0.900**	-	0.900	0.920	-	**0.919**	-	0.947
Lights	23	18	1	**42**	-	516	21	0	**537**	-	18	514	0	**532**	-	1111
% Lights	95.8%	100%	100%	**97.7%**	-	94.2%	100%	0%	**94.4%**	-	100%	95.7%	0%	**95.9%**	-	95.2%
Single-Unit Trucks	1	0	0	**1**	-	25	0	0	**25**	-	0	14	0	**14**	-	40
% Single-Unit Trucks	4.2%	0%	0%	**2.3%**	-	4.6%	0%	0%	**4.4%**	-	0%	2.6%	0%	**2.5%**	-	3.4%
Articulated Trucks	0	0	0	**0**	-	7	0	0	**7**	-	0	8	0	**8**	-	15
% Articulated Trucks	0%	0%	0%	**0%**	-	1.3%	0%	0%	**1.2%**	-	0%	1.5%	0%	**1.4%**	-	1.3%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	1	0	**1**	-	1
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at Scott Avenue - TMC

Wed May 8, 2024
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185294, Location: 29.384511, -95.12371

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



SH 6 at Scott Avenue - TMC

Wed May 8, 2024
PM Peak (5 PM - 6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185294, Location: 29.384511, -95.12371

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

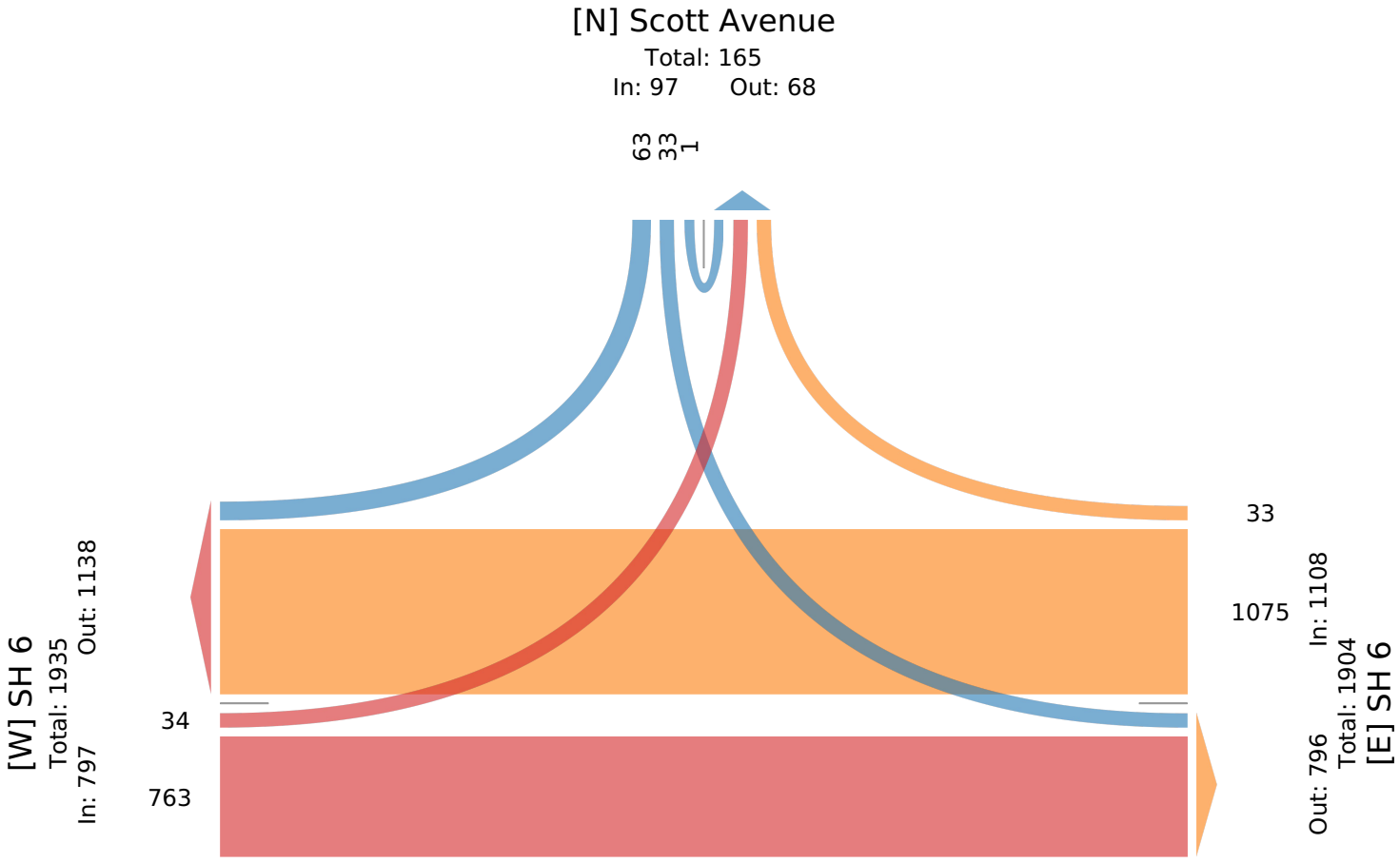
Leg	Scott Avenue					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 5:00PM	7	9	1	**17**	0	261	8	0	**269**	0	11	181	0	**192**	0	**478**
5:15PM	11	20	0	**31**	0	232	10	0	**242**	0	11	227	0	**238**	0	**511**
5:30PM	8	18	0	**26**	0	282	9	0	**291**	0	4	173	0	**177**	0	**494**
5:45PM	7	16	0	**23**	0	300	6	0	**306**	0	8	182	0	**190**	0	**519**
Total	33	63	1	**97**	0	1075	33	0	**1108**	0	34	763	0	**797**	0	**2002**
% Approach	34.0%	64.9%	1.0%	**-**	-	97.0%	3.0%	0%	**-**	-	4.3%	95.7%	0%	**-**	-	-
% Total	1.6%	3.1%	0%	**4.8%**	-	53.7%	1.6%	0%	**55.3%**	-	1.7%	38.1%	0%	**39.8%**	-	-
PHF	0.750	0.788	0.250	**0.782**	-	0.898	0.825	-	**0.907**	-	0.773	0.840	-	**0.837**	-	0.966
Lights	33	62	1	**96**	-	1063	33	0	**1096**	-	34	752	0	**786**	-	1978
% Lights	100%	98.4%	100%	**99.0%**	-	98.9%	100%	0%	**98.9%**	-	100%	98.6%	0%	**98.6%**	-	98.8%
Single-Unit Trucks	0	1	0	**1**	-	8	0	0	**8**	-	0	8	0	**8**	-	17
% Single-Unit Trucks	0%	1.6%	0%	**1.0%**	-	0.7%	0%	0%	**0.7%**	-	0%	1.0%	0%	**1.0%**	-	0.8%
Articulated Trucks	0	0	0	**0**	-	3	0	0	**3**	-	0	3	0	**3**	-	6
% Articulated Trucks	0%	0%	0%	**0%**	-	0.3%	0%	0%	**0.3%**	-	0%	0.4%	0%	**0.4%**	-	0.3%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at Scott Avenue - TMC

Wed May 8, 2024
PM Peak (5 PM - 6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185294, Location: 29.384511, -95.12371

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



Scott Avenue at 1st Street - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185293, Location: 29.38843, -95.121917

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

Leg	Scott Avenue						1st Street						Scott Avenue						1st Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:00AM	1	2	0	0	**3**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**5**
12:15AM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**4**
12:30AM	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**
12:45AM	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**
Hourly Total	1	2	3	0	**6**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**9**
1:00AM	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**
1:15AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
1:30AM	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**
1:45AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	1	0	**1**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
2:00AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**2**
2:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**1**
2:30AM	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**
2:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	1	0	0	**1**	0	2	0	0	0	**2**	0	**4**
3:00AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**2**
3:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	1	0	0	0	**1**	0	**3**
3:30AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**3**
3:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	2	0	0	**2**	0	0	1	0	0	**1**	0	0	3	0	0	**3**	0	2	1	0	0	**3**	0	**9**
4:00AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**3**
4:15AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	2	0	0	0	**2**	0	**4**
4:30AM	0	1	0	0	**1**	0	0	0	1	0	**1**	0	0	1	0	0	**1**	0	2	0	0	0	**2**	0	**5**
4:45AM	3	2	0	0	**5**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	1	0	0	0	**1**	0	**9**
Hourly Total	3	5	0	0	**8**	0	0	0	1	0	**1**	0	0	7	0	0	**7**	0	5	0	0	0	**5**	0	**21**
5:00AM	1	5	0	0	**6**	0	0	0	0	0	**0**	0	0	3	1	0	**4**	0	2	0	0	0	**2**	0	**12**
5:15AM	1	2	0	0	**3**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	2	3	1	0	**6**	0	**13**
5:30AM	0	4	1	1	**6**	0	0	0	0	0	**0**	0	0	7	0	0	**7**	0	5	1	1	0	**7**	0	**20**
5:45AM	1	5	1	0	**7**	0	2	0	2	0	**4**	0	0	4	1	0	**5**	0	2	1	0	0	**3**	0	**19**
Hourly Total	3	16	2	1	**22**	0	2	0	2	0	**4**	0	0	18	2	0	**20**	0	11	5	2	0	**18**	0	**64**
6:00AM	1	11	0	0	**12**	0	0	1	0	0	**1**	0	0	6	0	0	**6**	0	4	0	0	0	**4**	0	**23**
6:15AM	1	5	1	0	**7**	0	0	2	1	0	**3**	0	0	4	0	0	**4**	0	9	3	0	0	**12**	0	**26**
6:30AM	4	14	5	0	**23**	0	1	7	1	0	**9**	0	0	5	0	0	**5**	0	7	3	0	0	**10**	0	**47**
6:45AM	6	15	6	0	**27**	0	0	15	1	0	**16**	0	0	8	0	0	**8**	0	7	8	0	0	**15**	0	**66**
Hourly Total	12	45	12	0	**69**	0	1	25	3	0	**29**	0	0	23	0	0	**23**	0	27	14	0	0	**41**	0	**162**
7:00AM	8	19	13	0	**40**	0	0	6	7	0	**13**	0	0	12	0	0	**12**	0	13	21	0	0	**34**	0	**99**
7:15AM	15	18	1	0	**34**	0	0	5	7	0	**12**	0	0	16	0	0	**16**	0	9	12	2	0	**23**	0	**85**
7:30AM	2	13	2	0	**17**	0	1	3	5	0	**9**	0	0	17	0	0	**17**	0	7	12	0	0	**19**	0	**62**
7:45AM	11	19	3	0	**33**	0	0	6	4	0	**10**	0	0	13	0	0	**13**	0	11	8	0	0	**19**	0	**75**
Hourly Total	36	69	19	0	**124**	0	1	20	23	0	**44**	0	0	58	0	0	**58**	0	40	53	2	0	**95**	0	**321**
8:00AM	11	9	3	0	**23**	0	0	5	2	0	**7**	0	0	12	1	0	**13**	0	8	11	0	0	**19**	0	**62**
8:15AM	8	7	4	0	**19**	0	0	10	7	0	**17**	0	1	6	0	0	**7**	0	5	11	0	0	**16**	0	**59**
8:30AM	5	10	6	0	**21**	0	0	5	2	0	**7**	0	0	7	0	0	**7**	0	7	4	0	0	**11**	0	**46**
8:45AM	6	14	1	0	**21**	0	1	5	2	0	**8**	0	0	10	0	0	**10**	0	5	5	0	0	**10**	0	**49**
Hourly Total	30	40	14	0	**84**	0	1	25	13	0	**39**	0	1	35	1	0	**37**	0	25	31	0	0	**56**	0	**216**
9:00AM	2	3	3	0	**8**	0	0	3	1	0	**4**	0	0	8	0	0	**8**	0	4	6	1	0	**11**	0	**31**
9:15AM	3	11	3	0	**17**	0	0	3	4	0	**7**	0	0	7	0	0	**7**	0	1	6	0	0	**7**	0	**38**
9:30AM	3	12	4	0	**19**	0	0	5	9	0	**14**	0	0	9	0	0	**9**	0	2	7	0	0	**9**	0	**51**
9:45AM	3	9	3	0	**15**	0	0	3	5	0	**8**	0	0	10	0	0	**10**	0	4	7	0	0	**11**	0	**44**
Hourly Total	11	35	13	0	**59**	0	0	14	19	0	**33**	0	0	34	0	0	**34**	0	11	26	1	0	**38**	0	**164**
10:00AM	7	8	4	0	**19**	0	0	2	4	0	**6**	0	0	12	1	0	**13**	0	2	3	0	0	**5**	0	**43**
10:15AM	2	9	1	0	**12**	0	0	3	7	0	**10**	0	0	12	1	0	**13**	0	1	2	1	0	**4**	0	**39**
10:30AM	7	9	3	0	**19**	0	0	0	4	0	**4**	0	1	18	1	0	**20**	0	2	4	0	0	**6**	0	**49**
10:45AM	6	6	4	0	**16**	0	0	2	6	0	**8**	0	0	8	0	0	**8**	0	3	7	1	0	**11**	0	**43**
Hourly Total	22	32	12	0	**66**	0	0	7	21	0	**28**	0	1	50	3	0	**54**	0	8	16	2	0	**26**	0	**174**
11:00AM	5	7	4	0	**16**	0	0	3	5	0	**8**	0	0	10	1	0	**11**	0	7	0	0	0	**7**	0	**42**
11:15AM	1	5	1	0	**7**	0	2	3	7	0	**12**	0	0	8	0	0	**8**	0	8	3	0	0	**11**	0	**38**
11:30AM	2	11	3	0	**16**	0	0	4	4	0	**8**	0	0	12	0	0	**12**	0	3	4	0	0	**7**	0	**43**

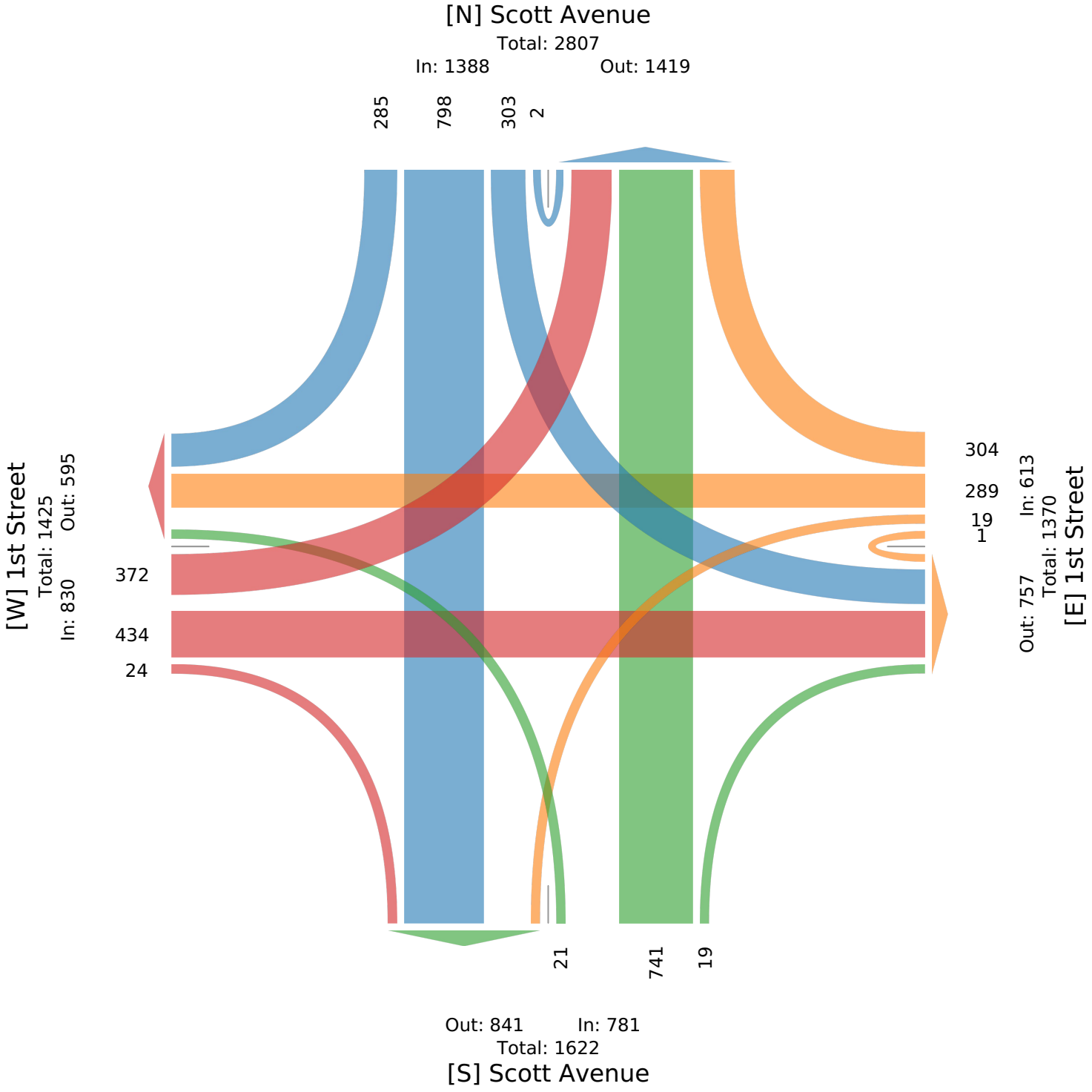
Leg	Scott Avenue						1st Street						Scott Avenue						1st Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
11:45AM	9	8	2	0	**19**	0	0	3	1	0	**4**	0	1	5	0	0	**6**	0	4	9	1	0	**14**	0	**43**
Hourly Total	17	31	10	0	**58**	0	2	13	17	0	**32**	0	1	35	1	0	**37**	0	22	16	1	0	**39**	0	**166**
12:00PM	8	10	4	0	**22**	0	1	5	6	0	**12**	0	0	8	0	0	**8**	0	5	3	0	0	**8**	0	**50**
12:15PM	2	6	5	0	**13**	0	0	3	5	0	**8**	0	1	4	1	0	**6**	0	4	5	1	0	**10**	0	**37**
12:30PM	6	14	4	0	**24**	0	0	4	7	0	**11**	0	1	9	0	0	**10**	0	5	7	0	0	**12**	0	**57**
12:45PM	5	9	4	0	**18**	0	1	3	7	0	**11**	0	0	12	0	0	**12**	0	6	8	0	0	**14**	0	**55**
Hourly Total	21	39	17	0	**77**	0	2	15	25	0	**42**	0	2	33	1	0	**36**	0	20	23	1	0	**44**	0	**199**
1:00PM	5	7	5	0	**17**	0	0	7	7	0	**14**	0	0	9	1	0	**10**	0	6	5	0	0	**11**	0	**52**
1:15PM	3	9	3	0	**15**	0	0	5	4	0	**9**	0	0	10	0	0	**10**	0	6	2	0	0	**8**	0	**42**
1:30PM	6	12	7	0	**25**	0	0	4	3	0	**7**	0	0	8	1	0	**9**	0	3	3	1	0	**7**	0	**48**
1:45PM	2	8	5	0	**15**	0	0	6	5	0	**11**	0	0	8	0	0	**8**	0	4	9	0	0	**13**	0	**47**
Hourly Total	16	36	20	0	**72**	0	0	22	19	0	**41**	0	0	35	2	0	**37**	0	19	19	1	0	**39**	0	**189**
2:00PM	3	18	0	0	**21**	0	1	2	0	0	**3**	0	0	7	0	0	**7**	0	8	14	0	0	**22**	0	**53**
2:15PM	4	9	3	0	**16**	0	1	18	8	0	**27**	0	2	10	0	0	**12**	0	7	4	1	0	**12**	0	**67**
2:30PM	6	16	4	0	**26**	0	0	5	1	0	**6**	0	0	9	0	0	**9**	0	1	4	1	0	**6**	0	**47**
2:45PM	1	14	0	0	**15**	0	0	10	4	0	**14**	0	0	17	0	0	**17**	0	18	34	0	0	**52**	0	**98**
Hourly Total	14	57	7	0	**78**	0	2	35	13	0	**50**	0	2	43	0	0	**45**	0	34	56	2	0	**92**	0	**265**
3:00PM	8	12	3	0	**23**	0	0	3	4	0	**7**	0	1	20	0	0	**21**	0	12	34	1	0	**47**	0	**98**
3:15PM	3	13	4	0	**20**	0	0	6	9	0	**15**	0	0	22	0	0	**22**	0	5	16	0	0	**21**	0	**78**
3:30PM	1	19	1	0	**21**	0	0	5	4	0	**9**	0	1	12	0	0	**13**	0	5	7	0	0	**12**	0	**55**
3:45PM	2	14	6	0	**22**	0	1	4	8	1	**14**	0	1	18	0	0	**19**	0	6	8	1	0	**15**	0	**70**
Hourly Total	14	58	14	0	**86**	0	1	18	25	1	**45**	0	3	72	0	0	**75**	0	28	65	2	0	**95**	0	**301**
4:00PM	6	13	6	0	**25**	0	0	6	10	0	**16**	0	2	17	0	0	**19**	0	6	9	1	0	**16**	0	**76**
4:15PM	10	12	5	0	**27**	0	0	3	8	0	**11**	0	1	15	0	0	**16**	0	4	12	0	0	**16**	0	**70**
4:30PM	6	17	4	0	**27**	0	0	6	4	0	**10**	0	1	21	0	0	**22**	0	3	4	1	0	**8**	0	**67**
4:45PM	11	25	10	0	**46**	0	1	8	7	0	**16**	0	1	17	0	0	**18**	0	4	4	0	0	**8**	0	**88**
Hourly Total	33	67	25	0	**125**	0	1	23	29	0	**53**	0	5	70	0	0	**75**	0	17	29	2	0	**48**	0	**301**
5:00PM	7	11	5	0	**23**	0	2	8	7	0	**17**	0	1	15	2	0	**18**	0	7	3	1	0	**11**	0	**69**
5:15PM	7	27	9	0	**43**	0	1	5	8	0	**14**	0	0	19	0	0	**19**	0	9	5	2	0	**16**	0	**92**
5:30PM	2	26	10	0	**38**	0	1	8	5	0	**14**	0	0	13	0	0	**13**	0	3	5	0	0	**8**	0	**73**
5:45PM	9	24	8	0	**41**	0	0	3	7	0	**10**	0	1	10	0	0	**11**	0	6	8	1	0	**15**	0	**77**
Hourly Total	25	88	32	0	**145**	0	4	24	27	0	**55**	0	2	57	2	0	**61**	0	25	21	4	0	**50**	0	**311**
6:00PM	2	17	6	0	**25**	0	0	8	7	0	**15**	0	2	12	0	0	**14**	0	7	6	1	0	**14**	0	**68**
6:15PM	5	12	9	0	**26**	0	1	3	4	0	**8**	0	0	9	0	0	**9**	0	3	5	0	0	**8**	0	**51**
6:30PM	3	14	6	1	**24**	0	0	3	10	0	**13**	0	0	14	2	0	**16**	0	10	2	0	0	**12**	0	**65**
6:45PM	2	17	2	0	**21**	0	0	2	5	0	**7**	0	0	10	1	0	**11**	0	6	4	0	0	**10**	0	**49**
Hourly Total	12	60	23	1	**96**	0	1	16	26	0	**43**	0	2	45	3	0	**50**	0	26	17	1	0	**44**	0	**233**
7:00PM	9	13	8	0	**30**	0	0	1	2	0	**3**	0	1	10	0	0	**11**	0	5	3	0	0	**8**	0	**52**
7:15PM	3	16	5	0	**24**	0	0	2	5	0	**7**	0	0	9	0	0	**9**	0	2	10	0	0	**12**	0	**52**
7:30PM	1	10	4	0	**15**	0	0	2	1	0	**3**	0	0	16	1	0	**17**	0	1	1	1	0	**3**	0	**38**
7:45PM	5	11	3	0	**19**	0	0	3	4	0	**7**	0	0	12	0	0	**12**	0	3	3	0	0	**6**	0	**44**
Hourly Total	18	50	20	0	**88**	0	0	8	12	0	**20**	0	1	47	1	0	**49**	0	11	17	1	0	**29**	0	**186**
8:00PM	2	10	5	0	**17**	0	0	2	9	0	**11**	0	1	9	0	0	**10**	0	7	2	1	0	**10**	0	**48**
8:15PM	2	7	8	0	**17**	0	1	3	8	0	**12**	0	0	7	2	0	**9**	0	3	4	0	0	**7**	0	**45**
8:30PM	2	3	1	0	**6**	0	0	6	2	0	**8**	0	0	12	0	0	**12**	0	4	1	0	0	**5**	0	**31**
8:45PM	2	7	3	0	**12**	0	0	1	0	0	**1**	0	0	11	0	0	**11**	0	9	3	0	0	**12**	0	**36**
Hourly Total	8	27	17	0	**52**	0	1	12	19	0	**32**	0	1	39	2	0	**42**	0	23	10	1	0	**34**	0	**160**
9:00PM	1	8	1	0	**10**	0	0	2	1	0	**3**	0	0	7	0	0	**7**	0	1	3	0	0	**4**	0	**24**
9:15PM	1	8	5	0	**14**	0	0	3	1	0	**4**	0	0	3	1	0	**4**	0	7	3	0	0	**10**	0	**32**
9:30PM	0	4	4	0	**8**	0	0	1	2	0	**3**	0	0	8	0	0	**8**	0	2	1	0	0	**3**	0	**22**
9:45PM	3	5	2	0	**10**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	2	1	0	0	**3**	0	**14**
Hourly Total	5	25	12	0	**42**	0	0	6	5	0	**11**	0	0	18	1	0	**19**	0	12	8	0	0	**20**	0	**92**
10:00PM	0	1	1	0	**2**	0	0	1	1	0	**2**	0	0	6	0	0	**6**	0	1	1	0	0	**2**	0	**12**
10:15PM	0	3	8	0	**11**	0	0	1	1	0	**2**	0	0	1	0	0	**1**	0	0	2	0	0	**2**	0	**16**
10:30PM	0	4	1	0	**5**	0	0	2	1	0	**3**	0	0	1	0	0	**1**	0	1	0	0	0	**1**	0	**10**
10:45PM	0	1	1	0	**2**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	2	0	0	**2**	0	**7**
Hourly Total	0	9	11	0	**20**	0	0	4	3	0	**7**	0	0	11	0	0	**11**	0	2	5	0	0	**7**	0	**45**
11:00PM	1	1	0	0	**2**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	1	0	0	**1**	0	**4**
11:15PM	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**5**
11:30PM	1	1	1	0	**3**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	1	1	0	0	**2**	0	**6**
11:45PM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	1	0	1	0	**2**	0	**3**
Hourly Total	2	5	1	0	**8**	0	0	1	0	0	**1**	0	0	4	0	0	**4**	0	2	2	1	0	**5**	0	**18**
Total	303	798	285	2	**1388**	0	19	289	304	1	**613**	0	21	741	19	0	**781**	0	372	434	24	0	**830**	0	**3612**
% Approach	21.8%	57.5%	20.5%	0.1%	**-**	-	3.1%	47.1%	49.6%	0.2%	**-**	-	2.7%	94.9%	2.4%	0%	**-**	-	44.8%	52.3%	2.9%	0%	**-**	-	-
% Total	8.4%	22.1%	7.9%	0.1%	**38.4%**	-	0.5%	8.0%	8.4%	0%	**17.0%**	-	0.6%	20.5%	0.5%	0%	**21.6%**	-	10.3%	12.0%	0.7%	0%	**23.0%**	-	-
Lights	290	777	275	2	**1344**	-	19	265	285	0	**569**	-	18	717	19	0	**754**	-	368	419	20	0	**807**	-	3474

Leg	Scott Avenue						1st Street						Scott Avenue						1st Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Lights	95.7%	97.4%	96.5%	100%	**96.8%**	-	100%	91.7%	93.8%	0%	**92.8%**	-	85.7%	96.8%	100%	0%	**96.5%**	-	98.9%	96.5%	83.3%	0%	**97.2%**	-	96.2%
Single-Unit Trucks	8	15	4	0	**27**	-	0	2	14	0	**16**	-	1	16	0	0	**17**	-	3	7	2	0	**12**	-	72
% Single-Unit Trucks	2.6%	1.9%	1.4%	0%	**1.9%**	-	0%	0.7%	4.6%	0%	**2.6%**	-	4.8%	2.2%	0%	0%	**2.2%**	-	0.8%	1.6%	8.3%	0%	**1.4%**	-	2.0%
Articulated Trucks	0	2	5	0	**7**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	8
% Articulated Trucks	0%	0.3%	1.8%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.1%**	-	0.2%
Buses	4	3	1	0	**8**	-	0	20	4	0	**24**	-	0	8	0	0	**8**	-	0	6	0	0	**6**	-	46
% Buses	1.3%	0.4%	0.4%	0%	**0.6%**	-	0%	6.9%	1.3%	0%	**3.9%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	1.4%	0%	0%	**0.7%**	-	1.3%
Bicycles on Road	1	1	0	0	**2**	-	0	2	1	1	**4**	-	2	0	0	0	**2**	-	0	2	2	0	**4**	-	12
% Bicycles on Road	0.3%	0.1%	0%	0%	**0.1%**	-	0%	0.7%	0.3%	100%	**0.7%**	-	9.5%	0%	0%	0%	**0.3%**	-	0%	0.5%	8.3%	0%	**0.5%**	-	0.3%
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

Scott Avenue at 1st Street - TMC
Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185293, Location: 29.38843, -95.121917

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



Scott Avenue at 1st Street - TMC

Wed May 8, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185293, Location: 29.38843, -95.121917

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

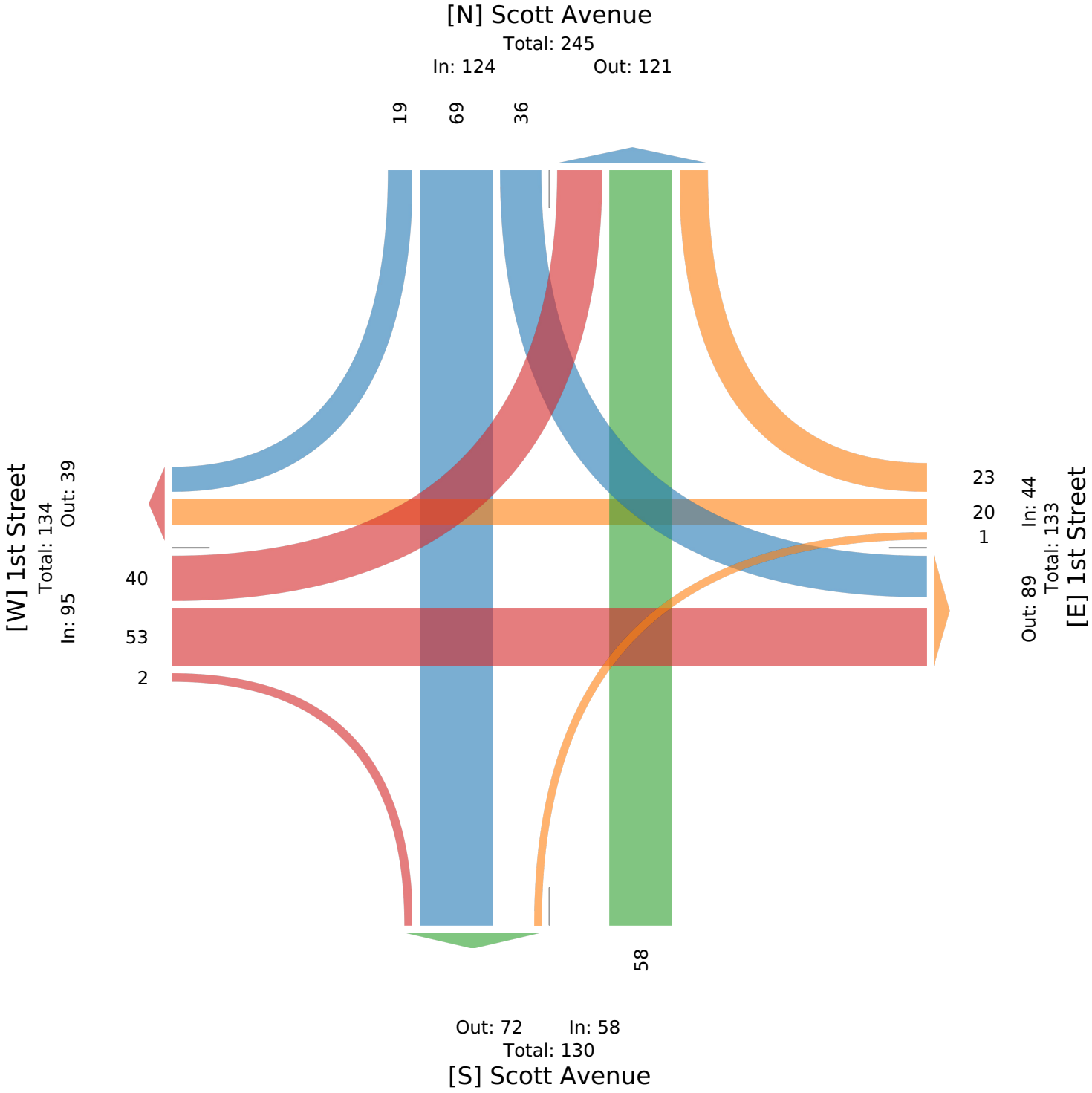
Leg	Scott Avenue						1st Street						Scott Avenue						1st Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 7:00AM	8	19	13	0	**40**	0	0	6	7	0	**13**	0	0	12	0	0	**12**	0	13	21	0	0	**34**	0	**99**
7:15AM	15	18	1	0	**34**	0	0	5	7	0	**12**	0	0	16	0	0	**16**	0	9	12	2	0	**23**	0	**85**
7:30AM	2	13	2	0	**17**	0	1	3	5	0	**9**	0	0	17	0	0	**17**	0	7	12	0	0	**19**	0	**62**
7:45AM	11	19	3	0	**33**	0	0	6	4	0	**10**	0	0	13	0	0	**13**	0	11	8	0	0	**19**	0	**75**
Total	36	69	19	0	**124**	0	1	20	23	0	**44**	0	0	58	0	0	**58**	0	40	53	2	0	**95**	0	**321**
% Approach	29.0%	55.6%	15.3%	0%	**-**	-	2.3%	45.5%	52.3%	0%	**-**	-	0%	100%	0%	0%	**-**	-	42.1%	55.8%	2.1%	0%	**-**	-	**-**
% Total	11.2%	21.5%	5.9%	0%	**38.6%**	-	0.3%	6.2%	7.2%	0%	**13.7%**	-	0%	18.1%	0%	0%	**18.1%**	-	12.5%	16.5%	0.6%	0%	**29.6%**	-	-
PHF	0.600	0.908	0.365	-	**0.775**	-	0.250	0.833	0.821	-	**0.846**	-	-	0.853	-	-	**0.853**	-	0.769	0.631	0.250	-	**0.699**	-	0.811
Lights	34	67	19	0	**120**	-	1	18	20	0	**39**	-	0	55	0	0	**55**	-	38	51	1	0	**90**	-	304
% Lights	94.4%	97.1%	100%	0%	**96.8%**	-	100%	90.0%	87.0%	0%	**88.6%**	-	0%	94.8%	0%	0%	**94.8%**	-	95.0%	96.2%	50.0%	0%	**94.7%**	-	94.7%
Single-Unit Trucks	0	1	0	0	**1**	-	0	1	1	0	**2**	-	0	2	0	0	**2**	-	2	0	1	0	**3**	-	8
% Single-Unit Trucks	0%	1.4%	0%	0%	**0.8%**	-	0%	5.0%	4.3%	0%	**4.5%**	-	0%	3.4%	0%	0%	**3.4%**	-	5.0%	0%	50.0%	0%	**3.2%**	-	2.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	2	1	0	0	**3**	-	0	1	2	0	**3**	-	0	1	0	0	**1**	-	0	2	0	0	**2**	-	9
% Buses	5.6%	1.4%	0%	0%	**2.4%**	-	0%	5.0%	8.7%	0%	**6.8%**	-	0%	1.7%	0%	0%	**1.7%**	-	0%	3.8%	0%	0%	**2.1%**	-	2.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	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

Scott Avenue at 1st Street - TMC

Wed May 8, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185293, Location: 29.38843, -95.121917

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



Scott Avenue at 1st Street - TMC

Wed May 8, 2024
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185293, Location: 29.38843, -95.121917

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

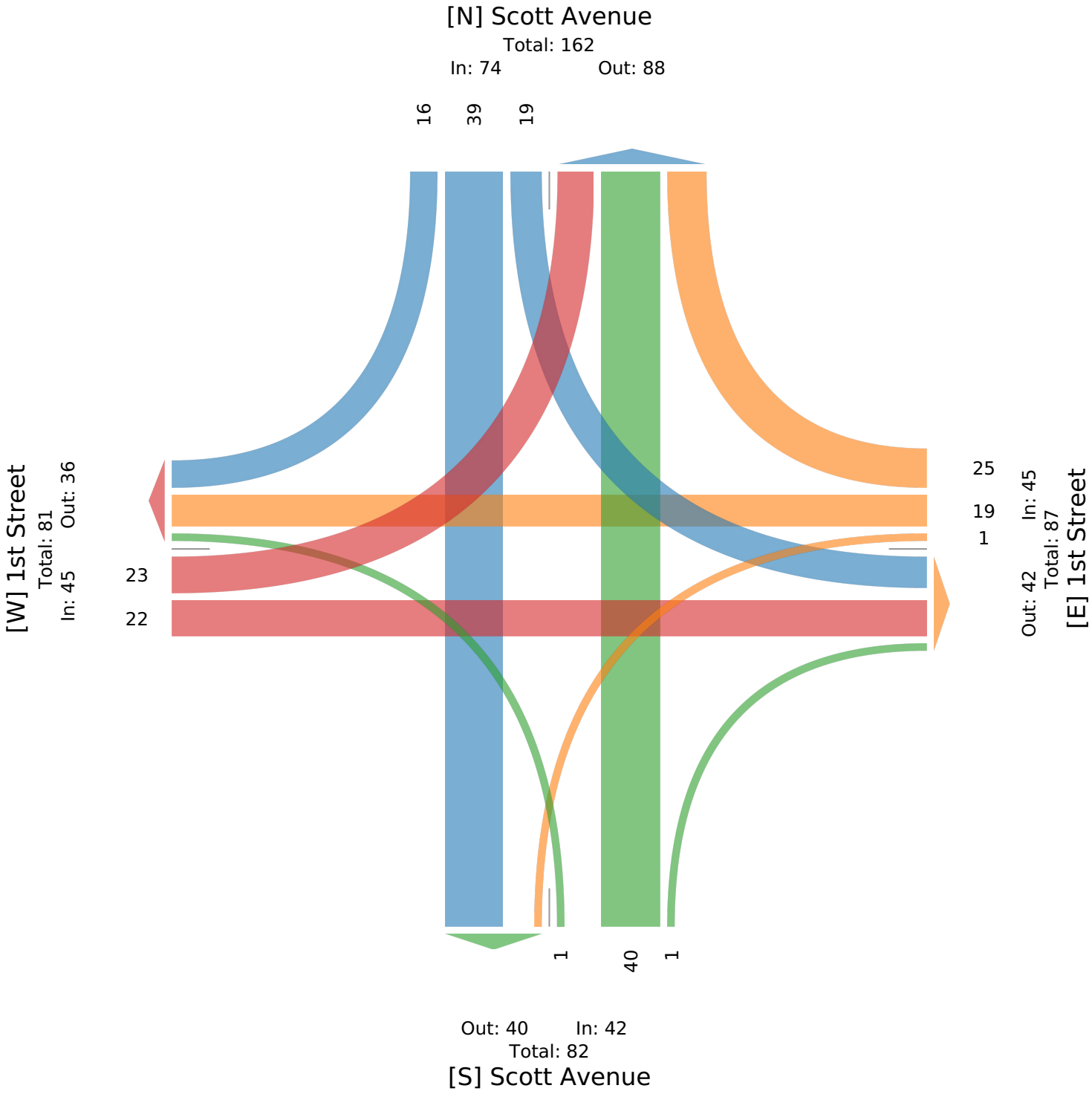
Leg / Direction	Scott Avenue Southbound						1st Street Westbound						Scott Avenue Northbound						1st Street Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:30PM	6	14	4	0	**24**	0	0	4	7	0	**11**	0	1	9	0	0	**10**	0	5	7	0	0	**12**	0	**57**
12:45PM	5	9	4	0	**18**	0	1	3	7	0	**11**	0	0	12	0	0	**12**	0	6	8	0	0	**14**	0	**55**
1:00PM	5	7	5	0	**17**	0	0	7	7	0	**14**	0	0	9	1	0	**10**	0	6	5	0	0	**11**	0	**52**
1:15PM	3	9	3	0	**15**	0	0	5	4	0	**9**	0	0	10	0	0	**10**	0	6	2	0	0	**8**	0	**42**
Total	19	39	16	0	**74**	0	1	19	25	0	**45**	0	1	40	1	0	**42**	0	23	22	0	0	**45**	0	**206**
% Approach	25.7%	52.7%	21.6%	0%	**-**	-	2.2%	42.2%	55.6%	0%	**-**	-	2.4%	95.2%	2.4%	0%	**-**	-	51.1%	48.9%	0%	0%	**-**	-	-
% Total	9.2%	18.9%	7.8%	0%	**35.9%**	-	0.5%	9.2%	12.1%	0%	**21.8%**	-	0.5%	19.4%	0.5%	0%	**20.4%**	-	11.2%	10.7%	0%	0%	**21.8%**	-	-
PHF	0.792	0.696	0.800	-	**0.771**	-	0.250	0.679	0.893	-	**0.804**	-	0.250	0.833	0.250	-	**0.875**	-	0.958	0.688	-	-	**0.804**	-	0.904
Lights	18	39	15	0	**72**	-	1	19	21	0	**41**	-	1	40	1	0	**42**	-	23	22	0	0	**45**	-	200
% Lights	94.7%	100%	93.8%	0%	**97.3%**	-	100%	100%	84.0%	0%	**91.1%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	0%	0%	**100%**	-	97.1%
Single-Unit Trucks	1	0	1	0	**2**	-	0	0	4	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	6
% Single-Unit Trucks	5.3%	0%	6.3%	0%	**2.7%**	-	0%	0%	16.0%	0%	**8.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	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

Scott Avenue at 1st Street - TMC

Wed May 8, 2024
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185293, Location: 29.38843, -95.121917

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



Scott Avenue at 1st Street - TMC

Wed May 8, 2024
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185293, Location: 29.38843, -95.121917

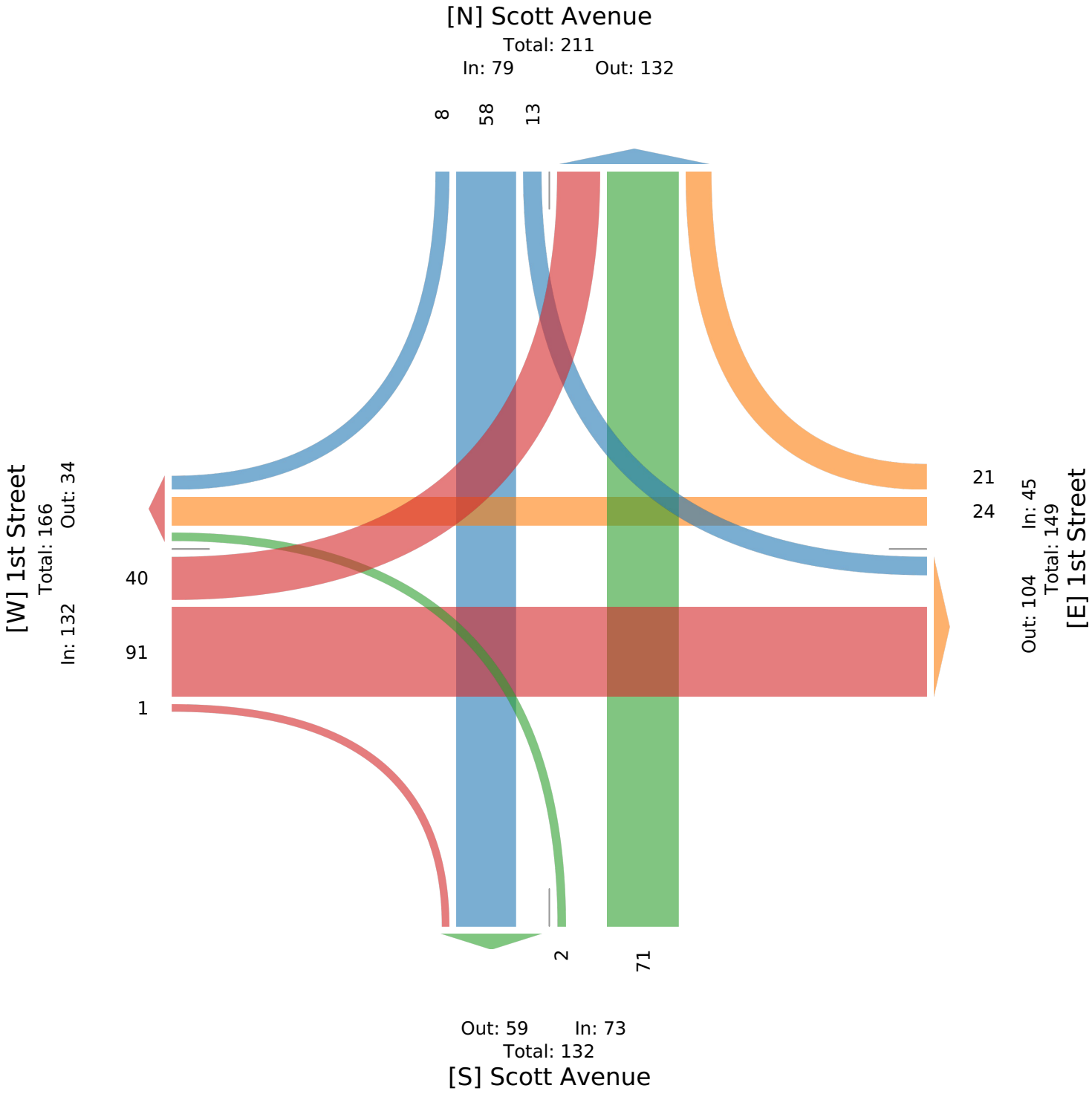
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Scott Avenue						1st Street						Scott Avenue						1st Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 2:45PM	1	14	0	0	**15**	0	0	10	4	0	**14**	0	0	17	0	0	**17**	0	18	34	0	0	**52**	0	**98**
3:00PM	8	12	3	0	**23**	0	0	3	4	0	**7**	0	1	20	0	0	**21**	0	12	34	1	0	**47**	0	**98**
3:15PM	3	13	4	0	**20**	0	0	6	9	0	**15**	0	0	22	0	0	**22**	0	5	16	0	0	**21**	0	**78**
3:30PM	1	19	1	0	**21**	0	0	5	4	0	**9**	0	1	12	0	0	**13**	0	5	7	0	0	**12**	0	**55**
Total	13	58	8	0	**79**	0	0	24	21	0	**45**	0	2	71	0	0	**73**	0	40	91	1	0	**132**	0	**329**
% Approach	16.5%	73.4%	10.1%	0%	**-**	-	0%	53.3%	46.7%	0%	**-**	-	2.7%	97.3%	0%	0%	**-**	-	30.3%	68.9%	0.8%	0%	**-**	-	-
% Total	4.0%	17.6%	2.4%	0%	**24.0%**	-	0%	7.3%	6.4%	0%	**13.7%**	-	0.6%	21.6%	0%	0%	**22.2%**	-	12.2%	27.7%	0.3%	0%	**40.1%**	-	-
PHF	0.406	0.763	0.500	-	**0.859**	-	-	0.600	0.583	-	**0.750**	-	0.500	0.807	-	-	**0.830**	-	0.556	0.669	0.250	-	**0.635**	-	0.839
Lights	13	56	4	0	**73**	-	0	22	21	0	**43**	-	2	67	0	0	**69**	-	40	90	1	0	**131**	-	316
% Lights	100%	96.6%	50.0%	0%	**92.4%**	-	0%	91.7%	100%	0%	**95.6%**	-	100%	94.4%	0%	0%	**94.5%**	-	100%	98.9%	100%	0%	**99.2%**	-	96.0%
Single-Unit Trucks	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	4
% Single-Unit Trucks	0%	1.7%	12.5%	0%	**2.5%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.4%**	-	0%	1.1%	0%	0%	**0.8%**	-	1.2%
Articulated Trucks	0	1	3	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	1.7%	37.5%	0%	**5.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Buses	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	5
% Buses	0%	0%	0%	0%	**0%**	-	0%	8.3%	0%	0%	**4.4%**	-	0%	4.2%	0%	0%	**4.1%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	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

Scott Avenue at 1st Street - TMC
Wed May 8, 2024
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185293, Location: 29.38843, -95.121917

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



Cemetery Road at 4th Street - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185292, Location: 29.411712, -95.115749

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

Leg	Cemetery Road					4th Street					Cemetery Road					
Direction	Southbound					Westbound					Northbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:00AM	0	1	0	**1**	0	0	0	0	**0**	0	1	1	0	**2**	0	**3**
12:15AM	0	5	0	**5**	0	0	0	0	**0**	0	1	0	0	**1**	0	**6**
12:30AM	1	2	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	**3**
12:45AM	0	1	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	**2**
Hourly Total	1	9	0	**10**	0	0	0	0	**0**	0	3	1	0	**4**	0	**14**
1:00AM	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	**1**
1:15AM	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	**1**
1:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	1	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	0	**2**
2:00AM	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	**1**
2:15AM	0	1	0	**1**	0	0	0	0	**0**	0	2	0	0	**2**	0	**3**
2:30AM	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	**1**
2:45AM	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	**2**
Hourly Total	0	2	0	**2**	0	0	0	0	**0**	0	5	0	0	**5**	0	**7**
3:00AM	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	**1**
3:15AM	1	1	0	**2**	0	0	0	0	**0**	0	3	0	0	**3**	0	**5**
3:30AM	0	0	0	**0**	0	0	2	0	**2**	0	2	0	0	**2**	0	**4**
3:45AM	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	**4**
Hourly Total	1	1	0	**2**	0	0	2	0	**2**	0	10	0	0	**10**	0	**14**
4:00AM	0	1	0	**1**	0	0	0	0	**0**	0	5	1	0	**6**	0	**7**
4:15AM	0	0	0	**0**	0	0	1	0	**1**	0	2	1	0	**3**	0	**4**
4:30AM	0	0	0	**0**	0	1	0	0	**1**	0	4	0	0	**4**	0	**5**
4:45AM	0	6	0	**6**	0	1	1	0	**2**	0	4	1	0	**5**	0	**13**
Hourly Total	0	7	0	**7**	0	2	2	0	**4**	0	15	3	0	**18**	0	**29**
5:00AM	0	1	0	**1**	0	2	0	0	**2**	0	7	1	0	**8**	0	**11**
5:15AM	3	3	0	**6**	0	0	0	0	**0**	0	13	0	0	**13**	0	**19**
5:30AM	0	5	0	**5**	0	0	2	0	**2**	0	13	1	0	**14**	0	**21**
5:45AM	1	8	0	**9**	0	1	0	0	**1**	0	12	0	0	**12**	0	**22**
Hourly Total	4	17	0	**21**	0	3	2	0	**5**	0	45	2	0	**47**	0	**73**
6:00AM	1	8	0	**9**	0	1	0	0	**1**	0	10	1	0	**11**	0	**21**
6:15AM	2	6	0	**8**	0	0	2	0	**2**	0	24	1	0	**25**	0	**35**
6:30AM	3	15	0	**18**	0	4	0	0	**4**	0	13	3	0	**16**	0	**38**
6:45AM	2	19	0	**21**	0	2	3	0	**5**	0	13	8	0	**21**	0	**47**
Hourly Total	8	48	0	**56**	0	7	5	0	**12**	0	60	13	0	**73**	0	**141**
7:00AM	8	28	0	**36**	0	5	2	0	**7**	0	19	7	0	**26**	0	**69**
7:15AM	6	15	0	**21**	0	4	7	0	**11**	0	38	9	0	**47**	0	**79**
7:30AM	11	15	0	**26**	0	5	5	0	**10**	0	21	19	0	**40**	0	**76**
7:45AM	4	16	0	**20**	0	2	5	0	**7**	0	17	10	0	**27**	0	**54**
Hourly Total	29	74	0	**103**	0	16	19	0	**35**	0	95	45	0	**140**	0	**278**
8:00AM	11	10	0	**21**	0	5	1	0	**6**	0	17	8	0	**25**	0	**52**
8:15AM	8	6	0	**14**	0	8	4	0	**12**	0	11	6	0	**17**	0	**43**
8:30AM	7	16	0	**23**	0	3	4	0	**7**	0	14	5	0	**19**	0	**49**
8:45AM	4	12	0	**16**	0	6	3	0	**9**	0	14	6	0	**20**	0	**45**
Hourly Total	30	44	0	**74**	0	22	12	0	**34**	0	56	25	0	**81**	0	**189**
9:00AM	0	10	0	**10**	0	2	5	0	**7**	0	13	1	0	**14**	0	**31**
9:15AM	2	8	0	**10**	0	2	4	0	**6**	0	8	4	0	**12**	0	**28**
9:30AM	0	15	0	**15**	0	2	0	0	**2**	0	9	2	0	**11**	0	**28**
9:45AM	1	15	0	**16**	0	3	3	0	**6**	0	24	2	0	**26**	0	**48**
Hourly Total	3	48	0	**51**	0	9	12	0	**21**	0	54	9	0	**63**	0	**135**
10:00AM	2	6	0	**8**	0	0	3	0	**3**	0	12	2	0	**14**	0	**25**
10:15AM	3	8	0	**11**	0	4	3	0	**7**	0	11	4	0	**15**	0	**33**

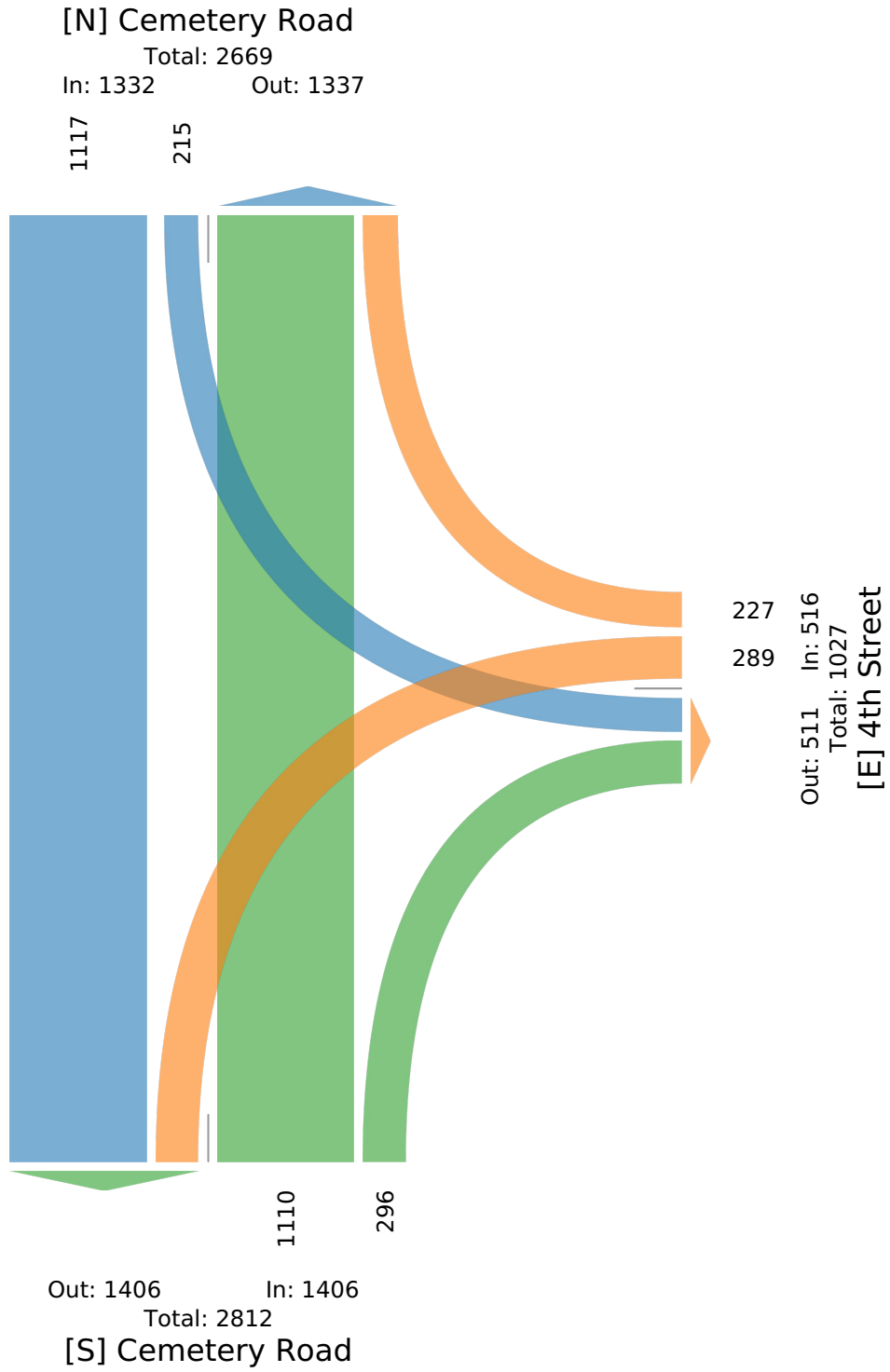
Leg	Cemetery Road					4th Street					Cemetery Road					
Direction	Southbound					Westbound					Northbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
10:30AM	1	12	0	**13**	0	1	7	0	**8**	0	14	5	0	**19**	0	**40**
10:45AM	4	16	0	**20**	0	1	4	0	**5**	0	16	3	0	**19**	0	**44**
Hourly Total	10	42	0	**52**	0	6	17	0	**23**	0	53	14	0	**67**	0	**142**
11:00AM	2	17	0	**19**	0	2	3	0	**5**	0	21	1	0	**22**	0	**46**
11:15AM	4	7	0	**11**	0	6	1	0	**7**	0	16	2	0	**18**	0	**36**
11:30AM	4	10	0	**14**	0	2	2	0	**4**	0	14	3	0	**17**	0	**35**
11:45AM	2	19	0	**21**	0	1	1	0	**2**	0	12	3	0	**15**	0	**38**
Hourly Total	12	53	0	**65**	0	11	7	0	**18**	0	63	9	0	**72**	0	**155**
12:00PM	5	13	0	**18**	0	3	2	0	**5**	0	13	4	0	**17**	0	**40**
12:15PM	3	10	0	**13**	0	4	2	0	**6**	0	11	5	0	**16**	0	**35**
12:30PM	1	20	0	**21**	0	2	5	0	**7**	0	17	3	0	**20**	0	**48**
12:45PM	1	16	0	**17**	0	0	2	0	**2**	0	17	4	0	**21**	0	**40**
Hourly Total	10	59	0	**69**	0	9	11	0	**20**	0	58	16	0	**74**	0	**163**
1:00PM	4	17	0	**21**	0	6	4	0	**10**	0	15	3	0	**18**	0	**49**
1:15PM	2	13	0	**15**	0	3	4	0	**7**	0	14	4	0	**18**	0	**40**
1:30PM	3	17	0	**20**	0	6	2	0	**8**	0	16	2	0	**18**	0	**46**
1:45PM	2	12	0	**14**	0	5	7	0	**12**	0	12	4	0	**16**	0	**42**
Hourly Total	11	59	0	**70**	0	20	17	0	**37**	0	57	13	0	**70**	0	**177**
2:00PM	6	15	0	**21**	0	8	4	0	**12**	0	11	7	0	**18**	0	**51**
2:15PM	1	12	0	**13**	0	5	1	0	**6**	0	16	4	0	**20**	0	**39**
2:30PM	2	18	0	**20**	0	2	1	0	**3**	0	18	6	0	**24**	0	**47**
2:45PM	1	15	0	**16**	0	7	2	0	**9**	0	26	5	0	**31**	0	**56**
Hourly Total	10	60	0	**70**	0	22	8	0	**30**	0	71	22	0	**93**	0	**193**
3:00PM	3	19	0	**22**	0	2	2	0	**4**	0	25	6	0	**31**	0	**57**
3:15PM	3	12	0	**15**	0	5	7	0	**12**	0	20	10	0	**30**	0	**57**
3:30PM	7	15	0	**22**	0	12	10	0	**22**	0	16	8	0	**24**	0	**68**
3:45PM	4	17	0	**21**	0	5	8	0	**13**	0	22	7	0	**29**	0	**63**
Hourly Total	17	63	0	**80**	0	24	27	0	**51**	0	83	31	0	**114**	0	**245**
4:00PM	5	16	0	**21**	0	15	5	0	**20**	0	18	7	0	**25**	0	**66**
4:15PM	1	24	0	**25**	0	10	8	0	**18**	0	17	7	0	**24**	0	**67**
4:30PM	13	25	0	**38**	0	16	6	0	**22**	0	19	7	0	**26**	0	**86**
4:45PM	3	20	0	**23**	0	15	6	0	**21**	0	21	8	0	**29**	0	**73**
Hourly Total	22	85	0	**107**	0	56	25	0	**81**	0	75	29	0	**104**	0	**292**
5:00PM	3	25	0	**28**	0	10	10	0	**20**	0	17	8	0	**25**	0	**73**
5:15PM	5	35	0	**40**	0	6	6	0	**12**	0	23	6	0	**29**	0	**81**
5:30PM	4	30	0	**34**	0	10	6	0	**16**	0	18	1	0	**19**	0	**69**
5:45PM	1	34	0	**35**	0	7	6	0	**13**	0	17	3	0	**20**	0	**68**
Hourly Total	13	124	0	**137**	0	33	28	0	**61**	0	75	18	0	**93**	0	**291**
6:00PM	5	27	0	**32**	0	5	2	0	**7**	0	15	3	0	**18**	0	**57**
6:15PM	8	32	0	**40**	0	5	4	0	**9**	0	20	6	0	**26**	0	**75**
6:30PM	2	29	0	**31**	0	7	3	0	**10**	0	26	1	0	**27**	0	**68**
6:45PM	1	20	0	**21**	0	5	4	0	**9**	0	19	8	0	**27**	0	**57**
Hourly Total	16	108	0	**124**	0	22	13	0	**35**	0	80	18	0	**98**	0	**257**
7:00PM	1	24	0	**25**	0	6	4	0	**10**	0	23	0	0	**23**	0	**58**
7:15PM	1	20	0	**21**	0	2	3	0	**5**	0	11	1	0	**12**	0	**38**
7:30PM	1	16	0	**17**	0	4	1	0	**5**	0	9	2	0	**11**	0	**33**
7:45PM	3	17	0	**20**	0	1	2	0	**3**	0	16	2	0	**18**	0	**41**
Hourly Total	6	77	0	**83**	0	13	10	0	**23**	0	59	5	0	**64**	0	**170**
8:00PM	0	15	0	**15**	0	1	2	0	**3**	0	17	2	0	**19**	0	**37**
8:15PM	2	16	0	**18**	0	1	0	0	**1**	0	13	2	0	**15**	0	**34**
8:30PM	2	13	0	**15**	0	0	1	0	**1**	0	11	4	0	**15**	0	**31**
8:45PM	2	13	0	**15**	0	1	0	0	**1**	0	13	5	0	**18**	0	**34**
Hourly Total	6	57	0	**63**	0	3	3	0	**6**	0	54	13	0	**67**	0	**136**
9:00PM	2	12	0	**14**	0	4	1	0	**5**	0	8	1	0	**9**	0	**28**
9:15PM	1	16	0	**17**	0	3	0	0	**3**	0	8	6	0	**14**	0	**34**
9:30PM	2	11	0	**13**	0	2	0	0	**2**	0	3	1	0	**4**	0	**19**
9:45PM	0	10	0	**10**	0	0	1	0	**1**	0	3	0	0	**3**	0	**14**
Hourly Total	5	49	0	**54**	0	9	2	0	**11**	0	22	8	0	**30**	0	**95**
10:00PM	0	2	0	**2**	0	1	1	0	**2**	0	6	0	0	**6**	0	**10**
10:15PM	0	13	0	**13**	0	1	1	0	**2**	0	1	0	0	**1**	0	**16**

Leg	Cemetery Road					4th Street					Cemetery Road					
Direction	Southbound					Westbound					Northbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
10:30PM	1	4	0	**5**	0	0	0	0	**0**	0	2	0	0	**2**	0	**7**
10:45PM	0	1	0	**1**	0	0	0	0	**0**	0	0	1	0	**1**	0	**2**
Hourly Total	1	20	0	**21**	0	2	2	0	**4**	0	9	1	0	**10**	0	**35**
11:00PM	0	4	0	**4**	0	0	1	0	**1**	0	4	0	0	**4**	0	**9**
11:15PM	0	3	0	**3**	0	0	0	0	**0**	0	1	0	0	**1**	0	**4**
11:30PM	0	2	0	**2**	0	0	1	0	**1**	0	3	0	0	**3**	0	**6**
11:45PM	0	1	0	**1**	0	0	0	0	**0**	0	0	1	0	**1**	0	**2**
Hourly Total	0	10	0	**10**	0	0	2	0	**2**	0	8	1	0	**9**	0	**21**
Total	215	1117	0	**1332**	0	289	227	0	**516**	0	1110	296	0	**1406**	0	**3254**
% Approach	16.1%	83.9%	0%	**-**	-	56.0%	44.0%	0%	**-**	-	78.9%	21.1%	0%	**-**	-	**-**
% Total	6.6%	34.3%	0%	**40.9%**	-	8.9%	7.0%	0%	**15.9%**	-	34.1%	9.1%	0%	**43.2%**	-	**-**
Lights	209	1096	0	**1305**	-	285	223	0	**508**	-	1085	289	0	**1374**	-	3187
% Lights	97.2%	98.1%	0%	**98.0%**	-	98.6%	98.2%	0%	**98.4%**	-	97.7%	97.6%	0%	**97.7%**	-	97.9%
Single-Unit Trucks	4	12	0	**16**	-	3	4	0	**7**	-	13	4	0	**17**	-	40
% Single-Unit Trucks	1.9%	1.1%	0%	**1.2%**	-	1.0%	1.8%	0%	**1.4%**	-	1.2%	1.4%	0%	**1.2%**	-	1.2%
Articulated Trucks	0	2	0	**2**	-	0	0	0	**0**	-	3	0	0	**3**	-	5
% Articulated Trucks	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.3%	0%	0%	**0.2%**	-	0.2%
Buses	2	6	0	**8**	-	0	0	0	**0**	-	9	2	0	**11**	-	19
% Buses	0.9%	0.5%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.8%	0.7%	0%	**0.8%**	-	0.6%
Bicycles on Road	0	1	0	**1**	-	1	0	0	**1**	-	0	1	0	**1**	-	3
% Bicycles on Road	0%	0.1%	0%	**0.1%**	-	0.3%	0%	0%	**0.2%**	-	0%	0.3%	0%	**0.1%**	-	0.1%
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

Cemetery Road at 4th Street - TMC
Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185292, Location: 29.411712, -95.115749

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



Cemetery Road at 4th Street - TMC

Wed May 8, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185292, Location: 29.411712, -95.115749

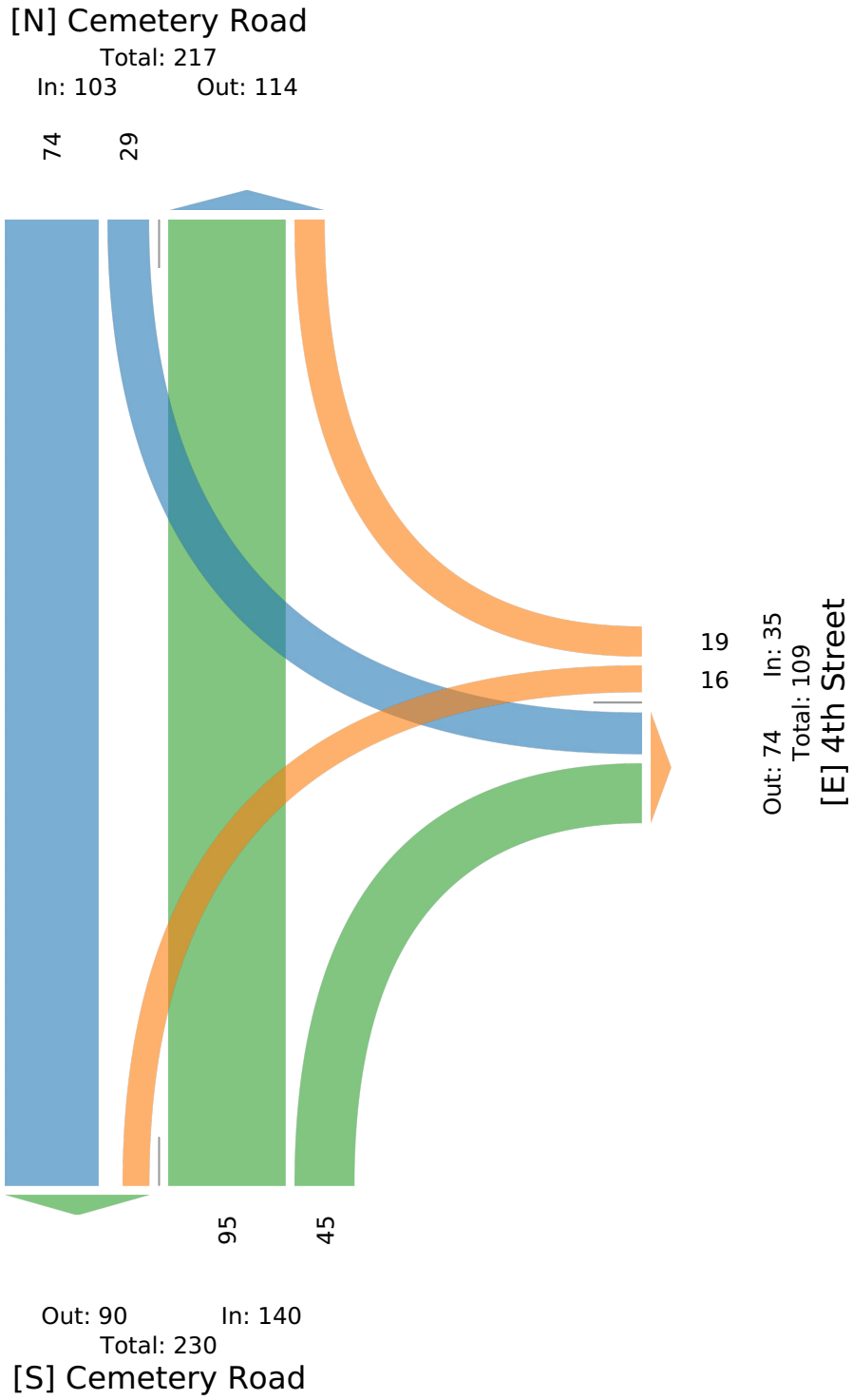
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Cemetery Road					4th Street					Cemetery Road					
Direction	Southbound					Westbound					Northbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 7:00AM	8	28	0	**36**	0	5	2	0	**7**	0	19	7	0	**26**	0	**69**
7:15AM	6	15	0	**21**	0	4	7	0	**11**	0	38	9	0	**47**	0	**79**
7:30AM	11	15	0	**26**	0	5	5	0	**10**	0	21	19	0	**40**	0	**76**
7:45AM	4	16	0	**20**	0	2	5	0	**7**	0	17	10	0	**27**	0	**54**
Total	29	74	0	**103**	0	16	19	0	**35**	0	95	45	0	**140**	0	**278**
% Approach	28.2%	71.8%	0%	**-**	-	45.7%	54.3%	0%	**-**	-	67.9%	32.1%	0%	**-**	-	-
% Total	10.4%	26.6%	0%	**37.1%**	-	5.8%	6.8%	0%	**12.6%**	-	34.2%	16.2%	0%	**50.4%**	-	-
PHF	0.659	0.661	-	**0.715**	-	0.800	0.679	-	**0.795**	-	0.625	0.592	-	**0.745**	-	0.880
Lights	29	72	0	**101**	-	16	19	0	**35**	-	91	43	0	**134**	-	270
% Lights	100%	97.3%	0%	**98.1%**	-	100%	100%	0%	**100%**	-	95.8%	95.6%	0%	**95.7%**	-	97.1%
Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	2	1	0	**3**	-	3
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	2.1%	2.2%	0%	**2.1%**	-	1.1%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	2	0	**2**	-	0	0	0	**0**	-	2	1	0	**3**	-	5
% Buses	0%	2.7%	0%	**1.9%**	-	0%	0%	0%	**0%**	-	2.1%	2.2%	0%	**2.1%**	-	1.8%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Cemetery Road at 4th Street - TMC
Wed May 8, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185292, Location: 29.411712, -95.115749

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



Cemetery Road at 4th Street - TMC

Wed May 8, 2024
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185292, Location: 29.411712, -95.115749

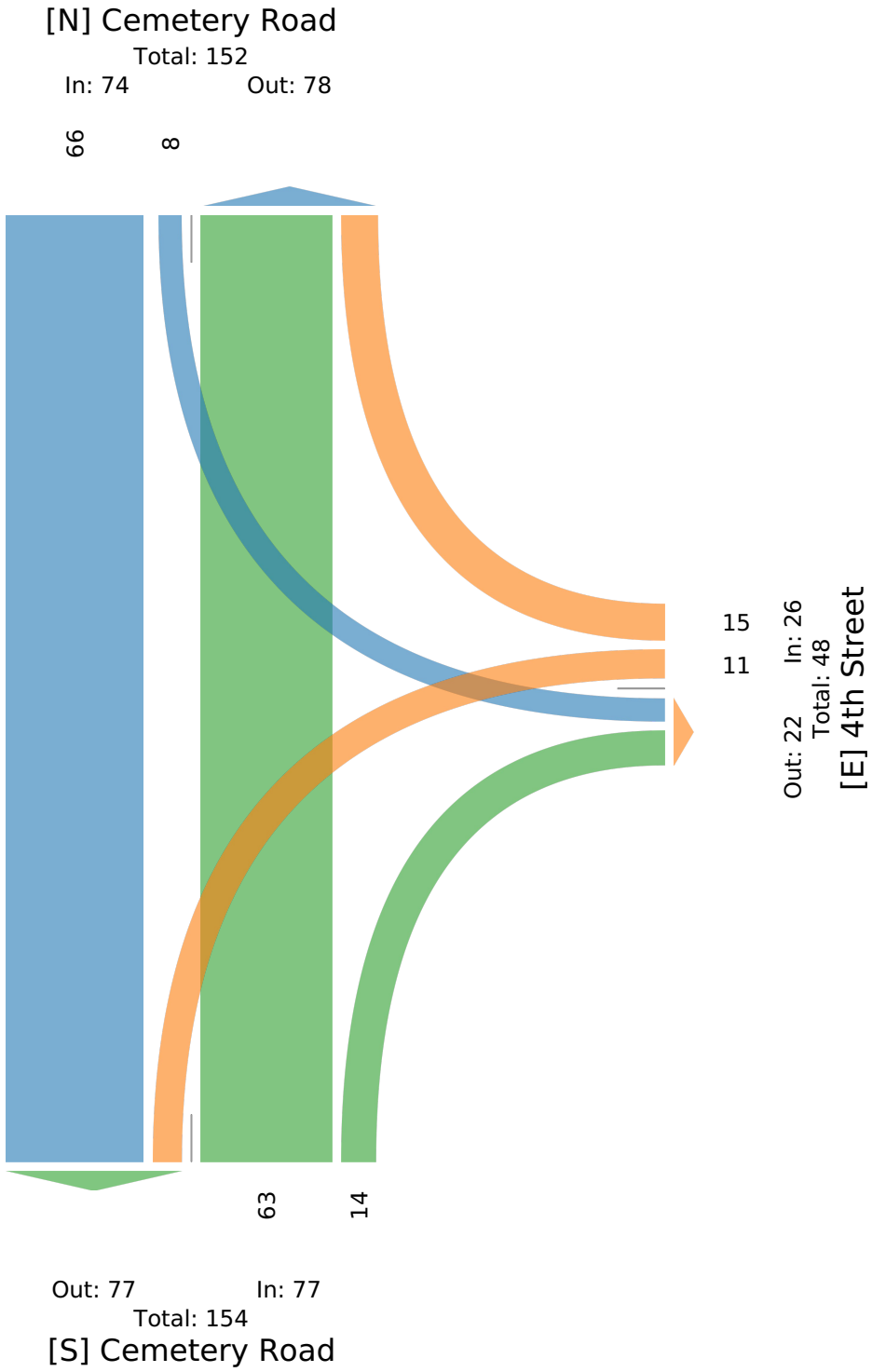
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Cemetery Road					4th Street					Cemetery Road					
Direction	Southbound					Westbound					Northbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:30PM	1	20	0	**21**	0	2	5	0	**7**	0	17	3	0	**20**	0	**48**
12:45PM	1	16	0	**17**	0	0	2	0	**2**	0	17	4	0	**21**	0	**40**
1:00PM	4	17	0	**21**	0	6	4	0	**10**	0	15	3	0	**18**	0	**49**
1:15PM	2	13	0	**15**	0	3	4	0	**7**	0	14	4	0	**18**	0	**40**
Total	8	66	0	**74**	0	11	15	0	**26**	0	63	14	0	**77**	0	**177**
% Approach	10.8%	89.2%	0%	**-**	-	42.3%	57.7%	0%	**-**	-	81.8%	18.2%	0%	**-**	-	-
% Total	4.5%	37.3%	0%	**41.8%**	-	6.2%	8.5%	0%	**14.7%**	-	35.6%	7.9%	0%	**43.5%**	-	-
PHF	0.500	0.825	-	**0.881**	-	0.458	0.750	-	**0.650**	-	0.926	0.875	-	**0.917**	-	0.903
Lights	8	64	0	**72**	-	11	14	0	**25**	-	62	14	0	**76**	-	173
% Lights	100%	97.0%	0%	**97.3%**	-	100%	93.3%	0%	**96.2%**	-	98.4%	100%	0%	**98.7%**	-	97.7%
Single-Unit Trucks	0	2	0	**2**	-	0	1	0	**1**	-	1	0	0	**1**	-	4
% Single-Unit Trucks	0%	3.0%	0%	**2.7%**	-	0%	6.7%	0%	**3.8%**	-	1.6%	0%	0%	**1.3%**	-	2.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Cemetery Road at 4th Street - TMC
Wed May 8, 2024
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185292, Location: 29.411712, -95.115749

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



Cemetery Road at 4th Street - TMC

Wed May 8, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185292, Location: 29.411712, -95.115749

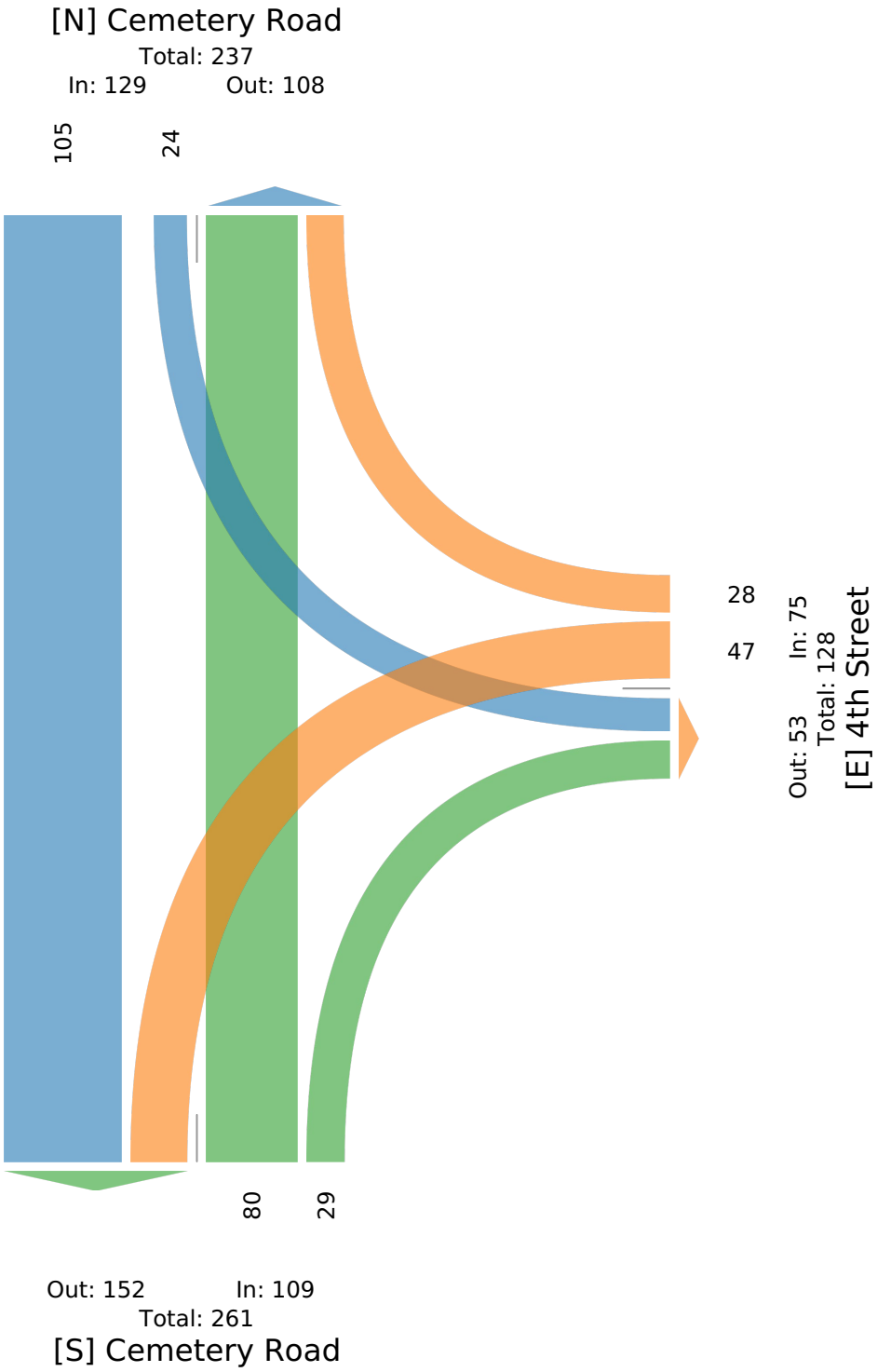
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Cemetery Road Southbound					4th Street Westbound					Cemetery Road Northbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 4:30PM	13	25	0	**38**	0	16	6	0	**22**	0	19	7	0	**26**	0	**86**
4:45PM	3	20	0	**23**	0	15	6	0	**21**	0	21	8	0	**29**	0	**73**
5:00PM	3	25	0	**28**	0	10	10	0	**20**	0	17	8	0	**25**	0	**73**
5:15PM	5	35	0	**40**	0	6	6	0	**12**	0	23	6	0	**29**	0	**81**
Total	24	105	0	**129**	0	47	28	0	**75**	0	80	29	0	**109**	0	**313**
% Approach	18.6%	81.4%	0%	**-**	-	62.7%	37.3%	0%	**-**	-	73.4%	26.6%	0%	**-**	-	-
% Total	7.7%	33.5%	0%	**41.2%**	-	15.0%	8.9%	0%	**24.0%**	-	25.6%	9.3%	0%	**34.8%**	-	-
PHF	0.462	0.750	-	**0.806**	-	0.734	0.700	-	**0.852**	-	0.870	0.906	-	**0.940**	-	0.910
Lights	24	103	0	**127**	-	45	28	0	**73**	-	78	28	0	**106**	-	306
% Lights	100%	98.1%	0%	**98.4%**	-	95.7%	100%	0%	**97.3%**	-	97.5%	96.6%	0%	**97.2%**	-	97.8%
Single-Unit Trucks	0	0	0	**0**	-	2	0	0	**2**	-	1	1	0	**2**	-	4
% Single-Unit Trucks	0%	0%	0%	**0%**	-	4.3%	0%	0%	**2.7%**	-	1.3%	3.4%	0%	**1.8%**	-	1.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	2	0	**2**	-	0	0	0	**0**	-	1	0	0	**1**	-	3
% Buses	0%	1.9%	0%	**1.6%**	-	0%	0%	0%	**0%**	-	1.3%	0%	0%	**0.9%**	-	1.0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Cemetery Road at 4th Street - TMC
Wed May 8, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185292, Location: 29.411712, -95.115749

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



FM 517 at Cemetery Road - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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

Leg	FM 517					Cemetery Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	App	Ped*	L	R	U	App	Ped*	T	R	U	App	Ped*	Int
2024-05-08 12:00AM	2	12	0	**14**	0	0	1	0	**1**	0	6	0	0	**6**	0	**21**
12:15AM	4	11	0	**15**	0	0	1	0	**1**	0	6	0	0	**6**	0	**22**
12:30AM	2	12	0	**14**	0	0	0	0	**0**	0	9	0	0	**9**	0	**23**
12:45AM	1	9	0	**10**	0	0	1	0	**1**	0	8	0	0	**8**	0	**19**
Hourly Total	9	44	0	**53**	0	0	3	0	**3**	0	29	0	0	**29**	0	**85**
1:00AM	0	9	0	**9**	0	1	0	0	**1**	0	3	0	0	**3**	0	**13**
1:15AM	1	7	0	**8**	0	0	0	0	**0**	0	4	0	0	**4**	0	**12**
1:30AM	0	7	0	**7**	0	0	0	0	**0**	0	6	0	0	**6**	0	**13**
1:45AM	0	9	0	**9**	0	0	0	0	**0**	0	2	0	0	**2**	0	**11**
Hourly Total	1	32	0	**33**	0	1	0	0	**1**	0	15	0	0	**15**	0	**49**
2:00AM	0	10	0	**10**	0	0	1	0	**1**	0	2	0	0	**2**	0	**13**
2:15AM	2	5	0	**7**	0	0	2	0	**2**	0	4	0	0	**4**	0	**13**
2:30AM	1	9	0	**10**	0	0	0	0	**0**	0	6	0	0	**6**	0	**16**
2:45AM	0	7	0	**7**	0	0	2	0	**2**	0	8	1	0	**9**	0	**18**
Hourly Total	3	31	0	**34**	0	0	5	0	**5**	0	20	1	0	**21**	0	**60**
3:00AM	0	4	0	**4**	0	0	2	0	**2**	0	9	0	0	**9**	0	**15**
3:15AM	2	4	0	**6**	0	0	3	0	**3**	0	12	0	0	**12**	0	**21**
3:30AM	0	7	0	**7**	0	1	2	0	**3**	0	10	0	0	**10**	0	**20**
3:45AM	0	19	0	**19**	0	1	4	0	**5**	0	14	0	0	**14**	0	**38**
Hourly Total	2	34	0	**36**	0	2	11	0	**13**	0	45	0	0	**45**	0	**94**
4:00AM	2	12	0	**14**	0	0	5	0	**5**	0	20	0	0	**20**	0	**39**
4:15AM	2	21	0	**23**	0	0	2	0	**2**	0	24	0	0	**24**	0	**49**
4:30AM	1	25	0	**26**	0	1	6	0	**7**	0	30	0	0	**30**	0	**63**
4:45AM	6	37	0	**43**	0	1	7	0	**8**	0	45	1	0	**46**	0	**97**
Hourly Total	11	95	0	**106**	0	2	20	0	**22**	0	119	1	0	**120**	0	**248**
5:00AM	0	33	0	**33**	0	1	8	0	**9**	0	46	0	0	**46**	0	**88**
5:15AM	4	51	0	**55**	0	0	13	0	**13**	0	70	1	0	**71**	0	**139**
5:30AM	7	66	0	**73**	0	2	15	0	**17**	0	85	0	0	**85**	0	**175**
5:45AM	6	63	0	**69**	0	1	22	0	**23**	0	70	0	0	**70**	0	**162**
Hourly Total	17	213	0	**230**	0	4	58	0	**62**	0	271	1	0	**272**	0	**564**
6:00AM	7	86	0	**93**	0	1	13	0	**14**	0	102	1	0	**103**	0	**210**
6:15AM	2	101	0	**103**	0	4	23	0	**27**	0	151	4	0	**155**	0	**285**
6:30AM	14	125	0	**139**	0	3	27	0	**30**	0	157	2	0	**159**	0	**328**
6:45AM	15	129	0	**144**	0	9	14	0	**23**	0	143	5	0	**148**	0	**315**
Hourly Total	38	441	0	**479**	0	17	77	0	**94**	0	553	12	0	**565**	0	**1138**
7:00AM	12	113	0	**125**	0	2	23	0	**25**	0	157	9	0	**166**	0	**316**
7:15AM	7	107	0	**114**	0	16	32	0	**48**	0	156	8	0	**164**	0	**326**
7:30AM	14	128	0	**142**	0	12	21	0	**33**	0	130	7	0	**137**	0	**312**
7:45AM	9	144	0	**153**	0	5	19	0	**24**	0	138	5	0	**143**	0	**320**
Hourly Total	42	492	0	**534**	0	35	95	0	**130**	0	581	29	0	**610**	0	**1274**
8:00AM	6	126	0	**132**	0	3	26	0	**29**	0	116	8	0	**124**	0	**285**
8:15AM	6	125	0	**131**	0	2	13	0	**15**	0	100	5	0	**105**	0	**251**
8:30AM	13	114	0	**127**	0	2	17	0	**19**	0	133	7	0	**140**	0	**286**
8:45AM	14	106	0	**120**	0	5	14	0	**19**	0	121	5	0	**126**	0	**265**
Hourly Total	39	471	0	**510**	0	12	70	0	**82**	0	470	25	0	**495**	0	**1087**
9:00AM	17	105	0	**122**	0	3	25	0	**28**	0	125	2	0	**127**	0	**277**
9:15AM	7	102	0	**109**	0	4	16	0	**20**	0	103	1	0	**104**	0	**233**
9:30AM	14	104	0	**118**	0	3	13	0	**16**	0	113	5	0	**118**	0	**252**
9:45AM	15	83	0	**98**	0	4	20	0	**24**	0	134	4	0	**138**	0	**260**
Hourly Total	53	394	0	**447**	0	14	74	0	**88**	0	475	12	0	**487**	0	**1022**
10:00AM	9	98	0	**107**	0	1	18	0	**19**	0	102	2	0	**104**	0	**230**
10:15AM	7	102	0	**109**	0	2	23	0	**25**	0	128	3	0	**131**	0	**265**

Leg	FM 517					Cemetery Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	App	Ped*	L	R	U	App	Ped*	T	R	U	App	Ped*	Int
10:30AM	12	111	0	**123**	0	3	16	0	**19**	0	104	4	0	**108**	0	**250**
10:45AM	5	99	0	**104**	0	5	13	0	**18**	0	104	6	0	**110**	0	**232**
Hourly Total	33	410	0	**443**	0	11	70	0	**81**	0	438	15	0	**453**	0	**977**
11:00AM	19	98	0	**117**	0	3	17	0	**20**	0	98	1	1	**100**	0	**237**
11:15AM	10	91	0	**101**	0	2	28	0	**30**	0	103	1	0	**104**	0	**235**
11:30AM	18	103	0	**121**	0	5	18	0	**23**	0	107	3	0	**110**	0	**254**
11:45AM	16	108	0	**124**	0	1	12	0	**13**	0	121	5	0	**126**	0	**263**
Hourly Total	63	400	0	**463**	0	11	75	0	**86**	0	429	10	1	**440**	0	**989**
12:00PM	22	106	0	**128**	0	2	14	0	**16**	0	117	5	0	**122**	0	**266**
12:15PM	19	103	0	**122**	0	1	11	0	**12**	0	104	1	0	**105**	0	**239**
12:30PM	16	99	0	**115**	0	2	17	0	**19**	0	119	4	0	**123**	0	**257**
12:45PM	17	130	0	**147**	0	2	18	0	**20**	0	96	5	0	**101**	0	**268**
Hourly Total	74	438	0	**512**	0	7	60	0	**67**	0	436	15	0	**451**	0	**1030**
1:00PM	19	121	0	**140**	0	3	29	0	**32**	0	113	2	0	**115**	0	**287**
1:15PM	16	103	0	**119**	0	4	13	0	**17**	0	132	5	0	**137**	0	**273**
1:30PM	13	105	0	**118**	0	3	21	0	**24**	0	116	3	0	**119**	0	**261**
1:45PM	16	104	0	**120**	0	2	21	0	**23**	0	102	4	0	**106**	0	**249**
Hourly Total	64	433	0	**497**	0	12	84	0	**96**	0	463	14	0	**477**	0	**1070**
2:00PM	15	122	0	**137**	0	6	12	0	**18**	0	112	7	0	**119**	0	**274**
2:15PM	15	113	0	**128**	0	4	11	0	**15**	0	131	4	0	**135**	0	**278**
2:30PM	18	114	0	**132**	0	5	18	0	**23**	0	127	1	0	**128**	0	**283**
2:45PM	21	130	0	**151**	0	7	16	0	**23**	0	117	6	0	**123**	0	**297**
Hourly Total	69	479	0	**548**	0	22	57	0	**79**	0	487	18	0	**505**	0	**1132**
3:00PM	14	113	0	**127**	0	4	25	0	**29**	0	118	4	0	**122**	0	**278**
3:15PM	18	133	0	**151**	0	15	16	0	**31**	0	128	5	0	**133**	0	**315**
3:30PM	12	156	0	**168**	0	4	14	0	**18**	0	122	7	0	**129**	0	**315**
3:45PM	20	147	0	**167**	0	10	19	0	**29**	0	99	9	0	**108**	0	**304**
Hourly Total	64	549	0	**613**	0	33	74	0	**107**	0	467	25	0	**492**	0	**1212**
4:00PM	15	141	0	**156**	0	6	15	0	**21**	0	141	10	0	**151**	0	**328**
4:15PM	23	153	0	**176**	0	7	11	0	**18**	0	122	12	0	**134**	0	**328**
4:30PM	21	186	0	**207**	0	7	16	0	**23**	0	127	6	0	**133**	0	**363**
4:45PM	24	173	0	**197**	0	10	14	0	**24**	0	139	4	0	**143**	0	**364**
Hourly Total	83	653	0	**736**	0	30	56	0	**86**	0	529	32	0	**561**	0	**1383**
5:00PM	38	173	0	**211**	0	7	19	1	**27**	0	153	6	0	**159**	0	**397**
5:15PM	32	190	0	**222**	0	7	25	0	**32**	0	173	9	0	**182**	0	**436**
5:30PM	35	191	0	**226**	0	12	23	0	**35**	0	160	4	0	**164**	0	**425**
5:45PM	37	178	0	**215**	0	4	20	0	**24**	0	143	13	0	**156**	0	**395**
Hourly Total	142	732	0	**874**	0	30	87	1	**118**	0	629	32	0	**661**	0	**1653**
6:00PM	40	168	0	**208**	0	6	15	0	**21**	0	131	6	0	**137**	0	**366**
6:15PM	29	148	0	**177**	0	1	33	0	**34**	0	132	6	0	**138**	0	**349**
6:30PM	26	119	0	**145**	0	8	22	0	**30**	0	111	2	0	**113**	0	**288**
6:45PM	22	81	0	**103**	0	3	22	0	**25**	0	117	5	0	**122**	0	**250**
Hourly Total	117	516	0	**633**	0	18	92	0	**110**	0	491	19	0	**510**	0	**1253**
7:00PM	28	115	0	**143**	0	5	24	0	**29**	0	83	4	0	**87**	0	**259**
7:15PM	25	124	0	**149**	0	3	13	0	**16**	0	91	1	0	**92**	0	**257**
7:30PM	25	93	0	**118**	0	0	11	0	**11**	0	74	2	0	**76**	0	**205**
7:45PM	19	88	0	**107**	0	3	15	0	**18**	0	72	3	0	**75**	0	**200**
Hourly Total	97	420	0	**517**	0	11	63	0	**74**	0	320	10	0	**330**	0	**921**
8:00PM	17	66	0	**83**	0	2	18	0	**20**	0	88	0	0	**88**	0	**191**
8:15PM	17	95	0	**112**	0	0	14	0	**14**	0	78	3	0	**81**	0	**207**
8:30PM	21	73	0	**94**	0	4	9	0	**13**	0	75	4	0	**79**	0	**186**
8:45PM	14	71	0	**85**	0	4	10	0	**14**	0	70	3	0	**73**	0	**172**
Hourly Total	69	305	0	**374**	0	10	51	0	**61**	0	311	10	0	**321**	0	**756**
9:00PM	19	58	0	**77**	0	1	8	0	**9**	0	62	5	0	**67**	0	**153**
9:15PM	21	76	0	**97**	0	0	9	0	**9**	0	38	3	0	**41**	0	**147**
9:30PM	12	47	0	**59**	0	1	5	0	**6**	0	36	7	0	**43**	0	**108**
9:45PM	10	47	0	**57**	0	0	3	0	**3**	0	42	2	0	**44**	0	**104**
Hourly Total	62	228	0	**290**	0	2	25	0	**27**	0	178	17	0	**195**	0	**512**
10:00PM	4	58	0	**62**	0	0	5	0	**5**	0	38	1	0	**39**	0	**106**
10:15PM	15	31	0	**46**	0	0	1	0	**1**	0	36	3	0	**39**	0	**86**

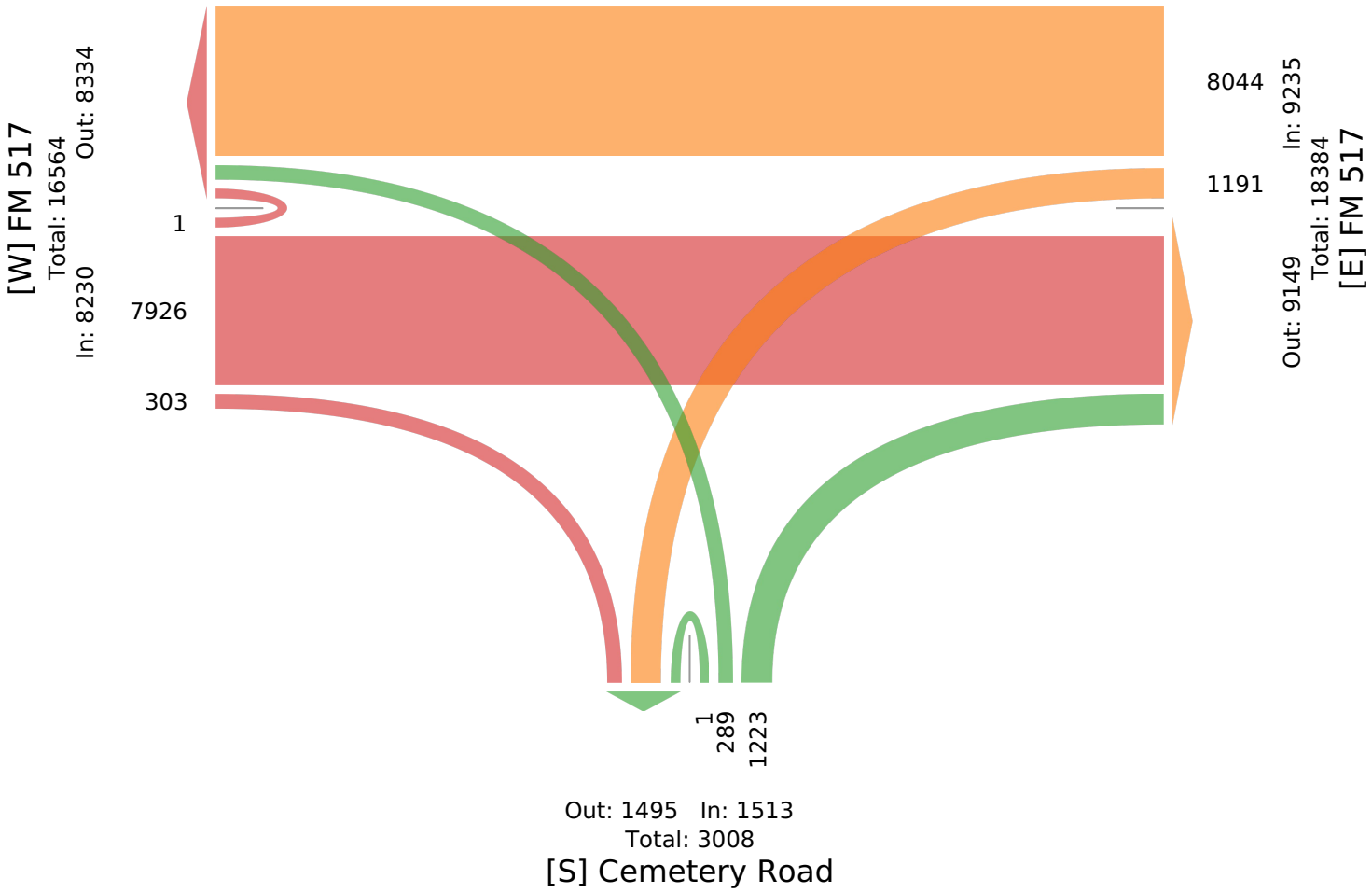
Leg	FM 517					Cemetery Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
10:30PM	5	39	0	**44**	0	0	3	0	**3**	0	23	1	0	**24**	0	**71**
10:45PM	2	28	0	**30**	0	0	1	0	**1**	0	19	0	0	**19**	0	**50**
Hourly Total	26	156	0	**182**	0	0	10	0	**10**	0	116	5	0	**121**	0	**313**
11:00PM	5	20	0	**25**	0	2	3	0	**5**	0	16	0	0	**16**	0	**46**
11:15PM	3	23	0	**26**	0	0	2	0	**2**	0	15	0	0	**15**	0	**43**
11:30PM	4	18	0	**22**	0	3	1	0	**4**	0	14	0	0	**14**	0	**40**
11:45PM	1	17	0	**18**	0	0	0	0	**0**	0	9	0	0	**9**	0	**27**
Hourly Total	13	78	0	**91**	0	5	6	0	**11**	0	54	0	0	**54**	0	**156**
Total	1191	8044	0	**9235**	0	289	1223	1	**1513**	0	7926	303	1	**8230**	0	**18978**
% Approach	12.9%	87.1%	0%	**-**	-	19.1%	80.8%	0.1%	**-**	-	96.3%	3.7%	0%	**-**	-	**-**
% Total	6.3%	42.4%	0%	**48.7%**	-	1.5%	6.4%	0%	**8.0%**	-	41.8%	1.6%	0%	**43.4%**	-	**-**
Lights	1182	7567	0	**8749**	-	282	1212	1	**1495**	-	7424	292	1	**7717**	-	17961
% Lights	99.2%	94.1%	0%	**94.7%**	-	97.6%	99.1%	100%	**98.8%**	-	93.7%	96.4%	100%	**93.8%**	-	94.6%
Single-Unit Trucks	7	307	0	**314**	-	3	10	0	**13**	-	368	4	0	**372**	-	699
% Single-Unit Trucks	0.6%	3.8%	0%	**3.4%**	-	1.0%	0.8%	0%	**0.9%**	-	4.6%	1.3%	0%	**4.5%**	-	3.7%
Articulated Trucks	1	139	0	**140**	-	0	1	0	**1**	-	105	2	0	**107**	-	248
% Articulated Trucks	0.1%	1.7%	0%	**1.5%**	-	0%	0.1%	0%	**0.1%**	-	1.3%	0.7%	0%	**1.3%**	-	1.3%
Buses	0	29	0	**29**	-	4	0	0	**4**	-	29	4	0	**33**	-	66
% Buses	0%	0.4%	0%	**0.3%**	-	1.4%	0%	0%	**0.3%**	-	0.4%	1.3%	0%	**0.4%**	-	0.3%
Bicycles on Road	1	2	0	**3**	-	0	0	0	**0**	-	0	1	0	**1**	-	4
% Bicycles on Road	0.1%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

FM 517 at Cemetery Road - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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



FM 517 at Cemetery Road - TMC

Wed May 8, 2024
AM Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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

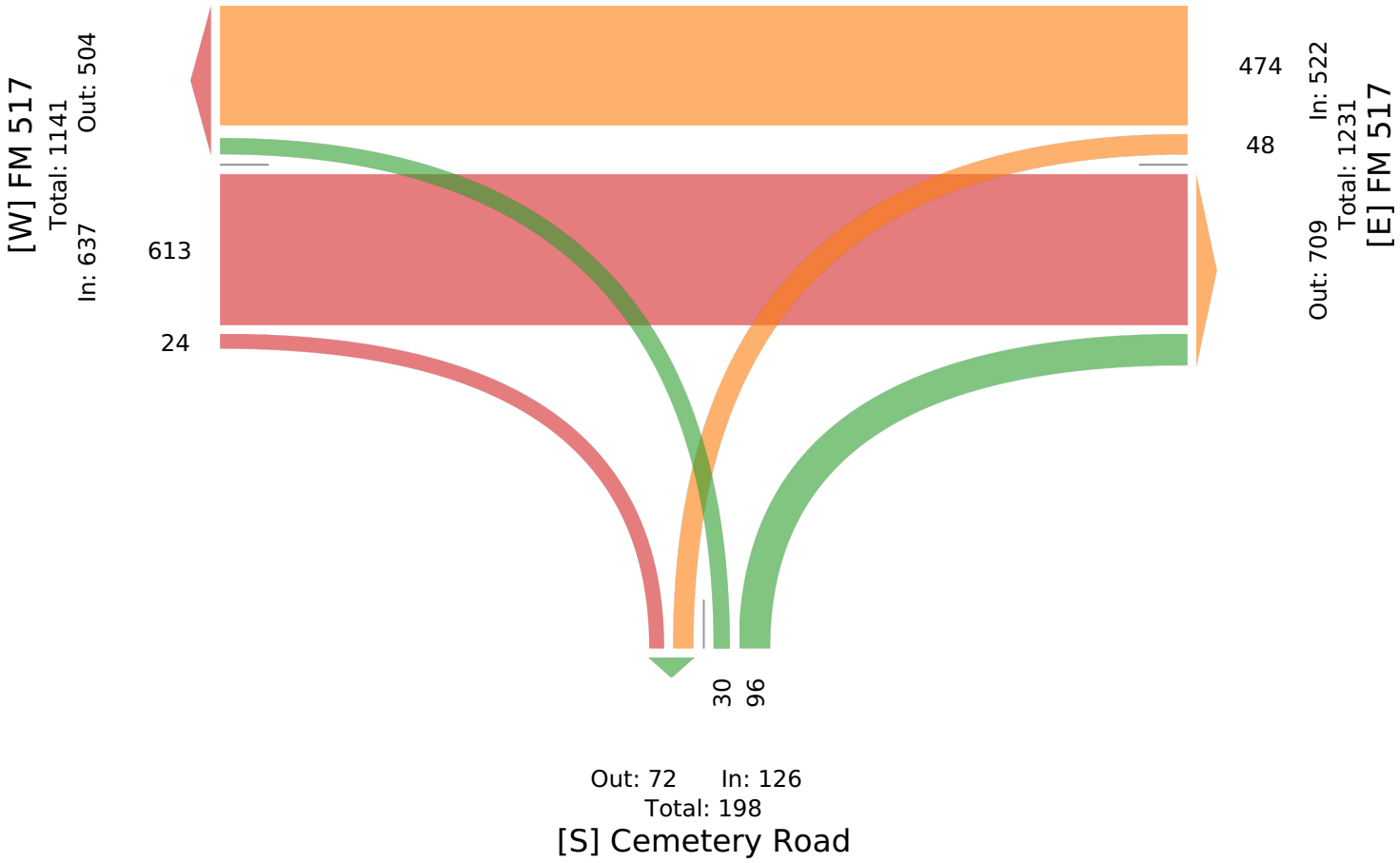
Leg	FM 517					Cemetery Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 6:30AM	14	125	0	**139**	0	3	27	0	**30**	0	157	2	0	**159**	0	**328**
6:45AM	15	129	0	**144**	0	9	14	0	**23**	0	143	5	0	**148**	0	**315**
7:00AM	12	113	0	**125**	0	2	23	0	**25**	0	157	9	0	**166**	0	**316**
7:15AM	7	107	0	**114**	0	16	32	0	**48**	0	156	8	0	**164**	0	**326**
Total	48	474	0	**522**	0	30	96	0	**126**	0	613	24	0	**637**	0	**1285**
% Approach	9.2%	90.8%	0%	**-**	-	23.8%	76.2%	0%	**-**	-	96.2%	3.8%	0%	**-**	-	**-**
% Total	3.7%	36.9%	0%	**40.6%**	-	2.3%	7.5%	0%	**9.8%**	-	47.7%	1.9%	0%	**49.6%**	-	**-**
PHF	0.800	0.919	-	**0.906**	-	0.469	0.750	-	**0.656**	-	0.976	0.667	-	**0.959**	-	0.979
Lights	48	449	0	**497**	-	29	96	0	**125**	-	564	24	0	**588**	-	1210
% Lights	100%	94.7%	0%	**95.2%**	-	96.7%	100%	0%	**99.2%**	-	92.0%	100%	0%	**92.3%**	-	94.2%
Single-Unit Trucks	0	14	0	**14**	-	1	0	0	**1**	-	33	0	0	**33**	-	48
% Single-Unit Trucks	0%	3.0%	0%	**2.7%**	-	3.3%	0%	0%	**0.8%**	-	5.4%	0%	0%	**5.2%**	-	3.7%
Articulated Trucks	0	7	0	**7**	-	0	0	0	**0**	-	9	0	0	**9**	-	16
% Articulated Trucks	0%	1.5%	0%	**1.3%**	-	0%	0%	0%	**0%**	-	1.5%	0%	0%	**1.4%**	-	1.2%
Buses	0	4	0	**4**	-	0	0	0	**0**	-	7	0	0	**7**	-	11
% Buses	0%	0.8%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	1.1%	0%	0%	**1.1%**	-	0.9%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

FM 517 at Cemetery Road - TMC

Wed May 8, 2024
AM Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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



FM 517 at Cemetery Road - TMC

Wed May 8, 2024
Midday Peak (12:45 PM - 1:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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

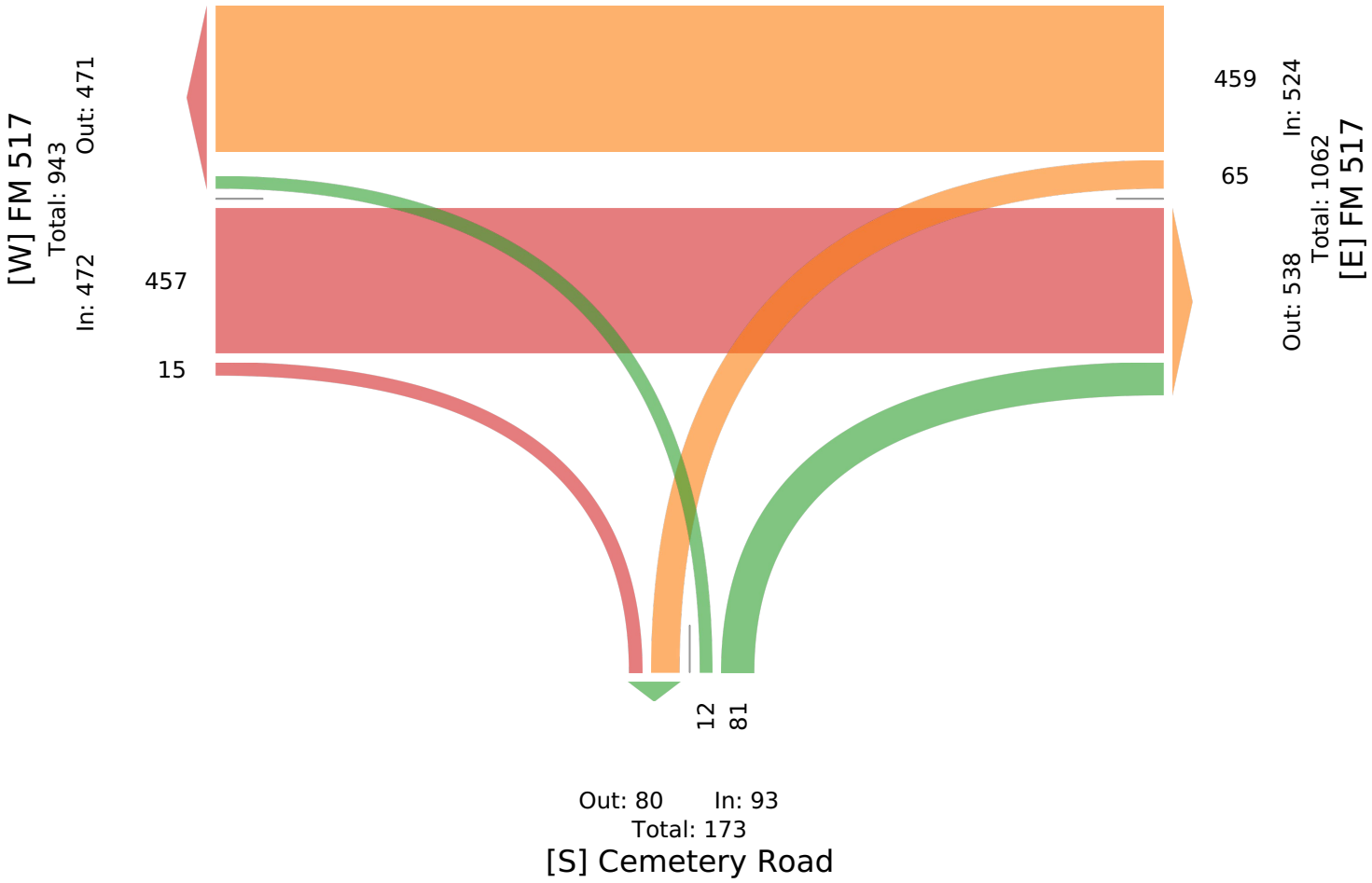
Leg	FM 517					Cemetery Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:45PM	17	130	0	**147**	0	2	18	0	**20**	0	96	5	0	**101**	0	**268**
1:00PM	19	121	0	**140**	0	3	29	0	**32**	0	113	2	0	**115**	0	**287**
1:15PM	16	103	0	**119**	0	4	13	0	**17**	0	132	5	0	**137**	0	**273**
1:30PM	13	105	0	**118**	0	3	21	0	**24**	0	116	3	0	**119**	0	**261**
Total	65	459	0	**524**	0	12	81	0	**93**	0	457	15	0	**472**	0	**1089**
% Approach	12.4%	87.6%	0%	**-**	-	12.9%	87.1%	0%	**-**	-	96.8%	3.2%	0%	**-**	-	-
% Total	6.0%	42.1%	0%	**48.1%**	-	1.1%	7.4%	0%	**8.5%**	-	42.0%	1.4%	0%	**43.3%**	-	-
PHF	0.855	0.883	-	**0.891**	-	0.750	0.698	-	**0.727**	-	0.866	0.750	-	**0.861**	-	0.949
Lights	65	420	0	**485**	-	12	79	0	**91**	-	409	14	0	**423**	-	999
% Lights	100%	91.5%	0%	**92.6%**	-	100%	97.5%	0%	**97.8%**	-	89.5%	93.3%	0%	**89.6%**	-	91.7%
Single-Unit Trucks	0	25	0	**25**	-	0	2	0	**2**	-	36	1	0	**37**	-	64
% Single-Unit Trucks	0%	5.4%	0%	**4.8%**	-	0%	2.5%	0%	**2.2%**	-	7.9%	6.7%	0%	**7.8%**	-	5.9%
Articulated Trucks	0	14	0	**14**	-	0	0	0	**0**	-	12	0	0	**12**	-	26
% Articulated Trucks	0%	3.1%	0%	**2.7%**	-	0%	0%	0%	**0%**	-	2.6%	0%	0%	**2.5%**	-	2.4%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

FM 517 at Cemetery Road - TMC

Wed May 8, 2024
Midday Peak (12:45 PM - 1:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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



FM 517 at Cemetery Road - TMC

Wed May 8, 2024
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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

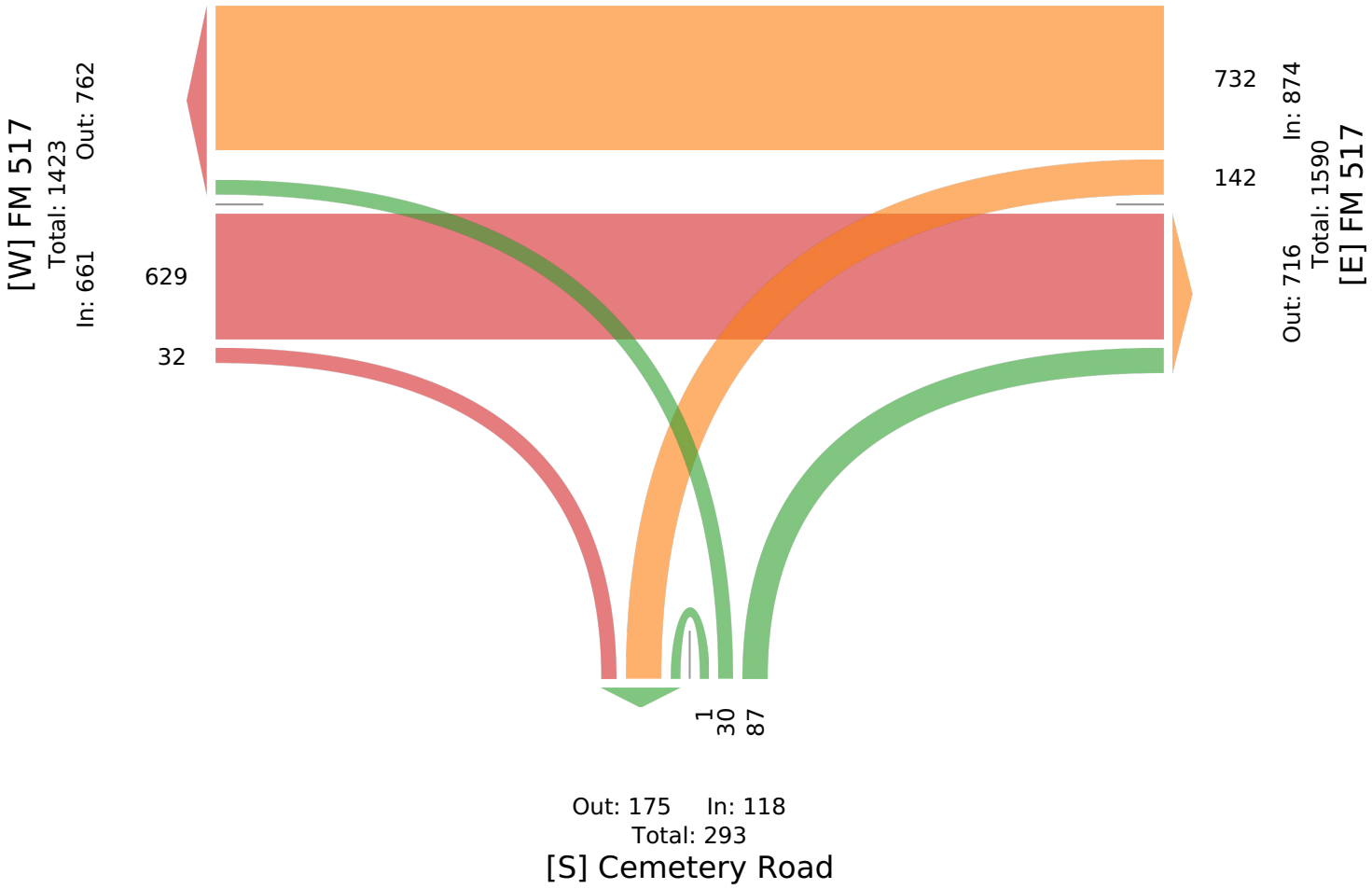
Leg	FM 517					Cemetery Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 5:00PM	38	173	0	**211**	0	7	19	1	**27**	0	153	6	0	**159**	0	**397**
5:15PM	32	190	0	**222**	0	7	25	0	**32**	0	173	9	0	**182**	0	**436**
5:30PM	35	191	0	**226**	0	12	23	0	**35**	0	160	4	0	**164**	0	**425**
5:45PM	37	178	0	**215**	0	4	20	0	**24**	0	143	13	0	**156**	0	**395**
Total	142	732	0	**874**	0	30	87	1	**118**	0	629	32	0	**661**	0	**1653**
% Approach	16.2%	83.8%	0%	**-**	-	25.4%	73.7%	0.8%	**-**	-	95.2%	4.8%	0%	**-**	-	**-**
% Total	8.6%	44.3%	0%	**52.9%**	-	1.8%	5.3%	0.1%	**7.1%**	-	38.1%	1.9%	0%	**40.0%**	-	**-**
PHF	0.934	0.958	-	**0.967**	-	0.625	0.870	0.250	**0.843**	-	0.909	0.615	-	**0.908**	-	0.948
Lights	140	722	0	**862**	-	30	87	1	**118**	-	624	32	0	**656**	-	1636
% Lights	98.6%	98.6%	0%	**98.6%**	-	100%	100%	100%	**100%**	-	99.2%	100%	0%	**99.2%**	-	99.0%
Single-Unit Trucks	2	8	0	**10**	-	0	0	0	**0**	-	3	0	0	**3**	-	13
% Single-Unit Trucks	1.4%	1.1%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	0.5%	0%	0%	**0.5%**	-	0.8%
Articulated Trucks	0	2	0	**2**	-	0	0	0	**0**	-	2	0	0	**2**	-	4
% Articulated Trucks	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.3%	0%	0%	**0.3%**	-	0.2%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

FM 517 at Cemetery Road - TMC

Wed May 8, 2024
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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



Erwin Street at Hobbs Road - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185290, Location: 29.468764, -95.115128

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

Leg	Hobbs Road						Erwin Street						Hobbs Road						Erwin Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:00AM	1	0	0	0	**1**	0	0	0	1	0	**1**	0	0	1	2	0	**3**	0	0	0	0	0	**0**	0	**5**
12:15AM	1	4	0	0	**5**	0	1	0	3	0	**4**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**11**
12:30AM	1	0	0	0	**1**	0	3	0	0	0	**3**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**6**
12:45AM	2	2	0	0	**4**	0	1	0	0	1	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**6**
Hourly Total	5	6	0	0	**11**	0	5	0	4	1	**10**	0	0	5	2	0	**7**	0	0	0	0	0	**0**	0	**28**
1:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	1	0	0	0	0	**0**	0	**0**
1:15AM	0	1	1	0	**2**	0	2	0	1	0	**3**	0	0	1	1	0	**2**	0	1	1	0	0	**2**	0	**9**
1:30AM	1	0	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1**
1:45AM	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**
Hourly Total	1	1	1	0	**3**	0	2	0	1	0	**3**	2	0	1	1	0	**2**	1	1	1	0	0	**2**	0	**10**
2:00AM	1	0	1	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	**4**
2:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**2**
2:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**1**
2:45AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**2**
Hourly Total	1	1	1	0	**3**	0	0	0	0	0	**0**	0	0	1	3	0	**4**	0	0	2	0	0	**2**	0	**9**
3:00AM	1	1	0	0	**2**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**4**
3:15AM	0	1	0	0	**1**	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
3:30AM	1	0	0	0	**1**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2**
3:45AM	1	1	0	0	**2**	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4**
Hourly Total	3	3	0	0	**6**	0	5	0	0	0	**5**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**13**
4:00AM	2	2	0	0	**4**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**5**
4:15AM	0	2	0	0	**2**	0	1	0	1	0	**2**	0	0	0	5	0	**5**	0	0	0	0	0	**0**	0	**9**
4:30AM	1	4	0	0	**5**	0	2	0	0	0	**2**	0	0	2	6	0	**8**	0	0	0	0	0	**0**	0	**15**
4:45AM	3	1	0	0	**4**	0	1	1	0	0	**2**	0	0	5	3	0	**8**	0	0	1	0	0	**1**	0	**15**
Hourly Total	6	9	0	0	**15**	0	4	1	1	0	**6**	0	0	7	15	0	**22**	0	0	1	0	0	**1**	0	**44**
5:00AM	6	4	0	0	**10**	0	1	0	2	0	**3**	0	0	4	9	0	**13**	0	0	0	1	0	**1**	0	**27**
5:15AM	3	0	0	0	**3**	0	1	2	2	0	**5**	0	0	8	10	0	**18**	0	0	1	0	0	**1**	2	**27**
5:30AM	6	5	0	0	**11**	0	1	0	0	0	**1**	0	0	7	13	0	**20**	0	0	0	0	0	**0**	0	**32**
5:45AM	2	3	0	0	**5**	0	2	1	2	0	**5**	0	0	8	10	0	**18**	0	0	0	0	0	**0**	0	**28**
Hourly Total	17	12	0	0	**29**	0	5	3	6	0	**14**	0	0	27	42	0	**69**	0	0	1	1	0	**2**	2	**114**
6:00AM	7	10	1	0	**18**	0	5	1	5	0	**11**	0	0	13	16	0	**29**	0	0	0	0	0	**0**	2	**58**
6:15AM	4	9	0	1	**14**	0	7	3	3	0	**13**	0	0	16	19	0	**35**	0	0	0	0	0	**0**	0	**62**
6:30AM	12	19	4	1	**36**	0	14	4	5	0	**23**	0	0	29	33	0	**62**	0	0	0	1	0	**1**	0	**122**
6:45AM	15	15	1	0	**31**	0	10	6	10	0	**26**	0	0	25	28	0	**53**	0	1	2	0	0	**3**	0	**113**
Hourly Total	38	53	6	2	**99**	0	36	14	23	0	**73**	0	0	83	96	0	**179**	0	1	2	1	0	**4**	2	**355**
7:00AM	16	10	2	1	**29**	0	7	4	9	0	**20**	0	1	26	21	0	**48**	0	1	1	0	0	**2**	0	**99**
7:15AM	14	25	4	0	**43**	0	15	1	12	1	**29**	1	0	34	36	0	**70**	0	1	1	1	0	**3**	0	**145**
7:30AM	8	20	0	0	**28**	0	16	5	12	0	**33**	0	1	30	49	0	**80**	0	0	2	0	0	**2**	0	**143**
7:45AM	24	13	1	1	**39**	0	22	3	13	3	**41**	0	0	44	29	0	**73**	0	0	0	1	0	**1**	0	**154**
Hourly Total	62	68	7	2	**139**	0	60	13	46	4	**123**	1	2	134	135	0	**271**	0	2	4	2	0	**8**	0	**541**
8:00AM	20	12	1	0	**33**	0	18	4	8	0	**30**	0	1	32	39	0	**72**	0	0	0	0	0	**0**	0	**135**
8:15AM	17	9	0	0	**26**	0	14	3	18	0	**35**	0	2	40	25	0	**67**	0	6	2	2	0	**10**	0	**138**
8:30AM	22	21	1	1	**45**	0	18	2	10	1	**31**	0	4	29	21	0	**54**	0	0	4	2	0	**6**	0	**136**
8:45AM	8	22	2	0	**32**	0	8	2	15	2	**27**	0	1	19	19	0	**39**	0	0	0	3	0	**3**	2	**101**
Hourly Total	67	64	4	1	**136**	0	58	11	51	3	**123**	0	8	120	104	0	**232**	0	6	6	7	0	**19**	2	**510**
9:00AM	9	13	1	0	**23**	0	8	7	9	0	**24**	0	0	7	15	0	**22**	0	0	1	0	0	**1**	0	**70**
9:15AM	16	11	4	0	**31**	0	12	2	7	1	**22**	0	0	13	15	0	**28**	0	3	1	0	1	**5**	2	**86**
9:30AM	10	12	0	0	**22**	0	18	3	9	0	**30**	0	1	14	16	0	**31**	0	0	1	0	0	**1**	0	**84**
9:45AM	13	12	1	0	**26**	0	11	4	9	1	**25**	0	0	19	10	0	**29**	0	3	3	0	0	**6**	0	**86**
Hourly Total	48	48	6	0	**102**	0	49	16	34	2	**101**	0	1	53	56	0	**110**	0	6	6	0	1	**13**	2	**326**
10:00AM	8	11	2	0	**21**	0	11	0	11	1	**23**	0	0	11	7	0	**18**	0	2	1	1	0	**4**	0	**66**
10:15AM	10	9	1	0	**20**	0	12	9	6	1	**28**	0	0	12	15	0	**27**	0	2	2	0	0	**4**	0	**79**
10:30AM	14	12	1	0	**27**	0	10	1	10	0	**21**	0	0	16	10	0	**26**	0	1	3	0	0	**4**	0	**78**
10:45AM	14	14	1	1	**30**	0	12	0	14	2	**28**	0	0	15	14	0	**29**	0	2	3	0	0	**5**	0	**92**
Hourly Total	46	46	5	1	**98**	0	45	10	41	4	**100**	0	0	54	46	0	**100**	0	7	9	1	0	**17**	0	**315**
11:00AM	9	15	0	0	**24**	0	9	2	7	0	**18**	0	1	27	7	0	**35**	0	1	5	0	0	**6**	0	**83**
11:15AM	12	14	1	0	**27**	0	10	1	8	0	**19**	0	0	16	8	0	**24**	0	1	1	2	0	**4**	0	**74**
11:30AM	12	16	0	0	**28**	0	9	3	8	0	**20**	0	1	18	18	0	**37**	0	3	1	1	0	**5**	0	**90**
11:45AM	7	10	3	0	**20**	0	12	3	14	4	**33**	0	1	10	14	0	**25**	0	1	2	1	0	**4**	0	**82**
Hourly Total	40	55	4	0	**99**	0	40	9	37	4	**90**	0	3	71	47	0	**121**	0	6	9	4	0	**19**	0	**329**
12:00PM	12	17	3	1	**33**	0	20	3	18	5	**46**	0	1	13	13	0	**27**	0	2	6	1	0	**9**	0	**115**

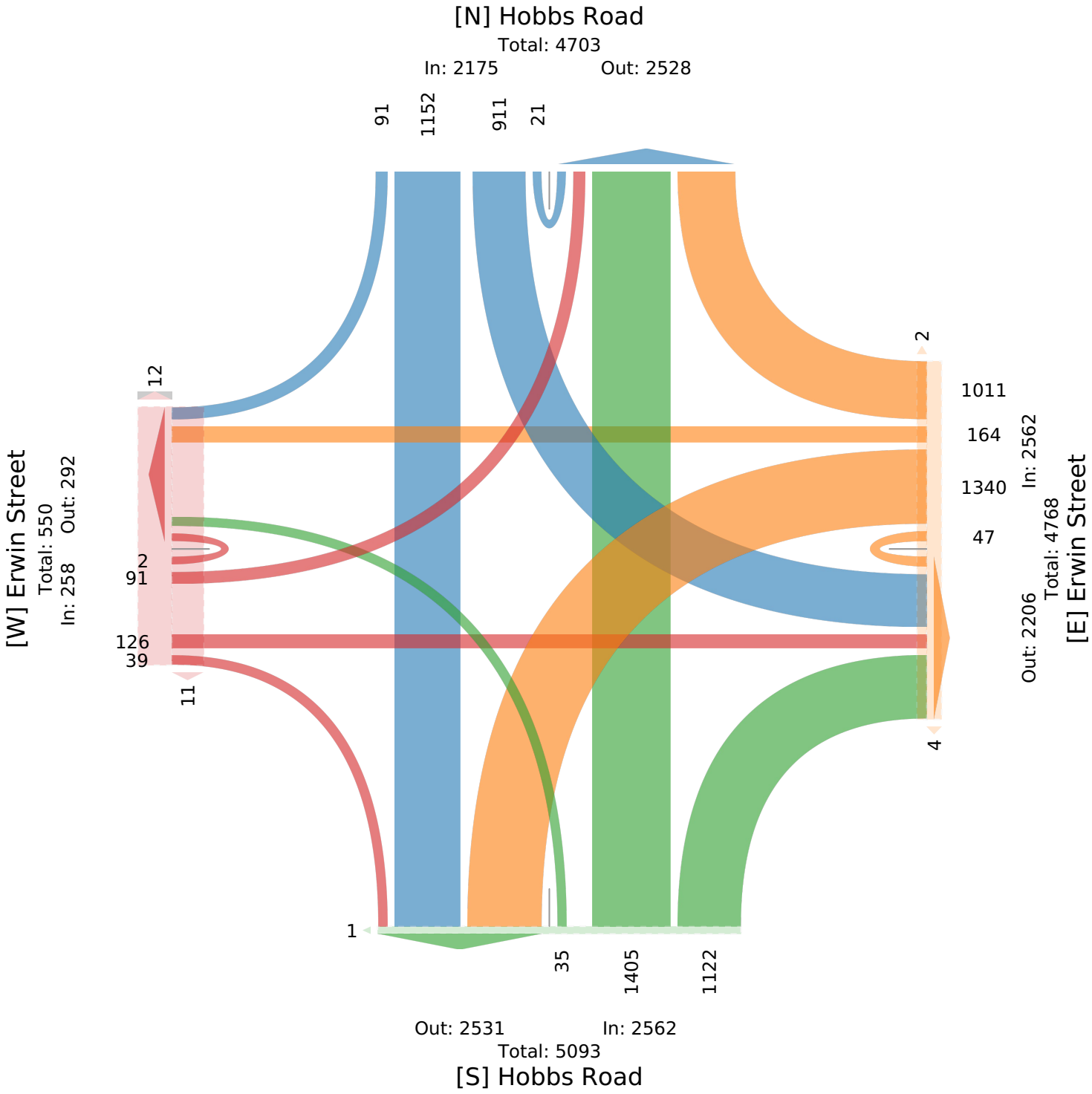
Leg	Hobbs Road						Erwin Street						Hobbs Road						Erwin Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
12:15PM	15	12	4	0	**31**	0	19	5	12	6	**42**	2	1	14	12	0	**27**	0	4	2	0	0	**6**	0	**106**
12:30PM	9	9	3	1	**22**	0	16	1	10	0	**27**	0	0	22	20	0	**42**	0	2	2	0	0	**4**	0	**95**
12:45PM	22	12	0	0	**34**	0	15	4	13	6	**38**	0	0	12	15	0	**27**	0	0	3	0	0	**3**	0	**102**
Hourly Total	58	50	10	2	**120**	0	70	13	53	17	**153**	2	2	61	60	0	**123**	0	8	13	1	0	**22**	0	**418**
1:00PM	10	11	1	0	**22**	0	22	5	19	0	**46**	0	0	11	13	0	**24**	0	1	1	0	0	**2**	0	**94**
1:15PM	7	20	2	0	**29**	0	17	3	12	1	**33**	0	2	11	12	0	**25**	0	5	1	0	0	**6**	0	**93**
1:30PM	15	14	3	0	**32**	0	19	5	13	0	**37**	0	2	23	11	0	**36**	0	0	3	1	0	**4**	0	**109**
1:45PM	10	11	1	0	**22**	0	7	1	17	1	**26**	0	1	18	13	0	**32**	0	0	1	3	0	**4**	0	**84**
Hourly Total	42	56	7	0	**105**	0	65	14	61	2	**142**	0	5	63	49	0	**117**	0	6	6	4	0	**16**	0	**380**
2:00PM	9	18	6	1	**34**	0	24	2	16	0	**42**	0	0	11	16	0	**27**	0	1	2	0	0	**3**	0	**106**
2:15PM	11	12	4	0	**27**	0	16	2	23	0	**41**	0	0	29	15	0	**44**	0	1	2	1	0	**4**	0	**116**
2:30PM	12	16	4	0	**32**	0	18	1	19	0	**38**	0	3	16	16	0	**35**	0	3	5	1	0	**9**	0	**114**
2:45PM	16	22	0	0	**38**	0	17	2	20	0	**39**	0	2	29	12	0	**43**	0	3	5	3	0	**11**	0	**131**
Hourly Total	48	68	14	1	**131**	0	75	7	78	0	**160**	0	5	85	59	0	**149**	0	8	14	5	0	**27**	0	**467**
3:00PM	10	18	2	0	**30**	0	35	2	16	2	**55**	0	0	13	17	0	**30**	0	3	0	1	0	**4**	0	**119**
3:15PM	14	18	1	0	**33**	0	20	5	9	0	**34**	0	0	29	22	0	**51**	0	2	2	0	0	**4**	0	**122**
3:30PM	19	22	1	2	**44**	0	27	0	12	0	**39**	0	0	33	21	0	**54**	0	4	2	0	0	**6**	0	**143**
3:45PM	22	32	3	1	**58**	0	35	1	17	3	**56**	0	2	24	21	0	**47**	0	1	3	3	0	**7**	0	**168**
Hourly Total	65	90	7	3	**165**	0	117	8	54	5	**184**	0	2	99	81	0	**182**	0	10	7	4	0	**21**	0	**552**
4:00PM	20	25	0	0	**45**	0	41	0	29	0	**70**	0	0	30	16	0	**46**	0	4	6	1	0	**11**	1	**172**
4:15PM	21	27	2	1	**51**	0	31	1	32	0	**64**	0	1	34	17	0	**52**	0	1	0	1	0	**2**	0	**169**
4:30PM	25	36	1	0	**62**	0	44	3	37	0	**84**	0	1	35	22	0	**58**	0	0	3	2	0	**5**	3	**209**
4:45PM	25	32	3	0	**60**	0	53	2	27	1	**83**	0	2	32	19	0	**53**	0	2	2	1	0	**5**	3	**201**
Hourly Total	91	120	6	1	**218**	0	169	6	125	1	**301**	0	4	131	74	0	**209**	0	7	11	5	0	**23**	7	**751**
5:00PM	23	34	2	0	**59**	0	57	3	30	0	**90**	0	0	39	18	0	**57**	0	3	3	0	0	**6**	0	**212**
5:15PM	22	25	0	0	**47**	0	47	1	34	1	**83**	0	2	41	27	0	**70**	0	3	5	1	0	**9**	0	**209**
5:30PM	15	40	1	0	**56**	0	48	5	25	0	**78**	0	1	37	23	0	**61**	0	2	4	0	0	**6**	0	**201**
5:45PM	30	33	0	0	**63**	0	46	1	28	0	**75**	0	0	27	20	0	**47**	0	1	2	0	0	**3**	0	**188**
Hourly Total	90	132	3	0	**225**	0	198	10	117	1	**326**	0	3	144	88	0	**235**	0	9	14	1	0	**24**	0	**810**
6:00PM	17	29	1	0	**47**	0	33	2	23	0	**58**	0	0	27	14	0	**41**	0	4	5	1	0	**10**	0	**156**
6:15PM	15	22	0	0	**37**	0	26	1	26	1	**54**	0	0	24	20	0	**44**	0	1	3	0	0	**4**	1	**139**
6:30PM	20	19	1	0	**40**	0	27	0	16	0	**43**	1	0	29	17	0	**46**	0	1	1	0	0	**2**	0	**131**
6:45PM	16	15	1	0	**32**	0	27	3	17	0	**47**	0	0	24	17	0	**41**	0	2	0	0	1	**3**	0	**123**
Hourly Total	68	85	3	0	**156**	0	113	6	82	1	**202**	1	0	104	68	0	**172**	0	8	9	1	1	**19**	1	**549**
7:00PM	12	29	0	0	**41**	0	25	5	14	0	**44**	0	0	19	6	0	**25**	0	1	0	1	0	**2**	1	**112**
7:15PM	17	14	0	0	**31**	0	16	2	19	0	**37**	0	0	16	10	0	**26**	0	1	6	0	0	**7**	0	**101**
7:30PM	11	15	1	1	**28**	0	30	2	30	0	**62**	0	0	15	10	0	**25**	0	1	1	0	0	**2**	0	**117**
7:45PM	11	16	1	1	**29**	0	14	2	20	0	**36**	0	0	9	9	0	**18**	0	0	3	0	0	**3**	0	**86**
Hourly Total	51	74	2	2	**129**	0	85	11	83	0	**179**	0	0	59	35	0	**94**	0	3	10	1	0	**14**	1	**416**
8:00PM	8	7	0	2	**17**	0	21	2	10	0	**33**	0	0	15	9	0	**24**	0	0	0	0	0	**0**	0	**74**
8:15PM	9	13	2	0	**24**	0	13	0	15	0	**28**	0	0	13	9	0	**22**	0	1	0	0	0	**1**	0	**75**
8:30PM	8	17	0	0	**25**	0	12	1	20	1	**34**	0	0	11	5	0	**16**	0	0	0	0	0	**0**	1	**75**
8:45PM	7	22	0	0	**29**	0	14	2	9	0	**25**	0	0	8	6	0	**14**	0	0	0	0	0	**0**	3	**68**
Hourly Total	32	59	2	2	**95**	0	60	5	54	1	**120**	0	0	47	29	0	**76**	0	1	0	0	0	**1**	4	**292**
9:00PM	6	8	0	1	**15**	0	12	2	11	0	**25**	0	0	8	5	0	**13**	0	0	0	1	0	**1**	0	**54**
9:15PM	7	6	0	1	**14**	0	9	1	11	0	**21**	0	0	9	3	0	**12**	0	0	1	0	0	**1**	0	**48**
9:30PM	6	4	0	0	**10**	0	5	1	6	1	**13**	0	0	6	7	0	**13**	0	1	0	0	0	**1**	1	**37**
9:45PM	2	9	0	1	**12**	0	14	0	10	0	**24**	0	0	5	5	0	**10**	0	0	0	0	0	**0**	0	**46**
Hourly Total	21	27	0	3	**51**	0	40	4	38	1	**83**	0	0	28	20	0	**48**	0	1	1	1	0	**3**	1	**185**
10:00PM	4	4	1	0	**9**	0	6	1	4	0	**11**	0	0	7	1	0	**8**	0	0	0	0	0	**0**	1	**28**
10:15PM	3	10	1	0	**14**	0	9	0	3	0	**12**	0	0	4	3	0	**7**	0	0	0	0	0	**0**	0	**33**
10:30PM	2	3	0	0	**5**	0	6	2	3	0	**11**	0	0	5	2	0	**7**	0	1	0	0	0	**1**	0	**24**
10:45PM	0	5	1	0	**6**	0	2	0	5	0	**7**	0	0	5	1	0	**6**	0	0	0	0	0	**0**	0	**19**
Hourly Total	9	22	3	0	**34**	0	23	3	15	0	**41**	0	0	21	7	0	**28**	0	1	0	0	0	**1**	1	**104**
11:00PM	2	2	0	0	**4**	0	8	0	4	0	**12**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**18**
11:15PM	0	0	0	0	**0**	0	4	0	2	0	**6**	0	0	1	2	0	**3**	0	0	0	0	0	**0**	0	**9**
11:30PM	0	0	0	0	**0**	0	1	0	1	0	**2**	0	0	2	1	0	**3**	0	0	0	0	0	**0**	0	**5**
11:45PM	0	1	0	1	**2**	0	3	0	0	0	**3**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**7**
Hourly Total	2	3	0	1	**6**	0	16	0	7	0	**23**	0	0	6	4	0	**10**	0	0	0	0	0	**0**	0	**39**
Total	911	1152	91	21	**2175**	0	1340	164	1011	47	**2562**	6	35	1405	1122	0	**2562**	1	91	126	39	2	**258**	23	**7557**
% Approach	41.9%	53.0%	4.2%	1.0%	**-**	-	52.3%	6.4%	39.5%	1.8%	**-**	-	1.4%	54.8%	43.8%	0%	**-**	-	35.3%	48.8%	15.1%	0.8%	**-**	-	-
% Total	12.1%	15.2%	1.2%	0.3%	**28.8%**	-	17.7%	2.2%	13.4%	0.6%	**33.9%**	-	0.5%	18.6%	14.8%	0%	**33.9%**	-	1.2%	1.7%	0.5%	0%	**3.4%**	-	-
Lights	895	1129	79	20	**2123**	-	1290	137	1002	31	**2460**	-	22	1371	1073	0	**2466**	-	77	105	23	0	**205**	-	7254
% Lights	98.2%	98.0%	86.8%	95.2%	**97.6%**	-	96.3%	83.5%	99.1%	66.0%	**96.0%**	-	62.9%	97.6%	95.6%	0%	**96.3%**	-	84.6%	83.3%	59.0%	0%	**79.5%**	-	96.0%
Single-Unit Trucks	11	14	9	0	**34**	-	32	21	2	15	**70**	-	13	21	36	0	**70**	-	11	17	14	1	**43**	-	217
% Single-Unit Trucks	1.2%	1.2%	9.9%	0%	**1.6%**	-	2.4%	12.8%	0.2%	31.9%	**2.7%**	-	37.1%	1.5%	3.2%	0%	**2.7%**	-	12.1%	13.5%	35.9%	50.0%	**16.7%**	-	2.9%
Articulated Trucks	1	8	3	0	**12**	-	9	4	0	1	**14**	-	0	8	7	0	**15**	-	2	3	2	0	**7**	-	48
% Articulated Trucks	0.1%	0.7%	3.3%	0%	**0.6%**	-	0.7%	2.4%	0%	2.1%	**0.5%**	-	0%	0.6%	0.6%	0%	**0.6%**	-	2.2%	2.4%	5.1%	0%	**2.7%**	-	0.6%
Buses	4	0	0	1	**5**	-	8	0	7	0	**15**	-	0	1	6	0	**7**	-	0	0	0	0	**0**	-	27

Leg	Hobbs Road						Erwin Street						Hobbs Road						Erwin Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Buses	0.4%	0%	0%	4.8%	**0.2%**	-	0.6%	0%	0.7%	0%	**0.6%**	-	0%	0.1%	0.5%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Bicycles on Road	0	1	0	0	**1**	-	1	2	0	0	**3**	-	0	4	0	0	**4**	-	1	1	0	1	**3**	-	11
% Bicycles on Road	0%	0.1%	0%	0%	**0%**	-	0.1%	1.2%	0%	0%	**0.1%**	-	0%	0.3%	0%	0%	**0.2%**	-	1.1%	0.8%	0%	50.0%	**1.2%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	18	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	78.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	21.7%	-

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

Erwin Street at Hobbs Road - TMC
Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185290, Location: 29.468764, -95.115128

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



Erwin Street at Hobbs Road - TMC

Wed May 8, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185290, Location: 29.468764, -95.115128

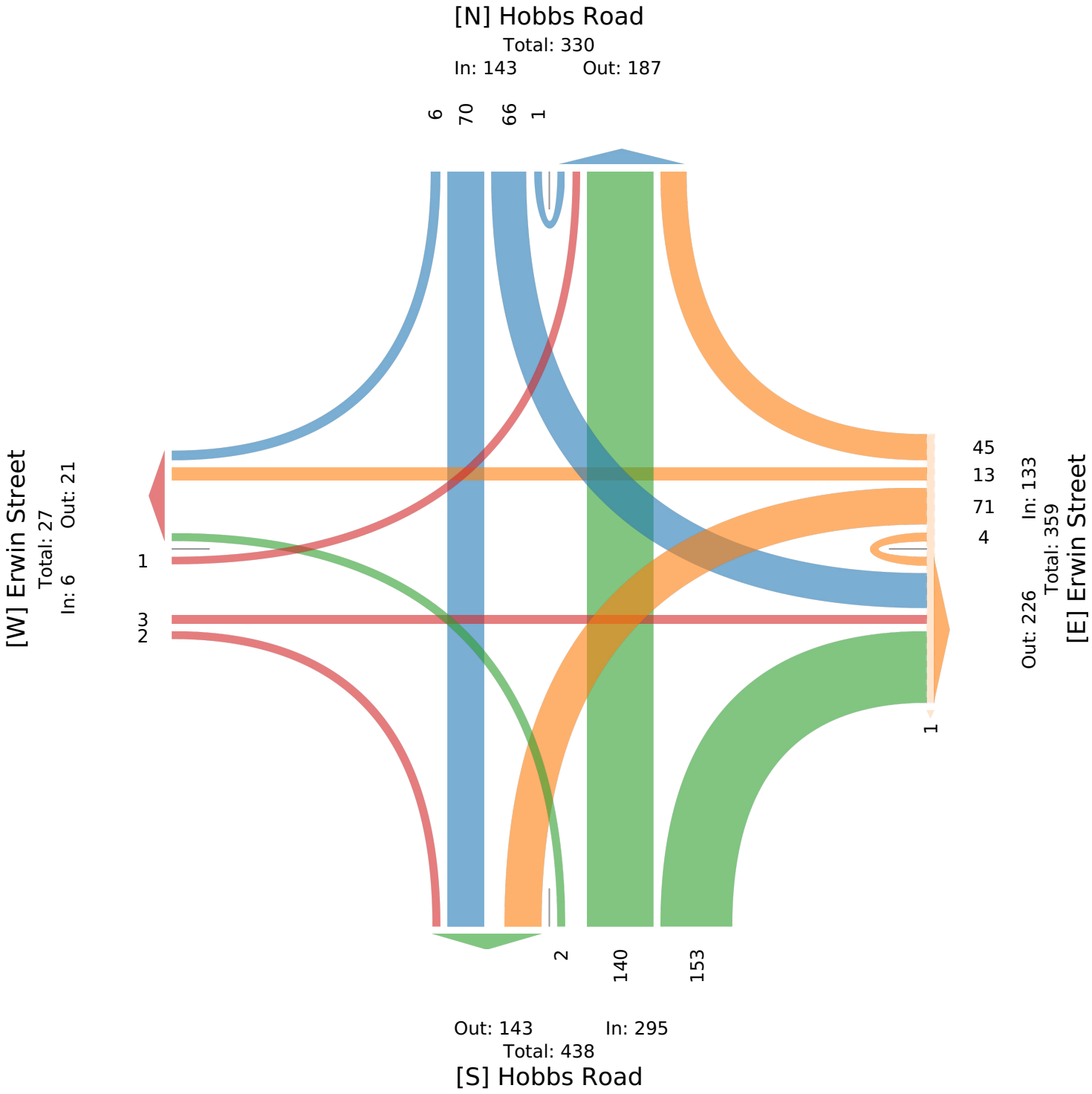
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Hobbs Road						Erwin Street						Hobbs Road						Erwin Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-05-08 7:15AM	14	25	4	0	**43**	0	15	1	12	1	**29**	1	0	34	36	0	**70**	0	1	1	1	0	**3**	0	**145**
7:30AM	8	20	0	0	**28**	0	16	5	12	0	**33**	0	1	30	49	0	**80**	0	0	2	0	0	**2**	0	**143**
7:45AM	24	13	1	1	**39**	0	22	3	13	3	**41**	0	0	44	29	0	**73**	0	0	0	1	0	**1**	0	**154**
8:00AM	20	12	1	0	**33**	0	18	4	8	0	**30**	0	1	32	39	0	**72**	0	0	0	0	0	**0**	0	**135**
Total	66	70	6	1	**143**	0	71	13	45	4	**133**	1	2	140	153	0	**295**	0	1	3	2	0	**6**	0	**577**
% Approach	46.2%	49.0%	4.2%	0.7%	**-**	-	53.4%	9.8%	33.8%	3.0%	**-**	-	0.7%	47.5%	51.9%	0%	**-**	-	16.7%	50.0%	33.3%	0%	**-**	-	-
% Total	11.4%	12.1%	1.0%	0.2%	**24.8%**	-	12.3%	2.3%	7.8%	0.7%	**23.1%**	-	0.3%	24.3%	26.5%	0%	**51.1%**	-	0.2%	0.5%	0.3%	0%	**1.0%**	-	-
PHF	0.688	0.700	0.375	0.250	**0.831**	-	0.795	0.650	0.865	0.333	**0.805**	-	0.500	0.795	0.781	-	**0.922**	-	0.250	0.375	0.500	-	**0.500**	-	0.935
Lights	65	67	6	1	**139**	-	63	11	45	4	**123**	-	2	139	145	0	**286**	-	1	2	2	0	**5**	-	553
% Lights	98.5%	95.7%	100%	100%	**97.2%**	-	88.7%	84.6%	100%	100%	**92.5%**	-	100%	99.3%	94.8%	0%	**96.9%**	-	100%	66.7%	100%	0%	**83.3%**	-	95.8%
Single-Unit Trucks	0	1	0	0	**1**	-	5	1	0	0	**6**	-	0	1	5	0	**6**	-	0	1	0	0	**1**	-	14
% Single-Unit Trucks	0%	1.4%	0%	0%	**0.7%**	-	7.0%	7.7%	0%	0%	**4.5%**	-	0%	0.7%	3.3%	0%	**2.0%**	-	0%	33.3%	0%	0%	**16.7%**	-	2.4%
Articulated Trucks	0	2	0	0	**2**	-	2	1	0	0	**3**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	7
% Articulated Trucks	0%	2.9%	0%	0%	**1.4%**	-	2.8%	7.7%	0%	0%	**2.3%**	-	0%	0%	1.3%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Buses	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	2
% Buses	1.5%	0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.7%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	1.4%	0%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
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

Erwin Street at Hobbs Road - TMC
Wed May 8, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185290, Location: 29.468764, -95.115128

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



Erwin Street at Hobbs Road - TMC

Wed May 8, 2024
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185290, Location: 29.468764, -95.115128

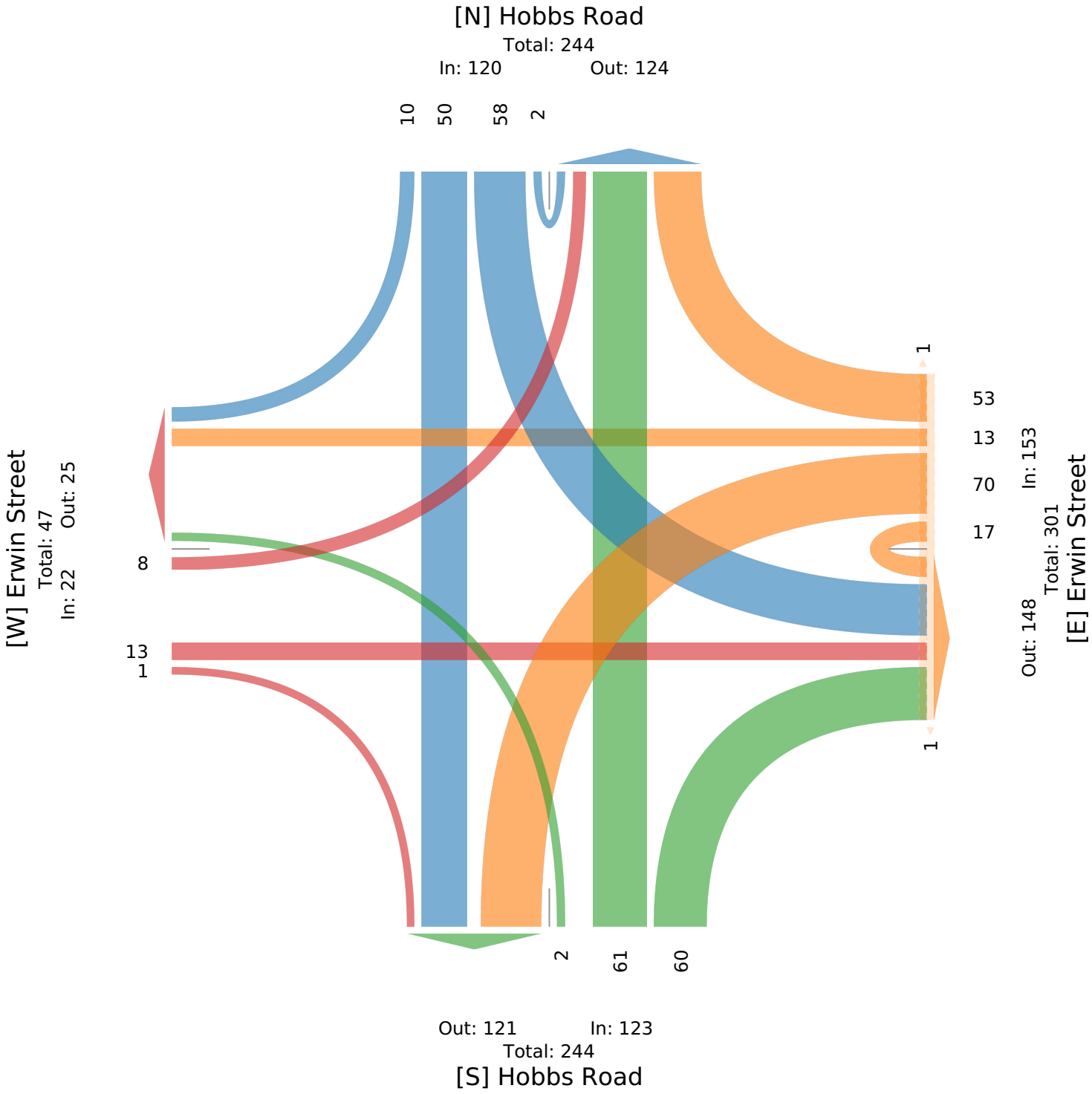
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Hobbs Road						Erwin Street						Hobbs Road						Erwin Street						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:00PM	12	17	3	1	**33**	0	20	3	18	5	**46**	0	1	13	13	0	**27**	0	2	6	1	0	**9**	0	**115**
12:15PM	15	12	4	0	**31**	0	19	5	12	6	**42**	2	1	14	12	0	**27**	0	4	2	0	0	**6**	0	**106**
12:30PM	9	9	3	1	**22**	0	16	1	10	0	**27**	0	0	22	20	0	**42**	0	2	2	0	0	**4**	0	**95**
12:45PM	22	12	0	0	**34**	0	15	4	13	6	**38**	0	0	12	15	0	**27**	0	0	3	0	0	**3**	0	**102**
Total	58	50	10	2	**120**	0	70	13	53	17	**153**	2	2	61	60	0	**123**	0	8	13	1	0	**22**	0	**418**
% Approach	48.3%	41.7%	8.3%	1.7%	**-**	-	45.8%	8.5%	34.6%	11.1%	**-**	-	1.6%	49.6%	48.8%	0%	**-**	-	36.4%	59.1%	4.5%	0%	**-**	-	-
% Total	13.9%	12.0%	2.4%	0.5%	**28.7%**	-	16.7%	3.1%	12.7%	4.1%	**36.6%**	-	0.5%	14.6%	14.4%	0%	**29.4%**	-	1.9%	3.1%	0.2%	0%	**5.3%**	-	-
PHF	0.659	0.735	0.625	0.500	**0.882**	-	0.875	0.650	0.736	0.708	**0.832**	-	0.500	0.693	0.750	-	**0.732**	-	0.500	0.542	0.250	-	**0.611**	-	0.909
Lights	57	47	9	2	**115**	-	66	7	53	6	**132**	-	2	55	57	0	**114**	-	8	10	1	0	**19**	-	380
% Lights	98.3%	94.0%	90.0%	100%	**95.8%**	-	94.3%	53.8%	100%	35.3%	**86.3%**	-	100%	90.2%	95.0%	0%	**92.7%**	-	100%	76.9%	100%	0%	**86.4%**	-	90.9%
Single-Unit Trucks	1	2	1	0	**4**	-	3	5	0	10	**18**	-	0	3	3	0	**6**	-	0	2	0	0	**2**	-	30
% Single-Unit Trucks	1.7%	4.0%	10.0%	0%	**3.3%**	-	4.3%	38.5%	0%	58.8%	**11.8%**	-	0%	4.9%	5.0%	0%	**4.9%**	-	0%	15.4%	0%	0%	**9.1%**	-	7.2%
Articulated Trucks	0	1	0	0	**1**	-	0	1	0	1	**2**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	7
% Articulated Trucks	0%	2.0%	0%	0%	**0.8%**	-	0%	7.7%	0%	5.9%	**1.3%**	-	0%	4.9%	0%	0%	**2.4%**	-	0%	7.7%	0%	0%	**4.5%**	-	1.7%
Buses	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	1.4%	0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Erwin Street at Hobbs Road - TMC
Wed May 8, 2024
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185290, Location: 29.468764, -95.115128

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



Erwin Street at Hobbs Road - TMC

Wed May 8, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185290, Location: 29.468764, -95.115128

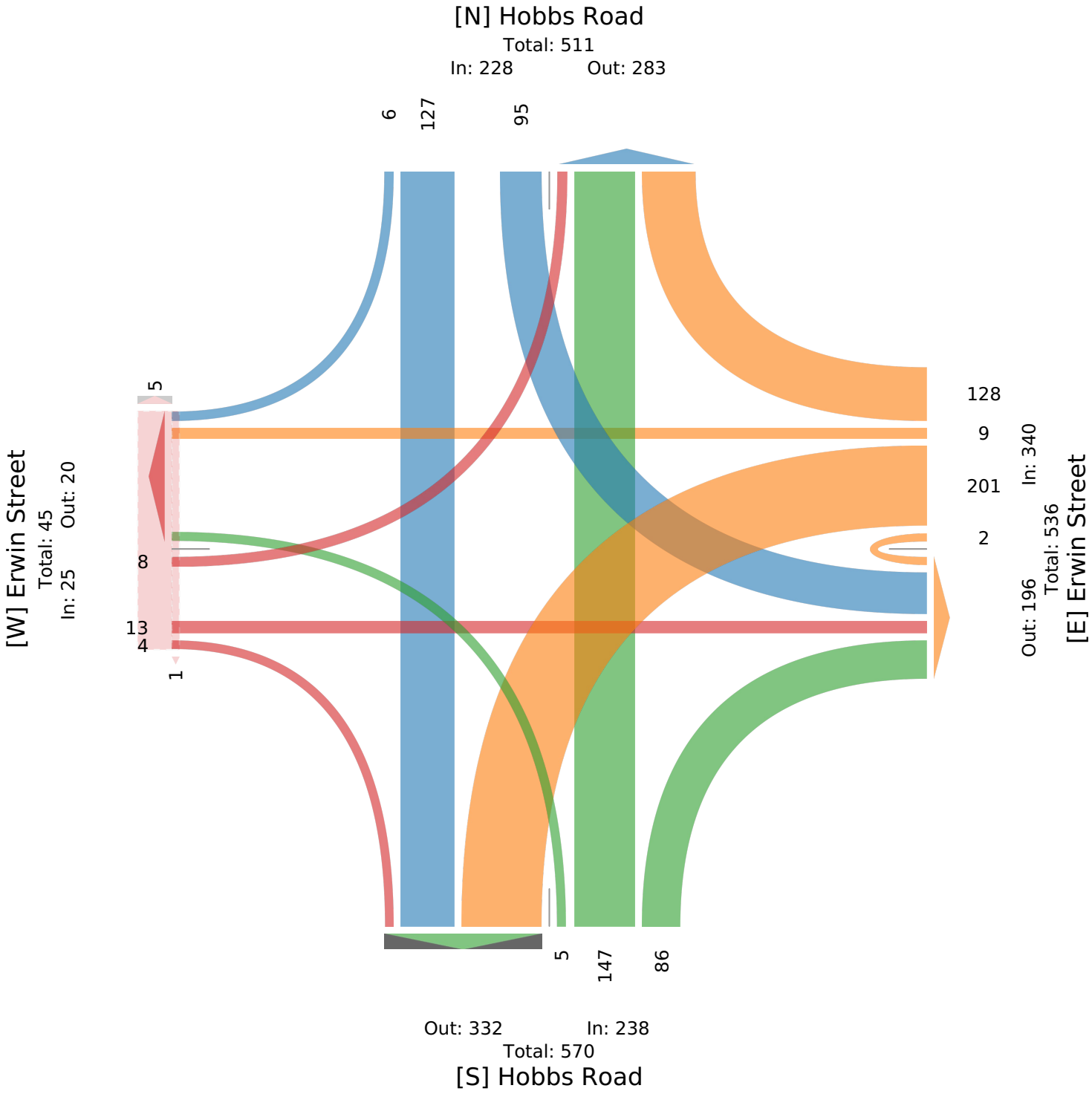
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Hobbs Road Southbound						Erwin Street Westbound						Hobbs Road Northbound						Erwin Street Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 4:30PM	25	36	1	0	**62**	0	44	3	37	0	**84**	0	1	35	22	0	**58**	0	0	3	2	0	**5**	3	**209**
4:45PM	25	32	3	0	**60**	0	53	2	27	1	**83**	0	2	32	19	0	**53**	0	2	2	1	0	**5**	3	**201**
5:00PM	23	34	2	0	**59**	0	57	3	30	0	**90**	0	0	39	18	0	**57**	0	3	3	0	0	**6**	0	**212**
5:15PM	22	25	0	0	**47**	0	47	1	34	1	**83**	0	2	41	27	0	**70**	0	3	5	1	0	**9**	0	**209**
Total	95	127	6	0	**228**	0	201	9	128	2	**340**	0	5	147	86	0	**238**	0	8	13	4	0	**25**	6	**831**
% Approach	41.7%	55.7%	2.6%	0%	**-**	-	59.1%	2.6%	37.6%	0.6%	**-**	-	2.1%	61.8%	36.1%	0%	**-**	-	32.0%	52.0%	16.0%	0%	**-**	-	**-**
% Total	11.4%	15.3%	0.7%	0%	**27.4%**	-	24.2%	1.1%	15.4%	0.2%	**40.9%**	-	0.6%	17.7%	10.3%	0%	**28.6%**	-	1.0%	1.6%	0.5%	0%	**3.0%**	-	**-**
PHF	0.950	0.882	0.500	-	**0.919**	-	0.882	0.750	0.865	0.500	**0.944**	-	0.625	0.896	0.796	-	**0.850**	-	0.667	0.650	0.500	-	**0.694**	-	0.980
Lights	95	123	5	0	**223**	-	200	9	128	2	**339**	-	4	144	83	0	**231**	-	8	12	3	0	**23**	-	816
% Lights	100%	96.9%	83.3%	0%	**97.8%**	-	99.5%	100%	100%	100%	**99.7%**	-	80.0%	98.0%	96.5%	0%	**97.1%**	-	100%	92.3%	75.0%	0%	**92.0%**	-	98.2%
Single-Unit Trucks	0	4	1	0	**5**	-	0	0	0	0	**0**	-	1	3	1	0	**5**	-	0	1	1	0	**2**	-	12
% Single-Unit Trucks	0%	3.1%	16.7%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	20.0%	2.0%	1.2%	0%	**2.1%**	-	0%	7.7%	25.0%	0%	**8.0%**	-	1.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	3
% Buses	0%	0%	0%	0%	**0%**	-	0.5%	0%	0%	0%	**0.3%**	-	0%	0%	2.3%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 83.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 16.7%	-

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

Erwin Street at Hobbs Road - TMC
Wed May 8, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185290, Location: 29.468764, -95.115128

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



SH 6 at FM 1764 - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185295, Location: 29.380577, -95.112143

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

Leg	FM 1764					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 12:00AM	2	3	0	**5**	0	5	4	0	**9**	0	2	4	0	**6**	0	**20**
12:15AM	3	5	0	**8**	0	5	1	0	**6**	0	4	2	0	**6**	0	**20**
12:30AM	1	7	0	**8**	0	6	0	0	**6**	0	1	3	0	**4**	0	**18**
12:45AM	0	1	0	**1**	0	6	1	0	**7**	0	7	7	0	**14**	0	**22**
Hourly Total	6	16	0	**22**	0	22	6	0	**28**	0	14	16	0	**30**	0	**80**
1:00AM	0	0	0	**0**	0	3	1	0	**4**	0	3	4	0	**7**	0	**11**
1:15AM	0	4	0	**4**	0	1	1	0	**2**	0	1	2	0	**3**	0	**9**
1:30AM	0	3	0	**3**	0	2	0	0	**2**	0	3	2	0	**5**	0	**10**
1:45AM	0	3	0	**3**	0	2	0	0	**2**	0	3	4	0	**7**	0	**12**
Hourly Total	0	10	0	**10**	0	8	2	0	**10**	0	10	12	0	**22**	0	**42**
2:00AM	1	1	0	**2**	0	4	1	0	**5**	0	0	1	0	**1**	0	**8**
2:15AM	0	2	0	**2**	0	3	1	0	**4**	0	5	7	0	**12**	0	**18**
2:30AM	1	3	0	**4**	0	3	1	0	**4**	0	1	1	0	**2**	0	**10**
2:45AM	1	2	0	**3**	0	9	1	0	**10**	0	0	4	0	**4**	0	**17**
Hourly Total	3	8	0	**11**	0	19	4	0	**23**	0	6	13	0	**19**	0	**53**
3:00AM	0	4	0	**4**	0	5	3	0	**8**	0	2	8	0	**10**	0	**22**
3:15AM	0	2	0	**2**	0	5	2	0	**7**	0	8	6	0	**14**	0	**23**
3:30AM	0	2	1	**3**	0	3	3	0	**6**	0	11	8	0	**19**	0	**28**
3:45AM	1	4	0	**5**	0	6	2	0	**8**	0	7	7	0	**14**	0	**27**
Hourly Total	1	12	1	**14**	0	19	10	0	**29**	0	28	29	0	**57**	0	**100**
4:00AM	2	0	0	**2**	0	8	3	0	**11**	0	14	8	0	**22**	0	**35**
4:15AM	0	4	0	**4**	0	12	7	0	**19**	0	17	12	0	**29**	0	**52**
4:30AM	2	10	0	**12**	0	15	10	0	**25**	0	23	12	0	**35**	0	**72**
4:45AM	3	12	0	**15**	0	24	11	1	**36**	0	27	13	0	**40**	0	**91**
Hourly Total	7	26	0	**33**	0	59	31	1	**91**	0	81	45	0	**126**	0	**250**
5:00AM	4	14	0	**18**	0	27	15	0	**42**	0	32	28	0	**60**	0	**120**
5:15AM	5	19	0	**24**	0	34	7	0	**41**	0	35	44	0	**79**	0	**144**
5:30AM	7	18	0	**25**	0	38	10	0	**48**	0	50	49	0	**99**	0	**172**
5:45AM	1	23	0	**24**	0	46	15	0	**61**	0	53	56	0	**109**	0	**194**
Hourly Total	17	74	0	**91**	0	145	47	0	**192**	0	170	177	0	**347**	0	**630**
6:00AM	5	29	0	**34**	0	55	21	0	**76**	0	57	71	0	**128**	0	**238**
6:15AM	4	48	0	**52**	0	59	18	0	**77**	0	79	85	0	**164**	0	**293**
6:30AM	14	76	0	**90**	0	87	33	0	**120**	0	88	117	0	**205**	0	**415**
6:45AM	15	120	0	**135**	0	164	32	0	**196**	0	90	105	0	**195**	0	**526**
Hourly Total	38	273	0	**311**	0	365	104	0	**469**	0	314	378	0	**692**	0	**1472**
7:00AM	19	128	0	**147**	0	178	58	0	**236**	0	112	189	0	**301**	0	**684**
7:15AM	27	81	0	**108**	0	154	76	0	**230**	0	118	229	0	**347**	0	**685**
7:30AM	29	93	2	**124**	0	117	59	0	**176**	0	133	133	0	**266**	0	**566**
7:45AM	22	94	0	**116**	0	81	51	0	**132**	0	137	129	0	**266**	0	**514**
Hourly Total	97	396	2	**495**	0	530	244	0	**774**	0	500	680	0	**1180**	0	**2449**
8:00AM	17	93	0	**110**	0	106	36	0	**142**	0	125	110	0	**235**	0	**487**
8:15AM	21	88	0	**109**	0	109	45	0	**154**	0	104	111	0	**215**	0	**478**
8:30AM	27	81	0	**108**	0	81	29	0	**110**	0	104	72	0	**176**	0	**394**
8:45AM	33	63	0	**96**	0	110	26	0	**136**	0	91	93	0	**184**	0	**416**
Hourly Total	98	325	0	**423**	0	406	136	0	**542**	0	424	386	0	**810**	0	**1775**
9:00AM	28	59	0	**87**	0	94	23	0	**117**	0	80	73	0	**153**	0	**357**
9:15AM	22	56	0	**78**	0	73	41	0	**114**	0	66	72	0	**138**	0	**330**
9:30AM	24	69	0	**93**	0	63	27	0	**90**	0	65	97	0	**162**	0	**345**
9:45AM	14	53	0	**67**	0	78	35	0	**113**	0	75	71	0	**146**	0	**326**
Hourly Total	88	237	0	**325**	0	308	126	0	**434**	0	286	313	0	**599**	0	**1358**
10:00AM	26	65	0	**91**	0	69	27	0	**96**	0	63	83	0	**146**	0	**333**
10:15AM	27	60	0	**87**	0	63	28	0	**91**	0	53	83	0	**136**	0	**314**

Leg	FM 1764					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
10:30AM	28	71	0	**99**	0	97	37	0	**134**	0	67	67	0	**134**	0	**367**
10:45AM	34	69	0	**103**	0	99	24	0	**123**	0	54	94	0	**148**	0	**374**
Hourly Total	115	265	0	**380**	0	328	116	0	**444**	0	237	327	0	**564**	0	**1388**
11:00AM	31	77	0	**108**	0	101	25	0	**126**	0	77	76	0	**153**	0	**387**
11:15AM	39	85	0	**124**	0	95	39	0	**134**	0	64	105	0	**169**	0	**427**
11:30AM	35	68	0	**103**	0	105	38	0	**143**	0	54	94	0	**148**	0	**394**
11:45AM	21	69	0	**90**	0	88	30	0	**118**	0	54	89	0	**143**	0	**351**
Hourly Total	126	299	0	**425**	0	389	132	0	**521**	0	249	364	0	**613**	0	**1559**
12:00PM	30	70	1	**101**	2	82	36	0	**118**	0	62	94	0	**156**	0	**375**
12:15PM	40	58	0	**98**	0	80	40	0	**120**	0	63	88	0	**151**	0	**369**
12:30PM	22	78	0	**100**	0	87	28	0	**115**	0	62	93	0	**155**	0	**370**
12:45PM	31	88	0	**119**	0	96	29	0	**125**	0	79	83	0	**162**	0	**406**
Hourly Total	123	294	1	**418**	2	345	133	0	**478**	0	266	358	0	**624**	0	**1520**
1:00PM	36	69	0	**105**	0	78	22	0	**100**	0	66	62	0	**128**	0	**333**
1:15PM	31	77	0	**108**	0	88	35	0	**123**	0	68	89	0	**157**	0	**388**
1:30PM	42	91	0	**133**	0	87	30	0	**117**	0	61	85	0	**146**	0	**396**
1:45PM	32	81	0	**113**	0	103	46	0	**149**	0	57	82	0	**139**	0	**401**
Hourly Total	141	318	0	**459**	0	356	133	0	**489**	0	252	318	0	**570**	0	**1518**
2:00PM	36	98	0	**134**	0	84	24	0	**108**	0	71	100	0	**171**	0	**413**
2:15PM	32	109	0	**141**	0	97	29	1	**127**	0	57	79	0	**136**	0	**404**
2:30PM	47	114	0	**161**	0	123	32	0	**155**	0	75	95	0	**170**	0	**486**
2:45PM	45	101	0	**146**	0	112	34	0	**146**	0	85	174	0	**259**	0	**551**
Hourly Total	160	422	0	**582**	0	416	119	1	**536**	0	288	448	0	**736**	0	**1854**
3:00PM	67	113	0	**180**	0	114	40	0	**154**	0	132	227	0	**359**	0	**693**
3:15PM	59	109	0	**168**	0	171	59	0	**230**	0	76	129	0	**205**	0	**603**
3:30PM	45	114	0	**159**	0	111	48	0	**159**	0	95	101	0	**196**	0	**514**
3:45PM	47	164	0	**211**	0	134	38	0	**172**	0	91	105	0	**196**	0	**579**
Hourly Total	218	500	0	**718**	0	530	185	0	**715**	0	394	562	0	**956**	0	**2389**
4:00PM	40	158	0	**198**	0	151	41	0	**192**	0	76	99	0	**175**	0	**565**
4:15PM	43	156	0	**199**	0	129	27	0	**156**	0	97	115	0	**212**	0	**567**
4:30PM	41	162	0	**203**	0	141	33	0	**174**	0	84	111	0	**195**	0	**572**
4:45PM	45	173	0	**218**	0	154	41	0	**195**	0	94	120	0	**214**	0	**627**
Hourly Total	169	649	0	**818**	0	575	142	0	**717**	0	351	445	0	**796**	0	**2331**
5:00PM	55	172	0	**227**	0	170	40	0	**210**	0	73	126	0	**199**	0	**636**
5:15PM	67	151	0	**218**	0	156	24	0	**180**	0	104	157	0	**261**	0	**659**
5:30PM	40	171	0	**211**	0	175	37	0	**212**	0	89	109	0	**198**	0	**621**
5:45PM	59	173	0	**232**	0	182	23	0	**205**	0	79	127	0	**206**	0	**643**
Hourly Total	221	667	0	**888**	0	683	124	0	**807**	0	345	519	0	**864**	0	**2559**
6:00PM	41	155	0	**196**	0	165	26	0	**191**	0	70	110	0	**180**	0	**567**
6:15PM	40	122	0	**162**	0	112	38	1	**151**	0	85	95	0	**180**	0	**493**
6:30PM	37	93	0	**130**	1	105	36	0	**141**	0	67	92	0	**159**	0	**430**
6:45PM	36	84	0	**120**	0	82	32	0	**114**	0	65	91	0	**156**	0	**390**
Hourly Total	154	454	0	**608**	1	464	132	1	**597**	0	287	388	0	**675**	0	**1880**
7:00PM	26	96	0	**122**	0	76	23	0	**99**	0	73	87	0	**160**	0	**381**
7:15PM	33	73	0	**106**	1	66	25	0	**91**	0	72	85	0	**157**	0	**354**
7:30PM	26	62	0	**88**	0	75	35	0	**110**	0	95	99	0	**194**	0	**392**
7:45PM	31	62	0	**93**	0	69	31	0	**100**	0	52	69	0	**121**	0	**314**
Hourly Total	116	293	0	**409**	1	286	114	0	**400**	0	292	340	0	**632**	0	**1441**
8:00PM	26	50	0	**76**	0	71	19	0	**90**	0	32	44	0	**76**	0	**242**
8:15PM	24	58	0	**82**	0	60	22	0	**82**	0	51	90	0	**141**	0	**305**
8:30PM	19	55	0	**74**	0	61	13	0	**74**	0	51	61	0	**112**	0	**260**
8:45PM	25	39	0	**64**	0	41	17	0	**58**	0	43	44	0	**87**	0	**209**
Hourly Total	94	202	0	**296**	0	233	71	0	**304**	0	177	239	0	**416**	0	**1016**
9:00PM	25	39	0	**64**	0	45	13	0	**58**	0	18	47	0	**65**	0	**187**
9:15PM	20	25	0	**45**	0	48	16	0	**64**	0	33	54	0	**87**	0	**196**
9:30PM	23	38	0	**61**	0	51	4	0	**55**	0	31	31	0	**62**	0	**178**
9:45PM	15	36	0	**51**	1	30	7	0	**37**	0	23	23	0	**46**	0	**134**
Hourly Total	83	138	0	**221**	1	174	40	0	**214**	0	105	155	0	**260**	0	**695**
10:00PM	6	19	0	**25**	0	27	4	0	**31**	0	29	39	0	**68**	0	**124**
10:15PM	12	19	0	**31**	0	15	4	0	**19**	0	18	27	0	**45**	0	**95**

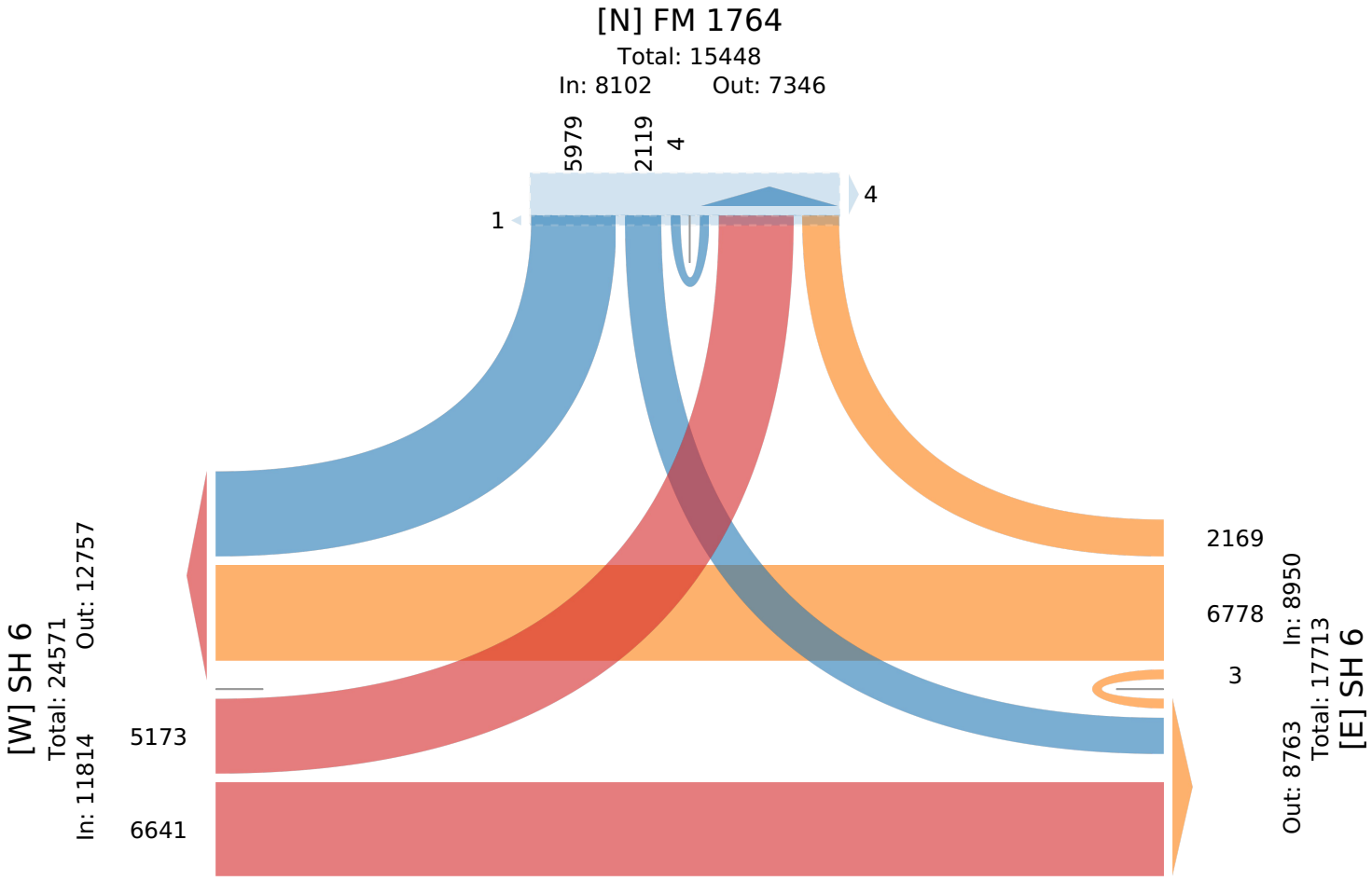
Leg	FM 1764					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
10:30PM	9	20	0	**29**	0	19	5	0	**24**	0	13	16	0	**29**	0	**82**
10:45PM	5	18	0	**23**	0	21	1	0	**22**	0	17	17	0	**34**	0	**79**
Hourly Total	32	76	0	**108**	0	82	14	0	**96**	0	77	99	0	**176**	0	**380**
11:00PM	2	6	0	**8**	0	13	0	0	**13**	0	10	8	0	**18**	0	**39**
11:15PM	4	10	0	**14**	0	9	3	0	**12**	0	2	5	0	**7**	0	**33**
11:30PM	4	3	0	**7**	0	8	0	0	**8**	0	4	15	0	**19**	0	**34**
11:45PM	2	6	0	**8**	0	6	1	0	**7**	0	4	2	0	**6**	0	**21**
Hourly Total	12	25	0	**37**	0	36	4	0	**40**	0	20	30	0	**50**	0	**127**
Total	2119	5979	4	**8102**	5	6778	2169	3	**8950**	0	5173	6641	0	**11814**	0	**28866**
% Approach	26.2%	73.8%	0%	**-**	-	75.7%	24.2%	0%	**-**	-	43.8%	56.2%	0%	**-**	-	**-**
% Total	7.3%	20.7%	0%	**28.1%**	-	23.5%	7.5%	0%	**31.0%**	-	17.9%	23.0%	0%	**40.9%**	-	**-**
Lights	2086	5752	4	**7842**	-	6575	2142	3	**8720**	-	4990	6397	0	**11387**	-	27949
% Lights	98.4%	96.2%	100%	**96.8%**	-	97.0%	98.8%	100%	**97.4%**	-	96.5%	96.3%	0%	**96.4%**	-	96.8%
Single-Unit Trucks	19	168	0	**187**	-	128	15	0	**143**	-	102	132	0	**234**	-	564
% Single-Unit Trucks	0.9%	2.8%	0%	**2.3%**	-	1.9%	0.7%	0%	**1.6%**	-	2.0%	2.0%	0%	**2.0%**	-	2.0%
Articulated Trucks	8	41	0	**49**	-	32	5	0	**37**	-	47	44	0	**91**	-	177
% Articulated Trucks	0.4%	0.7%	0%	**0.6%**	-	0.5%	0.2%	0%	**0.4%**	-	0.9%	0.7%	0%	**0.8%**	-	0.6%
Buses	6	17	0	**23**	-	42	7	0	**49**	-	34	67	0	**101**	-	173
% Buses	0.3%	0.3%	0%	**0.3%**	-	0.6%	0.3%	0%	**0.5%**	-	0.7%	1.0%	0%	**0.9%**	-	0.6%
Bicycles on Road	0	1	0	**1**	-	1	0	0	**1**	-	0	1	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	60.0%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	40.0%	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at FM 1764 - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185295, Location: 29.380577, -95.112143

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



SH 6 at FM 1764 - TMC

Wed May 8, 2024
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185295, Location: 29.380577, -95.112143

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

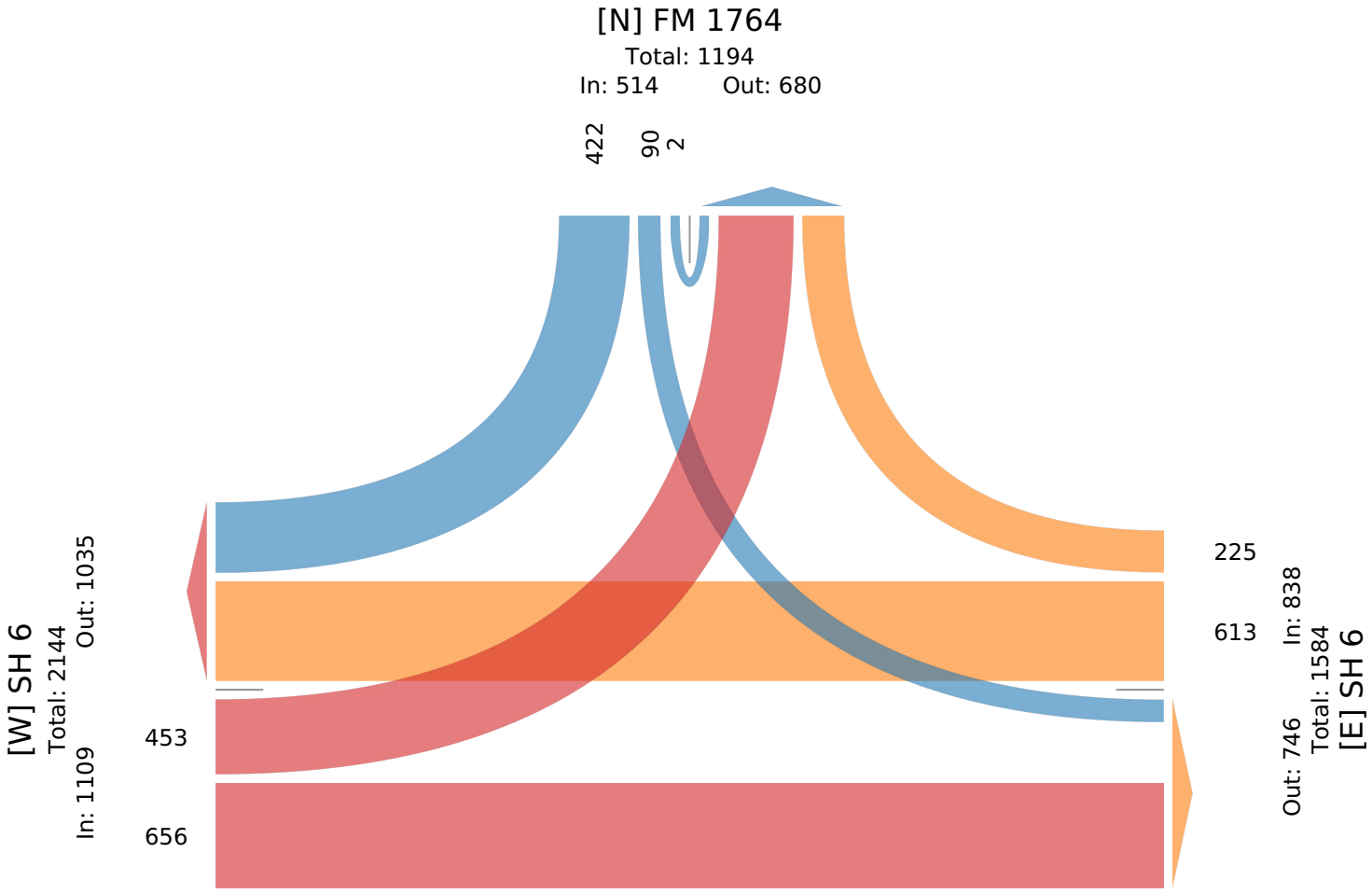
Leg	FM 1764					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 6:45AM	15	120	0	**135**	0	164	32	0	**196**	0	90	105	0	**195**	0	**526**
7:00AM	19	128	0	**147**	0	178	58	0	**236**	0	112	189	0	**301**	0	**684**
7:15AM	27	81	0	**108**	0	154	76	0	**230**	0	118	229	0	**347**	0	**685**
7:30AM	29	93	2	**124**	0	117	59	0	**176**	0	133	133	0	**266**	0	**566**
Total	90	422	2	**514**	0	613	225	0	**838**	0	453	656	0	**1109**	0	**2461**
% Approach	17.5%	82.1%	0.4%	**-**	-	73.2%	26.8%	0%	**-**	-	40.8%	59.2%	0%	**-**	-	-
% Total	3.7%	17.1%	0.1%	**20.9%**	-	24.9%	9.1%	0%	**34.1%**	-	18.4%	26.7%	0%	**45.1%**	-	-
PHF	0.776	0.824	0.250	**0.874**	-	0.861	0.740	-	**0.888**	-	0.852	0.716	-	**0.799**	-	0.898
Lights	87	414	2	**503**	-	600	223	0	**823**	-	433	610	0	**1043**	-	2369
% Lights	96.7%	98.1%	100%	**97.9%**	-	97.9%	99.1%	0%	**98.2%**	-	95.6%	93.0%	0%	**94.0%**	-	96.3%
Single-Unit Trucks	2	2	0	**4**	-	10	0	0	**10**	-	13	18	0	**31**	-	45
% Single-Unit Trucks	2.2%	0.5%	0%	**0.8%**	-	1.6%	0%	0%	**1.2%**	-	2.9%	2.7%	0%	**2.8%**	-	1.8%
Articulated Trucks	0	3	0	**3**	-	0	0	0	**0**	-	4	9	0	**13**	-	16
% Articulated Trucks	0%	0.7%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.9%	1.4%	0%	**1.2%**	-	0.7%
Buses	1	3	0	**4**	-	3	2	0	**5**	-	3	19	0	**22**	-	31
% Buses	1.1%	0.7%	0%	**0.8%**	-	0.5%	0.9%	0%	**0.6%**	-	0.7%	2.9%	0%	**2.0%**	-	1.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at FM 1764 - TMC

Wed May 8, 2024
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185295, Location: 29.380577, -95.112143

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



SH 6 at FM 1764 - TMC

Wed May 8, 2024
Midday Peak (11 AM - 12 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185295, Location: 29.380577, -95.112143

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

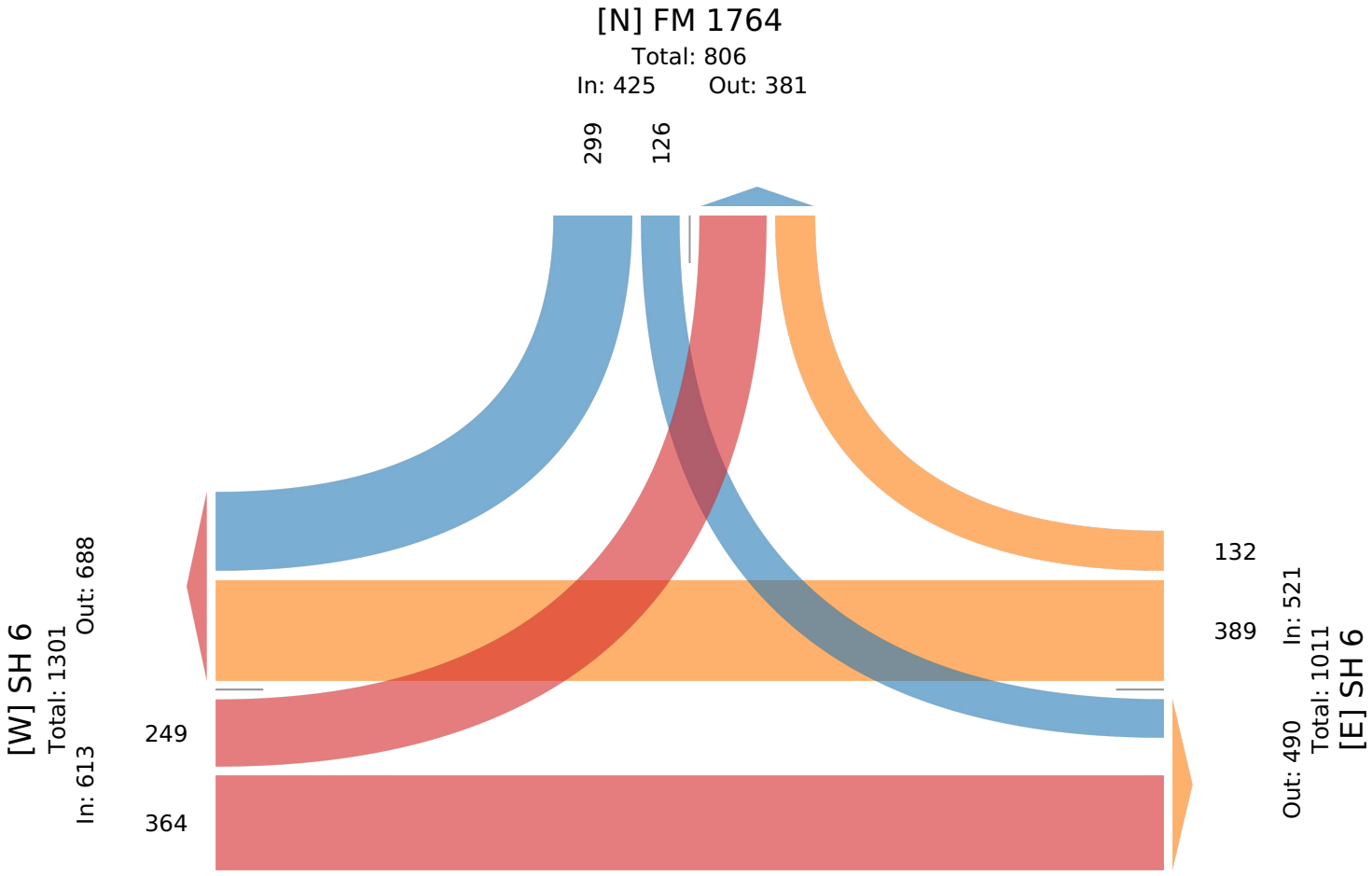
Leg	FM 1764					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 11:00AM	31	77	0	**108**	0	101	25	0	**126**	0	77	76	0	**153**	0	**387**
11:15AM	39	85	0	**124**	0	95	39	0	**134**	0	64	105	0	**169**	0	**427**
11:30AM	35	68	0	**103**	0	105	38	0	**143**	0	54	94	0	**148**	0	**394**
11:45AM	21	69	0	**90**	0	88	30	0	**118**	0	54	89	0	**143**	0	**351**
Total	126	299	0	**425**	0	389	132	0	**521**	0	249	364	0	**613**	0	**1559**
% Approach	29.6%	70.4%	0%	**-**	-	74.7%	25.3%	0%	**-**	-	40.6%	59.4%	0%	**-**	-	-
% Total	8.1%	19.2%	0%	**27.3%**	-	25.0%	8.5%	0%	**33.4%**	-	16.0%	23.3%	0%	**39.3%**	-	-
PHF	0.808	0.879	-	**0.857**	-	0.926	0.846	-	**0.911**	-	0.808	0.867	-	**0.907**	-	0.913
Lights	125	281	0	**406**	-	378	131	0	**509**	-	239	350	0	**589**	-	1504
% Lights	99.2%	94.0%	0%	**95.5%**	-	97.2%	99.2%	0%	**97.7%**	-	96.0%	96.2%	0%	**96.1%**	-	96.5%
Single-Unit Trucks	1	14	0	**15**	-	8	1	0	**9**	-	9	11	0	**20**	-	44
% Single-Unit Trucks	0.8%	4.7%	0%	**3.5%**	-	2.1%	0.8%	0%	**1.7%**	-	3.6%	3.0%	0%	**3.3%**	-	2.8%
Articulated Trucks	0	4	0	**4**	-	3	0	0	**3**	-	1	3	0	**4**	-	11
% Articulated Trucks	0%	1.3%	0%	**0.9%**	-	0.8%	0%	0%	**0.6%**	-	0.4%	0.8%	0%	**0.7%**	-	0.7%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at FM 1764 - TMC

Wed May 8, 2024
Midday Peak (11 AM - 12 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185295, Location: 29.380577, -95.112143

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



SH 6 at FM 1764 - TMC

Wed May 8, 2024
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185295, Location: 29.380577, -95.112143

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

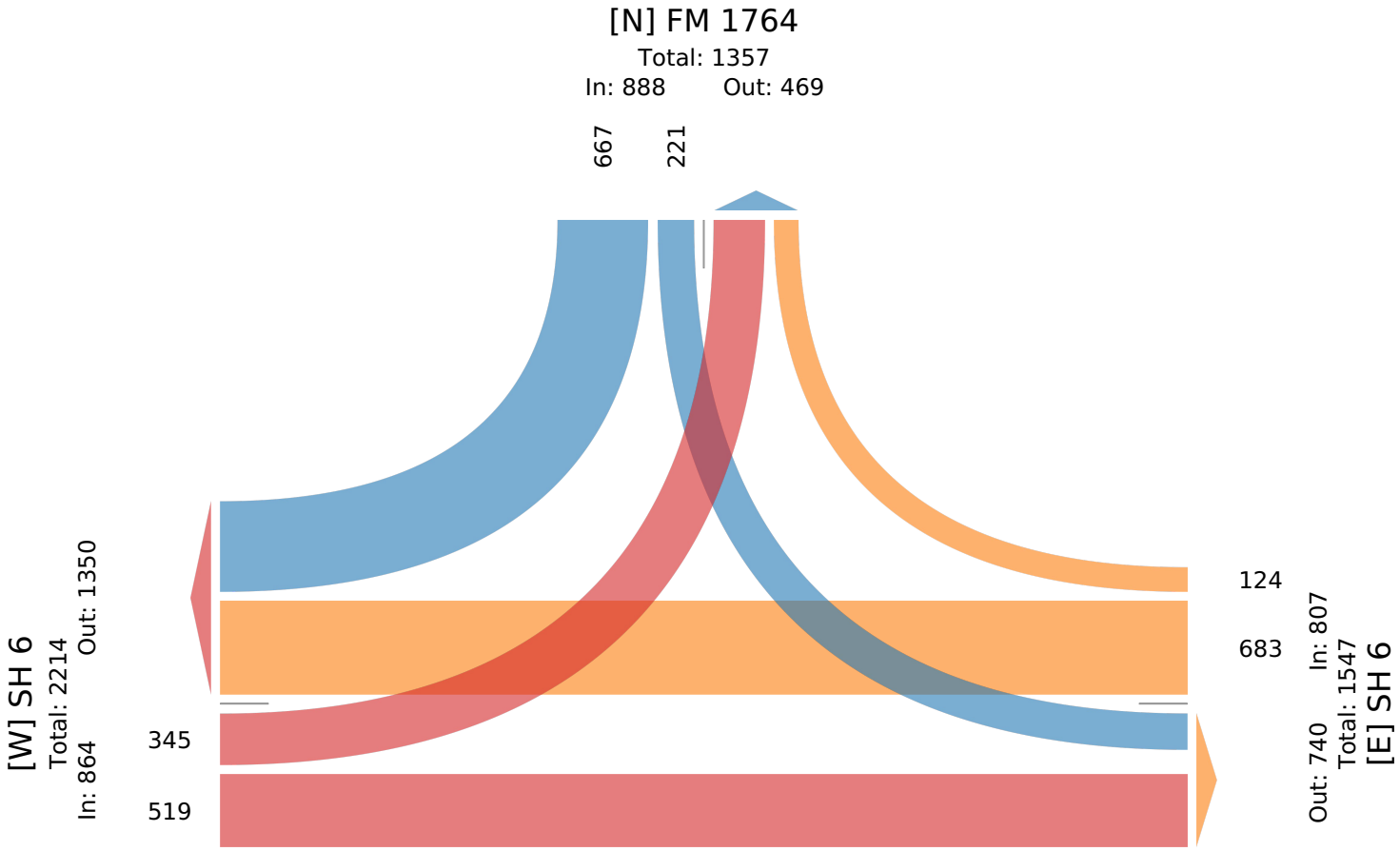
Leg	FM 1764					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 5:00PM	55	172	0	**227**	0	170	40	0	**210**	0	73	126	0	**199**	0	**636**
5:15PM	67	151	0	**218**	0	156	24	0	**180**	0	104	157	0	**261**	0	**659**
5:30PM	40	171	0	**211**	0	175	37	0	**212**	0	89	109	0	**198**	0	**621**
5:45PM	59	173	0	**232**	0	182	23	0	**205**	0	79	127	0	**206**	0	**643**
Total	221	667	0	**888**	0	683	124	0	**807**	0	345	519	0	**864**	0	**2559**
% Approach	24.9%	75.1%	0%	**-**	-	84.6%	15.4%	0%	**-**	-	39.9%	60.1%	0%	**-**	-	-
% Total	8.6%	26.1%	0%	**34.7%**	-	26.7%	4.8%	0%	**31.5%**	-	13.5%	20.3%	0%	**33.8%**	-	-
PHF	0.825	0.968	-	**0.960**	-	0.938	0.775	-	**0.952**	-	0.829	0.826	-	**0.828**	-	0.970
Lights	217	655	0	**872**	-	678	124	0	**802**	-	341	514	0	**855**	-	2529
% Lights	98.2%	98.2%	0%	**98.2%**	-	99.3%	100%	0%	**99.4%**	-	98.8%	99.0%	0%	**99.0%**	-	98.8%
Single-Unit Trucks	4	10	0	**14**	-	2	0	0	**2**	-	1	4	0	**5**	-	21
% Single-Unit Trucks	1.8%	1.5%	0%	**1.6%**	-	0.3%	0%	0%	**0.2%**	-	0.3%	0.8%	0%	**0.6%**	-	0.8%
Articulated Trucks	0	1	0	**1**	-	2	0	0	**2**	-	3	0	0	**3**	-	6
% Articulated Trucks	0%	0.1%	0%	**0.1%**	-	0.3%	0%	0%	**0.2%**	-	0.9%	0%	0%	**0.3%**	-	0.2%
Buses	0	0	0	**0**	-	1	0	0	**1**	-	0	1	0	**1**	-	2
% Buses	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	1	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at FM 1764 - TMC

Wed May 8, 2024
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185295, Location: 29.380577, -95.112143

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



SH 6 at FM 646 - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185297, Location: 29.372794, -95.089491

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

Leg	FM 646						SH 6						Avenue M						SH 6						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-05-08 12:00AM	3	1	1	0	**5**	0	0	4	4	0	**8**	0	0	0	0	0	**0**	0	2	11	0	0	**13**	0	**26**
12:15AM	1	2	3	0	**6**	0	0	7	1	0	**8**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	**18**
12:30AM	0	0	3	0	**3**	0	0	1	1	0	**2**	0	2	1	0	0	**3**	0	1	1	0	0	**2**	0	**10**
12:45AM	0	1	1	0	**2**	0	1	1	1	0	**3**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	**9**
Hourly Total	4	4	8	0	**16**	0	1	13	7	0	**21**	0	2	1	0	0	**3**	0	3	20	0	0	**23**	0	**63**
1:00AM	2	1	2	0	**5**	0	0	1	1	0	**2**	0	0	1	0	0	**1**	0	3	7	0	0	**10**	0	**18**
1:15AM	2	1	0	0	**3**	0	1	1	3	0	**5**	0	0	0	0	0	**0**	0	1	5	0	0	**6**	0	**14**
1:30AM	1	1	0	0	**2**	0	0	4	2	0	**6**	0	0	0	0	0	**0**	0	2	1	0	0	**3**	0	**11**
1:45AM	0	1	2	0	**3**	0	0	1	1	0	**2**	0	0	1	0	0	**1**	0	0	1	0	0	**1**	0	**7**
Hourly Total	5	4	4	0	**13**	0	1	7	7	0	**15**	0	0	2	0	0	**2**	0	6	14	0	0	**20**	0	**50**
2:00AM	1	2	1	0	**4**	0	0	6	1	0	**7**	0	0	2	0	0	**2**	0	0	5	0	0	**5**	0	**18**
2:15AM	1	0	2	0	**3**	0	0	5	0	0	**5**	0	1	3	0	0	**4**	0	0	5	0	0	**5**	0	**17**
2:30AM	0	0	2	0	**2**	0	0	2	3	0	**5**	0	0	1	0	0	**1**	0	0	6	0	0	**6**	0	**14**
2:45AM	1	3	2	0	**6**	0	0	4	2	0	**6**	0	1	2	0	0	**3**	0	0	2	0	0	**2**	0	**17**
Hourly Total	3	5	7	0	**15**	0	0	17	6	0	**23**	0	2	8	0	0	**10**	0	0	18	0	0	**18**	0	**66**
3:00AM	1	0	1	0	**2**	0	0	6	3	0	**9**	0	0	0	0	0	**0**	0	2	7	0	0	**9**	0	**20**
3:15AM	1	0	0	0	**1**	0	0	5	2	0	**7**	0	0	0	0	0	**0**	0	0	6	0	0	**6**	0	**14**
3:30AM	0	0	1	0	**1**	0	1	3	4	0	**8**	0	0	3	1	0	**4**	0	1	12	0	0	**13**	0	**26**
3:45AM	3	0	1	0	**4**	0	0	2	2	0	**4**	0	0	2	0	0	**2**	0	1	8	0	0	**9**	0	**19**
Hourly Total	5	0	3	0	**8**	0	1	16	11	0	**28**	0	0	5	1	0	**6**	0	4	33	0	0	**37**	0	**79**
4:00AM	7	1	1	0	**9**	0	0	4	6	0	**10**	0	1	1	0	0	**2**	0	5	7	0	0	**12**	0	**33**
4:15AM	0	0	0	0	**0**	0	0	11	10	0	**21**	0	0	10	0	0	**10**	0	3	13	1	0	**17**	0	**48**
4:30AM	5	2	2	0	**9**	0	0	10	8	0	**18**	0	4	10	0	0	**14**	0	2	17	0	0	**19**	0	**60**
4:45AM	5	0	8	0	**13**	0	0	21	8	0	**29**	0	1	18	1	0	**20**	0	2	22	0	0	**24**	0	**86**
Hourly Total	17	3	11	0	**31**	0	0	46	32	0	**78**	0	6	39	1	0	**46**	0	12	59	1	0	**72**	0	**227**
5:00AM	5	1	4	0	**10**	0	0	14	12	0	**26**	0	2	8	1	0	**11**	0	4	26	0	0	**30**	0	**77**
5:15AM	11	3	8	0	**22**	0	1	23	22	0	**46**	0	3	10	1	0	**14**	0	6	57	1	0	**64**	0	**146**
5:30AM	24	1	9	0	**34**	0	0	23	18	0	**41**	0	6	10	5	0	**21**	0	7	53	0	0	**60**	0	**156**
5:45AM	19	4	7	0	**30**	0	0	33	24	0	**57**	0	5	17	1	0	**23**	0	5	59	3	0	**67**	0	**177**
Hourly Total	59	9	28	0	**96**	0	1	93	76	0	**170**	0	16	45	8	0	**69**	0	22	195	4	0	**221**	0	**556**
6:00AM	20	4	8	0	**32**	0	0	54	22	0	**76**	0	4	12	5	0	**21**	0	18	77	1	0	**96**	0	**225**
6:15AM	21	2	9	0	**32**	0	2	50	30	0	**82**	0	8	19	7	0	**34**	0	13	93	1	0	**107**	0	**255**
6:30AM	26	9	16	0	**51**	0	0	71	48	0	**119**	0	18	26	4	0	**48**	0	22	99	3	0	**124**	0	**342**
6:45AM	40	13	31	0	**84**	0	1	120	39	0	**160**	0	25	28	3	0	**56**	0	19	95	6	0	**120**	0	**420**
Hourly Total	107	28	64	0	**199**	0	3	295	139	0	**437**	0	55	85	19	0	**159**	0	72	364	11	0	**447**	0	**1242**
7:00AM	35	3	30	0	**68**	0	0	125	40	0	**165**	0	20	36	3	0	**59**	0	39	119	8	0	**166**	0	**458**
7:15AM	47	11	28	0	**86**	0	6	120	54	0	**180**	0	16	51	6	0	**73**	1	39	150	15	0	**204**	0	**543**
7:30AM	41	7	39	0	**87**	0	1	97	52	0	**150**	0	18	28	4	0	**50**	0	56	128	10	0	**194**	0	**481**
7:45AM	30	6	34	0	**70**	0	1	105	38	0	**144**	0	19	25	6	0	**50**	0	25	115	5	0	**145**	0	**409**
Hourly Total	153	27	131	0	**311**	0	8	447	184	0	**639**	0	73	140	19	0	**232**	1	159	512	38	0	**709**	0	**1891**
8:00AM	35	17	34	0	**86**	0	0	90	42	0	**132**	0	15	30	5	0	**50**	0	19	120	4	0	**143**	0	**411**
8:15AM	27	20	33	0	**80**	0	1	85	41	0	**127**	0	14	25	2	0	**41**	0	20	132	12	0	**164**	0	**412**
8:30AM	47	13	24	0	**84**	0	3	81	37	0	**121**	0	11	22	2	0	**35**	0	26	90	12	0	**128**	0	**368**
8:45AM	43	8	36	0	**87**	0	2	84	38	0	**124**	0	4	17	2	0	**23**	0	25	97	6	0	**128**	0	**362**
Hourly Total	152	58	127	0	**337**	0	6	340	158	0	**504**	0	44	94	11	0	**149**	0	90	439	34	0	**563**	0	**1553**
9:00AM	26	11	18	0	**55**	0	4	68	34	0	**106**	0	6	14	4	0	**24**	0	34	86	4	0	**124**	0	**309**
9:15AM	22	11	29	0	**62**	0	4	58	39	0	**101**	0	8	10	7	0	**25**	0	25	80	3	0	**108**	0	**296**
9:30AM	33	7	22	0	**62**	0	1	59	45	0	**105**	0	6	20	3	0	**29**	0	23	73	2	0	**98**	0	**294**
9:45AM	47	7	29	0	**83**	0	2	85	37	0	**124**	0	12	19	3	0	**34**	0	24	77	11	0	**112**	0	**353**
Hourly Total	128	36	98	0	**262**	0	11	270	155	0	**436**	0	32	63	17	0	**112**	0	106	316	20	0	**442**	0	**1252**
10:00AM	34	14	30	0	**78**	0	3	69	36	0	**108**	1	6	13	3	0	**22**	0	25	82	9	0	**116**	0	**324**
10:15AM	24	9	31	0	**64**	0	1	66	40	0	**107**	0	6	14	4	0	**24**	0	23	78	5	0	**106**	0	**301**
10:30AM	31	13	33	0	**77**	0	0	88	34	0	**122**	0	11	14	2	0	**27**	0	27	76	8	0	**111**	0	**337**
10:45AM	28	18	26	0	**72**	0	4	79	34	0	**117**	0	12	14	7	0	**33**	0	30	80	5	0	**115**	0	**337**
Hourly Total	117	54	120	0	**291**	0	8	302	144	0	**454**	1	35	55	16	0	**106**	0	105	316	27	0	**448**	0	**1299**
11:00AM	44	15	30	0	**89**	0	4	97	37	0	**138**	0	9	6	3	0	**18**	0	22	70	11	0	**103**	0	**348**
11:15AM	35	12	35	0	**82**	0	4	89	39	0	**132**	0	17	14	7	0	**38**	0	41	85	5	0	**131**	0	**383**
11:30AM	33	20	24	0	**77**	0	3	81	44	0	**128**	0	15	13	4	0	**32**	0	36	96	6	0	**138**	0	**375**

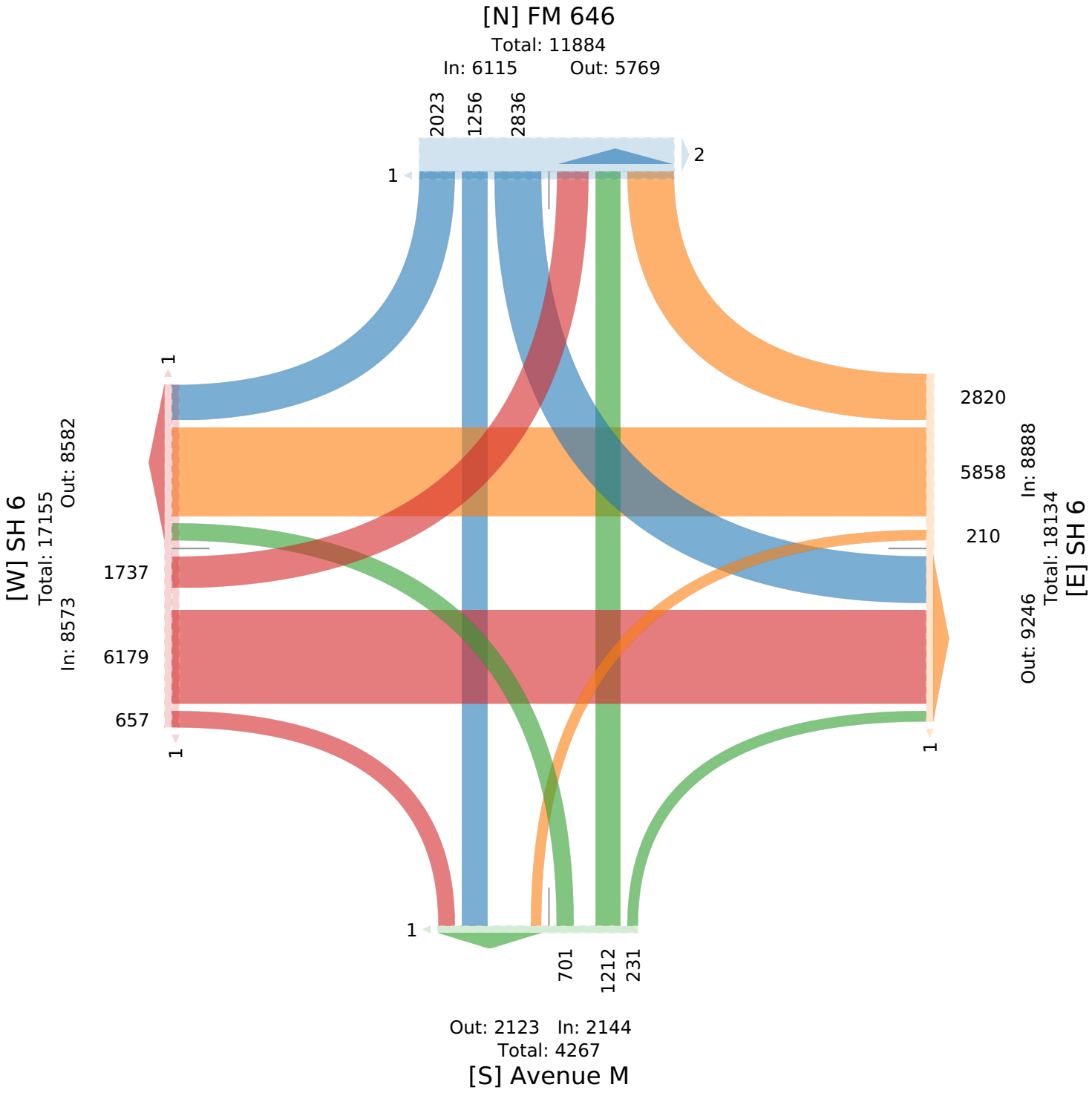
Leg	FM 646						SH 6						Avenue M						SH 6						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
11:45AM	52	19	29	0	**100**	0	3	83	47	0	**133**	0	15	24	1	0	**40**	0	18	78	17	0	**113**	0	**386**
Hourly Total	164	66	118	0	**348**	0	14	350	167	0	**531**	0	56	57	15	0	**128**	0	117	329	39	0	**485**	0	**1492**
12:00PM	44	19	37	0	**100**	0	2	61	44	0	**107**	0	9	22	5	0	**36**	0	30	81	12	0	**123**	0	**366**
12:15PM	40	19	29	0	**88**	0	7	88	43	0	**138**	0	13	18	2	0	**33**	0	26	95	17	0	**138**	0	**397**
12:30PM	46	14	20	0	**80**	0	1	86	46	0	**133**	0	3	16	7	0	**26**	0	23	77	13	0	**113**	0	**352**
12:45PM	48	12	34	0	**94**	0	5	95	46	0	**146**	0	11	21	7	0	**39**	0	38	84	16	0	**138**	0	**417**
Hourly Total	178	64	120	0	**362**	0	15	330	179	0	**524**	0	36	77	21	0	**134**	0	117	337	58	0	**512**	0	**1532**
1:00PM	51	24	31	0	**106**	0	4	79	46	0	**129**	0	10	20	4	0	**34**	0	23	73	5	0	**101**	0	**370**
1:15PM	43	12	40	0	**95**	0	3	77	40	0	**120**	0	10	15	0	0	**25**	0	24	73	10	0	**107**	0	**347**
1:30PM	52	18	31	0	**101**	0	3	87	53	0	**143**	0	13	14	0	0	**27**	0	30	85	13	0	**128**	0	**399**
1:45PM	41	22	35	0	**98**	0	1	81	53	0	**135**	0	12	11	4	0	**27**	0	25	80	9	0	**114**	0	**374**
Hourly Total	187	76	137	0	**400**	0	11	324	192	0	**527**	0	45	60	8	0	**113**	0	102	311	37	0	**450**	0	**1490**
2:00PM	46	18	35	0	**99**	0	2	56	43	0	**101**	0	11	15	4	0	**30**	0	30	89	10	0	**129**	0	**359**
2:15PM	53	26	38	0	**117**	0	9	88	42	0	**139**	0	11	19	2	0	**32**	0	31	59	4	0	**94**	0	**382**
2:30PM	41	17	39	0	**97**	0	5	110	41	0	**156**	0	9	15	3	0	**27**	0	28	73	12	0	**113**	0	**393**
2:45PM	38	19	47	0	**104**	0	1	99	35	0	**135**	0	13	15	2	0	**30**	0	25	106	10	0	**141**	0	**410**
Hourly Total	178	80	159	0	**417**	0	17	353	161	0	**531**	0	44	64	11	0	**119**	0	114	327	36	0	**477**	0	**1544**
3:00PM	35	20	36	0	**91**	0	4	105	41	0	**150**	0	15	14	4	0	**33**	0	43	118	21	0	**182**	0	**456**
3:15PM	60	22	40	0	**122**	0	2	115	49	0	**166**	0	8	14	5	0	**27**	0	30	155	20	0	**205**	0	**520**
3:30PM	54	25	39	0	**118**	0	10	102	44	0	**156**	0	16	16	5	0	**37**	0	32	112	11	0	**155**	1	**466**
3:45PM	48	39	32	0	**119**	2	6	119	47	0	**172**	0	15	20	4	0	**39**	0	28	109	12	0	**149**	1	**479**
Hourly Total	197	106	147	0	**450**	2	22	441	181	0	**644**	0	54	64	18	0	**136**	0	133	494	64	0	**691**	2	**1921**
4:00PM	70	39	56	0	**165**	0	3	130	27	0	**160**	0	9	23	5	0	**37**	0	31	129	23	0	**183**	0	**545**
4:15PM	72	25	51	0	**148**	0	3	120	42	0	**165**	0	16	17	2	0	**35**	0	34	137	10	0	**181**	0	**529**
4:30PM	77	18	44	0	**139**	0	4	125	70	0	**199**	0	10	20	1	0	**31**	0	33	129	15	0	**177**	0	**546**
4:45PM	60	41	50	0	**151**	0	10	133	55	0	**198**	0	6	19	1	0	**26**	0	42	112	15	0	**169**	0	**544**
Hourly Total	279	123	201	0	**603**	0	20	508	194	0	**722**	0	41	79	9	0	**129**	0	140	507	63	0	**710**	0	**2164**
5:00PM	69	35	39	0	**143**	0	6	167	77	0	**250**	0	9	28	2	0	**39**	0	34	100	21	0	**155**	0	**587**
5:15PM	73	31	41	0	**145**	0	3	150	59	0	**212**	0	9	18	5	0	**32**	0	42	122	16	0	**180**	0	**569**
5:30PM	88	43	41	0	**172**	0	8	144	78	0	**230**	0	14	34	4	0	**52**	0	24	114	14	0	**152**	0	**606**
5:45PM	63	32	37	0	**132**	0	2	135	63	0	**200**	0	16	20	6	0	**42**	0	21	109	11	0	**141**	0	**515**
Hourly Total	293	141	158	0	**592**	0	19	596	277	0	**892**	0	48	100	17	0	**165**	0	121	445	62	0	**628**	0	**2277**
6:00PM	45	27	49	0	**121**	0	8	126	71	0	**205**	0	19	25	0	0	**44**	0	32	90	15	0	**137**	0	**507**
6:15PM	50	49	40	0	**139**	0	6	82	66	0	**154**	0	16	16	0	0	**32**	0	32	95	17	0	**144**	0	**469**
6:30PM	51	24	28	0	**103**	0	4	96	43	0	**143**	0	3	18	6	0	**27**	0	22	105	7	0	**134**	0	**407**
6:45PM	51	27	26	0	**104**	1	1	77	41	0	**119**	0	7	10	3	0	**20**	0	27	87	10	0	**124**	0	**367**
Hourly Total	197	127	143	0	**467**	1	19	381	221	0	**621**	0	45	69	9	0	**123**	0	113	377	49	0	**539**	0	**1750**
7:00PM	39	21	24	0	**84**	0	3	68	37	0	**108**	0	4	9	2	0	**15**	0	19	76	5	0	**100**	0	**307**
7:15PM	42	13	17	0	**72**	0	2	80	39	0	**121**	0	11	6	3	0	**20**	0	15	77	13	0	**105**	0	**318**
7:30PM	23	22	27	0	**72**	0	5	63	30	0	**98**	0	9	13	3	0	**25**	0	14	73	8	0	**95**	0	**290**
7:45PM	31	12	15	0	**58**	0	0	68	20	0	**88**	0	3	10	2	0	**15**	0	13	63	9	0	**85**	0	**246**
Hourly Total	135	68	83	0	**286**	0	10	279	126	0	**415**	0	27	38	10	0	**75**	0	61	289	35	0	**385**	0	**1161**
8:00PM	29	16	20	0	**65**	0	2	67	39	0	**108**	0	4	12	3	0	**19**	0	11	50	7	0	**68**	0	**260**
8:15PM	40	23	17	0	**80**	0	5	73	32	0	**110**	0	5	7	4	0	**16**	0	22	59	6	0	**87**	0	**293**
8:30PM	36	23	23	0	**82**	0	4	54	12	0	**70**	0	5	7	1	0	**13**	0	18	64	13	0	**95**	0	**260**
8:45PM	30	21	19	0	**70**	0	0	46	20	0	**66**	0	2	6	3	0	**11**	0	11	46	4	0	**61**	0	**208**
Hourly Total	135	83	79	0	**297**	0	11	240	103	0	**354**	0	16	32	11	0	**59**	0	62	219	30	0	**311**	0	**1021**
9:00PM	23	11	13	0	**47**	0	1	31	11	0	**43**	0	4	3	0	0	**7**	0	16	38	4	0	**58**	0	**155**
9:15PM	21	13	10	0	**44**	0	3	35	11	0	**49**	0	6	7	1	0	**14**	0	8	45	13	0	**66**	0	**173**
9:30PM	16	15	8	0	**39**	0	1	38	24	0	**63**	0	6	6	1	0	**13**	0	10	33	10	0	**53**	0	**168**
9:45PM	19	10	4	0	**33**	0	2	23	12	0	**37**	0	1	2	2	0	**5**	0	13	22	3	0	**38**	0	**113**
Hourly Total	79	49	35	0	**163**	0	7	127	58	0	**192**	0	17	18	4	0	**39**	0	47	138	30	0	**215**	0	**609**
10:00PM	5	9	6	0	**20**	0	1	10	9	0	**20**	0	4	6	2	0	**12**	0	8	28	4	0	**40**	0	**92**
10:15PM	10	9	7	0	**26**	0	0	10	4	0	**14**	0	0	4	2	0	**6**	0	2	26	6	0	**34**	0	**80**
10:30PM	14	6	7	0	**27**	0	2	17	4	0	**23**	0	1	1	1	0	**3**	0	6	13	2	0	**21**	0	**74**
10:45PM	13	10	8	0	**31**	0	0	16	8	0	**24**	0	0	2	0	0	**2**	0	6	14	2	0	**22**	0	**79**
Hourly Total	42	34	28	0	**104**	0	3	53	25	0	**81**	0	5	13	5	0	**23**	0	22	81	14	0	**117**	0	**325**
11:00PM	7	2	6	0	**15**	0	2	6	6	0	**14**	0	1	2	0	0	**3**	0	5	14	4	0	**23**	0	**55**
11:15PM	6	3	1	0	**10**	0	0	12	8	0	**20**	0	0	0	0	0	**0**	0	0	8	1	0	**9**	0	**39**
11:30PM	7	3	3	0	**13**	0	0	7	2	0	**9**	0	1	1	0	0	**2**	0	3	14	0	0	**17**	0	**41**
11:45PM	2	3	4	0	**9**	0	0	5	1	0	**6**	0	0	1	1	0	**2**	0	1	3	0	0	**4**	0	**21**
Hourly Total	22	11	14	0	**47**	0	2	30	17	0	**49**	0	2	4	1	0	**7**	0	9	39	5	0	**53**	0	**156**
Total	2836	1256	2023	0	**6115**	3	210	5858	2820	0	**8888**	1	701	1212	231	0	**2144**	1	1737	6179	657	0	**8573**	2	**25720**
% Approach	46.4%	20.5%	33.1%	0%	**-**	-	2.4%	65.9%	31.7%	0%	**-**	-	32.7%	56.5%	10.8%	0%	**-**	-	20.3%	72.1%	7.7%	0%	**-**	-	-
% Total	11.0%	4.9%	7.9%	0%	**23.8%**	-	0.8%	22.8%	11.0%	0%	**34.6%**	-	2.7%	4.7%	0.9%	0%	**8.3%**	-	6.8%	24.0%	2.6%	0%	**33.3%**	-	-
Lights	2789	1231	1976	0	**5996**	-	206	5661	2764	0	**8631**	-	689	1182	224	0	**2095**	-	1698	5970	641	0	**8309**	-	25031

Leg	FM 646						SH 6						Avenue M						SH 6						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
% Lights	98.3%	98.0%	97.7%	0%	**98.1%**	-	98.1%	96.6%	98.0%	0%	**97.1%**	-	98.3%	97.5%	97.0%	0%	**97.7%**	-	97.8%	96.6%	97.6%	0%	**96.9%**	-	97.3%
Single-Unit Trucks	33	22	34	0	**89**	-	4	147	41	0	**192**	-	12	29	7	0	**48**	-	25	148	7	0	**180**	-	509
% Single-Unit Trucks	1.2%	1.8%	1.7%	0%	**1.5%**	-	1.9%	2.5%	1.5%	0%	**2.2%**	-	1.7%	2.4%	3.0%	0%	**2.2%**	-	1.4%	2.4%	1.1%	0%	**2.1%**	-	2.0%
Articulated Trucks	12	2	9	0	**23**	-	0	30	11	0	**41**	-	0	1	0	0	**1**	-	7	39	1	0	**47**	-	112
% Articulated Trucks	0.4%	0.2%	0.4%	0%	**0.4%**	-	0%	0.5%	0.4%	0%	**0.5%**	-	0%	0.1%	0%	0%	**0%**	-	0.4%	0.6%	0.2%	0%	**0.5%**	-	0.4%
Buses	1	1	4	0	**6**	-	0	20	3	0	**23**	-	0	0	0	0	**0**	-	7	22	8	0	**37**	-	66
% Buses	0%	0.1%	0.2%	0%	**0.1%**	-	0%	0.3%	0.1%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.4%	0.4%	1.2%	0%	**0.4%**	-	0.3%
Bicycles on Road	1	0	0	0	**1**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-

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

SH 6 at FM 646 - TMC
Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185297, Location: 29.372794, -95.089491

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



SH 6 at FM 646 - TMC

Wed May 8, 2024
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185297, Location: 29.372794, -95.089491

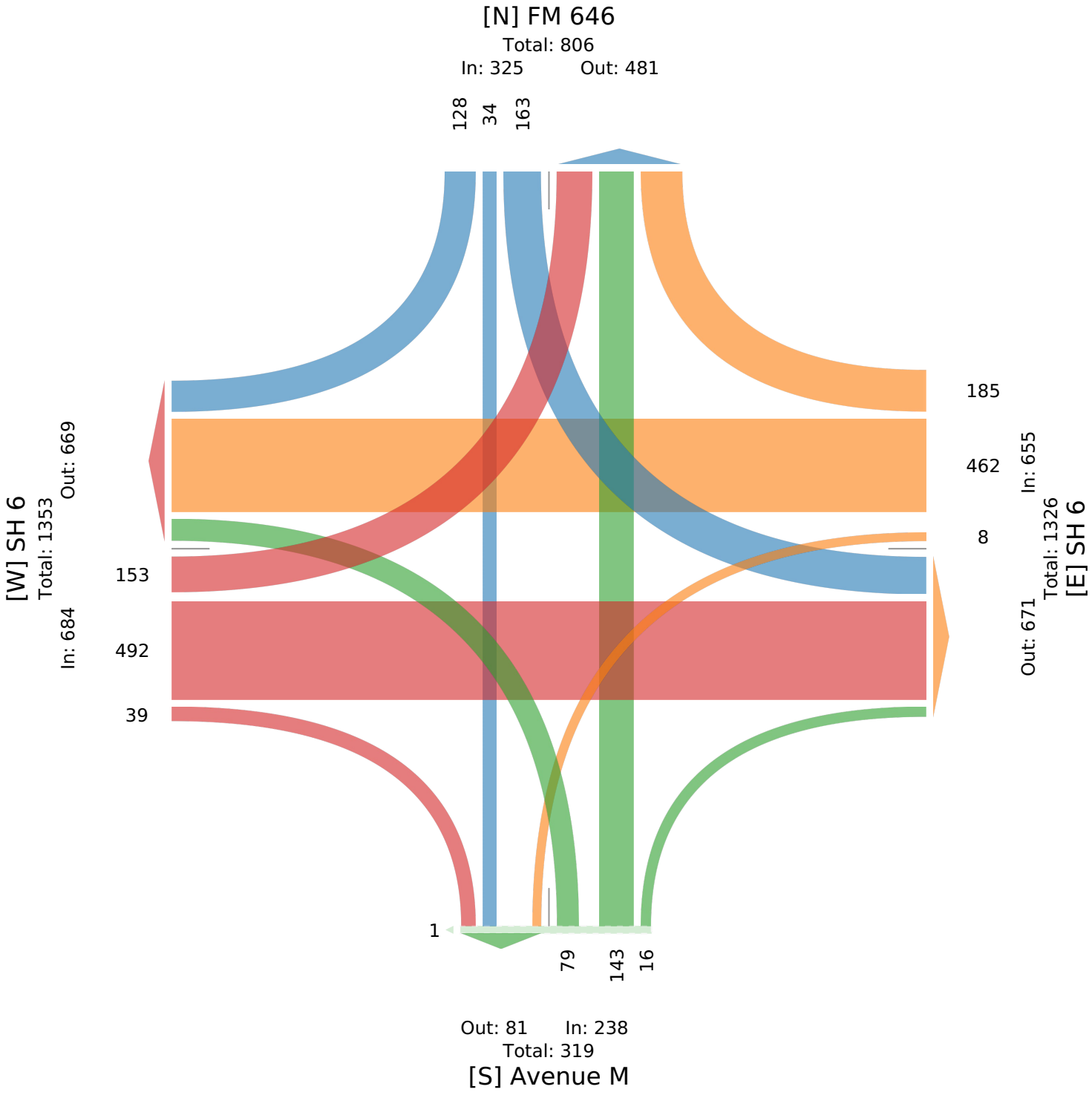
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						SH 6						Avenue M						SH 6						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 6:45AM	40	13	31	0	**84**	0	1	120	39	0	**160**	0	25	28	3	0	**56**	0	19	95	6	0	**120**	0	**420**
7:00AM	35	3	30	0	**68**	0	0	125	40	0	**165**	0	20	36	3	0	**59**	0	39	119	8	0	**166**	0	**458**
7:15AM	47	11	28	0	**86**	0	6	120	54	0	**180**	0	16	51	6	0	**73**	1	39	150	15	0	**204**	0	**543**
7:30AM	41	7	39	0	**87**	0	1	97	52	0	**150**	0	18	28	4	0	**50**	0	56	128	10	0	**194**	0	**481**
Total	163	34	128	0	**325**	0	8	462	185	0	**655**	0	79	143	16	0	**238**	1	153	492	39	0	**684**	0	**1902**
% Approach	50.2%	10.5%	39.4%	0%	**-**	-	1.2%	70.5%	28.2%	0%	**-**	-	33.2%	60.1%	6.7%	0%	**-**	-	22.4%	71.9%	5.7%	0%	**-**	-	-
% Total	8.6%	1.8%	6.7%	0%	**17.1%**	-	0.4%	24.3%	9.7%	0%	**34.4%**	-	4.2%	7.5%	0.8%	0%	**12.5%**	-	8.0%	25.9%	2.1%	0%	**36.0%**	-	-
PHF	0.867	0.654	0.821	-	**0.934**	-	0.333	0.924	0.856	-	**0.910**	-	0.790	0.701	0.667	-	**0.815**	-	0.683	0.820	0.650	-	**0.838**	-	0.876
Lights	162	33	126	0	**321**	-	7	454	184	0	**645**	-	78	143	16	0	**237**	-	151	463	35	0	**649**	-	1852
% Lights	99.4%	97.1%	98.4%	0%	**98.8%**	-	87.5%	98.3%	99.5%	0%	**98.5%**	-	98.7%	100%	100%	0%	**99.6%**	-	98.7%	94.1%	89.7%	0%	**94.9%**	-	97.4%
Single-Unit Trucks	1	1	1	0	**3**	-	1	7	1	0	**9**	-	1	0	0	0	**1**	-	1	18	2	0	**21**	-	34
% Single-Unit Trucks	0.6%	2.9%	0.8%	0%	**0.9%**	-	12.5%	1.5%	0.5%	0%	**1.4%**	-	1.3%	0%	0%	0%	**0.4%**	-	0.7%	3.7%	5.1%	0%	**3.1%**	-	1.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	6	0	0	**7**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%	1.2%	0%	0%	**1.0%**	-	0.4%
Buses	0	0	1	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	5	2	0	**7**	-	9
% Buses	0%	0%	0.8%	0%	**0.3%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	5.1%	0%	**1.0%**	-	0.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	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

SH 6 at FM 646 - TMC
Wed May 8, 2024
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185297, Location: 29.372794, -95.089491

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



SH 6 at FM 646 - TMC

Wed May 8, 2024
Midday Peak (12:15 PM - 1:15 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185297, Location: 29.372794, -95.089491

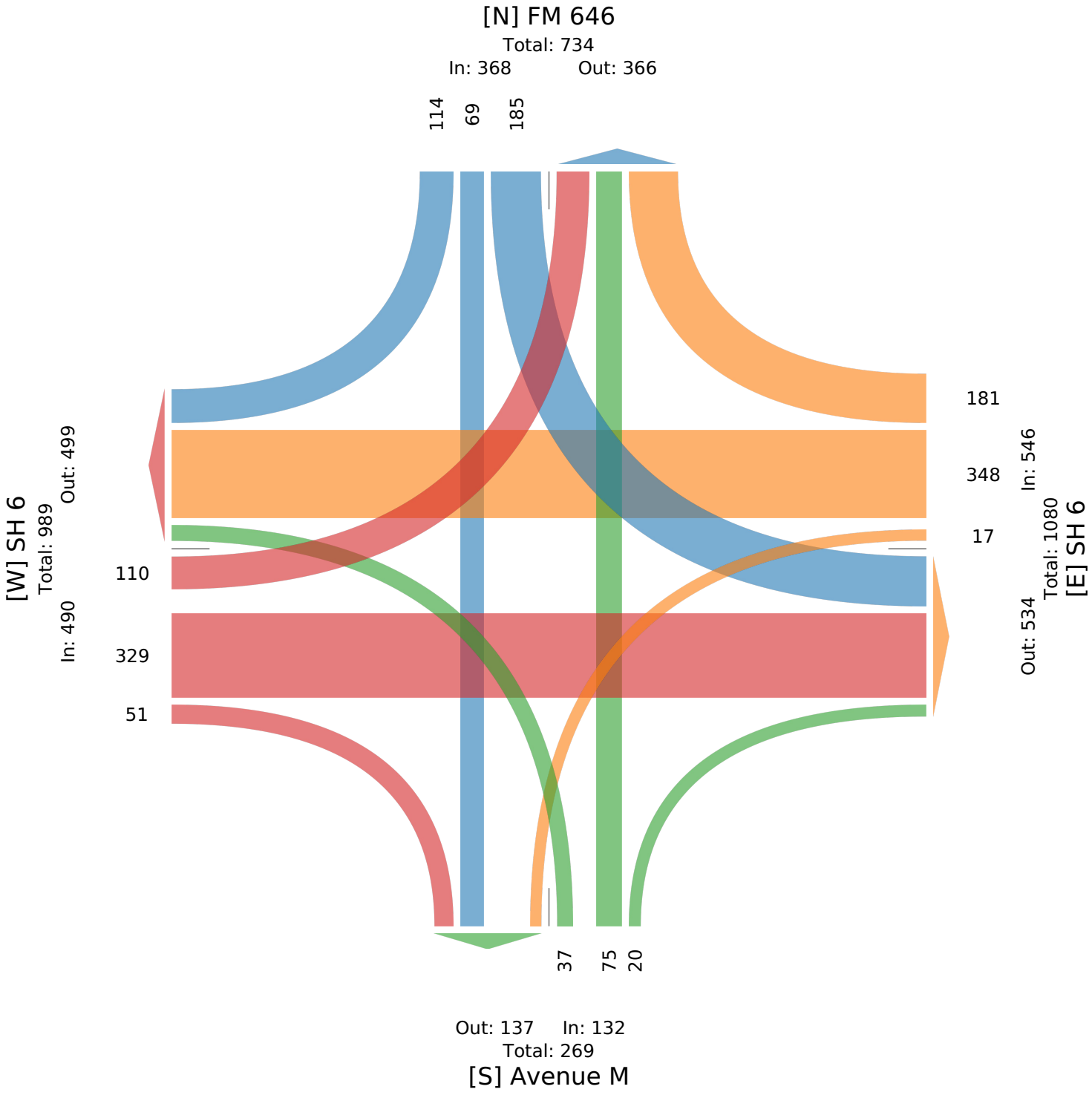
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						SH 6						Avenue M						SH 6						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:15PM	40	19	29	0	**88**	0	7	88	43	0	**138**	0	13	18	2	0	**33**	0	26	95	17	0	**138**	0	**397**
12:30PM	46	14	20	0	**80**	0	1	86	46	0	**133**	0	3	16	7	0	**26**	0	23	77	13	0	**113**	0	**352**
12:45PM	48	12	34	0	**94**	0	5	95	46	0	**146**	0	11	21	7	0	**39**	0	38	84	16	0	**138**	0	**417**
1:00PM	51	24	31	0	**106**	0	4	79	46	0	**129**	0	10	20	4	0	**34**	0	23	73	5	0	**101**	0	**370**
Total	185	69	114	0	**368**	0	17	348	181	0	**546**	0	37	75	20	0	**132**	0	110	329	51	0	**490**	0	**1536**
% Approach	50.3%	18.8%	31.0%	0%	**-**	-	3.1%	63.7%	33.2%	0%	**-**	-	28.0%	56.8%	15.2%	0%	**-**	-	22.4%	67.1%	10.4%	0%	**-**	-	-
% Total	12.0%	4.5%	7.4%	0%	**24.0%**	-	1.1%	22.7%	11.8%	0%	**35.5%**	-	2.4%	4.9%	1.3%	0%	**8.6%**	-	7.2%	21.4%	3.3%	0%	**31.9%**	-	-
PHF	0.907	0.719	0.838	-	**0.868**	-	0.607	0.916	0.984	-	**0.935**	-	0.712	0.893	0.714	-	**0.846**	-	0.724	0.866	0.750	-	**0.888**	-	0.921
Lights	178	66	112	0	**356**	-	16	333	176	0	**525**	-	36	72	19	0	**127**	-	109	315	50	0	**474**	-	1482
% Lights	96.2%	95.7%	98.2%	0%	**96.7%**	-	94.1%	95.7%	97.2%	0%	**96.2%**	-	97.3%	96.0%	95.0%	0%	**96.2%**	-	99.1%	95.7%	98.0%	0%	**96.7%**	-	96.5%
Single-Unit Trucks	5	3	2	0	**10**	-	1	11	4	0	**16**	-	1	3	1	0	**5**	-	1	12	1	0	**14**	-	45
% Single-Unit Trucks	2.7%	4.3%	1.8%	0%	**2.7%**	-	5.9%	3.2%	2.2%	0%	**2.9%**	-	2.7%	4.0%	5.0%	0%	**3.8%**	-	0.9%	3.6%	2.0%	0%	**2.9%**	-	2.9%
Articulated Trucks	2	0	0	0	**2**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	6
% Articulated Trucks	1.1%	0%	0%	0%	**0.5%**	-	0%	0.3%	0.6%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.4%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	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

SH 6 at FM 646 - TMC
Wed May 8, 2024
Midday Peak (12:15 PM - 1:15 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185297, Location: 29.372794, -95.089491

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



SH 6 at FM 646 - TMC

Wed May 8, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185297, Location: 29.372794, -95.089491

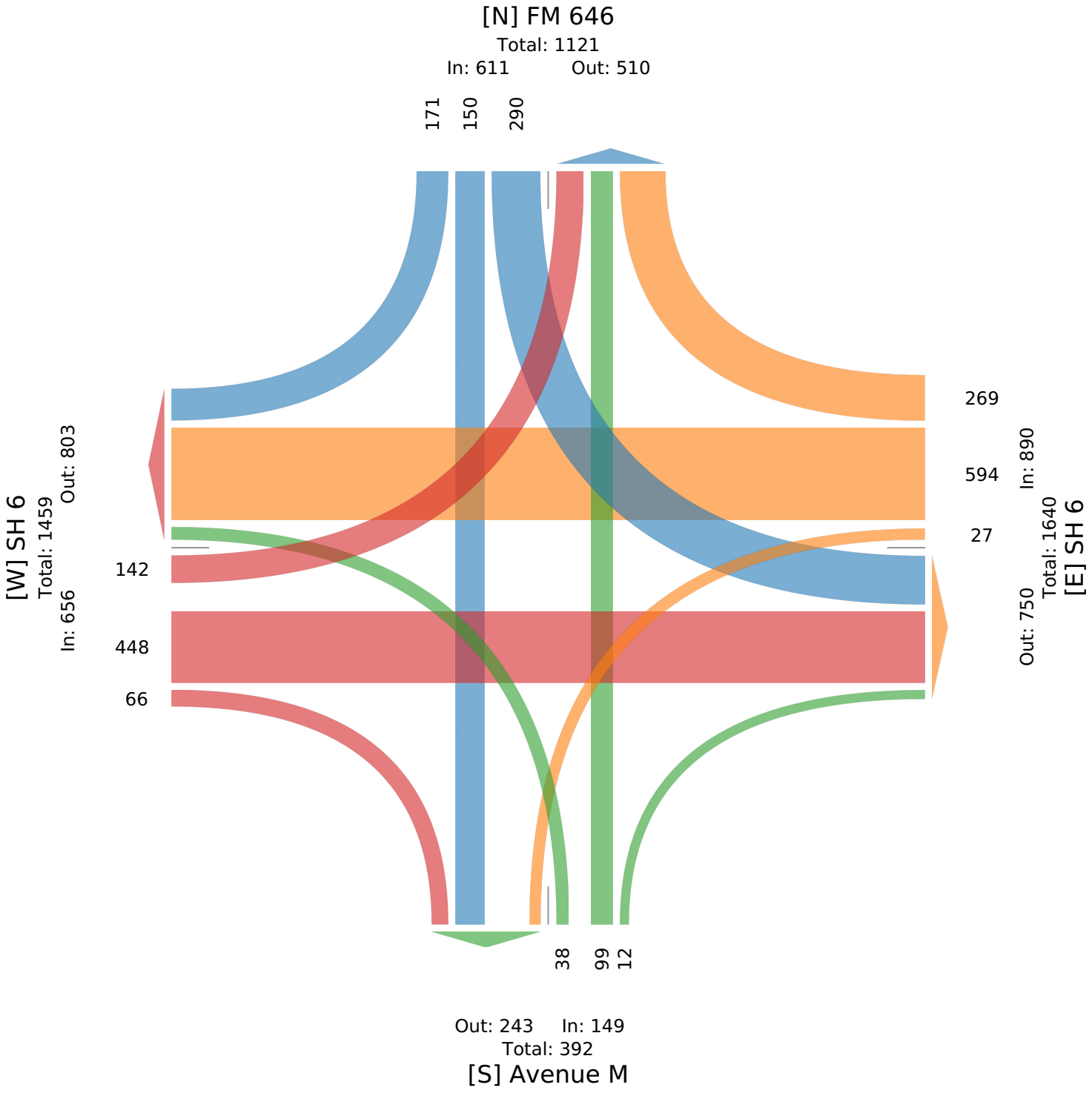
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						SH 6						Avenue M						SH 6						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 4:45PM	60	41	50	0	**151**	0	10	133	55	0	**198**	0	6	19	1	0	**26**	0	42	112	15	0	**169**	0	**544**
5:00PM	69	35	39	0	**143**	0	6	167	77	0	**250**	0	9	28	2	0	**39**	0	34	100	21	0	**155**	0	**587**
5:15PM	73	31	41	0	**145**	0	3	150	59	0	**212**	0	9	18	5	0	**32**	0	42	122	16	0	**180**	0	**569**
5:30PM	88	43	41	0	**172**	0	8	144	78	0	**230**	0	14	34	4	0	**52**	0	24	114	14	0	**152**	0	**606**
Total	290	150	171	0	**611**	0	27	594	269	0	**890**	0	38	99	12	0	**149**	0	142	448	66	0	**656**	0	**2306**
% Approach	47.5%	24.5%	28.0%	0%	**-**	-	3.0%	66.7%	30.2%	0%	**-**	-	25.5%	66.4%	8.1%	0%	**-**	-	21.6%	68.3%	10.1%	0%	**-**	-	**-**
% Total	12.6%	6.5%	7.4%	0%	**26.5%**	-	1.2%	25.8%	11.7%	0%	**38.6%**	-	1.6%	4.3%	0.5%	0%	**6.5%**	-	6.2%	19.4%	2.9%	0%	**28.4%**	-	-
PHF	0.824	0.872	0.855	-	**0.888**	-	0.675	0.889	0.862	-	**0.890**	-	0.679	0.728	0.600	-	**0.716**	-	0.845	0.918	0.786	-	**0.911**	-	0.951
Lights	288	150	170	0	**608**	-	27	585	268	0	**880**	-	38	99	12	0	**149**	-	141	440	66	0	**647**	-	2284
% Lights	99.3%	100%	99.4%	0%	**99.5%**	-	100%	98.5%	99.6%	0%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	99.3%	98.2%	100%	0%	**98.6%**	-	99.0%
Single-Unit Trucks	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	1	7	0	0	**8**	-	13
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.7%	1.6%	0%	0%	**1.2%**	-	0.6%
Articulated Trucks	2	0	1	0	**3**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	5
% Articulated Trucks	0.7%	0%	0.6%	0%	**0.5%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Buses	0	0	0	0	**0**	-	0	3	1	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.5%	0.4%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	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

SH 6 at FM 646 - TMC
Wed May 8, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185297, Location: 29.372794, -95.089491

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



FM 646 at FM 1764 - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185296, Location: 29.391057, -95.09214

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

Leg	FM 646						FM 1764						FM 646						FM 1764						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:00AM	0	8	5	0	**13**	0	2	0	2	0	**4**	0	0	5	1	0	**6**	0	3	4	0	0	**7**	0	**30**
12:15AM	0	6	1	0	**7**	0	0	6	1	0	**7**	0	0	3	0	0	**3**	0	4	2	0	0	**6**	0	**23**
12:30AM	1	2	0	0	**3**	0	0	5	1	0	**6**	0	3	1	2	0	**6**	0	0	1	0	0	**1**	0	**16**
12:45AM	1	6	0	0	**7**	0	0	2	0	0	**2**	0	1	3	0	0	**4**	0	0	2	2	0	**4**	0	**17**
Hourly Total	2	22	6	0	**30**	0	2	13	4	0	**19**	0	4	12	3	0	**19**	0	7	9	2	0	**18**	0	**86**
1:00AM	3	3	0	0	**6**	0	0	0	1	0	**1**	0	0	0	1	0	**1**	0	2	5	2	0	**9**	0	**17**
1:15AM	0	0	1	0	**1**	0	2	4	0	0	**6**	0	0	5	2	0	**7**	0	1	1	0	0	**2**	0	**16**
1:30AM	0	6	2	0	**8**	0	1	3	1	0	**5**	0	0	2	1	0	**3**	0	0	4	0	0	**4**	0	**20**
1:45AM	0	0	3	0	**3**	0	0	1	0	0	**1**	0	0	3	0	0	**3**	0	1	0	0	0	**1**	0	**8**
Hourly Total	3	9	6	0	**18**	0	3	8	2	0	**13**	0	0	10	4	0	**14**	0	4	10	2	0	**16**	0	**61**
2:00AM	1	1	2	0	**4**	0	0	2	1	0	**3**	0	0	5	0	0	**5**	0	2	0	0	0	**2**	0	**14**
2:15AM	0	1	0	0	**1**	0	0	1	1	0	**2**	0	0	2	0	0	**2**	0	2	5	1	0	**8**	0	**13**
2:30AM	0	4	1	0	**5**	0	1	2	1	0	**4**	0	3	3	0	0	**6**	0	1	1	0	0	**2**	0	**17**
2:45AM	0	3	2	0	**5**	0	0	5	3	0	**8**	0	0	3	1	0	**4**	0	2	0	0	0	**2**	0	**19**
Hourly Total	1	9	5	0	**15**	0	1	10	6	0	**17**	0	3	13	1	0	**17**	0	7	6	1	0	**14**	0	**63**
3:00AM	1	3	2	0	**6**	0	1	4	0	0	**5**	0	0	7	0	0	**7**	0	3	2	0	0	**5**	0	**23**
3:15AM	0	1	1	0	**2**	0	1	1	0	0	**2**	0	0	5	0	0	**5**	0	5	2	1	0	**8**	0	**17**
3:30AM	0	2	2	0	**4**	0	1	2	2	0	**5**	0	0	11	2	0	**13**	0	6	8	1	0	**15**	0	**37**
3:45AM	1	7	1	0	**9**	0	0	3	1	0	**4**	0	0	9	5	0	**14**	0	7	5	0	0	**12**	0	**39**
Hourly Total	2	13	6	0	**21**	0	3	10	3	0	**16**	0	0	32	7	0	**39**	0	21	17	2	0	**40**	0	**116**
4:00AM	0	7	0	0	**7**	0	0	2	1	0	**3**	0	0	11	7	0	**18**	0	14	4	2	0	**20**	0	**48**
4:15AM	0	1	1	0	**2**	0	0	7	6	0	**13**	0	0	21	1	0	**22**	0	9	8	0	0	**17**	0	**54**
4:30AM	5	10	4	0	**19**	0	1	11	0	0	**12**	0	0	29	7	0	**36**	0	22	10	0	0	**32**	0	**99**
4:45AM	4	6	7	0	**17**	0	3	6	8	0	**17**	0	2	34	6	0	**42**	0	18	20	1	0	**39**	0	**115**
Hourly Total	9	24	12	0	**45**	0	4	26	15	0	**45**	0	2	95	21	0	**118**	0	63	42	3	0	**108**	0	**316**
5:00AM	3	8	4	0	**15**	0	2	14	6	0	**22**	0	1	37	4	0	**42**	0	20	21	2	0	**43**	0	**122**
5:15AM	4	15	7	0	**26**	0	4	22	7	0	**33**	0	1	44	7	0	**52**	0	22	25	1	0	**48**	0	**159**
5:30AM	1	28	6	0	**35**	0	4	22	8	0	**34**	0	0	53	8	0	**61**	0	30	39	2	0	**71**	0	**201**
5:45AM	4	23	5	0	**32**	0	4	15	4	0	**23**	0	0	53	10	0	**63**	0	42	29	2	0	**73**	0	**191**
Hourly Total	12	74	22	0	**108**	0	14	73	25	0	**112**	0	2	187	29	0	**218**	0	114	114	7	0	**235**	0	**673**
6:00AM	11	26	14	0	**51**	0	8	27	10	0	**45**	0	5	52	8	0	**65**	0	33	52	4	0	**89**	0	**250**
6:15AM	7	31	18	0	**56**	0	11	43	10	0	**64**	0	1	77	15	0	**93**	0	52	49	2	0	**103**	0	**316**
6:30AM	5	41	25	0	**71**	0	13	71	20	0	**104**	0	6	86	13	0	**105**	0	52	72	6	0	**130**	0	**410**
6:45AM	21	56	58	0	**135**	0	17	104	18	0	**139**	0	7	101	16	0	**124**	0	68	65	4	0	**137**	0	**535**
Hourly Total	44	154	115	0	**313**	0	49	245	58	0	**352**	0	19	316	52	0	**387**	0	205	238	16	0	**459**	0	**1511**
7:00AM	18	59	64	0	**141**	0	21	94	14	0	**129**	0	6	103	33	0	**142**	0	60	67	4	0	**131**	0	**543**
7:15AM	16	60	36	0	**112**	0	17	73	23	0	**113**	0	10	140	31	0	**181**	0	85	113	6	0	**204**	0	**610**
7:30AM	28	53	58	0	**139**	0	16	100	30	0	**146**	0	10	134	45	0	**189**	0	78	136	0	0	**214**	0	**688**
7:45AM	19	64	49	0	**132**	0	24	81	28	0	**133**	0	13	89	37	0	**139**	0	72	98	2	0	**172**	0	**576**
Hourly Total	81	236	207	0	**524**	0	78	348	95	0	**521**	0	39	466	146	0	**651**	0	295	414	12	0	**721**	0	**2417**
8:00AM	10	57	43	0	**110**	0	29	82	39	0	**150**	0	14	74	35	0	**123**	0	66	84	16	0	**166**	0	**549**
8:15AM	31	43	31	0	**105**	0	36	69	39	0	**144**	0	18	89	39	0	**146**	0	72	75	17	0	**164**	0	**559**
8:30AM	22	69	24	0	**115**	0	21	69	27	0	**117**	0	9	77	25	0	**111**	0	55	77	28	0	**160**	0	**503**
8:45AM	18	62	38	0	**118**	0	21	52	20	0	**93**	0	21	69	24	0	**114**	0	48	57	15	0	**120**	0	**445**
Hourly Total	81	231	136	0	**448**	0	107	272	125	0	**504**	0	62	309	123	0	**494**	0	241	293	76	0	**610**	0	**2056**
9:00AM	16	43	32	0	**91**	0	17	53	20	0	**90**	0	21	72	12	0	**105**	0	41	57	7	0	**105**	0	**391**
9:15AM	12	45	29	0	**86**	0	18	54	17	0	**89**	0	10	56	22	0	**88**	0	50	59	14	0	**123**	0	**386**
9:30AM	19	58	27	0	**104**	0	21	70	15	0	**106**	0	11	67	24	0	**102**	0	49	44	7	0	**100**	0	**412**
9:45AM	25	60	41	0	**126**	0	18	50	13	0	**81**	0	8	70	17	0	**95**	0	46	60	10	0	**116**	0	**418**
Hourly Total	72	206	129	0	**407**	0	74	227	65	0	**366**	0	50	265	75	0	**390**	0	186	220	38	0	**444**	0	**1607**
10:00AM	15	44	36	0	**95**	0	23	48	25	0	**96**	0	12	65	13	0	**90**	0	48	56	8	0	**112**	0	**393**
10:15AM	19	52	38	0	**109**	0	23	54	24	0	**101**	0	7	70	21	0	**98**	0	46	47	2	0	**95**	0	**403**
10:30AM	13	43	25	0	**81**	0	26	67	23	0	**116**	0	11	64	23	0	**98**	0	54	50	11	0	**115**	0	**410**
10:45AM	16	57	32	0	**105**	0	22	50	21	0	**93**	0	10	66	23	0	**99**	0	25	45	11	0	**81**	0	**378**
Hourly Total	63	196	131	0	**390**	0	94	219	93	0	**406**	0	40	265	80	0	**385**	0	173	198	32	0	**403**	0	**1584**
11:00AM	19	61	37	0	**117**	0	19	54	23	0	**96**	0	9	64	18	0	**91**	0	33	60	11	0	**104**	0	**408**
11:15AM	16	58	41	0	**115**	0	25	65	23	0	**113**	0	11	70	30	0	**111**	0	52	51	7	0	**110**	0	**449**

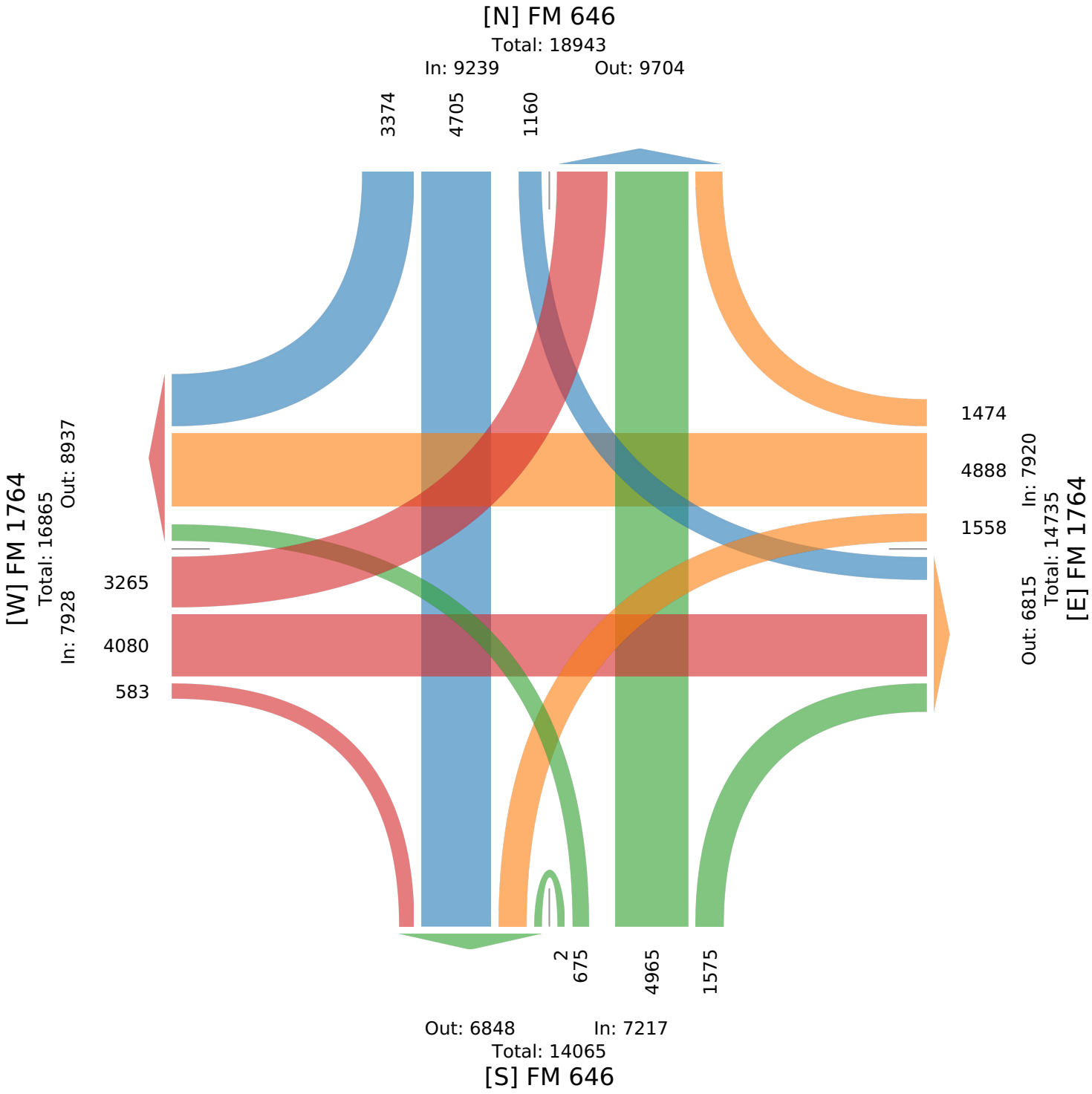
Leg	FM 646						FM 1764						FM 646						FM 1764						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
11:30AM	30	44	41	0	**115**	0	26	58	25	0	**109**	0	11	65	29	0	**105**	0	40	57	8	0	**105**	0	**434**
11:45AM	13	66	42	0	**121**	0	22	54	21	0	**97**	0	12	81	27	0	**120**	0	39	45	14	0	**98**	0	**436**
Hourly Total	78	229	161	0	**468**	0	92	231	92	0	**415**	0	43	280	104	0	**427**	0	164	213	40	0	**417**	0	**1727**
12:00PM	19	66	29	0	**114**	0	29	72	21	0	**122**	0	13	76	28	0	**117**	0	47	51	9	0	**107**	0	**460**
12:15PM	10	57	37	0	**104**	0	21	60	21	0	**102**	0	17	64	27	0	**108**	0	37	57	7	0	**101**	0	**415**
12:30PM	23	78	64	0	**165**	0	31	59	26	0	**116**	0	13	60	24	0	**97**	0	43	53	10	0	**106**	0	**484**
12:45PM	13	75	44	0	**132**	0	37	89	19	0	**145**	0	15	58	23	0	**96**	0	42	47	10	0	**99**	0	**472**
Hourly Total	65	276	174	0	**515**	0	118	280	87	0	**485**	0	58	258	102	0	**418**	0	169	208	36	0	**413**	0	**1831**
1:00PM	23	74	43	0	**140**	0	41	80	31	0	**152**	0	17	81	25	0	**123**	0	34	53	12	0	**99**	0	**514**
1:15PM	24	83	37	0	**144**	0	30	77	26	0	**133**	0	13	71	25	0	**109**	0	52	52	11	0	**115**	0	**501**
1:30PM	12	63	57	0	**132**	0	25	67	25	0	**117**	0	6	83	21	0	**110**	0	43	49	12	0	**104**	0	**463**
1:45PM	25	68	56	0	**149**	0	26	69	11	0	**106**	0	4	78	30	0	**112**	0	45	49	12	0	**106**	0	**473**
Hourly Total	84	288	193	0	**565**	0	122	293	93	0	**508**	0	40	313	101	0	**454**	0	174	203	47	0	**424**	0	**1951**
2:00PM	26	75	44	0	**145**	0	19	78	20	0	**117**	0	10	68	24	0	**102**	0	54	49	8	0	**111**	0	**475**
2:15PM	24	65	68	0	**157**	0	28	71	26	0	**125**	0	17	67	30	0	**114**	0	34	53	6	0	**93**	0	**489**
2:30PM	17	73	70	0	**160**	0	29	85	21	0	**135**	0	9	65	20	0	**94**	0	45	73	5	0	**123**	0	**512**
2:45PM	13	93	77	0	**183**	0	20	89	21	0	**130**	0	16	64	24	0	**104**	0	40	67	4	0	**111**	0	**528**
Hourly Total	80	306	259	0	**645**	0	96	323	88	0	**507**	0	52	264	98	0	**414**	0	173	242	23	0	**438**	0	**2004**
3:00PM	17	87	55	0	**159**	0	20	85	21	0	**126**	0	14	78	22	0	**114**	0	69	96	24	0	**189**	0	**588**
3:15PM	22	81	64	0	**167**	0	17	100	29	0	**146**	0	15	70	34	0	**119**	0	69	86	12	0	**167**	0	**599**
3:30PM	28	77	78	0	**183**	0	40	96	22	0	**158**	0	18	65	28	1	**112**	0	60	56	8	0	**124**	0	**577**
3:45PM	31	97	91	0	**219**	0	60	119	35	0	**214**	0	11	63	24	0	**98**	0	70	78	21	0	**169**	0	**700**
Hourly Total	98	342	288	0	**728**	0	137	400	107	0	**644**	0	58	276	108	1	**443**	0	268	316	65	0	**649**	0	**2464**
4:00PM	21	107	82	0	**210**	0	47	112	46	0	**205**	0	13	71	28	0	**112**	0	50	97	3	0	**150**	0	**677**
4:15PM	33	106	93	0	**232**	0	37	144	32	0	**213**	0	11	70	34	1	**116**	0	53	62	15	0	**130**	0	**691**
4:30PM	24	122	97	0	**243**	0	35	114	29	0	**178**	0	13	66	35	0	**114**	0	59	91	4	0	**154**	0	**689**
4:45PM	23	133	106	0	**262**	0	40	136	25	0	**201**	0	12	102	33	0	**147**	0	49	58	6	0	**113**	0	**723**
Hourly Total	101	468	378	0	**947**	0	159	506	132	0	**797**	0	49	309	130	1	**489**	0	211	308	28	0	**547**	0	**2780**
5:00PM	23	110	85	0	**218**	0	36	160	43	0	**239**	0	9	106	14	0	**129**	0	59	88	8	0	**155**	0	**741**
5:15PM	14	142	113	0	**269**	0	47	122	41	0	**210**	0	21	112	46	0	**179**	0	58	48	13	0	**119**	0	**777**
5:30PM	17	111	101	0	**229**	0	28	162	23	0	**213**	0	19	105	31	0	**155**	0	43	83	12	0	**138**	0	**735**
5:45PM	20	89	94	0	**203**	0	37	129	32	0	**198**	0	12	81	28	0	**121**	0	40	70	10	0	**120**	0	**642**
Hourly Total	74	452	393	0	**919**	0	148	573	139	0	**860**	0	61	404	119	0	**584**	0	200	289	43	0	**532**	0	**2895**
6:00PM	24	103	84	0	**211**	0	28	103	19	0	**150**	0	15	86	33	0	**134**	0	30	71	10	0	**111**	0	**606**
6:15PM	16	113	63	0	**192**	0	22	82	26	0	**130**	0	5	78	21	0	**104**	0	43	45	9	0	**97**	0	**523**
6:30PM	21	101	57	0	**179**	0	22	53	22	0	**97**	0	11	81	20	0	**112**	0	47	47	13	0	**107**	0	**495**
6:45PM	20	69	65	0	**154**	0	18	59	21	0	**98**	0	5	53	21	0	**79**	0	46	56	18	0	**120**	0	**451**
Hourly Total	81	386	269	0	**736**	0	90	297	88	0	**475**	0	36	298	95	0	**429**	0	166	219	50	0	**435**	0	**2075**
7:00PM	15	67	53	0	**135**	0	12	61	12	0	**85**	0	6	52	15	0	**73**	0	49	55	13	0	**117**	0	**410**
7:15PM	18	44	50	0	**112**	0	17	54	15	0	**86**	0	7	72	11	0	**90**	0	48	47	5	0	**100**	0	**388**
7:30PM	11	67	42	0	**120**	0	14	47	17	0	**78**	0	9	56	12	0	**77**	0	37	59	5	0	**101**	0	**376**
7:45PM	5	59	42	0	**106**	0	19	44	17	0	**80**	0	3	47	20	0	**70**	0	44	54	6	0	**104**	0	**360**
Hourly Total	49	237	187	0	**473**	0	62	206	61	0	**329**	0	25	227	58	0	**310**	0	178	215	29	0	**422**	0	**1534**
8:00PM	9	64	24	0	**97**	0	10	37	14	0	**61**	0	1	62	19	0	**82**	0	26	33	3	0	**62**	0	**302**
8:15PM	11	56	34	0	**101**	0	20	38	8	0	**66**	0	5	60	22	0	**87**	0	26	33	6	0	**65**	0	**319**
8:30PM	6	61	34	0	**101**	0	14	40	12	0	**66**	0	7	33	13	0	**53**	0	45	39	4	0	**88**	0	**308**
8:45PM	13	50	38	0	**101**	0	11	34	11	0	**56**	0	2	37	14	0	**53**	0	29	40	7	0	**76**	0	**286**
Hourly Total	39	231	130	0	**400**	0	55	149	45	0	**249**	0	15	192	68	0	**275**	0	126	145	20	0	**291**	0	**1215**
9:00PM	7	54	25	0	**86**	0	4	25	6	0	**35**	0	1	20	4	0	**25**	0	21	21	1	0	**43**	0	**189**
9:15PM	6	48	30	0	**84**	0	12	16	11	0	**39**	0	2	25	6	0	**33**	0	23	19	2	0	**44**	0	**200**
9:30PM	7	39	22	0	**68**	0	7	26	7	0	**40**	0	2	38	11	0	**51**	0	17	21	2	0	**40**	0	**199**
9:45PM	4	29	19	0	**52**	0	2	24	5	0	**31**	0	0	23	6	0	**29**	0	13	20	1	0	**34**	0	**146**
Hourly Total	24	170	96	0	**290**	0	25	91	29	0	**145**	0	5	106	27	0	**138**	0	74	81	6	0	**161**	0	**734**
10:00PM	3	20	20	0	**43**	0	7	15	2	0	**24**	0	1	13	4	0	**18**	0	14	15	1	0	**30**	0	**115**
10:15PM	6	30	10	0	**46**	0	4	17	1	0	**22**	0	1	12	4	0	**17**	0	11	18	0	0	**29**	0	**114**
10:30PM	3	28	9	0	**40**	0	6	17	3	0	**26**	0	1	9	6	0	**16**	0	4	11	0	0	**15**	0	**97**
10:45PM	1	19	12	0	**32**	0	3	10	1	0	**14**	0	2	11	4	0	**17**	0	4	11	0	0	**15**	0	**78**
Hourly Total	13	97	51	0	**161**	0	20	59	7	0	**86**	0	5	45	18	0	**68**	0	33	55	1	0	**89**	0	**404**
11:00PM	2	16	7	0	**25**	0	0	5	0	0	**5**	0	2	8	1	0	**11**	0	4	8	1	0	**13**	0	**54**
11:15PM	0	10	7	0	**17**	0	1	9	12	0	**22**	0	3	6	0	0	**9**	0	4	7	0	0	**11**	0	**59**
11:30PM	1	14	2	0	**17**	0	3	7	1	0	**11**	0	2	6	2	0	**10**	0	2	4	1	0	**7**	0	**45**
11:45PM	1	9	4	0	**14**	0	1	8	2	0	**11**	0	0	3	3	0	**6**	0	3	6	2	0	**11**	0	**42**
Hourly Total	4	49	20	0	**73**	0	5	29	15	0	**49**	0	7	23	6	0	**36**	0	13	25	4	0	**42**	0	**200**
Total	1160	4705	3374	0	**9239**	0	1558	4888	1474	0	**7920**	0	675	4965	1575	2	**7217**	0	3265	4080	583	0	**7928**	0	**32304**
% Approach	12.6%	50.9%	36.5%	0%	**-**	-	19.7%	61.7%	18.6%	0%	**-**	-	9.4%	68.8%	21.8%	0%	**-**	-	41.2%	51.5%	7.4%	0%	**-**	-	-

Leg	FM 646						FM 1764						FM 646						FM 1764						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Total	3.6%	14.6%	10.4%	0%	**28.6%**	-	4.8%	15.1%	4.6%	0%	**24.5%**	-	2.1%	15.4%	4.9%	0%	**22.3%**	-	10.1%	12.6%	1.8%	0%	**24.5%**	-	-
Lights	1072	4596	3296	0	**8964**	-	1531	4678	1414	0	**7623**	-	669	4870	1551	2	**7092**	-	3191	3907	575	0	**7673**	-	31352
% Lights	92.4%	97.7%	97.7%	0%	**97.0%**	-	98.3%	95.7%	95.9%	0%	**96.3%**	-	99.1%	98.1%	98.5%	100%	**98.3%**	-	97.7%	95.8%	98.6%	0%	**96.8%**	-	97.1%
Single-Unit Trucks	60	78	54	0	**192**	-	21	129	36	0	**186**	-	3	75	19	0	**97**	-	47	96	6	0	**149**	-	624
% Single-Unit Trucks	5.2%	1.7%	1.6%	0%	**2.1%**	-	1.3%	2.6%	2.4%	0%	**2.3%**	-	0.4%	1.5%	1.2%	0%	**1.3%**	-	1.4%	2.4%	1.0%	0%	**1.9%**	-	1.9%
Articulated Trucks	4	26	15	0	**45**	-	2	37	2	0	**41**	-	0	16	3	0	**19**	-	17	40	1	0	**58**	-	163
% Articulated Trucks	0.3%	0.6%	0.4%	0%	**0.5%**	-	0.1%	0.8%	0.1%	0%	**0.5%**	-	0%	0.3%	0.2%	0%	**0.3%**	-	0.5%	1.0%	0.2%	0%	**0.7%**	-	0.5%
Buses	24	4	9	0	**37**	-	4	44	22	0	**70**	-	3	3	1	0	**7**	-	10	36	1	0	**47**	-	161
% Buses	2.1%	0.1%	0.3%	0%	**0.4%**	-	0.3%	0.9%	1.5%	0%	**0.9%**	-	0.4%	0.1%	0.1%	0%	**0.1%**	-	0.3%	0.9%	0.2%	0%	**0.6%**	-	0.5%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	1	0	0	**1**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.1%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	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

FM 646 at FM 1764 - TMC
Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185296, Location: 29.391057, -95.09214

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



FM 646 at FM 1764 - TMC

Wed May 8, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185296, Location: 29.391057, -95.09214

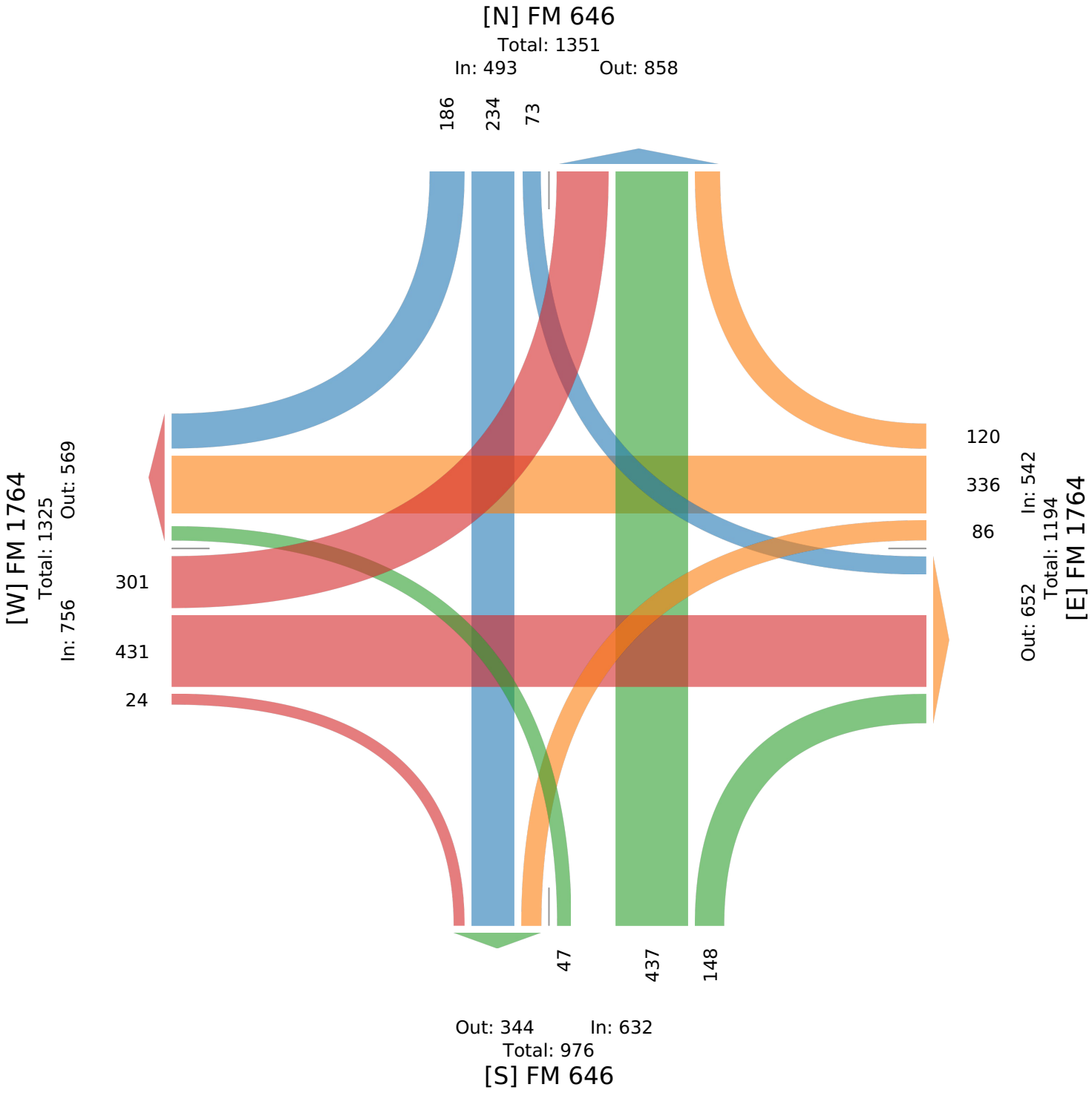
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						FM 1764						FM 646						FM 1764						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-05-08 7:15AM	16	60	36	0	**112**	0	17	73	23	0	**113**	0	10	140	31	0	**181**	0	85	113	6	0	**204**	0	**610**
7:30AM	28	53	58	0	**139**	0	16	100	30	0	**146**	0	10	134	45	0	**189**	0	78	136	0	0	**214**	0	**688**
7:45AM	19	64	49	0	**132**	0	24	81	28	0	**133**	0	13	89	37	0	**139**	0	72	98	2	0	**172**	0	**576**
8:00AM	10	57	43	0	**110**	0	29	82	39	0	**150**	0	14	74	35	0	**123**	0	66	84	16	0	**166**	0	**549**
Total	73	234	186	0	**493**	0	86	336	120	0	**542**	0	47	437	148	0	**632**	0	301	431	24	0	**756**	0	**2423**
% Approach	14.8%	47.5%	37.7%	0%	**-**	-	15.9%	62.0%	22.1%	0%	**-**	-	7.4%	69.1%	23.4%	0%	**-**	-	39.8%	57.0%	3.2%	0%	**-**	-	-
% Total	3.0%	9.7%	7.7%	0%	**20.3%**	-	3.5%	13.9%	5.0%	0%	**22.4%**	-	1.9%	18.0%	6.1%	0%	**26.1%**	-	12.4%	17.8%	1.0%	0%	**31.2%**	-	-
PHF	0.652	0.914	0.802	-	**0.887**	-	0.741	0.840	0.769	-	**0.903**	-	0.839	0.780	0.822	-	**0.836**	-	0.885	0.792	0.375	-	**0.883**	-	0.880
Lights	65	230	180	0	**475**	-	86	320	112	0	**518**	-	44	436	146	0	**626**	-	292	407	24	0	**723**	-	2342
% Lights	89.0%	98.3%	96.8%	0%	**96.3%**	-	100%	95.2%	93.3%	0%	**95.6%**	-	93.6%	99.8%	98.6%	0%	**99.1%**	-	97.0%	94.4%	100%	0%	**95.6%**	-	96.7%
Single-Unit Trucks	1	2	3	0	**6**	-	0	6	3	0	**9**	-	2	1	0	0	**3**	-	5	10	0	0	**15**	-	33
% Single-Unit Trucks	1.4%	0.9%	1.6%	0%	**1.2%**	-	0%	1.8%	2.5%	0%	**1.7%**	-	4.3%	0.2%	0%	0%	**0.5%**	-	1.7%	2.3%	0%	0%	**2.0%**	-	1.4%
Articulated Trucks	0	2	1	0	**3**	-	0	2	0	0	**2**	-	0	0	1	0	**1**	-	1	4	0	0	**5**	-	11
% Articulated Trucks	0%	0.9%	0.5%	0%	**0.6%**	-	0%	0.6%	0%	0%	**0.4%**	-	0%	0%	0.7%	0%	**0.2%**	-	0.3%	0.9%	0%	0%	**0.7%**	-	0.5%
Buses	7	0	2	0	**9**	-	0	8	5	0	**13**	-	1	0	1	0	**2**	-	3	10	0	0	**13**	-	37
% Buses	9.6%	0%	1.1%	0%	**1.8%**	-	0%	2.4%	4.2%	0%	**2.4%**	-	2.1%	0%	0.7%	0%	**0.3%**	-	1.0%	2.3%	0%	0%	**1.7%**	-	1.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	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 646 at FM 1764 - TMC
Wed May 8, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185296, Location: 29.391057, -95.09214

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



FM 646 at FM 1764 - TMC

Wed May 8, 2024
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185296, Location: 29.391057, -95.09214

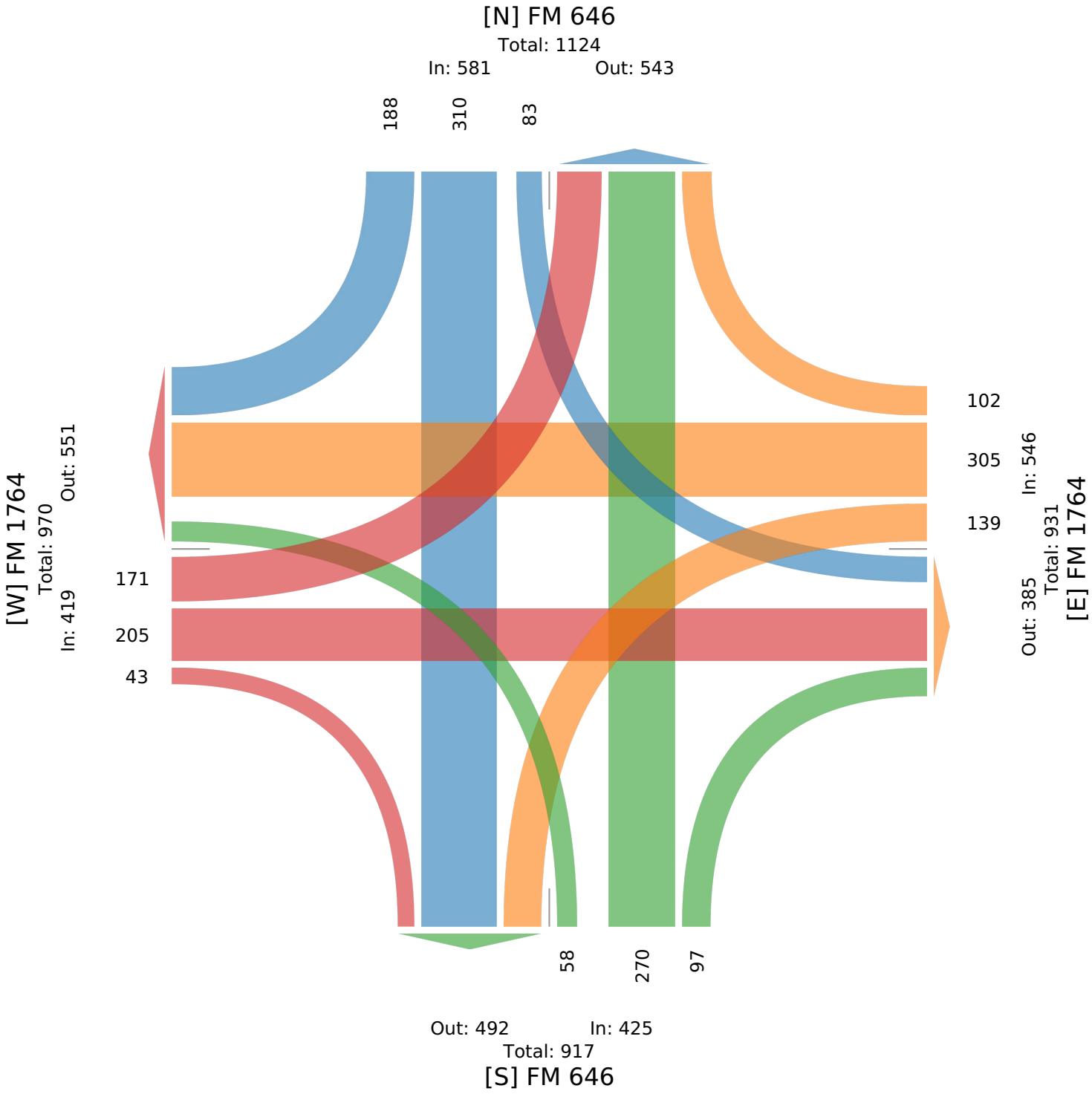
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						FM 1764						FM 646						FM 1764						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:30PM	23	78	64	0	**165**	0	31	59	26	0	**116**	0	13	60	24	0	**97**	0	43	53	10	0	**106**	0	**484**
12:45PM	13	75	44	0	**132**	0	37	89	19	0	**145**	0	15	58	23	0	**96**	0	42	47	10	0	**99**	0	**472**
1:00PM	23	74	43	0	**140**	0	41	80	31	0	**152**	0	17	81	25	0	**123**	0	34	53	12	0	**99**	0	**514**
1:15PM	24	83	37	0	**144**	0	30	77	26	0	**133**	0	13	71	25	0	**109**	0	52	52	11	0	**115**	0	**501**
Total	83	310	188	0	**581**	0	139	305	102	0	**546**	0	58	270	97	0	**425**	0	171	205	43	0	**419**	0	**1971**
% Approach	14.3%	53.4%	32.4%	0%	**-**	-	25.5%	55.9%	18.7%	0%	**-**	-	13.6%	63.5%	22.8%	0%	**-**	-	40.8%	48.9%	10.3%	0%	**-**	-	-
% Total	4.2%	15.7%	9.5%	0%	**29.5%**	-	7.1%	15.5%	5.2%	0%	**27.7%**	-	2.9%	13.7%	4.9%	0%	**21.6%**	-	8.7%	10.4%	2.2%	0%	**21.3%**	-	-
PHF	0.865	0.931	0.734	-	**0.879**	-	0.848	0.857	0.823	-	**0.898**	-	0.853	0.833	0.970	-	**0.864**	-	0.822	0.967	0.896	-	**0.911**	-	0.958
Lights	71	302	182	0	**555**	-	134	286	97	0	**517**	-	58	263	97	0	**418**	-	164	198	43	0	**405**	-	1895
% Lights	85.5%	97.4%	96.8%	0%	**95.5%**	-	96.4%	93.8%	95.1%	0%	**94.7%**	-	100%	97.4%	100%	0%	**98.4%**	-	95.9%	96.6%	100%	0%	**96.7%**	-	96.1%
Single-Unit Trucks	11	5	5	0	**21**	-	5	17	3	0	**25**	-	0	7	0	0	**7**	-	4	3	0	0	**7**	-	60
% Single-Unit Trucks	13.3%	1.6%	2.7%	0%	**3.6%**	-	3.6%	5.6%	2.9%	0%	**4.6%**	-	0%	2.6%	0%	0%	**1.6%**	-	2.3%	1.5%	0%	0%	**1.7%**	-	3.0%
Articulated Trucks	0	2	1	0	**3**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	3	3	0	0	**6**	-	10
% Articulated Trucks	0%	0.6%	0.5%	0%	**0.5%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	1.8%	1.5%	0%	0%	**1.4%**	-	0.5%
Buses	1	0	0	0	**1**	-	0	1	2	0	**3**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	5
% Buses	1.2%	0%	0%	0%	**0.2%**	-	0%	0.3%	2.0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.2%**	-	0.3%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
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 646 at FM 1764 - TMC
Wed May 8, 2024
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185296, Location: 29.391057, -95.09214

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



FM 646 at FM 1764 - TMC

Wed May 8, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185296, Location: 29.391057, -95.09214

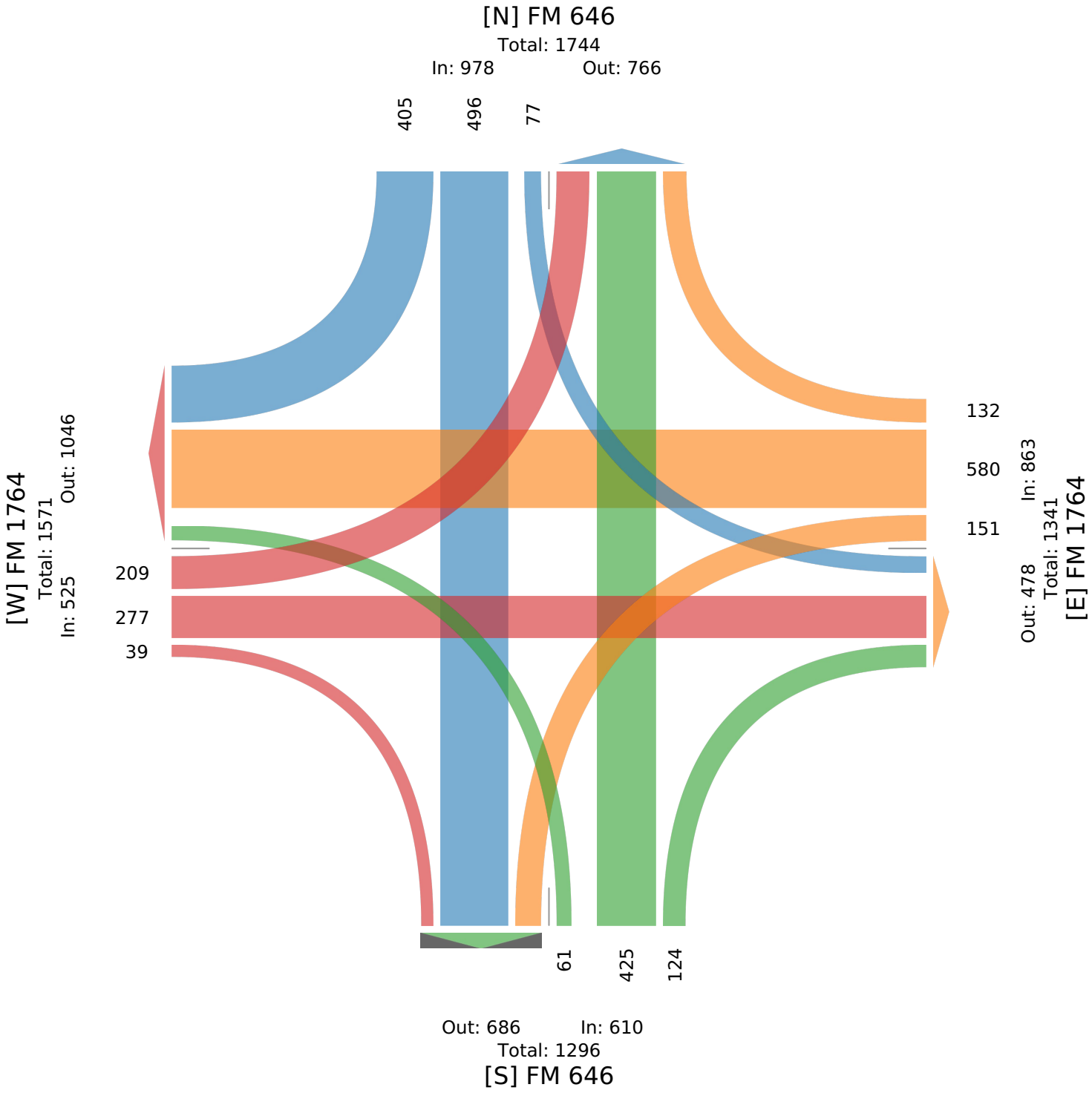
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						FM 1764						FM 646						FM 1764						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-08 4:45PM	23	133	106	0	**262**	0	40	136	25	0	**201**	0	12	102	33	0	**147**	0	49	58	6	0	**113**	0	**723**
5:00PM	23	110	85	0	**218**	0	36	160	43	0	**239**	0	9	106	14	0	**129**	0	59	88	8	0	**155**	0	**741**
5:15PM	14	142	113	0	**269**	0	47	122	41	0	**210**	0	21	112	46	0	**179**	0	58	48	13	0	**119**	0	**777**
5:30PM	17	111	101	0	**229**	0	28	162	23	0	**213**	0	19	105	31	0	**155**	0	43	83	12	0	**138**	0	**735**
Total	77	496	405	0	**978**	0	151	580	132	0	**863**	0	61	425	124	0	**610**	0	209	277	39	0	**525**	0	**2976**
% Approach	7.9%	50.7%	41.4%	0%	**-**	-	17.5%	67.2%	15.3%	0%	**-**	-	10.0%	69.7%	20.3%	0%	**-**	-	39.8%	52.8%	7.4%	0%	**-**	-	-
% Total	2.6%	16.7%	13.6%	0%	**32.9%**	-	5.1%	19.5%	4.4%	0%	**29.0%**	-	2.0%	14.3%	4.2%	0%	**20.5%**	-	7.0%	9.3%	1.3%	0%	**17.6%**	-	-
PHF	0.837	0.873	0.896	-	**0.909**	-	0.803	0.895	0.767	-	**0.903**	-	0.726	0.949	0.674	-	**0.852**	-	0.886	0.787	0.750	-	**0.847**	-	0.958
Lights	75	489	401	0	**965**	-	151	570	130	0	**851**	-	60	422	124	0	**606**	-	206	268	39	0	**513**	-	2935
% Lights	97.4%	98.6%	99.0%	0%	**98.7%**	-	100%	98.3%	98.5%	0%	**98.6%**	-	98.4%	99.3%	100%	0%	**99.3%**	-	98.6%	96.8%	100%	0%	**97.7%**	-	98.6%
Single-Unit Trucks	1	3	3	0	**7**	-	0	7	0	0	**7**	-	0	3	0	0	**3**	-	3	3	0	0	**6**	-	23
% Single-Unit Trucks	1.3%	0.6%	0.7%	0%	**0.7%**	-	0%	1.2%	0%	0%	**0.8%**	-	0%	0.7%	0%	0%	**0.5%**	-	1.4%	1.1%	0%	0%	**1.1%**	-	0.8%
Articulated Trucks	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	5
% Articulated Trucks	0%	0.6%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.4%**	-	0.2%
Buses	1	1	1	0	**3**	-	0	3	2	0	**5**	-	1	0	0	0	**1**	-	0	4	0	0	**4**	-	13
% Buses	1.3%	0.2%	0.2%	0%	**0.3%**	-	0%	0.5%	1.5%	0%	**0.6%**	-	1.6%	0%	0%	0%	**0.2%**	-	0%	1.4%	0%	0%	**0.8%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	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 646 at FM 1764 - TMC
Wed May 8, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185296, Location: 29.391057, -95.09214

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



FM 517 at FM 646 - TMC

Wed May 15, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185288, Location: 29.441938, -95.092451

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

Leg	FM 646						FM 517						FM 646						FM 517						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-05-15 12:00AM	3	4	12	0	**19**	0	4	7	3	0	**14**	0	0	7	7	0	**14**	0	5	3	1	0	**9**	0	**56**
12:15AM	1	4	9	0	**14**	0	4	8	1	0	**13**	0	1	5	1	0	**7**	0	3	6	0	0	**9**	0	**43**
12:30AM	1	3	7	0	**11**	0	3	8	1	0	**12**	0	1	3	2	0	**6**	0	4	9	0	0	**13**	0	**42**
12:45AM	3	9	2	0	**14**	0	3	4	1	0	**8**	0	1	4	1	0	**6**	0	5	10	1	0	**16**	0	**44**
Hourly Total	8	20	30	0	**58**	0	14	27	6	0	**47**	0	3	19	11	0	**33**	0	17	28	2	0	**47**	0	**185**
1:00AM	2	5	5	0	**12**	0	0	5	3	0	**8**	0	1	6	0	0	**7**	0	0	4	1	0	**5**	0	**32**
1:15AM	0	5	9	0	**14**	0	1	7	0	0	**8**	0	2	8	2	0	**12**	0	2	5	0	0	**7**	0	**41**
1:30AM	0	3	3	0	**6**	0	4	7	0	0	**11**	0	0	1	0	0	**1**	0	2	4	0	0	**6**	0	**24**
1:45AM	0	1	4	0	**5**	0	0	4	1	0	**5**	0	1	1	2	0	**4**	0	1	3	0	0	**4**	0	**18**
Hourly Total	2	14	21	0	**37**	0	5	23	4	0	**32**	0	4	16	4	0	**24**	0	5	16	1	0	**22**	0	**115**
2:00AM	1	2	4	0	**7**	0	2	7	0	0	**9**	0	1	1	3	0	**5**	0	2	5	0	0	**7**	0	**28**
2:15AM	2	6	6	0	**14**	0	2	7	0	0	**9**	0	0	2	2	0	**4**	0	0	12	1	0	**13**	0	**40**
2:30AM	0	5	5	0	**10**	0	0	4	0	0	**4**	0	1	3	4	0	**8**	0	2	8	0	0	**10**	0	**32**
2:45AM	0	5	0	0	**5**	0	1	5	1	0	**7**	0	1	10	7	0	**18**	0	2	7	1	0	**10**	0	**40**
Hourly Total	3	18	15	0	**36**	0	5	23	1	0	**29**	0	3	16	16	0	**35**	0	6	32	2	0	**40**	0	**140**
3:00AM	2	3	3	0	**8**	0	2	6	1	0	**9**	0	0	1	8	0	**9**	0	0	8	2	0	**10**	0	**36**
3:15AM	0	5	4	0	**9**	0	1	1	3	0	**5**	0	0	2	7	0	**9**	0	2	17	0	0	**19**	0	**42**
3:30AM	0	0	5	0	**5**	0	0	2	1	0	**3**	0	0	9	11	0	**20**	0	10	11	2	0	**23**	0	**51**
3:45AM	2	7	5	0	**14**	0	3	5	1	0	**9**	0	1	5	13	0	**19**	0	11	11	0	0	**22**	0	**64**
Hourly Total	4	15	17	0	**36**	0	6	14	6	0	**26**	0	1	17	39	0	**57**	0	23	47	4	0	**74**	0	**193**
4:00AM	2	6	12	0	**20**	0	4	9	0	0	**13**	0	2	14	14	0	**30**	0	10	13	2	0	**25**	0	**88**
4:15AM	2	9	5	0	**16**	0	4	8	1	0	**13**	0	2	16	16	0	**34**	0	8	26	0	0	**34**	0	**97**
4:30AM	3	6	12	0	**21**	0	5	17	3	0	**25**	0	1	34	30	0	**65**	0	12	40	2	0	**54**	0	**165**
4:45AM	2	11	19	0	**32**	0	1	16	4	0	**21**	0	4	32	37	0	**73**	0	23	49	1	0	**73**	0	**199**
Hourly Total	9	32	48	0	**89**	0	14	50	8	0	**72**	0	9	96	97	0	**202**	0	53	128	5	0	**186**	0	**549**
5:00AM	5	10	20	0	**35**	0	2	17	2	0	**21**	0	3	43	41	0	**87**	0	12	65	4	0	**81**	0	**224**
5:15AM	9	11	22	0	**42**	0	7	39	4	0	**50**	0	5	37	58	0	**100**	0	19	78	2	0	**99**	0	**291**
5:30AM	7	29	21	0	**57**	0	8	37	2	0	**47**	0	4	54	55	0	**113**	0	22	102	3	0	**127**	0	**344**
5:45AM	6	21	29	0	**56**	0	7	43	8	0	**58**	0	2	55	70	0	**127**	0	28	104	2	0	**134**	0	**375**
Hourly Total	27	71	92	0	**190**	0	24	136	16	0	**176**	0	14	189	224	0	**427**	0	81	349	11	0	**441**	0	**1234**
6:00AM	18	20	23	0	**61**	0	11	40	10	0	**61**	0	2	60	69	0	**131**	0	33	138	3	0	**174**	0	**427**
6:15AM	27	36	52	0	**115**	0	22	53	12	0	**87**	0	8	95	78	0	**181**	0	42	138	15	0	**195**	0	**578**
6:30AM	33	62	60	0	**155**	0	27	71	23	0	**121**	0	8	108	108	0	**224**	0	49	193	11	0	**253**	0	**753**
6:45AM	29	67	47	0	**143**	0	24	86	34	0	**144**	0	12	128	96	0	**236**	0	62	140	17	0	**219**	0	**742**
Hourly Total	107	185	182	0	**474**	0	84	250	79	0	**413**	0	30	391	351	0	**772**	0	186	609	46	0	**841**	0	**2500**
7:00AM	39	62	62	0	**163**	0	30	95	33	0	**158**	0	16	95	104	0	**215**	0	57	170	16	0	**243**	0	**779**
7:15AM	24	84	70	0	**178**	0	38	120	32	0	**190**	0	25	176	123	0	**324**	0	58	198	21	0	**277**	0	**969**
7:30AM	36	69	69	0	**174**	0	46	120	44	0	**210**	0	25	153	121	0	**299**	0	64	153	16	0	**233**	0	**916**
7:45AM	28	75	66	0	**169**	0	39	116	53	0	**208**	0	31	126	132	0	**289**	0	62	161	12	0	**235**	0	**901**
Hourly Total	127	290	267	0	**684**	0	153	451	162	0	**766**	0	97	550	480	0	**1127**	0	241	682	65	0	**988**	0	**3565**
8:00AM	28	66	47	0	**141**	0	47	125	42	0	**214**	0	41	133	94	0	**268**	0	46	151	23	0	**220**	0	**843**
8:15AM	34	70	53	0	**157**	0	38	85	45	0	**168**	0	51	151	83	0	**285**	0	76	137	28	0	**241**	0	**851**
8:30AM	31	77	67	0	**175**	0	41	80	36	0	**157**	0	18	135	99	0	**252**	0	77	151	24	0	**252**	0	**836**
8:45AM	25	57	64	0	**146**	0	53	62	29	0	**144**	0	16	121	68	0	**205**	0	61	102	9	0	**172**	0	**667**
Hourly Total	118	270	231	0	**619**	0	179	352	152	0	**683**	0	126	540	344	0	**1010**	0	260	541	84	0	**885**	0	**3197**
9:00AM	22	49	54	0	**125**	0	39	64	17	0	**120**	0	14	105	74	0	**193**	0	44	115	10	0	**169**	0	**607**
9:15AM	17	72	63	0	**152**	0	30	62	32	0	**124**	0	15	98	83	0	**196**	0	53	97	10	0	**160**	0	**632**
9:30AM	23	70	56	0	**149**	0	35	71	29	0	**135**	0	16	103	56	0	**175**	0	59	101	14	0	**174**	0	**633**
9:45AM	28	86	53	0	**167**	0	35	65	33	0	**133**	0	13	101	70	0	**184**	0	54	94	13	0	**161**	0	**645**
Hourly Total	90	277	226	0	**593**	0	139	262	111	0	**512**	0	58	407	283	0	**748**	0	210	407	47	0	**664**	0	**2517**
10:00AM	16	55	53	0	**124**	0	31	61	34	0	**126**	0	17	102	71	0	**190**	0	45	112	7	0	**164**	0	**604**
10:15AM	23	85	66	0	**174**	0	26	67	23	0	**116**	0	17	102	71	0	**190**	0	33	104	12	0	**149**	0	**629**
10:30AM	13	79	65	0	**157**	0	56	52	21	0	**129**	0	12	100	64	0	**176**	0	55	108	13	0	**176**	0	**638**
10:45AM	14	75	68	0	**157**	0	31	77	16	0	**124**	0	18	104	54	0	**176**	0	35	110	7	0	**152**	0	**609**
Hourly Total	66	294	252	0	**612**	0	144	257	94	0	**495**	0	64	408	260	0	**732**	0	168	434	39	0	**641**	0	**2480**
11:00AM	29	68	61	0	**158**	0	34	80	35	0	**149**	0	9	95	70	0	**174**	0	62	121	17	0	**200**	0	**681**
11:15AM	23	94	58	0	**175**	0	36	79	39	0	**154**	0	15	87	59	0	**161**	0	53	97	3	0	**153**	0	**643**
11:30AM	36	108	71	0	**215**	0	34	77	36	0	**147**	0	17	102	96	0	**215**	0	39	90	8	0	**137**	0	**714**
11:45AM	27	78	73	0	**178**	0	41	94	36	0	**171**	0	17	116	71	0	**204**	0	53	107	13	0	**173**	0	**726**

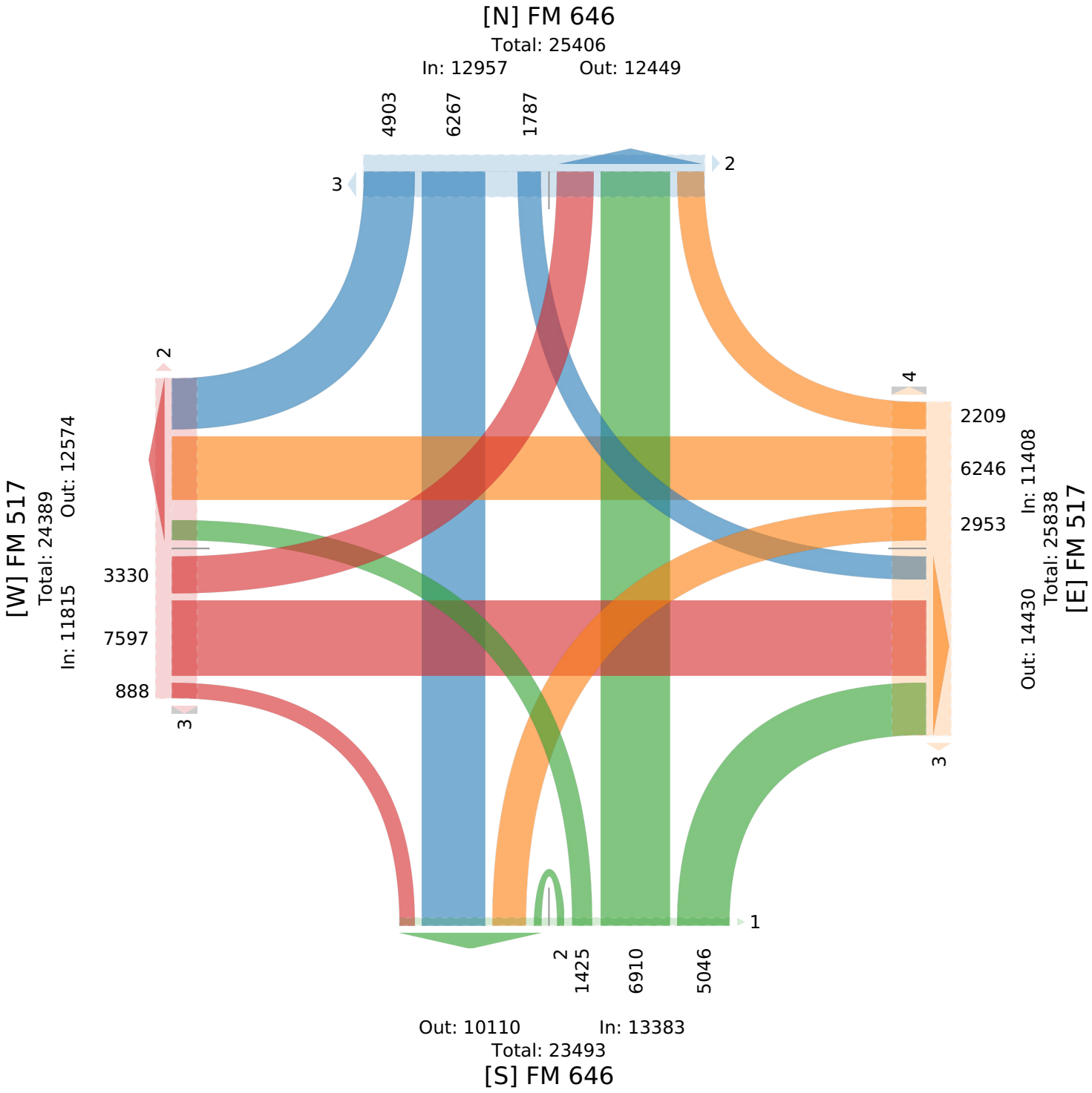
Leg	FM 646						FM 517						FM 646						FM 517						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Hourly Total	115	348	263	0	**726**	0	145	330	146	0	**621**	0	58	400	296	0	**754**	0	207	415	41	0	**663**	0	**2764**
12:00PM	32	91	59	0	**182**	0	40	76	38	0	**154**	0	18	99	54	0	**171**	0	49	120	13	0	**182**	0	**689**
12:15PM	21	110	88	0	**219**	0	45	81	35	0	**161**	0	28	97	74	0	**199**	0	53	90	9	0	**152**	0	**731**
12:30PM	31	93	87	0	**211**	0	33	89	27	0	**149**	0	29	104	88	0	**221**	0	34	130	9	0	**173**	0	**754**
12:45PM	34	102	79	0	**215**	0	44	78	29	0	**151**	0	24	81	70	0	**175**	0	49	105	13	0	**167**	0	**708**
Hourly Total	118	396	313	0	**827**	0	162	324	129	0	**615**	0	99	381	286	0	**766**	0	185	445	44	0	**674**	0	**2882**
1:00PM	36	109	78	0	**223**	0	55	83	19	0	**157**	0	25	110	58	0	**193**	0	48	101	9	0	**158**	0	**731**
1:15PM	25	99	74	0	**198**	0	52	108	35	0	**195**	0	30	94	69	2	**195**	0	66	119	9	0	**194**	0	**782**
1:30PM	30	105	60	0	**195**	0	40	97	32	0	**169**	0	12	95	65	0	**172**	0	44	108	11	0	**163**	0	**699**
1:45PM	26	66	67	0	**159**	0	37	80	23	0	**140**	0	17	105	77	0	**199**	0	38	111	8	0	**157**	0	**655**
Hourly Total	117	379	279	0	**775**	0	184	368	109	0	**661**	0	84	404	269	2	**759**	0	196	439	37	0	**672**	0	**2867**
2:00PM	21	82	59	0	**162**	0	48	74	28	0	**150**	0	16	110	58	0	**184**	0	50	88	9	0	**147**	0	**643**
2:15PM	15	126	77	0	**218**	0	52	71	28	0	**151**	0	20	107	76	0	**203**	0	46	90	8	0	**144**	0	**716**
2:30PM	29	104	84	0	**217**	0	42	102	37	0	**181**	0	20	83	62	0	**165**	0	51	111	9	0	**171**	0	**734**
2:45PM	23	123	83	0	**229**	0	49	100	29	0	**178**	0	21	107	66	0	**194**	0	48	101	13	0	**162**	0	**763**
Hourly Total	88	435	303	0	**826**	0	191	347	122	0	**660**	0	77	407	262	0	**746**	0	195	390	39	0	**624**	0	**2856**
3:00PM	20	107	92	0	**219**	0	63	125	46	0	**234**	0	28	93	65	0	**186**	0	34	121	17	0	**172**	0	**811**
3:15PM	20	137	91	0	**248**	0	57	114	25	0	**196**	0	31	114	75	0	**220**	0	60	129	28	0	**217**	0	**881**
3:30PM	34	150	79	0	**263**	0	70	121	46	0	**237**	0	33	122	79	0	**234**	0	61	124	16	0	**201**	0	**935**
3:45PM	31	119	97	0	**247**	1	72	116	40	0	**228**	1	33	102	85	0	**220**	0	44	72	12	0	**128**	0	**823**
Hourly Total	105	513	359	0	**977**	1	262	476	157	0	**895**	1	125	431	304	0	**860**	0	199	446	73	0	**718**	0	**3450**
4:00PM	55	142	56	0	**253**	0	64	108	61	0	**233**	0	28	123	93	0	**244**	0	20	56	9	0	**85**	0	**815**
4:15PM	47	197	73	0	**317**	0	69	125	58	0	**252**	0	31	141	86	0	**258**	0	38	135	37	0	**210**	0	**1037**
4:30PM	41	165	84	0	**290**	0	80	152	72	0	**304**	0	23	126	82	0	**231**	0	72	133	24	0	**229**	1	**1054**
4:45PM	36	143	98	0	**277**	0	83	136	42	0	**261**	0	29	115	81	0	**225**	1	72	127	23	0	**222**	0	**985**
Hourly Total	179	647	311	0	**1137**	0	296	521	233	0	**1050**	0	111	505	342	0	**958**	1	202	451	93	0	**746**	1	**3891**
5:00PM	31	147	84	0	**262**	0	52	153	38	0	**243**	0	24	159	89	0	**272**	0	53	83	20	0	**156**	0	**933**
5:15PM	29	173	116	0	**318**	0	51	149	42	0	**242**	0	32	158	79	0	**269**	0	61	86	14	0	**161**	0	**990**
5:30PM	40	94	111	0	**245**	0	64	164	62	0	**290**	0	30	98	70	0	**198**	0	71	86	13	0	**170**	0	**903**
5:45PM	42	87	105	0	**234**	0	57	145	62	0	**264**	0	22	136	65	0	**223**	0	72	73	19	0	**164**	0	**885**
Hourly Total	142	501	416	0	**1059**	0	224	611	204	0	**1039**	0	108	551	303	0	**962**	0	257	328	66	0	**651**	0	**3711**
6:00PM	25	147	94	0	**266**	0	82	104	37	0	**223**	1	36	110	75	0	**221**	0	73	145	21	0	**239**	2	**949**
6:15PM	25	129	108	0	**262**	0	51	129	45	0	**225**	0	41	111	82	0	**234**	0	57	142	22	0	**221**	2	**942**
6:30PM	26	130	84	0	**240**	1	66	123	38	0	**227**	0	22	108	67	0	**197**	0	60	113	9	0	**182**	0	**846**
6:45PM	33	124	82	0	**239**	0	49	105	42	0	**196**	0	21	84	76	0	**181**	0	47	100	14	0	**161**	0	**777**
Hourly Total	109	530	368	0	**1007**	1	248	461	162	0	**871**	1	120	413	300	0	**833**	0	237	500	66	0	**803**	4	**3514**
7:00PM	25	107	82	0	**214**	0	38	80	30	0	**148**	2	17	81	65	0	**163**	0	28	89	8	0	**125**	0	**650**
7:15PM	27	77	64	0	**168**	0	49	76	32	0	**157**	1	16	60	61	0	**137**	0	47	81	9	0	**137**	0	**599**
7:30PM	17	81	60	0	**158**	3	40	76	32	0	**148**	2	17	59	39	0	**115**	0	37	71	5	0	**113**	0	**534**
7:45PM	24	90	81	0	**195**	0	29	69	27	0	**125**	0	10	60	44	0	**114**	0	42	81	6	0	**129**	0	**563**
Hourly Total	93	355	287	0	**735**	3	156	301	121	0	**578**	5	60	260	209	0	**529**	0	154	322	28	0	**504**	0	**2346**
8:00PM	21	81	66	0	**168**	0	50	76	16	0	**142**	0	24	67	49	0	**140**	0	35	69	9	0	**113**	0	**563**
8:15PM	19	74	66	0	**159**	0	41	80	21	0	**142**	0	27	47	40	0	**114**	0	38	62	16	0	**116**	0	**531**
8:30PM	18	76	60	0	**154**	0	30	62	27	0	**119**	0	25	57	43	0	**125**	0	24	53	9	0	**86**	0	**484**
8:45PM	25	60	71	0	**156**	0	34	58	24	0	**116**	0	11	44	36	0	**91**	0	27	69	6	0	**102**	0	**465**
Hourly Total	83	291	263	0	**637**	0	155	276	88	0	**519**	0	87	215	168	0	**470**	0	124	253	40	0	**417**	0	**2043**
9:00PM	17	64	51	0	**132**	0	19	56	14	0	**89**	0	18	34	33	0	**85**	0	19	40	6	0	**65**	0	**371**
9:15PM	14	58	56	0	**128**	0	28	57	16	0	**101**	0	16	57	29	0	**102**	0	15	46	8	0	**69**	0	**400**
9:30PM	9	45	44	0	**98**	0	19	52	11	0	**82**	0	11	50	35	0	**96**	0	15	45	10	0	**70**	0	**346**
9:45PM	5	43	40	0	**88**	0	24	37	10	0	**71**	0	8	26	21	0	**55**	0	17	36	5	0	**58**	0	**272**
Hourly Total	45	210	191	0	**446**	0	90	202	51	0	**343**	0	53	167	118	0	**338**	0	66	167	29	0	**262**	0	**1389**
10:00PM	9	37	39	0	**85**	0	23	27	11	0	**61**	0	6	20	14	0	**40**	0	9	33	7	0	**49**	0	**235**
10:15PM	7	32	36	0	**75**	0	18	35	12	0	**65**	0	10	29	20	0	**59**	0	14	27	2	0	**43**	0	**242**
10:30PM	2	22	23	0	**47**	0	5	33	5	0	**43**	0	4	24	13	0	**41**	0	10	33	8	0	**51**	0	**182**
10:45PM	3	21	21	0	**45**	0	7	25	4	0	**36**	0	2	13	11	0	**26**	0	12	15	2	0	**29**	0	**136**
Hourly Total	21	112	119	0	**252**	0	53	120	32	0	**205**	0	22	86	58	0	**166**	0	45	108	19	0	**172**	0	**795**
11:00PM	1	13	18	0	**32**	0	9	15	5	0	**29**	0	6	8	6	0	**20**	0	2	22	1	0	**25**	0	**106**
11:15PM	5	17	11	0	**33**	0	8	16	7	0	**31**	0	2	13	5	0	**20**	0	3	15	2	0	**20**	0	**104**
11:30PM	4	18	10	0	**32**	0	3	18	4	0	**25**	0	4	10	4	0	**18**	0	4	11	3	0	**18**	0	**93**
11:45PM	1	16	11	0	**28**	0	0	15	0	0	**15**	0	0	10	7	0	**17**	0	4	12	1	0	**17**	0	**77**
Hourly Total	11	64	50	0	**125**	0	20	64	16	0	**100**	0	12	41	22	0	**75**	0	13	60	7	0	**80**	0	**380**
Total	1787	6267	4903	0	**12957**	5	2953	6246	2209	0	**11408**	7	1425	6910	5046	2	**13383**	1	3330	7597	888	0	**11815**	5	**49563**
% Approach	13.8%	48.4%	37.8%	0%	**-**	-	25.9%	54.8%	19.4%	0%	**-**	-	10.6%	51.6%	37.7%	0%	**-**	-	28.2%	64.3%	7.5%	0%	**-**	-	**-**
% Total	3.6%	12.6%	9.9%	0%	**26.1%**	-	6.0%	12.6%	4.5%	0%	**23.0%**	-	2.9%	13.9%	10.2%	0%	**27.0%**	-	6.7%	15.3%	1.8%	0%	**23.8%**	-	**-**
Lights	1759	6095	4742	0	**12596**	-	2859	5950	2161	0	**10970**	-	1380	6781	4921	1	**13083**	-	3236	7264	857	0	**11357**	-	48006
% Lights	98.4%	97.3%	96.7%	0%	**97.2%**	-	96.8%	95.3%	97.8%	0%	**96.2%**	-	96.8%	98.1%	97.5%	50.0%	**97.8%**	-	97.2%	95.6%	96.5%	0%	**96.1%**	-	96.9%
Single-Unit Trucks	13	111	111	0	**235**	-	68	167	17	0	**252**	-	23	79	87	1	**190**	-	61	196	15	0	**272**	-	949

Leg	FM 646						FM 517						FM 646						FM 517						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Single-Unit Trucks	0.7%	1.8%	2.3%	0%	**1.8%**	-	2.3%	2.7%	0.8%	0%	**2.2%**	-	1.6%	1.1%	1.7%	50.0%	**1.4%**	-	1.8%	2.6%	1.7%	0%	**2.3%**	-	1.9%
Articulated Trucks	1	42	38	0	**81**	-	24	83	1	0	**108**	-	2	29	31	0	**62**	-	22	88	3	0	**113**	-	364
% Articulated Trucks	0.1%	0.7%	0.8%	0%	**0.6%**	-	0.8%	1.3%	0%	0%	**0.9%**	-	0.1%	0.4%	0.6%	0%	**0.5%**	-	0.7%	1.2%	0.3%	0%	**1.0%**	-	0.7%
Buses	14	19	12	0	**45**	-	0	44	30	0	**74**	-	19	20	6	0	**45**	-	10	48	13	0	**71**	-	235
% Buses	0.8%	0.3%	0.2%	0%	**0.3%**	-	0%	0.7%	1.4%	0%	**0.6%**	-	1.3%	0.3%	0.1%	0%	**0.3%**	-	0.3%	0.6%	1.5%	0%	**0.6%**	-	0.5%
Bicycles on Road	0	0	0	0	**0**	-	2	2	0	0	**4**	-	1	1	1	0	**3**	-	1	1	0	0	**2**	-	9
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0.1%	0%	0%	0%	**0%**	-	0.1%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

FM 517 at FM 646 - TMC
Wed May 15, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185288, Location: 29.441938, -95.092451

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



FM 517 at FM 646 - TMC

Wed May 15, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185288, Location: 29.441938, -95.092451

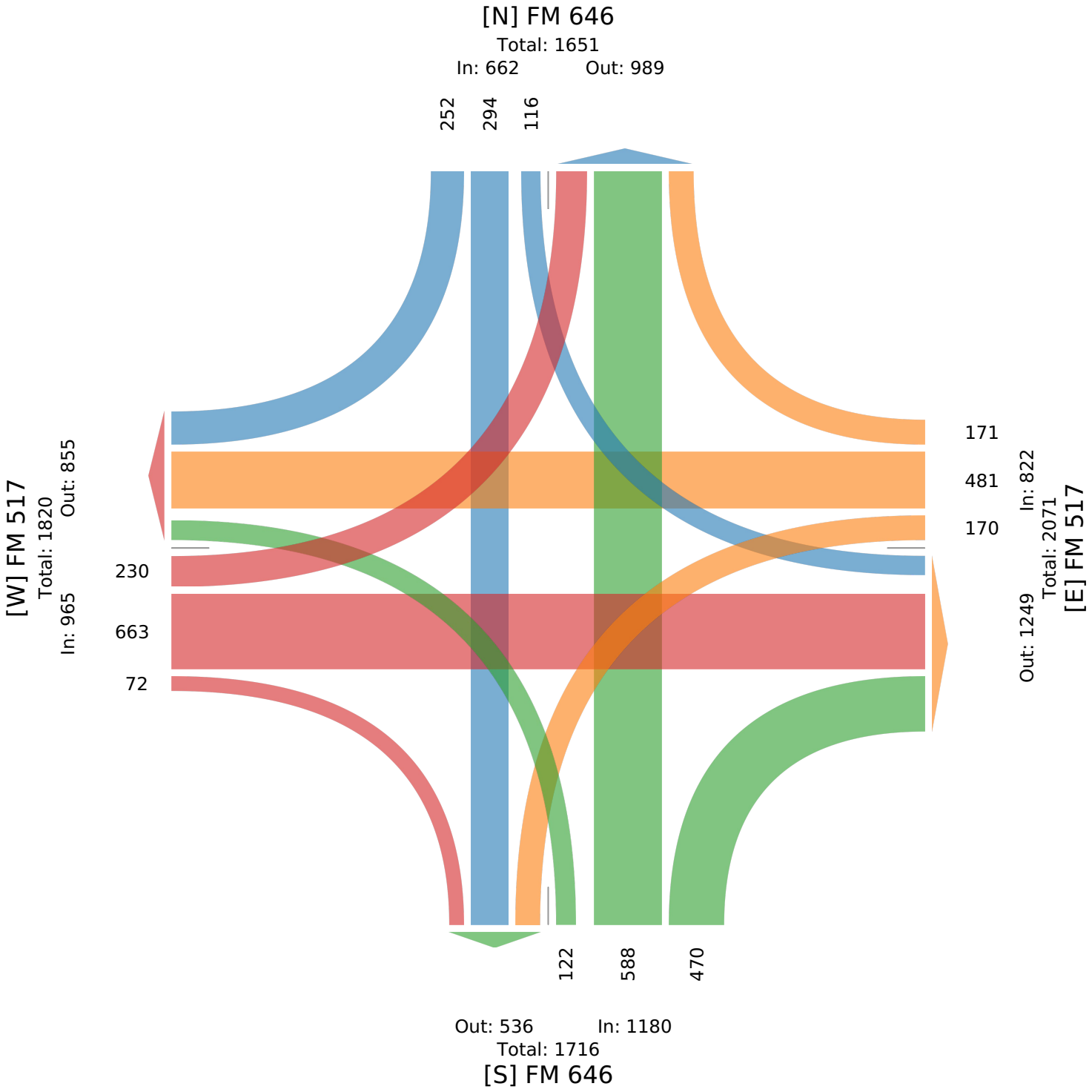
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						FM 517						FM 646						FM 517						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-15 7:15AM	24	84	70	0	**178**	0	38	120	32	0	**190**	0	25	176	123	0	**324**	0	58	198	21	0	**277**	0	**969**
7:30AM	36	69	69	0	**174**	0	46	120	44	0	**210**	0	25	153	121	0	**299**	0	64	153	16	0	**233**	0	**916**
7:45AM	28	75	66	0	**169**	0	39	116	53	0	**208**	0	31	126	132	0	**289**	0	62	161	12	0	**235**	0	**901**
8:00AM	28	66	47	0	**141**	0	47	125	42	0	**214**	0	41	133	94	0	**268**	0	46	151	23	0	**220**	0	**843**
Total	116	294	252	0	**662**	0	170	481	171	0	**822**	0	122	588	470	0	**1180**	0	230	663	72	0	**965**	0	**3629**
% Approach	17.5%	44.4%	38.1%	0%	**-**	-	20.7%	58.5%	20.8%	0%	**-**	-	10.3%	49.8%	39.8%	0%	**-**	-	23.8%	68.7%	7.5%	0%	**-**	-	-
% Total	3.2%	8.1%	6.9%	0%	**18.2%**	-	4.7%	13.3%	4.7%	0%	**22.7%**	-	3.4%	16.2%	13.0%	0%	**32.5%**	-	6.3%	18.3%	2.0%	0%	**26.6%**	-	-
PHF	0.806	0.875	0.900	-	**0.930**	-	0.904	0.962	0.807	-	**0.960**	-	0.744	0.835	0.890	-	**0.910**	-	0.898	0.836	0.783	-	**0.870**	-	0.936
Lights	115	279	240	0	**634**	-	166	455	167	0	**788**	-	113	578	460	0	**1151**	-	222	640	67	0	**929**	-	3502
% Lights	99.1%	94.9%	95.2%	0%	**95.8%**	-	97.6%	94.6%	97.7%	0%	**95.9%**	-	92.6%	98.3%	97.9%	0%	**97.5%**	-	96.5%	96.5%	93.1%	0%	**96.3%**	-	96.5%
Single-Unit Trucks	0	7	9	0	**16**	-	3	6	0	0	**9**	-	1	7	8	0	**16**	-	3	9	1	0	**13**	-	54
% Single-Unit Trucks	0%	2.4%	3.6%	0%	**2.4%**	-	1.8%	1.2%	0%	0%	**1.1%**	-	0.8%	1.2%	1.7%	0%	**1.4%**	-	1.3%	1.4%	1.4%	0%	**1.3%**	-	1.5%
Articulated Trucks	0	3	1	0	**4**	-	1	5	0	0	**6**	-	0	0	2	0	**2**	-	3	5	1	0	**9**	-	21
% Articulated Trucks	0%	1.0%	0.4%	0%	**0.6%**	-	0.6%	1.0%	0%	0%	**0.7%**	-	0%	0%	0.4%	0%	**0.2%**	-	1.3%	0.8%	1.4%	0%	**0.9%**	-	0.6%
Buses	1	5	2	0	**8**	-	0	15	4	0	**19**	-	8	3	0	0	**11**	-	2	8	3	0	**13**	-	51
% Buses	0.9%	1.7%	0.8%	0%	**1.2%**	-	0%	3.1%	2.3%	0%	**2.3%**	-	6.6%	0.5%	0%	0%	**0.9%**	-	0.9%	1.2%	4.2%	0%	**1.3%**	-	1.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	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

FM 517 at FM 646 - TMC
Wed May 15, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185288, Location: 29.441938, -95.092451

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



FM 517 at FM 646 - TMC

Wed May 15, 2024
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185288, Location: 29.441938, -95.092451

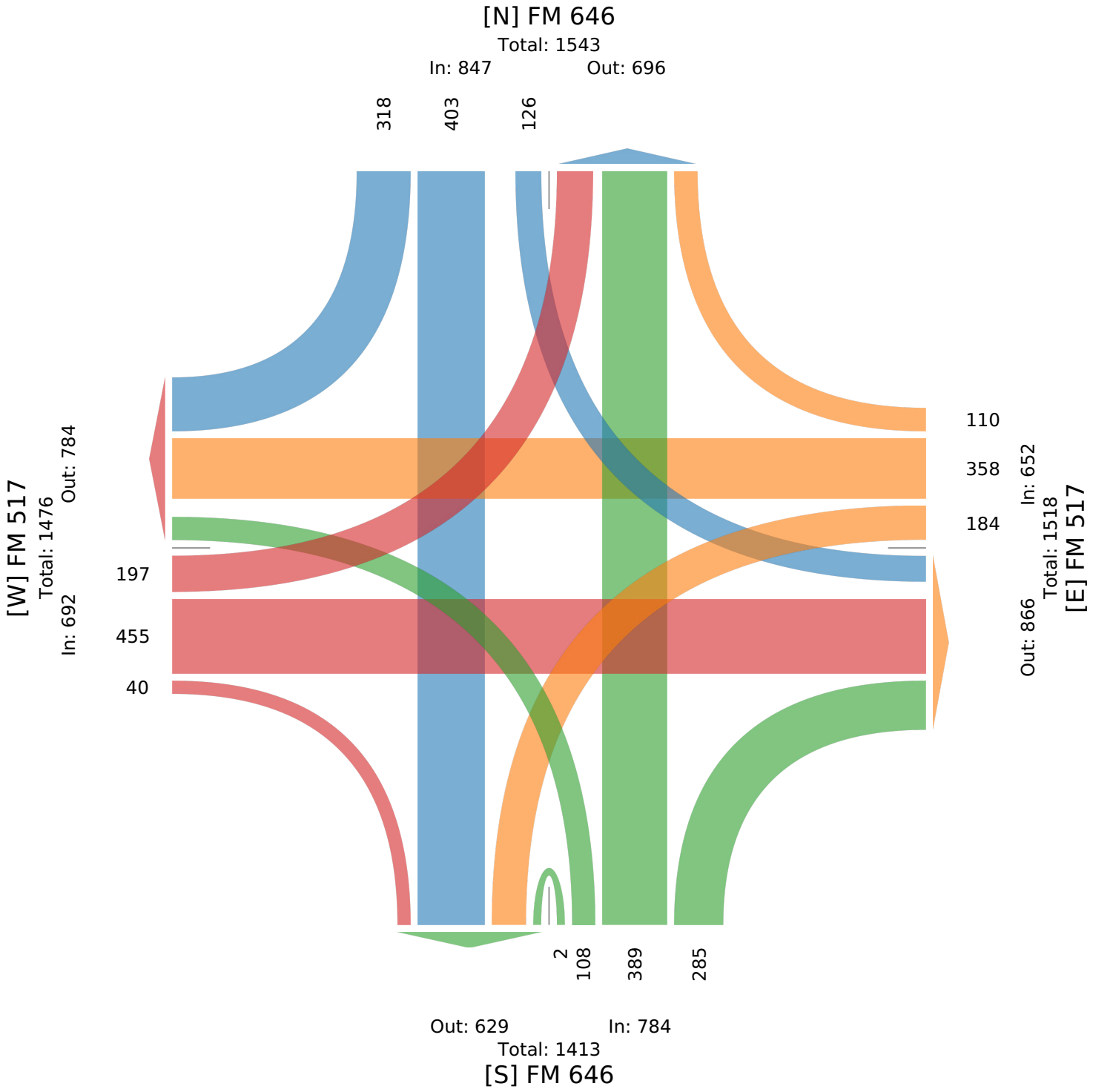
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						FM 517						FM 646						FM 517						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-15 12:30PM	31	93	87	0	**211**	0	33	89	27	0	**149**	0	29	104	88	0	**221**	0	34	130	9	0	**173**	0	**754**
12:45PM	34	102	79	0	**215**	0	44	78	29	0	**151**	0	24	81	70	0	**175**	0	49	105	13	0	**167**	0	**708**
1:00PM	36	109	78	0	**223**	0	55	83	19	0	**157**	0	25	110	58	0	**193**	0	48	101	9	0	**158**	0	**731**
1:15PM	25	99	74	0	**198**	0	52	108	35	0	**195**	0	30	94	69	2	**195**	0	66	119	9	0	**194**	0	**782**
Total	126	403	318	0	**847**	0	184	358	110	0	**652**	0	108	389	285	2	**784**	0	197	455	40	0	**692**	0	**2975**
% Approach	14.9%	47.6%	37.5%	0%	**-**	-	28.2%	54.9%	16.9%	0%	**-**	-	13.8%	49.6%	36.4%	0.3%	**-**	-	28.5%	65.8%	5.8%	0%	**-**	-	-
% Total	4.2%	13.5%	10.7%	0%	**28.5%**	-	6.2%	12.0%	3.7%	0%	**21.9%**	-	3.6%	13.1%	9.6%	0.1%	**26.4%**	-	6.6%	15.3%	1.3%	0%	**23.3%**	-	-
PHF	0.875	0.924	0.914	-	**0.950**	-	0.836	0.829	0.786	-	**0.836**	-	0.900	0.884	0.810	0.250	**0.887**	-	0.746	0.875	0.769	-	**0.892**	-	0.951
Lights	126	379	301	0	**806**	-	177	339	107	0	**623**	-	104	374	275	1	**754**	-	189	421	38	0	**648**	-	2831
% Lights	100%	94.0%	94.7%	0%	**95.2%**	-	96.2%	94.7%	97.3%	0%	**95.6%**	-	96.3%	96.1%	96.5%	50.0%	**96.2%**	-	95.9%	92.5%	95.0%	0%	**93.6%**	-	95.2%
Single-Unit Trucks	0	15	10	0	**25**	-	7	13	1	0	**21**	-	4	11	8	1	**24**	-	4	23	2	0	**29**	-	99
% Single-Unit Trucks	0%	3.7%	3.1%	0%	**3.0%**	-	3.8%	3.6%	0.9%	0%	**3.2%**	-	3.7%	2.8%	2.8%	50.0%	**3.1%**	-	2.0%	5.1%	5.0%	0%	**4.2%**	-	3.3%
Articulated Trucks	0	1	6	0	**7**	-	0	6	0	0	**6**	-	0	3	2	0	**5**	-	1	11	0	0	**12**	-	30
% Articulated Trucks	0%	0.2%	1.9%	0%	**0.8%**	-	0%	1.7%	0%	0%	**0.9%**	-	0%	0.8%	0.7%	0%	**0.6%**	-	0.5%	2.4%	0%	0%	**1.7%**	-	1.0%
Buses	0	8	1	0	**9**	-	0	0	2	0	**2**	-	0	1	0	0	**1**	-	3	0	0	0	**3**	-	15
% Buses	0%	2.0%	0.3%	0%	**1.1%**	-	0%	0%	1.8%	0%	**0.3%**	-	0%	0.3%	0%	0%	**0.1%**	-	1.5%	0%	0%	0%	**0.4%**	-	0.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	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 517 at FM 646 - TMC
Wed May 15, 2024
Midday Peak (12:30 PM - 1:30 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185288, Location: 29.441938, -95.092451

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



FM 517 at FM 646 - TMC

Wed May 15, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185288, Location: 29.441938, -95.092451

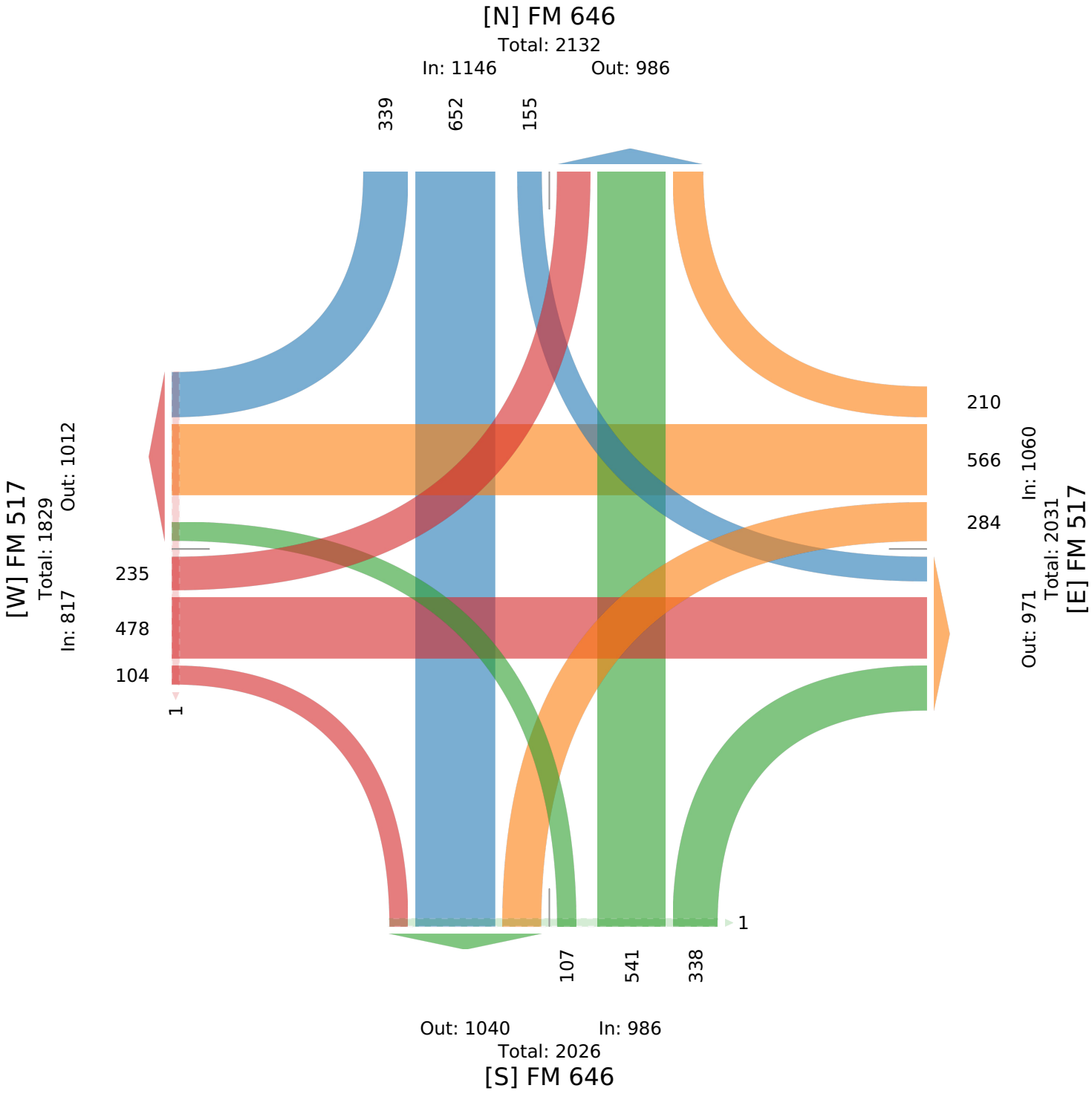
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	FM 646						FM 517						FM 646						FM 517						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-05-15 4:15PM	47	197	73	0	**317**	0	69	125	58	0	**252**	0	31	141	86	0	**258**	0	38	135	37	0	**210**	0	**1037**
4:30PM	41	165	84	0	**290**	0	80	152	72	0	**304**	0	23	126	82	0	**231**	0	72	133	24	0	**229**	1	**1054**
4:45PM	36	143	98	0	**277**	0	83	136	42	0	**261**	0	29	115	81	0	**225**	1	72	127	23	0	**222**	0	**985**
5:00PM	31	147	84	0	**262**	0	52	153	38	0	**243**	0	24	159	89	0	**272**	0	53	83	20	0	**156**	0	**933**
Total	155	652	339	0	**1146**	0	284	566	210	0	**1060**	0	107	541	338	0	**986**	1	235	478	104	0	**817**	1	**4009**
% Approach	13.5%	56.9%	29.6%	0%	**-**	-	26.8%	53.4%	19.8%	0%	**-**	-	10.9%	54.9%	34.3%	0%	**-**	-	28.8%	58.5%	12.7%	0%	**-**	-	-
% Total	3.9%	16.3%	8.5%	0%	**28.6%**	-	7.1%	14.1%	5.2%	0%	**26.4%**	-	2.7%	13.5%	8.4%	0%	**24.6%**	-	5.9%	11.9%	2.6%	0%	**20.4%**	-	-
PHF	0.824	0.827	0.865	-	**0.904**	-	0.855	0.925	0.729	-	**0.872**	-	0.883	0.851	0.949	-	**0.905**	-	0.816	0.885	0.703	-	**0.892**	-	0.951
Lights	150	642	334	0	**1126**	-	276	552	207	0	**1035**	-	103	536	333	0	**972**	-	229	446	99	0	**774**	-	3907
% Lights	96.8%	98.5%	98.5%	0%	**98.3%**	-	97.2%	97.5%	98.6%	0%	**97.6%**	-	96.3%	99.1%	98.5%	0%	**98.6%**	-	97.4%	93.3%	95.2%	0%	**94.7%**	-	97.5%
Single-Unit Trucks	2	4	2	0	**8**	-	5	7	0	0	**12**	-	0	3	5	0	**8**	-	3	12	0	0	**15**	-	43
% Single-Unit Trucks	1.3%	0.6%	0.6%	0%	**0.7%**	-	1.8%	1.2%	0%	0%	**1.1%**	-	0%	0.6%	1.5%	0%	**0.8%**	-	1.3%	2.5%	0%	0%	**1.8%**	-	1.1%
Articulated Trucks	0	3	2	0	**5**	-	3	5	0	0	**8**	-	0	0	0	0	**0**	-	2	10	0	0	**12**	-	25
% Articulated Trucks	0%	0.5%	0.6%	0%	**0.4%**	-	1.1%	0.9%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.9%	2.1%	0%	0%	**1.5%**	-	0.6%
Buses	3	3	1	0	**7**	-	0	2	3	0	**5**	-	3	2	0	0	**5**	-	1	10	5	0	**16**	-	33
% Buses	1.9%	0.5%	0.3%	0%	**0.6%**	-	0%	0.4%	1.4%	0%	**0.5%**	-	2.8%	0.4%	0%	0%	**0.5%**	-	0.4%	2.1%	4.8%	0%	**2.0%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

FM 517 at FM 646 - TMC
Wed May 15, 2024
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185288, Location: 29.441938, -95.092451

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



SH 6 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185298, Location: 29.402273, -95.17492

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

Leg	Algoa-Friendswood Road					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 12:00AM	0	0	0	**0**	0	6	0	0	**6**	0	0	11	0	**11**	0	**17**
12:15AM	0	0	0	**0**	0	8	0	0	**8**	0	0	7	0	**7**	0	**15**
12:30AM	0	0	0	**0**	0	8	0	0	**8**	0	0	4	0	**4**	0	**12**
12:45AM	0	0	0	**0**	0	5	0	0	**5**	0	0	7	0	**7**	0	**12**
Hourly Total	0	0	0	**0**	0	27	0	0	**27**	0	0	29	0	**29**	0	**56**
1:00AM	2	0	0	**2**	0	1	0	0	**1**	0	0	9	0	**9**	0	**12**
1:15AM	1	1	0	**2**	0	2	0	0	**2**	0	0	5	0	**5**	0	**9**
1:30AM	0	1	0	**1**	0	1	0	0	**1**	0	0	2	0	**2**	0	**4**
1:45AM	0	0	0	**0**	0	1	0	0	**1**	0	1	5	0	**6**	0	**7**
Hourly Total	3	2	0	**5**	0	5	0	0	**5**	0	1	21	0	**22**	0	**32**
2:00AM	0	0	0	**0**	0	4	0	0	**4**	0	0	6	0	**6**	0	**10**
2:15AM	2	1	0	**3**	0	4	2	0	**6**	0	3	1	0	**4**	0	**13**
2:30AM	1	0	0	**1**	0	6	1	0	**7**	0	0	6	0	**6**	0	**14**
2:45AM	0	0	0	**0**	0	5	0	0	**5**	0	0	6	0	**6**	0	**11**
Hourly Total	3	1	0	**4**	0	19	3	0	**22**	0	3	19	0	**22**	0	**48**
3:00AM	0	1	0	**1**	0	7	0	0	**7**	0	0	6	0	**6**	0	**14**
3:15AM	0	0	0	**0**	0	4	0	0	**4**	0	0	5	0	**5**	0	**9**
3:30AM	0	0	0	**0**	0	5	2	0	**7**	0	0	7	0	**7**	0	**14**
3:45AM	1	0	0	**1**	0	11	0	0	**11**	0	0	7	0	**7**	0	**19**
Hourly Total	1	1	0	**2**	0	27	2	0	**29**	0	0	25	0	**25**	0	**56**
4:00AM	0	1	0	**1**	0	10	0	0	**10**	0	1	10	0	**11**	0	**22**
4:15AM	2	0	0	**2**	0	16	1	0	**17**	0	0	14	0	**14**	0	**33**
4:30AM	0	2	0	**2**	0	29	6	0	**35**	0	0	13	0	**13**	0	**50**
4:45AM	1	3	0	**4**	0	40	4	0	**44**	0	1	33	0	**34**	0	**82**
Hourly Total	3	6	0	**9**	0	95	11	0	**106**	0	2	70	0	**72**	0	**187**
5:00AM	1	2	0	**3**	0	38	4	0	**42**	0	1	32	0	**33**	0	**78**
5:15AM	2	3	0	**5**	0	62	8	0	**70**	0	1	40	0	**41**	0	**116**
5:30AM	1	2	0	**3**	0	77	1	0	**78**	0	1	66	0	**67**	0	**148**
5:45AM	4	1	0	**5**	0	74	11	0	**85**	0	2	66	0	**68**	0	**158**
Hourly Total	8	8	0	**16**	0	251	24	0	**275**	0	5	204	0	**209**	0	**500**
6:00AM	4	2	0	**6**	0	72	3	0	**75**	0	2	69	0	**71**	0	**152**
6:15AM	3	4	0	**7**	0	117	10	0	**127**	0	6	110	0	**116**	0	**250**
6:30AM	7	6	0	**13**	0	116	3	0	**119**	0	7	119	0	**126**	0	**258**
6:45AM	10	4	0	**14**	0	157	6	0	**163**	0	1	148	0	**149**	0	**326**
Hourly Total	24	16	0	**40**	0	462	22	0	**484**	0	16	446	0	**462**	0	**986**
7:00AM	18	4	0	**22**	0	121	15	0	**136**	0	2	159	0	**161**	0	**319**
7:15AM	12	5	0	**17**	0	159	17	0	**176**	0	4	166	0	**170**	0	**363**
7:30AM	9	5	0	**14**	0	183	13	0	**196**	0	4	153	0	**157**	0	**367**
7:45AM	9	6	0	**15**	0	129	12	0	**141**	0	4	154	0	**158**	0	**314**
Hourly Total	48	20	0	**68**	0	592	57	0	**649**	0	14	632	0	**646**	0	**1363**
8:00AM	9	4	0	**13**	0	122	13	0	**135**	0	4	144	0	**148**	0	**296**
8:15AM	8	3	0	**11**	0	152	8	0	**160**	0	5	122	0	**127**	0	**298**
8:30AM	11	4	0	**15**	0	145	6	0	**151**	0	2	123	0	**125**	0	**291**
8:45AM	4	7	0	**11**	0	129	8	0	**137**	0	4	111	0	**115**	0	**263**
Hourly Total	32	18	0	**50**	0	548	35	0	**583**	0	15	500	0	**515**	0	**1148**
9:00AM	8	5	0	**13**	0	115	10	0	**125**	0	8	95	0	**103**	0	**241**
9:15AM	8	3	0	**11**	0	102	5	0	**107**	0	1	103	0	**104**	0	**222**
9:30AM	10	9	0	**19**	0	102	9	0	**111**	0	7	108	0	**115**	0	**245**
9:45AM	8	8	0	**16**	0	93	7	0	**100**	0	6	97	0	**103**	0	**219**
Hourly Total	34	25	0	**59**	0	412	31	0	**443**	0	22	403	0	**425**	0	**927**
10:00AM	9	3	0	**12**	0	103	8	0	**111**	0	5	95	0	**100**	0	**223**
10:15AM	9	6	0	**15**	0	91	10	0	**101**	0	12	90	0	**102**	0	**218**

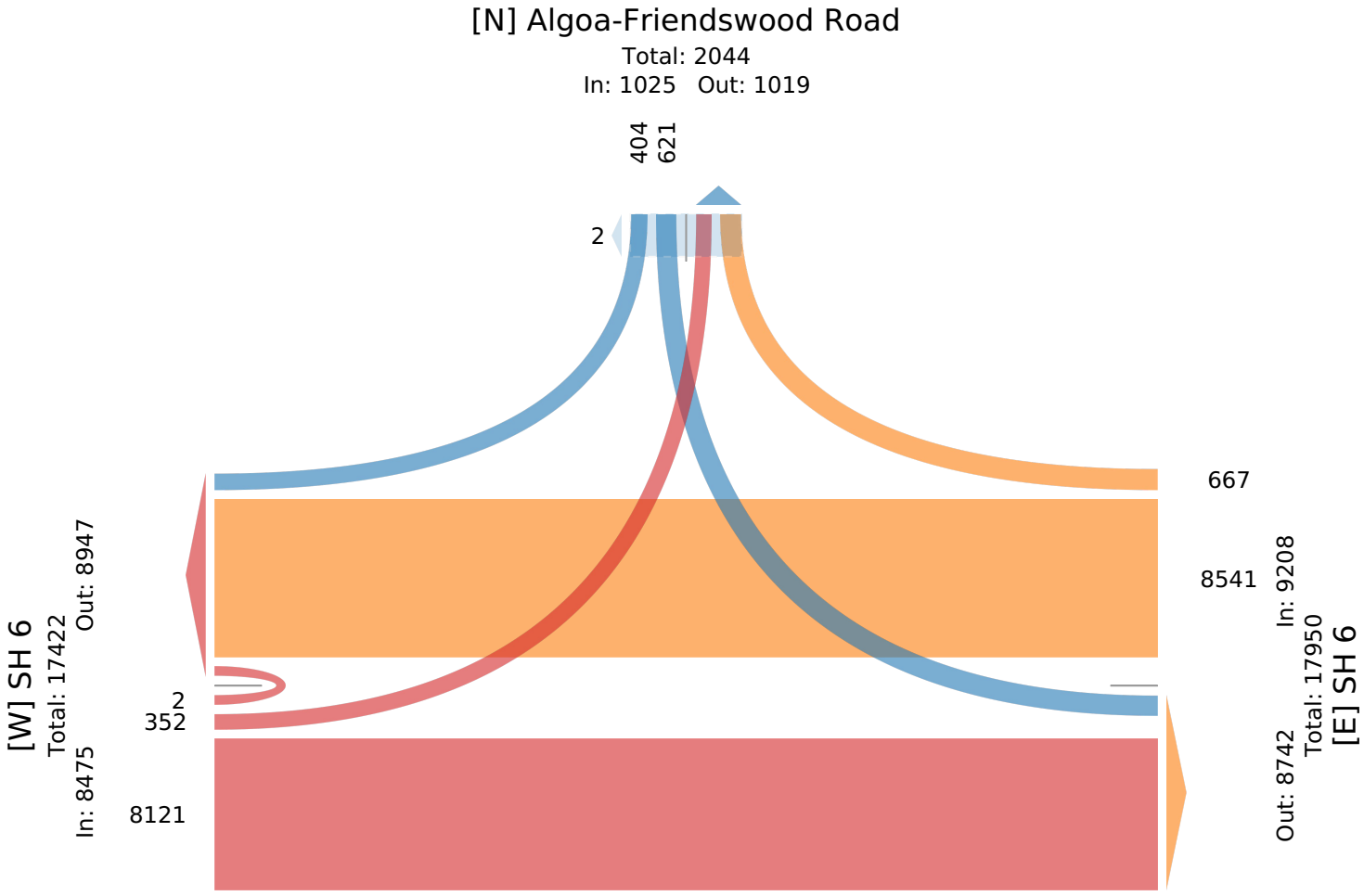
Leg	Algoa-Friendswood Road					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
10:30AM	5	5	0	**10**	0	108	7	0	**115**	0	2	102	0	**104**	0	**229**
10:45AM	7	6	0	**13**	0	133	16	0	**149**	0	6	110	0	**116**	0	**278**
Hourly Total	30	20	0	**50**	0	435	41	0	**476**	0	25	397	0	**422**	0	**948**
11:00AM	9	11	0	**20**	0	120	12	0	**132**	0	6	121	0	**127**	0	**279**
11:15AM	6	8	0	**14**	0	114	18	0	**132**	0	3	105	0	**108**	0	**254**
11:30AM	3	5	0	**8**	0	138	8	0	**146**	0	11	111	0	**122**	0	**276**
11:45AM	6	4	0	**10**	0	127	8	0	**135**	0	10	95	0	**105**	0	**250**
Hourly Total	24	28	0	**52**	0	499	46	0	**545**	0	30	432	0	**462**	0	**1059**
12:00PM	14	6	0	**20**	0	135	6	0	**141**	0	2	117	0	**119**	0	**280**
12:15PM	13	2	0	**15**	0	93	12	0	**105**	0	6	121	0	**127**	0	**247**
12:30PM	8	6	0	**14**	0	123	8	0	**131**	0	3	123	0	**126**	0	**271**
12:45PM	8	7	0	**15**	0	103	7	0	**110**	0	9	113	0	**122**	0	**247**
Hourly Total	43	21	0	**64**	0	454	33	0	**487**	0	20	474	0	**494**	0	**1045**
1:00PM	6	11	0	**17**	0	94	13	0	**107**	0	6	121	0	**127**	0	**251**
1:15PM	7	10	0	**17**	0	117	10	0	**127**	0	10	115	0	**125**	0	**269**
1:30PM	9	15	0	**24**	0	130	9	0	**139**	0	3	124	0	**127**	0	**290**
1:45PM	10	3	0	**13**	0	125	12	0	**137**	0	6	99	0	**105**	0	**255**
Hourly Total	32	39	0	**71**	0	466	44	0	**510**	0	25	459	0	**484**	0	**1065**
2:00PM	5	8	0	**13**	0	124	11	0	**135**	0	10	112	0	**122**	0	**270**
2:15PM	11	9	0	**20**	0	136	10	0	**146**	0	9	128	0	**137**	0	**303**
2:30PM	11	6	0	**17**	0	133	7	0	**140**	0	3	131	0	**134**	0	**291**
2:45PM	5	6	0	**11**	0	140	15	0	**155**	0	2	142	0	**144**	0	**310**
Hourly Total	32	29	0	**61**	0	533	43	0	**576**	0	24	513	0	**537**	0	**1174**
3:00PM	15	6	0	**21**	0	145	10	0	**155**	0	11	139	0	**150**	0	**326**
3:15PM	11	7	0	**18**	0	177	17	0	**194**	0	3	146	1	**150**	0	**362**
3:30PM	9	8	0	**17**	0	159	10	0	**169**	0	9	134	0	**143**	0	**329**
3:45PM	17	11	0	**28**	0	185	12	0	**197**	0	5	147	0	**152**	0	**377**
Hourly Total	52	32	0	**84**	0	666	49	0	**715**	0	28	566	1	**595**	0	**1394**
4:00PM	15	7	0	**22**	0	185	15	0	**200**	0	10	145	0	**155**	0	**377**
4:15PM	13	5	0	**18**	0	187	13	0	**200**	0	9	177	0	**186**	0	**404**
4:30PM	15	4	0	**19**	0	176	18	0	**194**	0	9	185	0	**194**	0	**407**
4:45PM	13	10	0	**23**	0	188	13	0	**201**	0	6	172	1	**179**	0	**403**
Hourly Total	56	26	0	**82**	0	736	59	0	**795**	0	34	679	1	**714**	0	**1591**
5:00PM	19	15	0	**34**	0	218	10	0	**228**	0	6	179	0	**185**	0	**447**
5:15PM	12	10	0	**22**	0	203	9	0	**212**	0	5	193	0	**198**	0	**432**
5:30PM	20	12	0	**32**	0	182	16	0	**198**	0	5	175	0	**180**	0	**410**
5:45PM	18	7	0	**25**	0	180	14	0	**194**	0	8	132	0	**140**	0	**359**
Hourly Total	69	44	0	**113**	0	783	49	0	**832**	0	24	679	0	**703**	0	**1648**
6:00PM	13	3	0	**16**	0	168	17	0	**185**	0	5	143	0	**148**	0	**349**
6:15PM	12	9	0	**21**	0	174	12	0	**186**	0	4	137	0	**141**	0	**348**
6:30PM	7	7	0	**14**	0	114	7	0	**121**	0	9	150	0	**159**	0	**294**
6:45PM	9	6	0	**15**	0	116	7	0	**123**	0	3	121	0	**124**	0	**262**
Hourly Total	41	25	0	**66**	0	572	43	0	**615**	0	21	551	0	**572**	0	**1253**
7:00PM	7	3	0	**10**	0	118	8	0	**126**	0	2	110	0	**112**	0	**248**
7:15PM	7	4	0	**11**	0	73	2	0	**75**	0	3	96	0	**99**	0	**185**
7:30PM	5	5	0	**10**	0	73	4	0	**77**	0	4	104	0	**108**	0	**195**
7:45PM	9	2	0	**11**	0	91	7	0	**98**	0	3	79	0	**82**	0	**191**
Hourly Total	28	14	0	**42**	0	355	21	0	**376**	0	12	389	0	**401**	0	**819**
8:00PM	12	2	0	**14**	0	72	8	0	**80**	0	5	75	0	**80**	0	**174**
8:15PM	8	2	0	**10**	0	71	3	0	**74**	0	5	74	0	**79**	0	**163**
8:30PM	3	5	0	**8**	0	69	7	0	**76**	0	6	71	0	**77**	0	**161**
8:45PM	4	3	0	**7**	0	59	5	0	**64**	0	3	68	0	**71**	0	**142**
Hourly Total	27	12	0	**39**	0	271	23	0	**294**	0	19	288	0	**307**	0	**640**
9:00PM	6	1	0	**7**	0	48	5	0	**53**	0	3	58	0	**61**	0	**121**
9:15PM	3	5	0	**8**	0	58	6	0	**64**	0	2	56	0	**58**	0	**130**
9:30PM	8	1	0	**9**	0	47	2	0	**49**	0	1	40	0	**41**	0	**99**
9:45PM	4	2	0	**6**	0	42	5	0	**47**	0	1	31	0	**32**	0	**85**
Hourly Total	21	9	0	**30**	0	195	18	0	**213**	0	7	185	0	**192**	0	**435**
10:00PM	2	1	0	**3**	0	32	4	0	**36**	0	1	41	0	**42**	0	**81**
10:15PM	1	1	0	**2**	0	25	2	0	**27**	0	1	27	0	**28**	0	**57**

Leg	Algoa-Friendswood Road					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
10:30PM	0	0	0	**0**	0	21	2	0	**23**	0	1	21	0	**22**	0	**45**
10:45PM	2	2	0	**4**	0	16	1	0	**17**	0	1	24	0	**25**	0	**46**
Hourly Total	5	4	0	**9**	0	94	9	0	**103**	0	4	113	0	**117**	0	**229**
11:00PM	2	1	0	**3**	0	13	1	0	**14**	0	1	9	0	**10**	0	**27**
11:15PM	1	2	0	**3**	1	7	1	0	**8**	0	0	21	0	**21**	0	**32**
11:30PM	1	1	0	**2**	1	10	1	0	**11**	0	0	13	0	**13**	0	**26**
11:45PM	1	0	0	**1**	0	14	1	0	**15**	0	0	4	0	**4**	0	**20**
Hourly Total	5	4	0	**9**	2	44	4	0	**48**	0	1	47	0	**48**	0	**105**
Total	621	404	0	**1025**	2	8541	667	0	**9208**	0	352	8121	2	**8475**	0	**18708**
% Approach	60.6%	39.4%	0%	**-**	-	92.8%	7.2%	0%	**-**	-	4.2%	95.8%	0%	**-**	-	**-**
% Total	3.3%	2.2%	0%	**5.5%**	-	45.7%	3.6%	0%	**49.2%**	-	1.9%	43.4%	0%	**45.3%**	-	**-**
Lights	578	374	0	**952**	-	8151	619	0	**8770**	-	319	7800	2	**8121**	-	17843
% Lights	93.1%	92.6%	0%	**92.9%**	-	95.4%	92.8%	0%	**95.2%**	-	90.6%	96.0%	100%	**95.8%**	-	95.4%
Single-Unit Trucks	39	11	0	**50**	-	320	41	0	**361**	-	21	212	0	**233**	-	644
% Single-Unit Trucks	6.3%	2.7%	0%	**4.9%**	-	3.7%	6.1%	0%	**3.9%**	-	6.0%	2.6%	0%	**2.7%**	-	3.4%
Articulated Trucks	0	14	0	**14**	-	61	0	0	**61**	-	12	88	0	**100**	-	175
% Articulated Trucks	0%	3.5%	0%	**1.4%**	-	0.7%	0%	0%	**0.7%**	-	3.4%	1.1%	0%	**1.2%**	-	0.9%
Buses	4	1	0	**5**	-	8	7	0	**15**	-	0	21	0	**21**	-	41
% Buses	0.6%	0.2%	0%	**0.5%**	-	0.1%	1.0%	0%	**0.2%**	-	0%	0.3%	0%	**0.2%**	-	0.2%
Bicycles on Road	0	4	0	**4**	-	1	0	0	**1**	-	0	0	0	**0**	-	5
% Bicycles on Road	0%	1.0%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at Algoa-Friendswood Road - TMC
Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185298, Location: 29.402273, -95.17492

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



SH 6 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185298, Location: 29.402273, -95.17492

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

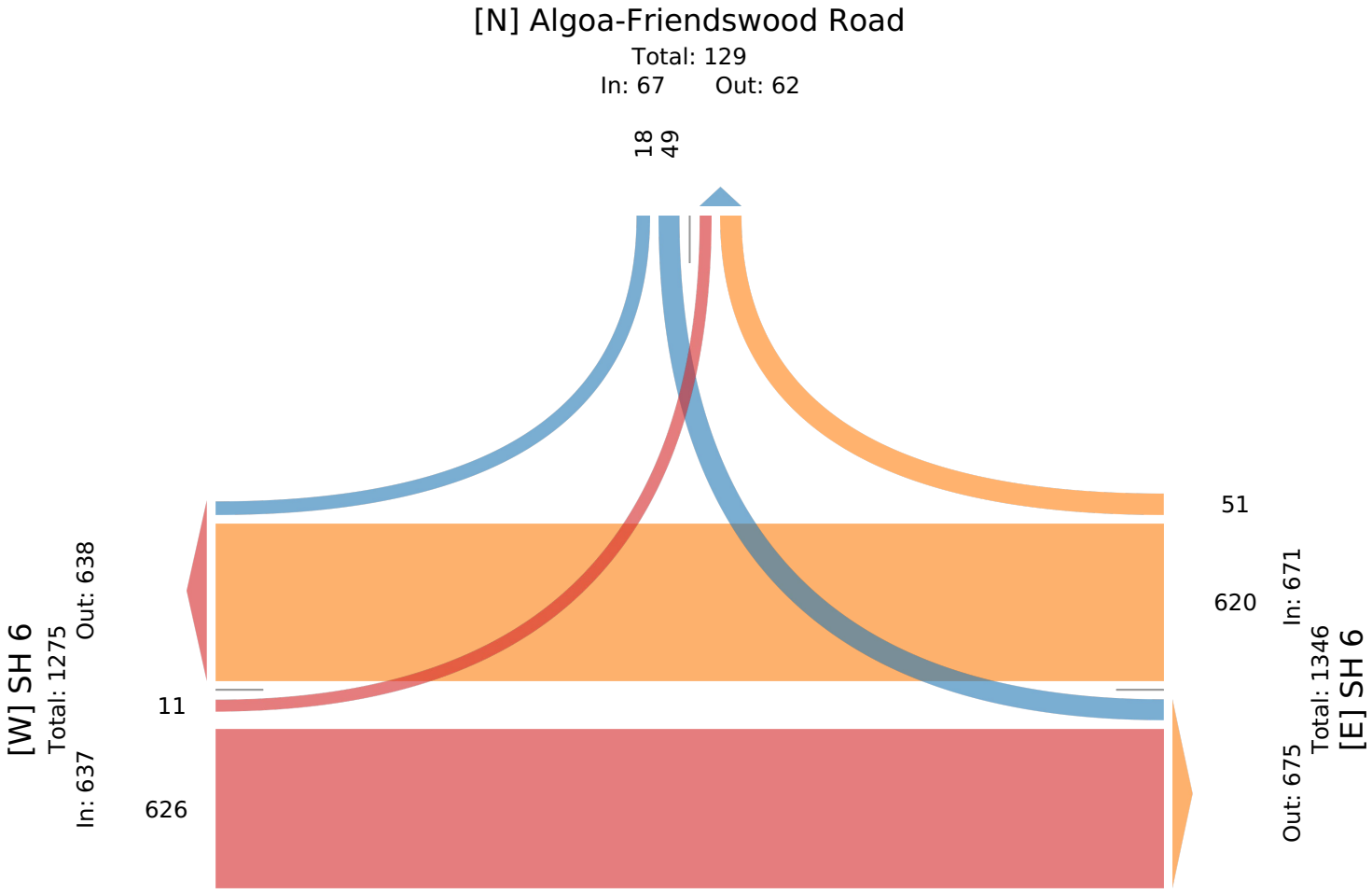
Leg	Algoa-Friendswood Road					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 6:45AM	10	4	0	**14**	0	157	6	0	**163**	0	1	148	0	**149**	0	**326**
7:00AM	18	4	0	**22**	0	121	15	0	**136**	0	2	159	0	**161**	0	**319**
7:15AM	12	5	0	**17**	0	159	17	0	**176**	0	4	166	0	**170**	0	**363**
7:30AM	9	5	0	**14**	0	183	13	0	**196**	0	4	153	0	**157**	0	**367**
Total	49	18	0	**67**	0	620	51	0	**671**	0	11	626	0	**637**	0	**1375**
% Approach	73.1%	26.9%	0%	**-**	-	92.4%	7.6%	0%	**-**	-	1.7%	98.3%	0%	**-**	-	-
% Total	3.6%	1.3%	0%	**4.9%**	-	45.1%	3.7%	0%	**48.8%**	-	0.8%	45.5%	0%	**46.3%**	-	-
PHF	0.681	0.900	-	**0.761**	-	0.847	0.750	-	**0.856**	-	0.688	0.943	-	**0.937**	-	0.937
Lights	47	17	0	**64**	-	601	48	0	**649**	-	11	591	0	**602**	-	1315
% Lights	95.9%	94.4%	0%	**95.5%**	-	96.9%	94.1%	0%	**96.7%**	-	100%	94.4%	0%	**94.5%**	-	95.6%
Single-Unit Trucks	1	0	0	**1**	-	13	1	0	**14**	-	0	22	0	**22**	-	37
% Single-Unit Trucks	2.0%	0%	0%	**1.5%**	-	2.1%	2.0%	0%	**2.1%**	-	0%	3.5%	0%	**3.5%**	-	2.7%
Articulated Trucks	0	1	0	**1**	-	3	0	0	**3**	-	0	10	0	**10**	-	14
% Articulated Trucks	0%	5.6%	0%	**1.5%**	-	0.5%	0%	0%	**0.4%**	-	0%	1.6%	0%	**1.6%**	-	1.0%
Buses	1	0	0	**1**	-	3	2	0	**5**	-	0	3	0	**3**	-	9
% Buses	2.0%	0%	0%	**1.5%**	-	0.5%	3.9%	0%	**0.7%**	-	0%	0.5%	0%	**0.5%**	-	0.7%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185298, Location: 29.402273, -95.17492

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



SH 6 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185298, Location: 29.402273, -95.17492

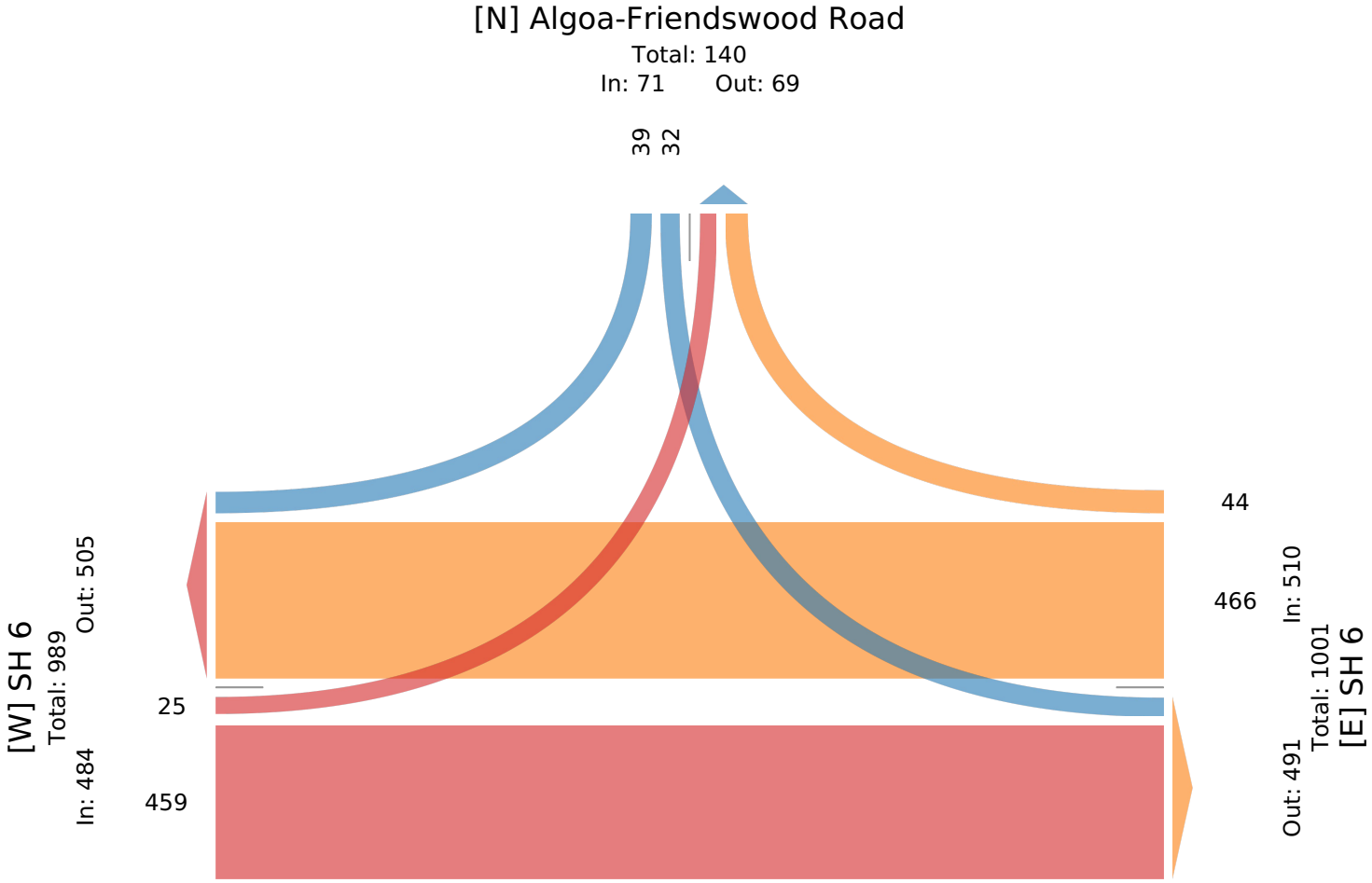
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Algoa-Friendswood Road					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 1:00PM	6	11	0	**17**	0	94	13	0	**107**	0	6	121	0	**127**	0	**251**
1:15PM	7	10	0	**17**	0	117	10	0	**127**	0	10	115	0	**125**	0	**269**
1:30PM	9	15	0	**24**	0	130	9	0	**139**	0	3	124	0	**127**	0	**290**
1:45PM	10	3	0	**13**	0	125	12	0	**137**	0	6	99	0	**105**	0	**255**
Total	32	39	0	**71**	0	466	44	0	**510**	0	25	459	0	**484**	0	**1065**
% Approach	45.1%	54.9%	0%	**-**	-	91.4%	8.6%	0%	**-**	-	5.2%	94.8%	0%	**-**	-	-
% Total	3.0%	3.7%	0%	**6.7%**	-	43.8%	4.1%	0%	**47.9%**	-	2.3%	43.1%	0%	**45.4%**	-	-
PHF	0.800	0.650	-	**0.740**	-	0.896	0.846	-	**0.917**	-	0.625	0.925	-	**0.953**	-	0.918
Lights	27	36	0	**63**	-	429	39	0	**468**	-	24	448	0	**472**	-	1003
% Lights	84.4%	92.3%	0%	**88.7%**	-	92.1%	88.6%	0%	**91.8%**	-	96.0%	97.6%	0%	**97.5%**	-	94.2%
Single-Unit Trucks	5	1	0	**6**	-	37	5	0	**42**	-	1	6	0	**7**	-	55
% Single-Unit Trucks	15.6%	2.6%	0%	**8.5%**	-	7.9%	11.4%	0%	**8.2%**	-	4.0%	1.3%	0%	**1.4%**	-	5.2%
Articulated Trucks	0	2	0	**2**	-	0	0	0	**0**	-	0	4	0	**4**	-	6
% Articulated Trucks	0%	5.1%	0%	**2.8%**	-	0%	0%	0%	**0%**	-	0%	0.9%	0%	**0.8%**	-	0.6%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	1	0	**1**	-	1
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at Algoa-Friendswood Road - TMC
Wed May 8, 2024
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185298, Location: 29.402273, -95.17492

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



SH 6 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185298, Location: 29.402273, -95.17492

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

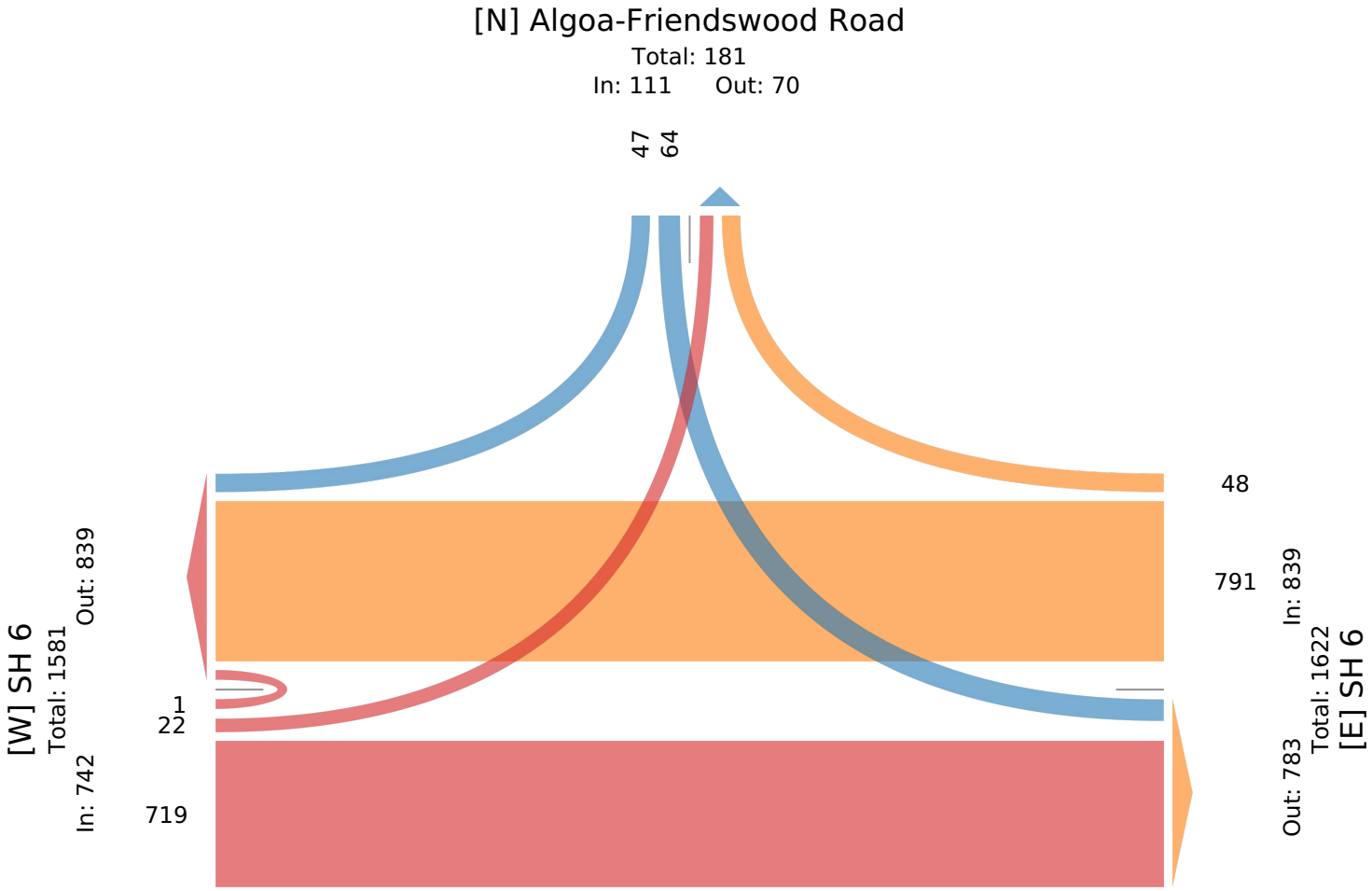
Leg	Algoa-Friendswood Road					SH 6					SH 6					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-05-08 4:45PM	13	10	0	**23**	0	188	13	0	**201**	0	6	172	1	**179**	0	**403**
5:00PM	19	15	0	**34**	0	218	10	0	**228**	0	6	179	0	**185**	0	**447**
5:15PM	12	10	0	**22**	0	203	9	0	**212**	0	5	193	0	**198**	0	**432**
5:30PM	20	12	0	**32**	0	182	16	0	**198**	0	5	175	0	**180**	0	**410**
Total	64	47	0	**111**	0	791	48	0	**839**	0	22	719	1	**742**	0	**1692**
% Approach	57.7%	42.3%	0%	**-**	-	94.3%	5.7%	0%	**-**	-	3.0%	96.9%	0.1%	**-**	-	**-**
% Total	3.8%	2.8%	0%	**6.6%**	-	46.7%	2.8%	0%	**49.6%**	-	1.3%	42.5%	0.1%	**43.9%**	-	**-**
PHF	0.800	0.783	-	**0.816**	-	0.907	0.750	-	**0.920**	-	0.917	0.931	0.250	**0.937**	-	0.946
Lights	63	46	0	**109**	-	779	47	0	**826**	-	22	706	1	**729**	-	1664
% Lights	98.4%	97.9%	0%	**98.2%**	-	98.5%	97.9%	0%	**98.5%**	-	100%	98.2%	100%	**98.2%**	-	98.3%
Single-Unit Trucks	1	1	0	**2**	-	9	1	0	**10**	-	0	9	0	**9**	-	21
% Single-Unit Trucks	1.6%	2.1%	0%	**1.8%**	-	1.1%	2.1%	0%	**1.2%**	-	0%	1.3%	0%	**1.2%**	-	1.2%
Articulated Trucks	0	0	0	**0**	-	3	0	0	**3**	-	0	3	0	**3**	-	6
% Articulated Trucks	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.4%**	-	0%	0.4%	0%	**0.4%**	-	0.4%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	1	0	**1**	-	1
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SH 6 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185298, Location: 29.402273, -95.17492

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



FM 517 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185291, Location: 29.435863, -95.17629

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

Leg	FM 517					Algoa-Friendswood Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:00AM	2	11	0	**13**	0	0	0	0	**0**	0	4	0	0	**4**	0	**17**
12:15AM	0	5	0	**5**	0	0	0	0	**0**	0	2	0	0	**2**	0	**7**
12:30AM	1	11	0	**12**	0	0	1	0	**1**	0	9	0	0	**9**	0	**22**
12:45AM	3	6	0	**9**	0	0	0	0	**0**	0	3	0	0	**3**	0	**12**
Hourly Total	6	33	0	**39**	0	0	1	0	**1**	0	18	0	0	**18**	0	**58**
1:00AM	1	7	0	**8**	0	0	0	0	**0**	0	4	0	0	**4**	0	**12**
1:15AM	2	4	0	**6**	0	0	0	0	**0**	0	3	0	0	**3**	0	**9**
1:30AM	1	7	0	**8**	0	0	0	0	**0**	0	5	0	0	**5**	0	**13**
1:45AM	0	6	0	**6**	0	1	0	0	**1**	0	1	0	0	**1**	0	**8**
Hourly Total	4	24	0	**28**	0	1	0	0	**1**	0	13	0	0	**13**	0	**42**
2:00AM	0	9	0	**9**	0	0	0	0	**0**	0	4	1	0	**5**	0	**14**
2:15AM	2	4	0	**6**	0	0	2	0	**2**	0	3	0	0	**3**	0	**11**
2:30AM	2	6	0	**8**	0	0	1	0	**1**	0	3	0	0	**3**	0	**12**
2:45AM	0	7	0	**7**	0	0	0	0	**0**	0	5	0	0	**5**	0	**12**
Hourly Total	4	26	0	**30**	0	0	3	0	**3**	0	15	1	0	**16**	0	**49**
3:00AM	1	4	0	**5**	0	0	1	0	**1**	0	7	0	0	**7**	0	**13**
3:15AM	0	3	0	**3**	0	0	3	0	**3**	0	5	0	0	**5**	0	**11**
3:30AM	0	7	0	**7**	0	0	1	0	**1**	0	10	1	0	**11**	0	**19**
3:45AM	2	11	0	**13**	0	0	5	0	**5**	0	8	0	0	**8**	0	**26**
Hourly Total	3	25	0	**28**	0	0	10	0	**10**	0	30	1	0	**31**	0	**69**
4:00AM	1	13	0	**14**	0	0	3	0	**3**	0	16	0	0	**16**	0	**33**
4:15AM	2	18	0	**20**	0	0	2	0	**2**	0	18	0	0	**18**	0	**40**
4:30AM	0	28	0	**28**	0	1	8	0	**9**	0	24	0	0	**24**	0	**61**
4:45AM	2	37	0	**39**	0	1	11	0	**12**	0	20	0	0	**20**	0	**71**
Hourly Total	5	96	0	**101**	0	2	24	0	**26**	0	78	0	0	**78**	0	**205**
5:00AM	3	39	0	**42**	0	0	8	0	**8**	0	30	0	0	**30**	0	**80**
5:15AM	2	47	0	**49**	0	0	21	0	**21**	0	48	1	0	**49**	0	**119**
5:30AM	1	57	0	**58**	0	0	9	0	**9**	0	54	0	0	**54**	0	**121**
5:45AM	3	67	0	**70**	0	0	11	0	**11**	0	53	0	0	**53**	0	**134**
Hourly Total	9	210	0	**219**	0	0	49	0	**49**	0	185	1	0	**186**	0	**454**
6:00AM	5	71	1	**77**	3	2	13	0	**15**	0	67	0	0	**67**	0	**159**
6:15AM	4	97	0	**101**	0	0	28	0	**28**	0	91	3	0	**94**	0	**223**
6:30AM	5	125	0	**130**	0	2	26	0	**28**	0	124	1	0	**125**	0	**283**
6:45AM	7	133	0	**140**	0	4	11	0	**15**	0	117	4	0	**121**	0	**276**
Hourly Total	21	426	1	**448**	3	8	78	0	**86**	0	399	8	0	**407**	0	**941**
7:00AM	8	102	0	**110**	0	1	24	0	**25**	0	122	3	0	**125**	0	**260**
7:15AM	6	112	0	**118**	0	10	20	0	**30**	0	126	2	0	**128**	0	**276**
7:30AM	9	131	0	**140**	0	3	22	0	**25**	0	133	3	0	**136**	0	**301**
7:45AM	6	132	0	**138**	0	2	14	0	**16**	0	119	5	0	**124**	0	**278**
Hourly Total	29	477	0	**506**	0	16	80	0	**96**	0	500	13	0	**513**	0	**1115**
8:00AM	1	126	0	**127**	0	5	17	0	**22**	0	98	3	0	**101**	0	**250**
8:15AM	7	93	0	**100**	0	6	11	0	**17**	0	97	2	0	**99**	0	**216**
8:30AM	11	107	0	**118**	0	1	6	0	**7**	0	127	1	0	**128**	0	**253**
8:45AM	7	95	0	**102**	0	4	11	0	**15**	0	102	2	0	**104**	0	**221**
Hourly Total	26	421	0	**447**	0	16	45	0	**61**	0	424	8	0	**432**	0	**940**
9:00AM	11	79	0	**90**	0	0	15	0	**15**	0	75	2	0	**77**	0	**182**
9:15AM	8	78	1	**87**	0	4	12	0	**16**	0	97	3	0	**100**	0	**203**
9:30AM	13	85	0	**98**	0	1	6	0	**7**	0	94	1	0	**95**	0	**200**
9:45AM	9	69	0	**78**	0	2	14	0	**16**	0	93	3	0	**96**	0	**190**
Hourly Total	41	311	1	**353**	0	7	47	0	**54**	0	359	9	0	**368**	0	**775**
10:00AM	9	82	0	**91**	0	2	11	0	**13**	1	77	1	0	**78**	0	**182**
10:15AM	4	73	0	**77**	0	4	16	0	**20**	0	90	4	0	**94**	0	**191**

Leg	FM 517					Algoa-Friendswood Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
10:30AM	10	91	0	**101**	0	1	8	0	**9**	0	81	0	0	**81**	0	**191**
10:45AM	9	77	0	**86**	0	3	16	0	**19**	0	85	1	0	**86**	0	**191**
Hourly Total	32	323	0	**355**	0	10	51	0	**61**	1	333	6	0	**339**	0	**755**
11:00AM	11	68	0	**79**	0	7	13	0	**20**	0	63	4	0	**67**	0	**166**
11:15AM	12	65	0	**77**	0	3	12	0	**15**	0	88	4	0	**92**	0	**184**
11:30AM	7	95	0	**102**	0	2	15	0	**17**	0	75	1	0	**76**	0	**195**
11:45AM	11	80	0	**91**	0	1	16	0	**17**	0	91	4	0	**95**	0	**203**
Hourly Total	41	308	0	**349**	0	13	56	0	**69**	0	317	13	0	**330**	0	**748**
12:00PM	15	65	0	**80**	0	1	13	0	**14**	0	70	5	0	**75**	0	**169**
12:15PM	13	81	0	**94**	0	2	15	0	**17**	0	83	2	0	**85**	0	**196**
12:30PM	15	87	0	**102**	0	2	9	0	**11**	0	71	4	0	**75**	0	**188**
12:45PM	10	77	0	**87**	0	0	10	0	**10**	0	82	1	0	**83**	0	**180**
Hourly Total	53	310	0	**363**	0	5	47	0	**52**	0	306	12	0	**318**	0	**733**
1:00PM	12	92	0	**104**	0	5	14	0	**19**	0	90	4	0	**94**	0	**217**
1:15PM	19	93	0	**112**	0	5	9	0	**14**	0	95	4	0	**99**	0	**225**
1:30PM	9	74	0	**83**	0	1	10	0	**11**	0	93	3	0	**96**	0	**190**
1:45PM	5	73	0	**78**	0	1	12	0	**13**	0	72	4	0	**76**	0	**167**
Hourly Total	45	332	0	**377**	0	12	45	0	**57**	0	350	15	0	**365**	0	**799**
2:00PM	14	83	0	**97**	0	7	21	0	**28**	0	93	3	0	**96**	0	**221**
2:15PM	19	98	0	**117**	0	2	12	0	**14**	0	102	3	0	**105**	0	**236**
2:30PM	14	80	0	**94**	0	7	14	0	**21**	0	100	3	0	**103**	0	**218**
2:45PM	12	100	0	**112**	0	2	11	0	**13**	0	84	3	0	**87**	0	**212**
Hourly Total	59	361	0	**420**	0	18	58	0	**76**	0	379	12	0	**391**	0	**887**
3:00PM	9	87	0	**96**	0	2	14	0	**16**	0	112	6	0	**118**	0	**230**
3:15PM	13	96	0	**109**	0	3	5	0	**8**	0	92	7	0	**99**	0	**216**
3:30PM	18	118	0	**136**	0	0	13	1	**14**	0	112	4	0	**116**	0	**266**
3:45PM	19	120	0	**139**	0	2	10	0	**12**	0	91	11	0	**102**	0	**253**
Hourly Total	59	421	0	**480**	0	7	42	1	**50**	0	407	28	0	**435**	0	**965**
4:00PM	21	95	0	**116**	0	8	8	0	**16**	0	116	3	0	**119**	0	**251**
4:15PM	18	119	0	**137**	0	2	16	0	**18**	0	132	6	0	**138**	0	**293**
4:30PM	24	153	0	**177**	0	4	16	0	**20**	0	142	3	0	**145**	0	**342**
4:45PM	31	153	0	**184**	0	1	7	0	**8**	0	132	6	0	**138**	0	**330**
Hourly Total	94	520	0	**614**	0	15	47	0	**62**	0	522	18	0	**540**	0	**1216**
5:00PM	30	140	0	**170**	0	6	15	1	**22**	0	164	7	0	**171**	0	**363**
5:15PM	35	171	0	**206**	0	2	15	0	**17**	0	154	5	0	**159**	0	**382**
5:30PM	28	146	0	**174**	0	2	15	0	**17**	0	139	4	0	**143**	0	**334**
5:45PM	23	138	0	**161**	0	3	13	0	**16**	0	132	6	0	**138**	0	**315**
Hourly Total	116	595	0	**711**	0	13	58	1	**72**	0	589	22	0	**611**	0	**1394**
6:00PM	18	140	0	**158**	0	3	10	0	**13**	0	117	5	0	**122**	0	**293**
6:15PM	24	158	0	**182**	0	3	20	0	**23**	0	110	5	0	**115**	0	**320**
6:30PM	16	109	0	**125**	0	4	15	0	**19**	0	91	1	0	**92**	0	**236**
6:45PM	17	96	0	**113**	0	2	12	0	**14**	0	101	3	0	**104**	0	**231**
Hourly Total	75	503	0	**578**	0	12	57	0	**69**	0	419	14	0	**433**	0	**1080**
7:00PM	7	104	0	**111**	0	0	8	0	**8**	0	88	0	0	**88**	0	**207**
7:15PM	16	83	0	**99**	0	1	6	0	**7**	0	73	0	0	**73**	0	**179**
7:30PM	11	70	0	**81**	0	1	4	0	**5**	0	65	2	0	**67**	0	**153**
7:45PM	14	63	0	**77**	0	2	3	0	**5**	0	56	1	0	**57**	0	**139**
Hourly Total	48	320	0	**368**	0	4	21	0	**25**	0	282	3	0	**285**	0	**678**
8:00PM	6	63	0	**69**	0	2	4	0	**6**	0	88	7	0	**95**	0	**170**
8:15PM	11	55	0	**66**	0	1	7	0	**8**	0	53	2	0	**55**	0	**129**
8:30PM	12	56	0	**68**	0	0	7	0	**7**	0	56	2	0	**58**	0	**133**
8:45PM	10	56	0	**66**	0	1	12	0	**13**	0	65	2	0	**67**	0	**146**
Hourly Total	39	230	0	**269**	0	4	30	0	**34**	0	262	13	0	**275**	0	**578**
9:00PM	10	49	0	**59**	0	1	1	0	**2**	0	56	1	0	**57**	0	**118**
9:15PM	10	35	0	**45**	0	2	2	0	**4**	0	37	0	0	**37**	0	**86**
9:30PM	8	40	0	**48**	0	1	3	0	**4**	0	36	1	0	**37**	0	**89**
9:45PM	7	28	0	**35**	0	1	3	0	**4**	0	37	0	0	**37**	0	**76**
Hourly Total	35	152	0	**187**	0	5	9	0	**14**	0	166	2	0	**168**	0	**369**
10:00PM	8	40	0	**48**	0	0	8	0	**8**	0	35	1	0	**36**	0	**92**
10:15PM	3	24	0	**27**	0	1	2	0	**3**	0	26	0	0	**26**	0	**56**

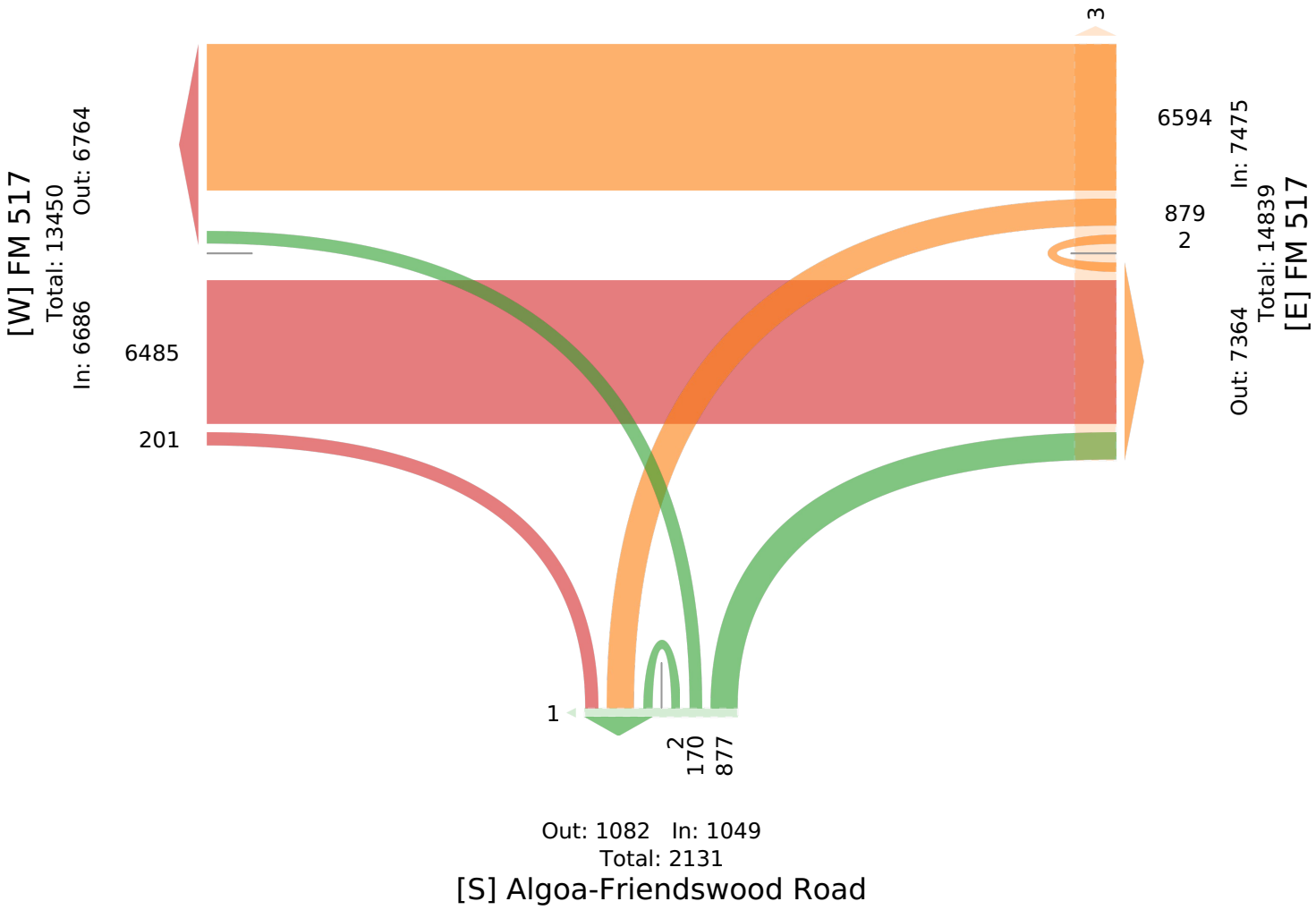
Leg	FM 517					Algoa-Friendswood Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
10:30PM	7	27	0	**34**	0	0	1	0	**1**	0	19	0	0	**19**	0	**54**
10:45PM	6	20	0	**26**	0	1	0	0	**1**	0	15	0	0	**15**	0	**42**
Hourly Total	24	111	0	**135**	0	2	11	0	**13**	0	95	1	0	**96**	0	**244**
11:00PM	5	21	0	**26**	0	0	3	0	**3**	0	12	1	0	**13**	0	**42**
11:15PM	1	10	0	**11**	0	0	2	0	**2**	0	9	0	0	**9**	0	**22**
11:30PM	3	17	0	**20**	0	0	3	0	**3**	0	11	0	0	**11**	0	**34**
11:45PM	2	11	0	**13**	0	0	0	0	**0**	0	5	0	0	**5**	0	**18**
Hourly Total	11	59	0	**70**	0	0	8	0	**8**	0	37	1	0	**38**	0	**116**
Total	879	6594	2	**7475**	3	170	877	2	**1049**	1	6485	201	0	**6686**	0	**15210**
% Approach	11.8%	88.2%	0%	**-**	-	16.2%	83.6%	0.2%	**-**	-	97.0%	3.0%	0%	**-**	-	**-**
% Total	5.8%	43.4%	0%	**49.1%**	-	1.1%	5.8%	0%	**6.9%**	-	42.6%	1.3%	0%	**44.0%**	-	**-**
Lights	843	6230	2	**7075**	-	158	829	2	**989**	-	6133	185	0	**6318**	-	14382
% Lights	95.9%	94.5%	100%	**94.6%**	-	92.9%	94.5%	100%	**94.3%**	-	94.6%	92.0%	0%	**94.5%**	-	94.6%
Single-Unit Trucks	26	252	0	**278**	-	6	35	0	**41**	-	268	2	0	**270**	-	589
% Single-Unit Trucks	3.0%	3.8%	0%	**3.7%**	-	3.5%	4.0%	0%	**3.9%**	-	4.1%	1.0%	0%	**4.0%**	-	3.9%
Articulated Trucks	10	97	0	**107**	-	3	9	0	**12**	-	77	6	0	**83**	-	202
% Articulated Trucks	1.1%	1.5%	0%	**1.4%**	-	1.8%	1.0%	0%	**1.1%**	-	1.2%	3.0%	0%	**1.2%**	-	1.3%
Buses	0	15	0	**15**	-	2	4	0	**6**	-	7	6	0	**13**	-	34
% Buses	0%	0.2%	0%	**0.2%**	-	1.2%	0.5%	0%	**0.6%**	-	0.1%	3.0%	0%	**0.2%**	-	0.2%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	2	0	**2**	-	3
% Bicycles on Road	0%	0%	0%	**0%**	-	0.6%	0%	0%	**0.1%**	-	0%	1.0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	3	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

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

FM 517 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185291, Location: 29.435863, -95.17629

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



FM 517 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185291, Location: 29.435863, -95.17629

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

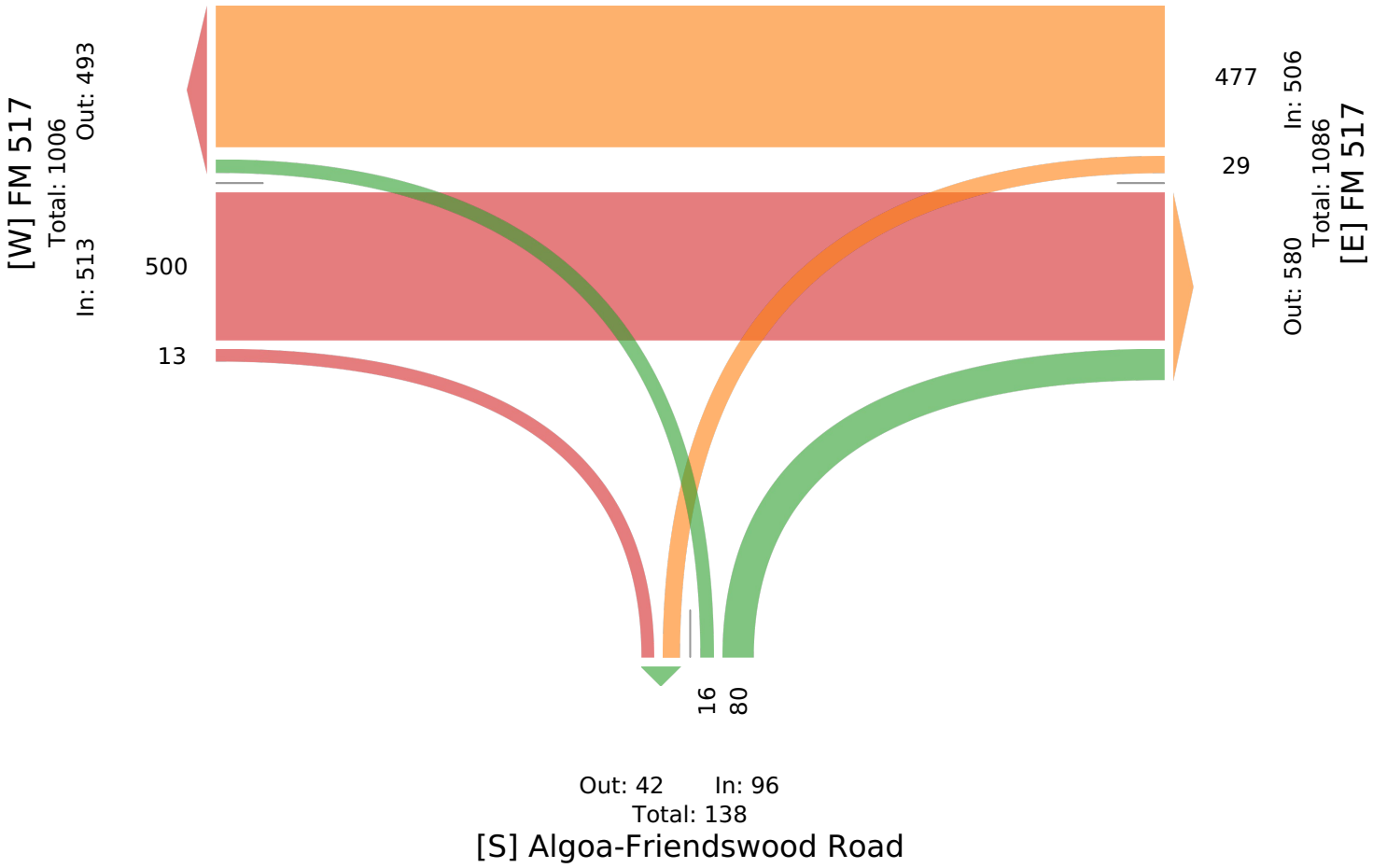
Leg	FM 517					Algoa-Friendswood Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 7:00AM	8	102	0	**110**	0	1	24	0	**25**	0	122	3	0	**125**	0	**260**
7:15AM	6	112	0	**118**	0	10	20	0	**30**	0	126	2	0	**128**	0	**276**
7:30AM	9	131	0	**140**	0	3	22	0	**25**	0	133	3	0	**136**	0	**301**
7:45AM	6	132	0	**138**	0	2	14	0	**16**	0	119	5	0	**124**	0	**278**
Total	29	477	0	**506**	0	16	80	0	**96**	0	500	13	0	**513**	0	**1115**
% Approach	5.7%	94.3%	0%	**-**	-	16.7%	83.3%	0%	**-**	-	97.5%	2.5%	0%	**-**	-	-
% Total	2.6%	42.8%	0%	**45.4%**	-	1.4%	7.2%	0%	**8.6%**	-	44.8%	1.2%	0%	**46.0%**	-	-
PHF	0.806	0.903	-	**0.904**	-	0.400	0.833	-	**0.800**	-	0.940	0.650	-	**0.943**	-	0.926
Lights	28	451	0	**479**	-	15	78	0	**93**	-	473	12	0	**485**	-	1057
% Lights	96.6%	94.5%	0%	**94.7%**	-	93.8%	97.5%	0%	**96.9%**	-	94.6%	92.3%	0%	**94.5%**	-	94.8%
Single-Unit Trucks	0	18	0	**18**	-	0	1	0	**1**	-	18	0	0	**18**	-	37
% Single-Unit Trucks	0%	3.8%	0%	**3.6%**	-	0%	1.3%	0%	**1.0%**	-	3.6%	0%	0%	**3.5%**	-	3.3%
Articulated Trucks	1	8	0	**9**	-	0	0	0	**0**	-	9	0	0	**9**	-	18
% Articulated Trucks	3.4%	1.7%	0%	**1.8%**	-	0%	0%	0%	**0%**	-	1.8%	0%	0%	**1.8%**	-	1.6%
Buses	0	0	0	**0**	-	1	1	0	**2**	-	0	1	0	**1**	-	3
% Buses	0%	0%	0%	**0%**	-	6.3%	1.3%	0%	**2.1%**	-	0%	7.7%	0%	**0.2%**	-	0.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

FM 517 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185291, Location: 29.435863, -95.17629

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



FM 517 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
Midday Peak (12:45 PM - 1:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185291, Location: 29.435863, -95.17629

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

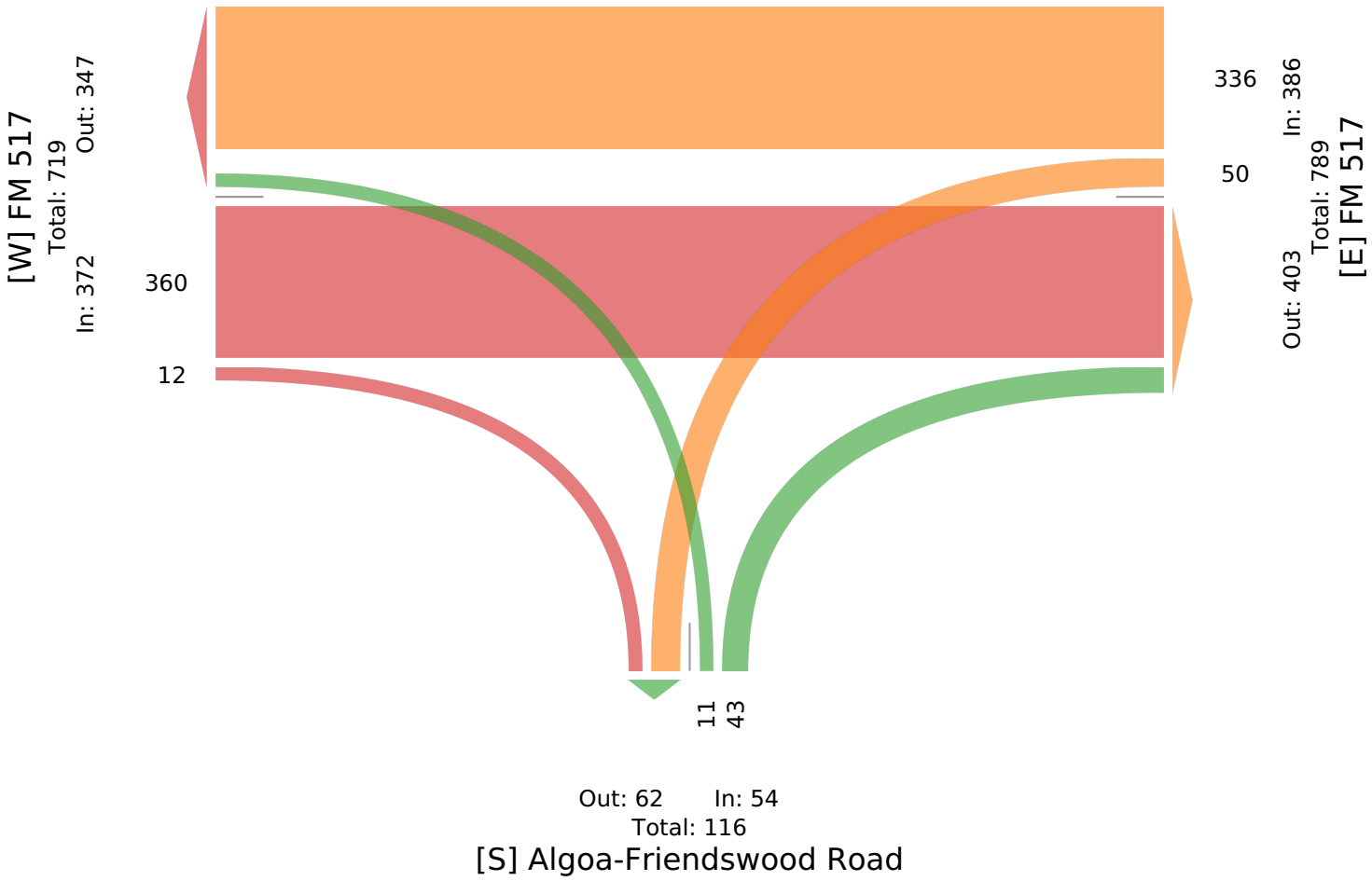
Leg	FM 517					Algoa-Friendswood Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 12:45PM	10	77	0	**87**	0	0	10	0	**10**	0	82	1	0	**83**	0	**180**
1:00PM	12	92	0	**104**	0	5	14	0	**19**	0	90	4	0	**94**	0	**217**
1:15PM	19	93	0	**112**	0	5	9	0	**14**	0	95	4	0	**99**	0	**225**
1:30PM	9	74	0	**83**	0	1	10	0	**11**	0	93	3	0	**96**	0	**190**
Total	50	336	0	**386**	0	11	43	0	**54**	0	360	12	0	**372**	0	**812**
% Approach	13.0%	87.0%	0%	**-**	-	20.4%	79.6%	0%	**-**	-	96.8%	3.2%	0%	**-**	-	-
% Total	6.2%	41.4%	0%	**47.5%**	-	1.4%	5.3%	0%	**6.7%**	-	44.3%	1.5%	0%	**45.8%**	-	-
PHF	0.658	0.903	-	**0.862**	-	0.550	0.768	-	**0.711**	-	0.947	0.750	-	**0.939**	-	0.902
Lights	47	307	0	**354**	-	9	38	0	**47**	-	316	11	0	**327**	-	728
% Lights	94.0%	91.4%	0%	**91.7%**	-	81.8%	88.4%	0%	**87.0%**	-	87.8%	91.7%	0%	**87.9%**	-	89.7%
Single-Unit Trucks	2	20	0	**22**	-	1	4	0	**5**	-	32	0	0	**32**	-	59
% Single-Unit Trucks	4.0%	6.0%	0%	**5.7%**	-	9.1%	9.3%	0%	**9.3%**	-	8.9%	0%	0%	**8.6%**	-	7.3%
Articulated Trucks	1	9	0	**10**	-	1	1	0	**2**	-	12	1	0	**13**	-	25
% Articulated Trucks	2.0%	2.7%	0%	**2.6%**	-	9.1%	2.3%	0%	**3.7%**	-	3.3%	8.3%	0%	**3.5%**	-	3.1%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

FM 517 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
Midday Peak (12:45 PM - 1:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185291, Location: 29.435863, -95.17629

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



FM 517 at Algoa-Friendswood Road - TMC

Wed May 8, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185291, Location: 29.435863, -95.17629

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

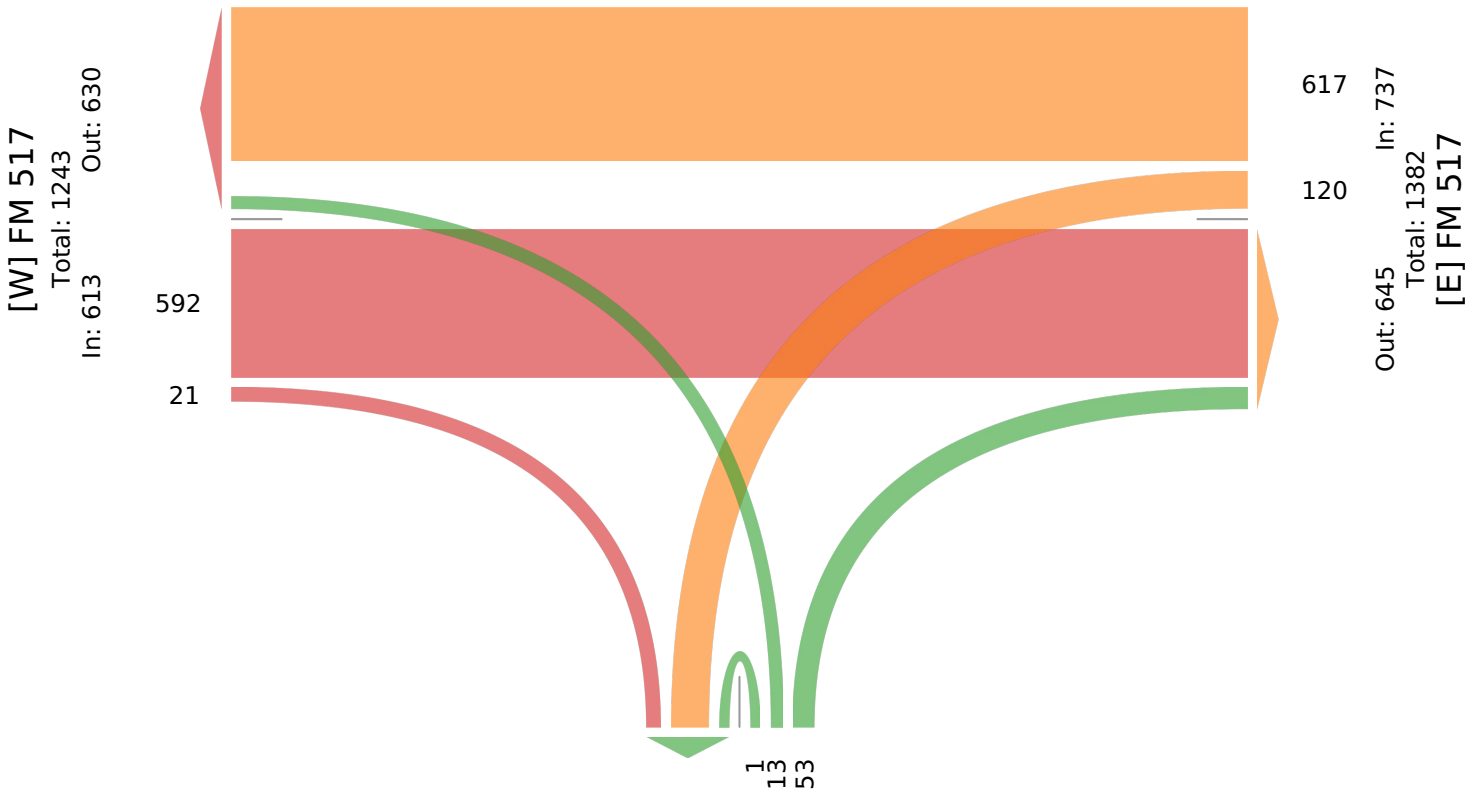
Leg	FM 517					Algoa-Friendswood Road					FM 517					
Direction	Westbound					Northbound					Eastbound					
Time	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2024-05-08 4:30PM	24	153	0	**177**	0	4	16	0	**20**	0	142	3	0	**145**	0	**342**
4:45PM	31	153	0	**184**	0	1	7	0	**8**	0	132	6	0	**138**	0	**330**
5:00PM	30	140	0	**170**	0	6	15	1	**22**	0	164	7	0	**171**	0	**363**
5:15PM	35	171	0	**206**	0	2	15	0	**17**	0	154	5	0	**159**	0	**382**
Total	120	617	0	**737**	0	13	53	1	**67**	0	592	21	0	**613**	0	**1417**
% Approach	16.3%	83.7%	0%	**-**	-	19.4%	79.1%	1.5%	**-**	-	96.6%	3.4%	0%	**-**	-	-
% Total	8.5%	43.5%	0%	**52.0%**	-	0.9%	3.7%	0.1%	**4.7%**	-	41.8%	1.5%	0%	**43.3%**	-	-
PHF	0.857	0.902	-	**0.894**	-	0.542	0.828	0.250	**0.761**	-	0.902	0.750	-	**0.896**	-	0.927
Lights	118	601	0	**719**	-	13	51	1	**65**	-	586	20	0	**606**	-	1390
% Lights	98.3%	97.4%	0%	**97.6%**	-	100%	96.2%	100%	**97.0%**	-	99.0%	95.2%	0%	**98.9%**	-	98.1%
Single-Unit Trucks	2	12	0	**14**	-	0	1	0	**1**	-	4	1	0	**5**	-	20
% Single-Unit Trucks	1.7%	1.9%	0%	**1.9%**	-	0%	1.9%	0%	**1.5%**	-	0.7%	4.8%	0%	**0.8%**	-	1.4%
Articulated Trucks	0	4	0	**4**	-	0	1	0	**1**	-	2	0	0	**2**	-	7
% Articulated Trucks	0%	0.6%	0%	**0.5%**	-	0%	1.9%	0%	**1.5%**	-	0.3%	0%	0%	**0.3%**	-	0.5%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

FM 517 at Algoa-Friendswood Road - TMC

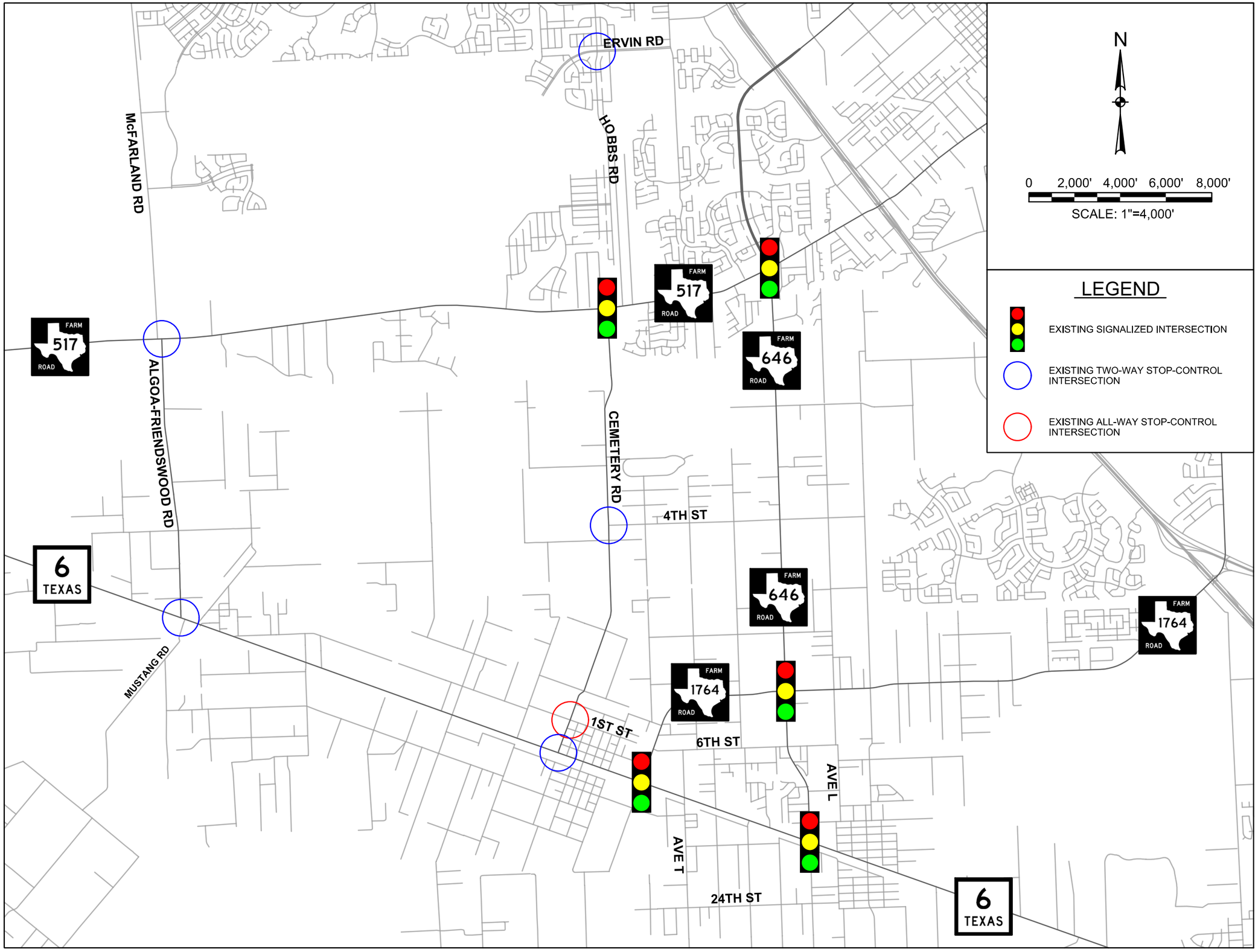
Wed May 8, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185291, Location: 29.435863, -95.17629

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



Appendix B

Turning Movement Traffic Count Exhibits



N

0 2,000' 4,000' 6,000' 8,000'

SCALE: 1"=4,000'

LEGEND

- EXISTING SIGNALIZED INTERSECTION
- EXISTING TWO-WAY STOP-CONTROL INTERSECTION
- EXISTING ALL-WAY STOP-CONTROL INTERSECTION

halff
1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275
(214) 346-6200

CEMETERY ROAD CORRIDOR STUDY

GALVESTON COUNTY, TEXAS

Project No.:	47182.001
Issued:	7/12/2024
Drawn By:	CM
Checked By:	CM
Scale:	1" = 4000'

Sheet Title

EXISTING STUDY INTERSECTIONS

EXHIBIT 1

Sheet Number

ROH MURILLO=4154
...\HALFF_CLR_PENTABLE.TBL
PDF_2D_CLR_FW_CR_300.plt
Design A:\47000s\47182\001\ITS\TCADD\Sheets\TR-EXH1-47182.dgn
ah3179 HALFF
5:41:00 PM 7/12/2024

ERVIN RD
McFARLAND RD
HOBBS RD
ALGOA-FRIENDSWOOD RD
CEMETERY RD
4TH ST
1ST ST
6TH ST
AVE L
AVE T
24TH ST
MUSTANG RD
FARM 517 ROAD
FARM 646 ROAD
FARM 1764 ROAD
6 TEXAS
STOP

N

0 2,000' 4,000' 6,000' 8,000'

SCALE: 1"=4,000'

LEGEND

- INTERSECTION NUMBER
- EXISTING STOP CONTROL APPROACH
- EXISTING LANE CONFIGURATION

halff
1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275
(214) 346-6200

CEMETERY ROAD CORRIDOR STUDY

GALVESTON COUNTY, TEXAS

Project No.:	47182.001
Issued:	7/12/2024
Drawn By:	CM
Checked By:	CM
Scale:	1" = 4000'

Sheet Title

EXISTING INTERSECTION LANE CONFIGURATION

EXHIBIT 2

Sheet Number

...\HALFF_CLR_PENTABLE.TBL
PDF_2D_CLR_FW_CR_300.plt
RCH
MURILLO=4154
Design
A:\47000s\47182\001\IIT\STICADD\Sheets\TR-EXH2-47182.dgn
ah3179
HALFF
5:41:02 PM
7/12/2024

ERVIN RD
McFARLAND RD
HOBBS RD
ALGOA-FRIENDSWOOD RD
CEMETERY RD
4TH ST
1ST ST
6TH ST
AVE L
AVE I
24TH ST
MUSTANG RD

FARM 517 ROAD
FARM 646 ROAD
FARM 1764 ROAD
6 TEXAS

11: 500 → 13 ← 477 ← 29 ↓ 16 80
4: 613 → 24 ← 474 ← 48 ↓ 30 96
5: 6 70 67 | 1 3 2 → 45 13 75 | 2 140 153
3: 74 29 | 19 → 16 ← | 95 45
10: 18 49 | 11 626 → 51 620
2: 19 69 36 | 40 53 2 → 23 20 1 | 0 58 0
9: 252 294 116 | 230 663 72 → 171 481 170 | 122 588 470
8: 186 234 73 | 301 431 24 → 120 336 86 | 47 437 148
1: 46 23 | 39 999 → 17 990 ←
6: 422 92 | 453 656 → 225 613 ←
7: 128 34 163 | 153 492 39 → 185 462 8 ← | 79 143 16

N

0 2,000' 4,000' 6,000' 8,000'

SCALE: 1"=4,000'

LEGEND

X — INTERSECTION NUMBER
APPROACH MOVEMENTS
AM PEAK HOUR VOLUMES

halff
1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275
(214) 346-6200

CEMETERY ROAD CORRIDOR STUDY

GALVESTON COUNTY, TEXAS

Project No.:	47182.001
Issued:	7/12/2024
Drawn By:	CM
Checked By:	CM
Scale:	1" = 4000'

Sheet Title

2024 EXISTING VOLUMES - AM PEAK

EXHIBIT 3

Sheet Number

...\HALFF_CLR_PENTABLE.TBL
PDF_2D_CLR_FW_CR_300.pltt
Design A:\47000s\47182\001\ITS\TCADD\Sheets\TR-EXH3-47182.dgn
ah3179 HALFF
5:41:03 PM
7/12/2024
RCH
MURILLO-4154

ERVIN RD
McFARLAND RD
HOBBS RD
ALGOA-FRIENDSWOOD RD
CEMETERY RD
4TH ST
1ST ST
6TH ST
24TH ST
AVE L
AVE I
MUSTANG RD

FARM 517 ROAD
FARM 646 ROAD
FARM 1764 ROAD
6 TEXAS

11: 592 → 617 ← | 21 → 120 ← | 14 53
4: 629 → 732 ← | 32 → 142 ← | 31 87
5: 6 127 95 | 8 → 128 ← | 13 → 9 ← | 4 → 203 ← | 5 147 86
3: 105 24 | 28 ← | 47 ← | 80 29
10: 47 64 | 23 → 48 ← | 719 → 791 ←
2: 8 58 13 | 40 → 21 ← | 91 → 24 ← | 1 → 0 ← | 2 71 0
9: 339 652 155 | 235 → 210 ← | 478 → 566 ← | 104 → 284 ← | 107 541 338
8: 405 496 77 | 209 → 132 ← | 277 → 580 ← | 39 → 151 ← | 61 425 124
1: 63 34 | 34 → 33 ← | 763 → 1,075 ←
6: 667 221 | 345 → 124 ← | 519 → 683 ←
7: 171 150 290 | 142 → 269 ← | 448 → 594 ← | 66 → 27 ← | 38 99 12

N

0 2,000' 4,000' 6,000' 8,000'

SCALE: 1"=4,000'

LEGEND

X — INTERSECTION NUMBER
APPROACH MOVEMENTS
PM PEAK HOUR VOLUMES

halff
1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275
(214) 346-6200

CEMETERY ROAD CORRIDOR STUDY

GALVESTON COUNTY, TEXAS

Project No.:	47182.001
Issued:	7/12/2024
Drawn By:	CM
Checked By:	CM
Scale:	1" = 4000'

Sheet Title

2024 EXISTING VOLUMES - PM PEAK

EXHIBIT 4

Sheet Number

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PDF_2D_CLR_FW_CR_300.pltRCH
MURILLO=4154
Design
A:\47000s\47182\001\ITS\TCADDSheets\TR-EXH4-47182.dgn
ah3179
HALFF
5:41:04 PM
7/12/2024

Appendix C

Existing Traffic Signal Timing Sheets

Intersection: FM 517 at Cemetery Road

Schedule: N/A [Free]
Day Plan: N/A [Free]
Action Plan for AM Peak: N/A [Free]
Action Plan for PM Peak: N/A [Free]
Pattern Plan for AM Peak: N/A [Free]
Pattern Plan for PM Peak: N/A [Free]

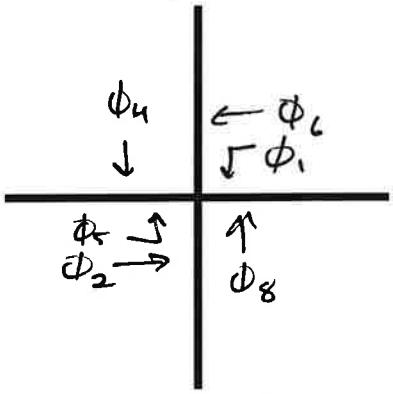
==========

AM Peak Hour:
Cycle Length: N/A [Free]
Offset: N/A [Free]
Ref Point for Offset: N/A [Free]
Phase Plan: Assumed: 1
Sequence: Assumed: 1
Coordination Phase(s): N/A [Free]
Reference Phase(s): N/A [Free]
Force Off: Assumed: Fixed

PM Peak Hour:
Cycle Length: N/A [Free]
Offset: N/A [Free]
Ref Point for Offset: N/A [Free]
Phase Plan: Assumed: 1
Sequence: Assumed: 1
Coordination Phase(s): N/A [Free]
Reference Phase(s): N/A [Free]
Force Off: Assumed: Fixed

==========

Phase Configuration:



Phase Sequence:

AM Peak:	Seq 1							
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
PM Peak:	Seq. 1							
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				

Overlaps: None
Prot. Perm. Left Turn for Φ1 and Φ5

==========

Phasing Settings:

TIMING PARAMETERS	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8	Φ	Φ	Φ	Φ
Minimum Green Time	5	20		5	5	20		5				
Minimum Split Time	11.5	26.5		10.5	11.5	26.5		10.5				
Maximum Split Time (AM Peak)	14.5	61.5		30.5	11.5	64.5		30.5				
Maximum Split Time (PM Peak)	14.5	61.5		30.5	11.5	64.5		30.5				
Yellow Time	5	5		3.5	5	5		3.5				
Red Time	1.5	1.5		2	1.5	1.5		2				
Vehicle Extension / Passage Time	1	3		1	1	3		3				
Minimum Gap	1	3		1	1	3		3				
Recall (AM Peak)	None	Min		None	None	Min		None				
Recall (PM Peak)	None	Min		None	None	Min		None				
Pedestrian Phase (✓ or ×)	X	X		X	X	X		X				
Walk Time	—	—		—	—	—		—				
Ped Clear (Flash Don't Walk)	—	—		—	—	—		—				
Dual Entry (✓ or ×)	X	✓		X	X	✓		X				

Kimley»Horn

Summary Timing Sheet and Phasing Diagram
For
FM 517 @ Cemetery Rd

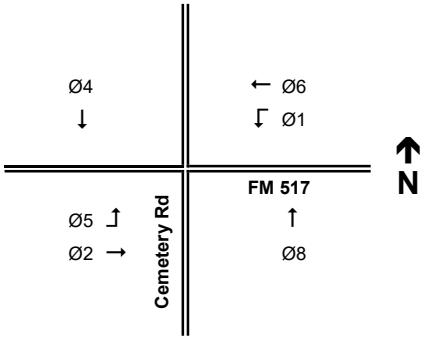
League City TEXAS

NOTES

OMITTED PHASES 3,7

OVERLAPS:

COORDINATED PHASES = Non-coordinated



PHASE VEHICLE BASIC TIMING DATA

PHASE	1	2	3	4	5	6	7	8
MOVEMENT								
MIN GREEN	5	20		5	5	20		5
GAP/PASSAGE, EXT.	1.0	3.0		1.0	1.0	3.0		3.0
MAX 1	8	55		15	5	55		25
MAX 2								
YELLOW CHANGE	5.0	5.0		3.5	5.0	5.0		3.5
RED CLEARANCE	1.5	1.5		2.0	1.5	1.5		2.0
WALK								
PED CLEARANCE								

COORDINATION TIMING DATA

Non-coordinated				SPLITS							
PLAN	CYCLE	OFFSET	SEQ	1	2	3	4	5	6	7	8

TIME OF DAY (TOD) SCHEDULE:

DAY	TIME	PLAN	DAY	TIME	PLAN
M-F	0:00		S-S	0:00	

Intersection: SH 6 at FM 1764

Schedule: 2 **Day Plan:** 2

Event Plan for AM Peak: 2 **Event Plan for PM Peak:** 3

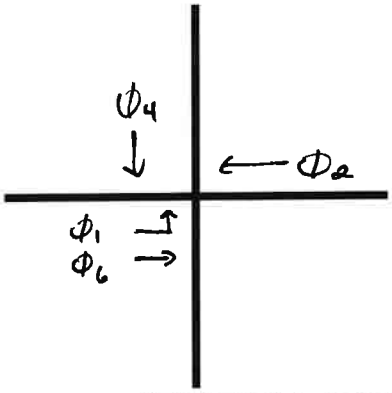
AM Peak Hour:

Cycle Length: 100 s
Offset: 9 s
Ref Point for Offset: TS2 - 1st Green
Phase Plan: 1
Sequence: 3
Coordination Phase(s): ϕ_2 & ϕ_6
Reference Phase(s): ϕ_2 & ϕ_6
Force Off: Fixed

PM Peak Hour:

Cycle Length: 120 s
Offset: 110 s
Ref Point for Offset: TS2 - 1st Green
Phase Plan: 1
Sequence: 3
Coordination Phase(s): ϕ_2 & ϕ_6
Reference Phase(s): ϕ_2 & ϕ_6
Force Off: Fixed

Phase Configuration:



Phase Sequence:

AM Peak:	Seq. 3							
Ring 1	1	2	4	3				
Ring 2	5	6	7	8				
PM Peak:	Seq. 3							
Ring 1	1	2	4	3				
Ring 2	5	6	7	8				

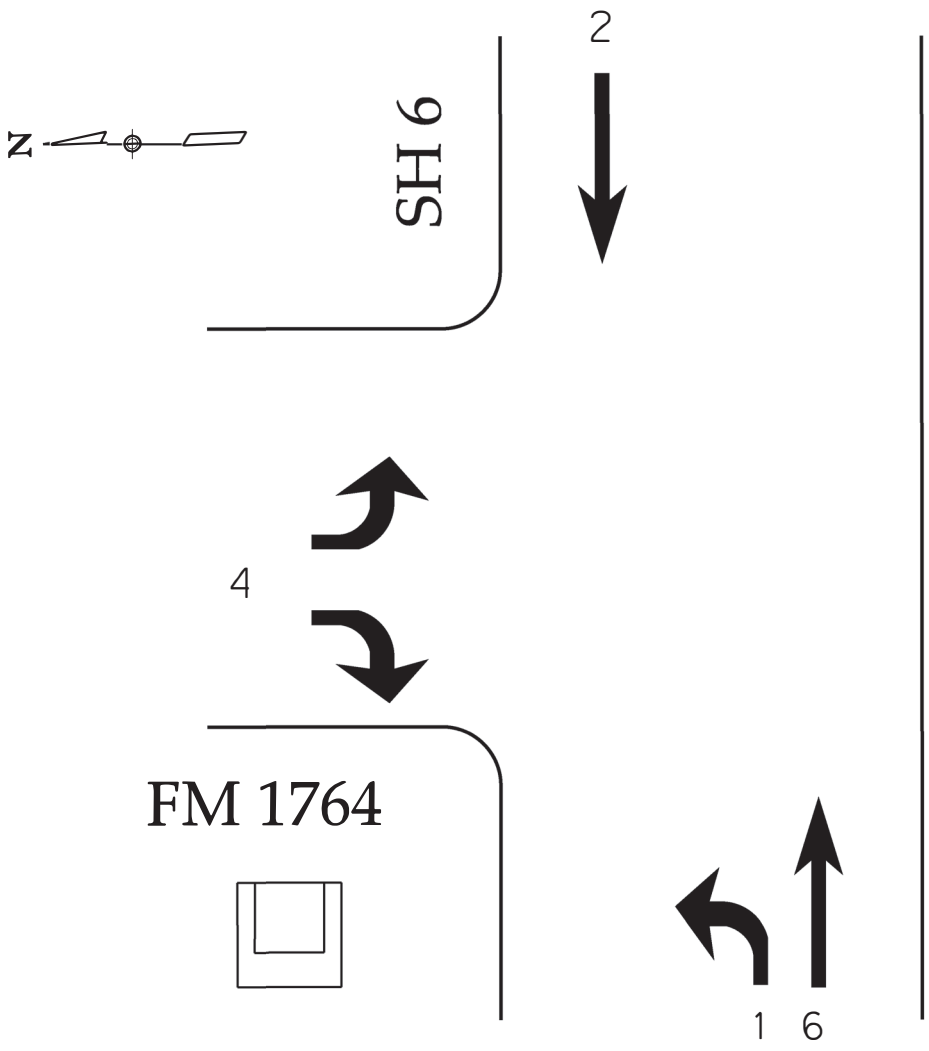
Overlaps: None

Prot Only Left on ϕ_1

Phasing Settings:

TIMING PARAMETERS	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8	Φ	Φ	Φ	Φ
Minimum Green Time	5	10		5		10						
Minimum Split Time	12.3	39.3		33.0		17.3						
Maximum Split Time (AM Peak)	42	40		18		82						
Maximum Split Time (PM Peak)	35	35		30		90						
Yellow Time	5.0	5.0		5.0		5.0						
Red Time	2.3	2.3		2.0		2.3						
Vehicle Extension / Passage Time	2	2.5		3.5		2.0						
Minimum Gap	2	2.5		3.5		2.0						
Recall (AM Peak)	None	C-Min		None		C-Min						
Recall (PM Peak)	None	C-Min		None		C-Min						
Pedestrian Phase (✓ or ×)	X	✓		✓		X						
Walk Time	-	7		7		-						
Ped Clear (Flash Don't Walk)	-	25		19		-						
Dual Entry (✓ or ×)	X	✓		✓		✓						

SH 6 AT FM 1764
Installed: August 17, 2023



Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Configuration Cabinet Settings

Cabinet Type (MM) 1-1-1

Cabinet Type: TS2-1

Channel	1	2	3	4
BIU Terminal & Facility	X	X		
BIU Detector	X	X		

Enable SDLC Stop Time: No

Latch 3 Critical Errors: No

Load Switch Configuration (MM) 1-1-2

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Channel Type	V	V	V	V	V	V	V	V	P	P	P	P	O	O	O	O
Phase/Overlap	1	2	3	4	5	6	7	8	2	4	6	8	1	2	3	4

Color Check Enable (MM) 1-1-3

Enable Color Check: No

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

Monitor Programming (MM) 1-1-4

Channel Can Serve With Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
1	13
2	5
2	6
2	9
2	11
2	14
3	7
3	8
3	12
3	15
4	7
4	8
4	10

Secondary Stations/Tests (MM) 1-1-6

The Cabinet Type does not support this feature.

4	12
4	16
5	9
5	13
5	14
6	9
6	11
6	13
6	14
7	10
7	15
7	16
8	10
8	12
8	15
8	16
9	11
9	14
10	12
10	16
11	13
11	14
12	15
12	16

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																

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Configuration Communications

Ethernet Port Configuration (MM) 1-2-1

DHCP Enable:	No
Controller IP:	10.54.122.55
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.54.122.1
Server IP:	10.1.70.170

NTCIP (MM) 1-2-5

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

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

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	n/a	Auto	Auto
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
Duplex - Half or Full	Full	Full	Full
Protocol	NTCIP	NTCIP	NTCIP
Address	0	0	0
Group Address	0	0	0
Dropout Time	10	10	10
Single Flag Enable	Yes	Yes	Yes

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Configuration Logging / Display

Event Logging (MM) 1-3

Critical RFE's (MMU/TF):	Yes	Access:	Yes
MMU Flash Faults:	Yes	Data Change:	Yes
3 Critical Errors Within 24 Hours:	Yes	Low Battery:	Yes
Non-Critical RFE's (Det/Test):	Yes	Controller Download:	Yes
Detector Errors:	Yes	Power On/Off:	Yes
SCP (TSP/EVP):	Yes	Local Flash Fault:	Yes
Preemption Events:	Yes	Online / Offline:	Yes
Coordination Errors:	Yes	Hi-Res MOE:	No

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

Database (MM) 1-6

Enable Controller/Cabinet Interlock CRC:	No
CRC (16 bit):	C21B
Enable Automatic Backup to Datakey:	Yes

Display Options (MM) 1-4

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

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: 03.02.13
OS (Boot) Version: 06.17.00

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

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
2-1-1	Minimum Green															
Delay Green	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	10	0	5	0	10	0	0	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
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
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
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	2.5	0.0	3.5	0.0	2.0	0.0	0.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	30	45	0	25	0	45	0	0	0	0	0	0	0	0	0	0
Max2	45	55	0	35	0	70	0	0	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
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	19	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	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
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
	Hawk															

Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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	3.0	5.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.3	2.3	1.0	2.0	1.0	2.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

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																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""

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
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	10	0	5	0	10	0	0	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
	Variable Initial															

Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
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
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	2.5	0.0	3.5	0.0	2.0	0.0	0.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	25	40	0	20	0	40	0	0	0	0	0	0	0	0	0	0
Max2	45	55	0	35	0	70	0	0	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
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	19	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	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
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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	3.0	5.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.3	2.3	1.0	2.0	1.0	2.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

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

Ped Recall															
Max Recall															
Soft Recall															
No Rest															

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	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
Adv. Ped	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
Delay FYA	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
Trailing																
Lag Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""

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
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	10	0	5	0	10	0	0	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
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
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
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	2.5	0.0	3.5	0.0	2.0	0.0	0.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	25	40	0	20	0	40	0	0	0	0	0	0	0	0	0	0
Max2	45	55	0	35	0	70	0	0	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
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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

2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	19	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	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
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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	3.0	5.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.3	2.3	1.0	2.0	1.0	2.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
	Max Extension															
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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""Continued

Phase Recall (MM) 2-1-6

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

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	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	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	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

Phase Outputs (MM) 2-1-8

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

Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""

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
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	10	0	5	0	10	0	0	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
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
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
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	2.5	0.0	3.5	0.0	2.0	0.0	0.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	25	40	0	20	0	40	0	0	0	0	0	0	0	0	0	0
Max2	45	55	0	35	0	70	0	0	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
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	19	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	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
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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	3.0	5.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.3	2.3	1.0	2.0	1.0	2.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

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
	Max Extension															
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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""Continued

Phase Recall (MM) 2-1-6

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

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	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
Adv. Ped	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
Delay FYA	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
Trailing																
Lag Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	0	5.0	2.3	0
B02	5	0	0	5.0	2.3	0
C03	0	0	0	3.0	1.0	0
D04	5	0	0	5.0	2.0	0
E05	0	0	0	3.0	1.0	0
F06	5	0	0	5.0	2.3	0
G07	0	0	0	3.0	1.0	0
H08	0	0	0	3.0	1.0	0
I09	0	0	0	3.0	1.0	0
J10	0	0	0	3.0	1.0	0
K11	0	0	0	3.0	1.0	0
L12	0	0	0	3.0	1.0	0
M13	0	0	0	3.0	1.0	0
N14	0	0	0	3.0	1.0	0
O15	0	0	0	3.0	1.0	0
P16	0	0	0	3.0	1.0	0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Controller Start / Flash Data (MM) 2-5

Power Start Up

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

Flash Minimum Time: 6 All Red Time: 6 Sequence Plan: 1

Automatic Flash

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Entry Phase		X				X										
Wig / Wag		X		X		X		X								
Phase Color	R	R	R	R	R	R	R	R	.	.	.	.	.	.	.	.
Exit Phase		X				X										
Olp Wig / Wag																
Exit Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Overlap Color	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Flash Thru CVM: No Cycle Thru Phase: No Exit Flash: W

Mimimum Recall: No Minimum Flash: 6

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ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Controller Options

Controller Options (MM) 2-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X		X										
Dual Entry		X				X										
Simultaneous Gap																
Lock Phase Next	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Passage After Init																
Guaranteed Passage																
Cond Service From																
Cond Service To																
LRT/RBT Phase																
Pre Green Clear																
2 Section Signal																
Adv Warning Wig/Wag																
Hawk Phase																
Dark Signal	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Non-Actuated I																
Non-Actuated II																
Pre-Timed																
Exclusive Ped																
Rest In Walk																
Ped Re-Service																
Flashing Walk																
Ped Clear Thru Yellow																
Ped Clear Thru Red																
Flash Green	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Omit																

Unit Red Revert: 2.0
Ped Clear Protect: Off
MUTCD 3 Seconds Don't Walk: No
Enable Pre-Timed Mode: No
Free Input Disables Pre-Timed: No

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ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Configuration Controller Sequence

Controller Sequence (MM) 2-7-1

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	.	.	.	.	.	.	.	.

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Serve																

Independent Ring Group: No
Hardware Alternate Sequence Enable: No

Backup Prevent (MM) 2-7-2

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MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

No Serve (MM) 2-7-3

Phase	No Serve Phases																Sequences													
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Coordination Options

Options (MM) 3-1

System Source:	SYS	ECPI Coord:	Yes
Splits In:	Seconds	Offsets In:	Seconds
Transition:	Smooth	Calc Min Cycle Using Ped Time:	No
Dwell / Add Time:	0	Ped Reservice:	No
Delay Coord Wk-LZ:	No	FO Added Ini Green:	No
Offset Reference:	Lead	Re-sync Count:	0
Local Zero Override:	No		

Auto Perm Min Green (Sec) (MM) 3-2

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

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MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Preempt Plan

Preempt Plan (MM) 4-1

No Enabled Preempts

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MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Preempt TSP/SCP Plan and Split

Enable Preempt Filtering & 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...

SCP Strategy Plan (MM) 4-3

SCP Split Pattern (MM) 4-4

TSP/SCP Split Pattern	Max Type	Phase 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
1	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
2	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
2	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
4	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
4	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
6	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
6	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
7	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
7		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Extension																
8	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
8	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
9	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
9	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
10	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
10	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
11	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
11	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
12	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
12	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
13	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
13	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
14	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
14	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
15	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
15	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
16	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
16	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
17	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
17	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
18	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
18	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
19	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
19	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
20	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
20	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
21	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
21	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
22		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Reduction																
22	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
23	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
23	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
24	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
24	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
25	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
25	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
26	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
26	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
27	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
27	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
28	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
28	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
29	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
29	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
30	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
30	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
31	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
31	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
32	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
32	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
33	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
33	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
34	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
34	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
35	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
35	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
36	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
36		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Extension																
37	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
37	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
38	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
38	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
39	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
39	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
40	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
40	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
41	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
41	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
42	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
42	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
43	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
43	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
44	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
44	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
45	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
45	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
46	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
46	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
47	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
47	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
48	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
48	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
49	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
49	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
50	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
50	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
51		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Reduction																
51	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
52	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
52	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
53	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
53	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
54	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
54	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
55	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
55	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
56	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
56	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
57	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
57	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
58	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
58	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
59	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
59	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
60	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
60	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
61	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
61	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
62	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
62	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
63	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
63	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
64	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
64	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
65	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
65		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Extension																
66	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
66	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
67	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
67	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
68	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
68	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
69	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
69	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
70	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
70	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
71	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
71	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
72	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
72	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
73	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
73	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
74	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
74	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
75	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
75	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
76	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
76	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
77	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
77	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
78	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
78	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
79	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
79	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
80		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Reduction																
80	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
81	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
81	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
82	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
82	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
83	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
83	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
84	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
84	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
85	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
85	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
86	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
86	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
87	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
87	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
88	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
88	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
89	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
89	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
90	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
90	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
91	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
91	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
92	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
92	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
93	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
93	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
94	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
94		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Extension																
95	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
95	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
96	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
96	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
97	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
97	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
98	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
98	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
99	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
99	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
100	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
100	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
101	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
101	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
102	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
102	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
103	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
103	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
104	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
104	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
105	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
105	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
106	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
106	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
107	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
107	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
108	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
108	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
109		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Reduction																
109	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
110	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
110	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
111	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
111	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
112	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
112	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
113	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
113	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
114	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
114	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
115	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
115	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
116	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
116	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
117	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
117	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
118	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
118	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
119	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
119	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
120	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
120	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

SCP Detector Plan (MM) 4-5

SCP Detector Plan: **1**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **2**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **3**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **4**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **5**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

No Delay In TSP																

SCP Detector Plan: **6**

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **7**

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **8**

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Time Base Clock/Calendar
Clock/Calendar Data (MM) 5-1

Manual Event Plan:	99
SYNC Reference Time:	00:00
SYNC Reference:	Reference Time
Standard Time From GMT:	0
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Time Base Event Plan
Event Plan (MM) 5-2

Event Plan - 1 - "1" - Event Type: "Coord"

Cycle Length: 100 Offset Value: 22s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	27	53	0	20	0	80	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X				X										
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 1
Sequence: 3
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100s	100s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0
Backup Prevent Plan: 0
Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 2 - "2" - Event Type: "Coord"

Cycle Length:	100	Offset Value:	9s	Actuated Coord:	Yes	Splits In:	Seconds	Offsets In:	Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	42	40	0	18	0	82	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X				X										
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time:	0
Timing Plan:	1
Sequence:	3
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAXINH
Max Transition:	4
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100s	100s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 3 - "3" - Event Type: "Coord"

120	110s	Yes	Seconds	Seconds

Cycle Length:	Offset Value:	Actuated Coord:	Splits In:	Offsets In:

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	35	35	0	30	0	90	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X				X										
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time:	0
Timing Plan:	1
Sequence:	3
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAXINH
Max Transition:	4
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100s	120s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 4 - "4" - Event Type: "Coord"

Cycle Length: 100 Offset Value: 22s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	27	53	0	20	0	80	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall		X				X										
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 1
Sequence: 3
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100s	100s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0
Override Sys: No Ped Det Diag Plan: 0
Backup Prevent Plan: 0 Det Log: None
Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 5 - Event Type: "Auto"

Timing Plan: 0 0

Event Plan - 98 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

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)			

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 99 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

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)			

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Event Plan	Start Time
1	99	00:00
2	4	08:00
3	99	20:00

Day Plan #2 - "2"

Event	Event Plan	Start Time
1	99	00:00
2	2	06:00
3	1	09:00
4	3	15:30
5	99	19:00

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

SH 6 at FM 1764 Eos - (D) - Econolite Type - EOS

Detectors

Vehicle Detectors (MM) 6-1 and 6-2

Vehicle Detector Descriptions

Veh Detector	Description (detectors with no description are not shown)

Vehicle Detector Plan Number - 1

Veh Det	Phase Primary - Addit.	Lock In	Delay Time	Ext Option	Delay Mode	Queue Lim. / Extend Time	Call Option	Cross Switch Ph	Bike Call	Use Added Initial	Red Extend	TS2 Det	Detector Log Enable		
													NTCIP Vol.	NTCIP Occ.	ECPI Log
1	1	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
2	1	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
3	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
4	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
5	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
6	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
7	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
8	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
9	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
10	0	None	0.0	Passage	Red/Yellow	0.0	Call	0							
11	0	None	0.0	Passage	Red/Yellow	0.0	Call	0							
12	0	None	0.0	Passage	Red/Yellow	0.0	Call	0							
13	0	None	0.0	Passage	Red/Yellow	0.0	Call	0							
14	0	None	0.0	Passage	Red/Yellow	0.0	Call	0							
15	0	None	0.0	Passage	Red/Yellow	0.0	Call	0							
16	0	None	0.0	Passage	Red/Yellow	0.0	Call	0							
17	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
18	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
19	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
20	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
21	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
22	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
23	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
24	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
25	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
26	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
27	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
28	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
29	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
30	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

Vehicle Detector Plan Number - 2

Veh Det	Phase Primary - Addit.	Lock In	Delay Time	Ext Option	Delay Mode	Queue Lim. / Extend Time	Call Option	Cross Switch Ph	Bike Call	Use Added Initial	Red Extend	TS2 Det	Detector Log Enable		
													NTCIP Vol.	NTCIP Occ.	ECPI Log

1	1	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
2	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
3	3	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
4	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
5	5	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
6	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
7	7	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
8	8	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
9	9	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
10	10	None	0.0	Passage	Red/Yellow	0.0	Call	0							
11	11	None	0.0	Passage	Red/Yellow	0.0	Call	0							
12	12	None	0.0	Passage	Red/Yellow	0.0	Call	0							
13	13	None	0.0	Passage	Red/Yellow	0.0	Call	0							
14	14	None	0.0	Passage	Red/Yellow	0.0	Call	0							
15	15	None	0.0	Passage	Red/Yellow	0.0	Call	0							
16	16	None	0.0	Passage	Red/Yellow	0.0	Call	0							
17	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
18	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
19	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
20	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
21	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
22	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
23	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
24	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
25	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
26	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
27	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
28	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
29	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
30	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

Vehicle Detector Plan Number - 3

Veh Det	Phase Primary - Addit.	Lock In	Delay Time	Ext Option	Delay Mode	Queue Lim. / Extend Time	Call Option	Cross Switch Ph	Bike Call	Use Added Initial	Red Extend	TS2 Det	Detector Log Enable		
													NTCIP Vol.	NTCIP Occ.	ECPI Log
1	1	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
2	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
3	3	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
4	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
5	5	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
6	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
7	7	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
8	8	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
9	9	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
10	10	None	0.0	Passage	Red/Yellow	0.0	Call	0							
11	11	None	0.0	Passage	Red/Yellow	0.0	Call	0							
12	12	None	0.0	Passage	Red/Yellow	0.0	Call	0							
13	13	None	0.0	Passage	Red/Yellow	0.0	Call	0							
14	14	None	0.0	Passage	Red/Yellow	0.0	Call	0							
15	15	None	0.0	Passage	Red/Yellow	0.0	Call	0							
16	16	None	0.0	Passage	Red/Yellow	0.0	Call	0							
17	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
18	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
19	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

20	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
21	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
22	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
23	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
24	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
25	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
26	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
27	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
28	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
29	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
30	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

Vehicle Detector Plan Number - 4

Veh Det	Phase Primary - Addit.	Lock In	Delay Time	Ext Option	Delay Mode	Queue Lim. / Extend Time	Call Option	Cross Switch Ph	Bike Call	Use Added Initial	Red Extend	TS2 Det	Detector Log Enable		
													NTCIP Vol.	NTCIP Occ.	ECPI Log
1	1	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
2	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
3	3	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
4	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
5	5	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
6	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
7	7	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
8	8	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
9	9	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
10	10	None	0.0	Passage	Red/Yellow	0.0	Call	0							
11	11	None	0.0	Passage	Red/Yellow	0.0	Call	0							
12	12	None	0.0	Passage	Red/Yellow	0.0	Call	0							
13	13	None	0.0	Passage	Red/Yellow	0.0	Call	0							
14	14	None	0.0	Passage	Red/Yellow	0.0	Call	0							
15	15	None	0.0	Passage	Red/Yellow	0.0	Call	0							
16	16	None	0.0	Passage	Red/Yellow	0.0	Call	0							
17	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
18	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
19	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
20	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
21	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
22	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
23	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
24	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
25	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
26	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
27	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
28	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
29	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
30	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

Ped Detector Phase Assignment (MM) 6-3

Ped Detector Number	Called Phase																Ped Extend
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	No
4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	No
6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	No

8							X										No

Intersection: SH6 at FM 646

Schedule: 1 **Day Plan:** 1

Event Plan for AM Peak: 99 - Free **Event Plan for PM Peak:** 99 - Free

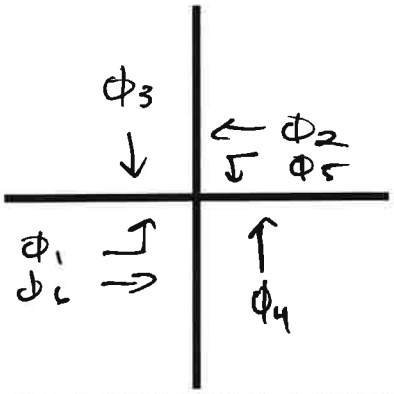
AM Peak Hour:

Cycle Length: N/A [Free]
Offset: N/A [Free]
Ref Point for Offset: N/A [Free]
Phase Plan: Assumed : 1
Sequence: Assumed : 1
Coordination Phase(s): N/A [Free]
Reference Phase(s): N/A [Free]
Force Off: Assumed : Fixed

PM Peak Hour:

Cycle Length: N/A [Free]
Offset: N/A [Free]
Ref Point for Offset: N/A [Free]
Phase Plan: Assumed : 1
Sequence: Assumed : 1
Coordination Phase(s): N/A [Free]
Reference Phase(s): N/A [Free]
Force Off: Assumed : Fixed

Phase Configuration:



Phase Sequence:

AM Peak:	Seq. 1							
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
PM Peak:	Seq. 1							
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				

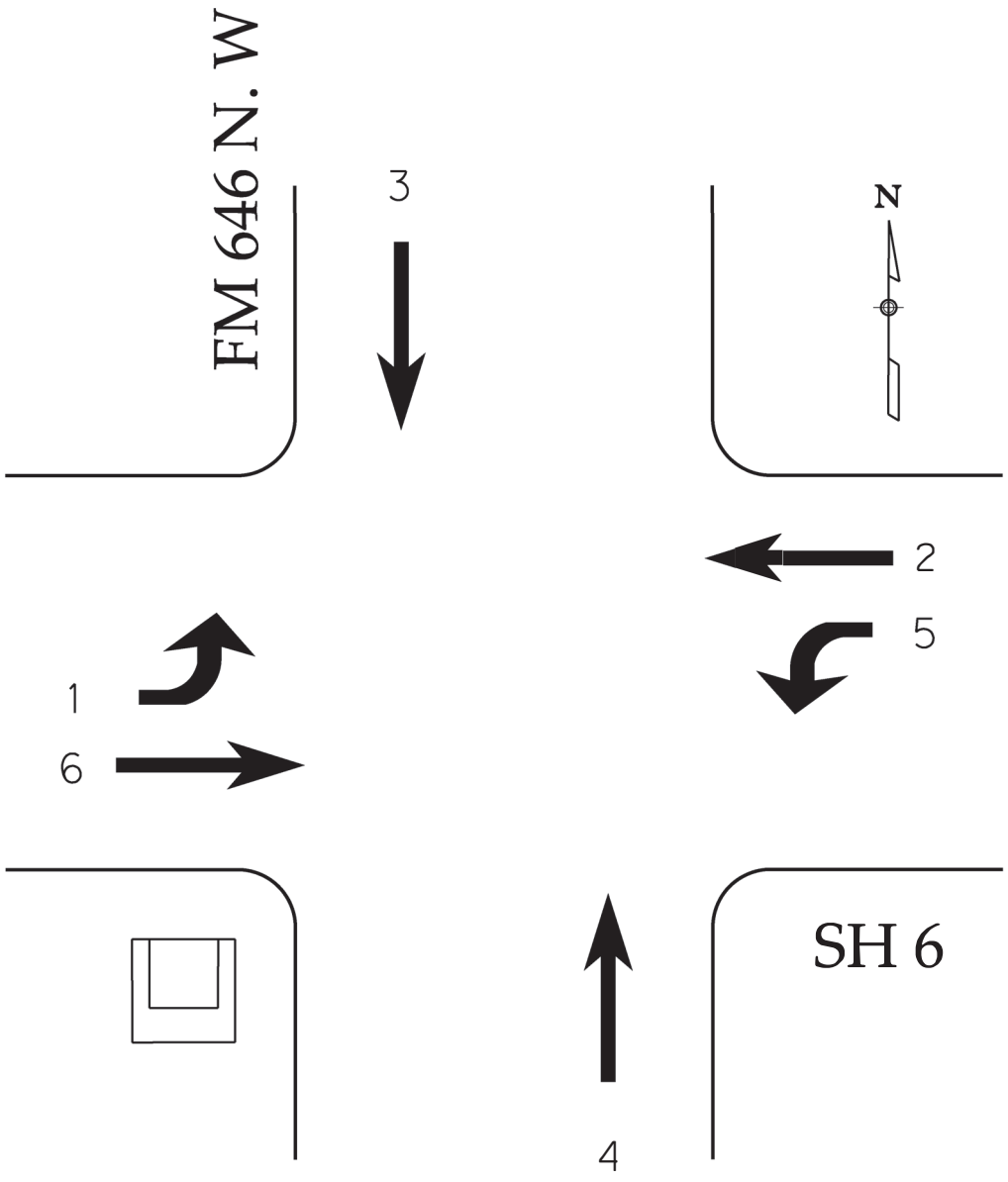
Overlaps: None

Protected Only left turn on Φ1 and Φ5

Phasing Settings:

TIMING PARAMETERS	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8	Φ	Φ	Φ	Φ
Minimum Green Time	5	20	5	5	5	20						
Minimum Split Time	11.2	36.2	41.2	12.1	11.2	26.2						
Maximum Split Time (AM Peak)	26.2	51.2	41.2	32.1	26.2	51.2						
Maximum Split Time (PM Peak)	26.2	51.2	41.2	32.1	26.2	51.2						
Yellow Time	4.5	4.5	4.0	4.0	4.5	4.5						
Red Time	1.7	1.7	2.2	3.1	1.7	1.7						
Vehicle Extension / Passage Time	2	1.5	2	2	2	1.5						
Minimum Gap	2	1.5	2	2	2	1.5						
Recall (AM Peak)	None	Min	None	None	None	Min						
Recall (PM Peak)	None	Min	None	None	None	Min						
Pedestrian Phase (✓ or *)	*	✓	✓	*	*	*						
Walk Time	—	5	5	—	—	—						
Ped Clear (Flash Don't Walk)	—	27	30	—	—	—						
Dual Entry (✓ or *)	*	✓	*	*	*	✓						

SH 6 AT FM 646 NORTH W
Installed: August 22, 2023



Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Configuration Cabinet Settings

Cabinet Type (MM) 1-1-1

Cabinet Type: TS2-1

Channel	1	2	3	4
BIU Terminal & Facility	X	X		
BIU Detector	X			

Enable SDLC Stop Time: No

Latch 3 Critical Errors: No

Load Switch Configuration (MM) 1-1-2

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Channel Type	V	V	V	V	V	V	V	V	P	P	P	P	O	O	O	O
Phase/Overlap	1	2	3	4	5	6	7	8	2	4	6	3	1	2	3	4

Color Check Enable (MM) 1-1-3

Enable Color Check: No

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

Monitor Programming (MM) 1-1-4

Channel Can Serve With Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
1	15
2	5
2	6
2	9
2	11
2	13
2	15
3	7
3	8
3	12
3	16
4	7
4	8

Secondary Stations/Tests (MM) 1-1-6

The Cabinet Type does not support this feature.

4	10
4	14
4	16
5	9
5	13
6	9
6	11
6	13
6	15
7	10
7	14
8	10
8	12
8	14
8	16
9	11
9	13
9	15
10	14
10	16
11	13
11	15
12	14
12	16
13	15
14	16

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																

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Configuration Communications

Ethernet Port Configuration (MM) 1-2-1

DHCP Enable:	No
Controller IP:	10.54.122.57
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.54.122.1
Server IP:	10.1.70.170

NTCIP (MM) 1-2-5

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

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

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	n/a	Auto	Auto
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
Duplex - Half or Full	Full	Full	Full
Protocol	NTCIP	NTCIP	NTCIP
Address	0	0	0
Group Address	0	0	0
Dropout Time	10	10	10
Single Flag Enable	Yes	Yes	Yes

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Configuration Logging / Display

Event Logging (MM) 1-3

Critical RFE's (MMU/TF):	Yes	Access:	Yes
MMU Flash Faults:	Yes	Data Change:	Yes
3 Critical Errors Within 24 Hours:	Yes	Low Battery:	Yes
Non-Critical RFE's (Det/Test):	Yes	Controller Download:	Yes
Detector Errors:	Yes	Power On/Off:	Yes
SCP (TSP/EVP):	Yes	Local Flash Fault:	Yes
Preemption Events:	Yes	Online / Offline:	Yes
Coordination Errors:	Yes	Hi-Res MOE:	No

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

Database (MM) 1-6

Enable Controller/Cabinet Interlock CRC:	No
CRC (16 bit):	0889
Enable Automatic Backup to Datakey:	Yes

Display Options (MM) 1-4

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

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: 03.02.13
OS (Boot) Version: 06.17.00

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

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
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	20	5	5	5	20	0	0	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
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	1.5	2.0	2.0	2.0	1.5	0.0	0.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	20	45	35	25	20	45	0	0	0	0	0	0	0	0	0	0
Max2	30	70	45	35	30	70	0	0	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
	Dynamic Max															
DYM Max	25	60	45	35	25	60	0	0	0	0	0	0	0	0	0	0
Dym Step	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	30	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	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
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
	Hawk															

Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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	4.5	4.5	4.0	4.0	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.7	1.7	2.2	3.1	1.7	1.7	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
	Max Extension															
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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

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

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""

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
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	20	5	5	5	20	0	0	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
	Variable Initial															

Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	1.5	2.0	2.0	2.0	1.5	0.0	0.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	20	45	35	25	20	45	0	0	0	0	0	0	0	0	0	0
Max2	30	70	45	35	30	70	0	0	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
	Dynamic Max															
DYM Max	25	60	45	35	25	60	0	0	0	0	0	0	0	0	0	0
Dym Step	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	30	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	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
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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	4.5	4.5	4.0	4.0	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.7	1.7	2.2	3.1	1.7	1.7	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
	Max Extension															
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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Vehicle Recall																

Ped Recall															
Max Recall															
Soft Recall															
No Rest															

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																
Adv. Green	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
Adv. Ped	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
Delay FYA	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
Trailing																
Lag Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""

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
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	20	5	5	5	20	0	0	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
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	1.5	2.0	2.0	2.0	1.5	0.0	0.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	20	45	35	25	20	45	0	0	0	0	0	0	0	0	0	0
Max2	30	70	45	35	30	70	0	0	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
	Dynamic Max															
DYM Max	25	60	45	35	25	60	0	0	0	0	0	0	0	0	0	0
Dym Step	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	30	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	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
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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	4.5	4.5	4.0	4.0	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.7	1.7	2.2	3.1	1.7	1.7	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
	Max Extension															
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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3 - ""Continued

Phase Recall (MM) 2-1-6

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

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	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	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	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

Phase Outputs (MM) 2-1-8

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

Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""

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
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	20	5	5	5	20	0	0	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
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	1.5	2.0	2.0	2.0	1.5	0.0	0.0	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
	Volume Occupancy															
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
2-1-3	Max Green Data															
Max1	20	45	35	25	20	45	0	0	0	0	0	0	0	0	0	0
Max2	30	70	45	35	30	70	0	0	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
	Dynamic Max															
DYM Max	25	60	45	35	25	60	0	0	0	0	0	0	0	0	0	0
Dym Step	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	30	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	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
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	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
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	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	4.5	4.5	4.0	4.0	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.7	1.7	2.2	3.1	1.7	1.7	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
	Max Extension															
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
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4 - ""Continued

Phase Recall (MM) 2-1-6

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

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															
Adv. Green	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
Adv. Ped	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
Delay FYA	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
	Trailing															
Lag Green	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	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	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

Phase Outputs (MM) 2-1-8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Double Serve															
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	0	4.5	1.5	0
B02	5	0	0	4.5	1.5	0
C03	5	0	0	4.0	1.5	0
D04	5	0	0	4.0	1.5	0
E05	5	0	0	4.5	1.5	0
F06	5	0	0	4.5	1.5	0
G07	0	0	0	3.0	0.0	0
H08	0	0	0	3.0	0.0	0
I09	0	0	0	3.0	0.0	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

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ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Controller Start / Flash Data (MM) 2-5

Power Start Up

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

Flash Minimum Time: 0 All Red Time: 6 Sequence Plan: 4

Automatic Flash

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Entry Phase		X				X										
Wig / Wag		X		X		X		X								
Phase Color	R	R	R	R	R	R	R	R	.	.	.	.	.	.	.	.
Exit Phase		X				X										
Olp Wig / Wag																
Exit Overlap	A	B	C	D												
Overlap Color	Y	Y	Y	Y	.	.	.	.	.	.	.	.	.	.	.	.

Flash Thru CVM: No Cycle Thru Phase: No Exit Flash: W

Mimimum Recall: No Minimum Flash: 8

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ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Controller Options

Controller Options (MM) 2-6

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										
Dual Entry		X				X										
Simultaneous Gap		X				X										
Lock Phase Next	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Passage After Init																
Guaranteed Passage																
Cond Service From																
Cond Service To																
LRT/RBT Phase																
Pre Green Clear																
2 Section Signal																
Adv Warning Wig/Wag																
Hawk Phase																
Dark Signal	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Non-Actuated I																
Non-Actuated II																
Pre-Timed																
Exclusive Ped																
Rest In Walk																
Ped Re-Service																
Flashing Walk																
Ped Clear Thru Yellow																
Ped Clear Thru Red																
Flash Green	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Omit																

Unit Red Revert: 2.0
Ped Clear Protect: Off
MUTCD 3 Seconds Don't Walk: No
Enable Pre-Timed Mode: No
Free Input Disables Pre-Timed: No

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Configuration Controller Sequence

Controller Sequence (MM) 2-7-1

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	.	.	.	.	.	.	.	.

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Serve																

Independent Ring Group: No
Hardware Alternate Sequence Enable: No

Backup Prevent (MM) 2-7-2

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

No Serve (MM) 2-7-3

Phase	No Serve Phases																Sequences															
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Coordination Options

Options (MM) 3-1

System Source:	SYS	ECPI Coord:	Yes
Splits In:	Seconds	Offsets In:	Seconds
Transition:	Smooth	Calc Min Cycle Using Ped Time:	No
Dwell / Add Time:	0	Ped Reservice:	No
Delay Coord Wk-LZ:	No	FO Added Ini Green:	Yes
Offset Reference:	Lead	Re-sync Count:	0
Local Zero Override:	No		

Auto Perm Min Green (Sec) (MM) 3-2

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

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Preempt Plan

Preempt Plan (MM) 4-1

Preempt Plan 1 Enable: Yes

Phase/Overlap	1/A	2/B	3/C	4/D	5/E	6/F	7/G	8/H	9/I	10/J	11/K	12/L	13/M	14/N	15/O	16/P
Trk Clr Veh	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Track Clearance Times

Min Green:	23	Max Green:	0	Red:	1.5	Dwell Timing Plan:	0	Yellow:	4.0	Max Call: 0
Ext Green:	0	Yellow:	4.0			Min Dwell:	0	Red:	1.5	Min Duration: 10

Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Entrance Times

Walk:	0	Min Green:	5	Dwell Flash:	LDSW	Detector Lock:	Yes	Track Clr Re-Service:	No	Term Overlap:	No
Ped Clear:	0	Yellow:	4.5	Ped Dark:	No	Override Flash:	Yes	Ped Clear Thru Yel:	No	Clear to Green:	No
		Red:	1.5	Interlock:	No	Call Delay:	1	Backup Prevent:	No	Priority Override:	Yes

Phase/Overlap	1/A	2/B	3/C	4/D	5/E	6/F	7/G	8/H	9/I	10/J	11/K	12/L	13/M	14/N	15/O	16/P
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases			X													
Exit Calls																

Special Function								

Re-Service:	0	Inhibit:	0	Exit Flash Color:	Red	Exit Timing Plan: 0
Inhibit Extension Time:	0.0	Cycle Extend:	0.0	Exit Options:	Off	Linked Preemptor: 0

Active Status Output

Preempt Output Type:	On	Dwell Interval:	No	Non-Priority Type:	Off	Other Priority Type: Off

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Preempt TSP/SCP Plan and Split

Enable Preempt Filtering & 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...

SCP Strategy Plan (MM) 4-3

SCP Split Pattern (MM) 4-4

TSP/SCP Split Pattern	Max Type	Phase 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
1	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
2	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
2	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
4	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
4	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
6	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
6	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
7	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
7		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Extension																
8	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
8	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
9	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
9	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
10	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
10	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
11	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
11	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
12	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
12	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
13	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
13	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
14	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
14	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
15	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
15	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
16	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
16	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
17	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
17	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
18	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
18	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
19	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
19	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
20	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
20	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
21	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
21	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
22		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Reduction																
22	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
23	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
23	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
24	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
24	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
25	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
25	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
26	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
26	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
27	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
27	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
28	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
28	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
29	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
29	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
30	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
30	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
31	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
31	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
32	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
32	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
33	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
33	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
34	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
34	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
35	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
35	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
36	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
36		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Extension																
37	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
37	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
38	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
38	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
39	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
39	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
40	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
40	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
41	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
41	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
42	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
42	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
43	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
43	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
44	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
44	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
45	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
45	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
46	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
46	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
47	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
47	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
48	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
48	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
49	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
49	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
50	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
50	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
51		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Reduction																
51	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
52	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
52	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
53	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
53	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
54	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
54	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
55	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
55	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
56	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
56	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
57	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
57	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
58	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
58	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
59	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
59	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
60	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
60	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
61	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
61	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
62	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
62	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
63	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
63	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
64	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
64	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
65	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
65		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Extension																
66	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
66	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
67	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
67	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
68	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
68	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
69	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
69	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
70	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
70	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
71	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
71	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
72	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
72	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
73	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
73	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
74	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
74	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
75	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
75	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
76	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
76	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
77	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
77	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
78	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
78	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
79	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
79	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
80		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Reduction																
80	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
81	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
81	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
82	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
82	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
83	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
83	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
84	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
84	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
85	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
85	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
86	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
86	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
87	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
87	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
88	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
88	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
89	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
89	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
90	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
90	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
91	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
91	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
92	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
92	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
93	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
93	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
94	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
94		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Extension																
95	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
95	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
96	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
96	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
97	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
97	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
98	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
98	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
99	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
99	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
100	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
100	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
101	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
101	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
102	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
102	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
103	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
103	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
104	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
104	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
105	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
105	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
106	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
106	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
107	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
107	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
108	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
108	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
109		10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

	Max Reduction																
109	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
110	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
110	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
111	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
111	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
112	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
112	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
113	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
113	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
114	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
114	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
115	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
115	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
116	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
116	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
117	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
117	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
118	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
118	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
119	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
119	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
120	Max Reduction	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
120	Max Extension	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

SCP Detector Plan (MM) 4-5

SCP Detector Plan: **1**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **2**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **3**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **4**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **5**

Detector	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

No Delay In TSP																

SCP Detector Plan: **6**

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **7**

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

SCP Detector Plan: **8**

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SCP Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class Type	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Hold Over	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
Detector Lock	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Max Call	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Check In Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Delay In TSP	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Time Base Clock/Calendar
Clock/Calendar Data (MM) 5-1

Manual Event Plan:	0
SYNC Reference Time:	00:00
SYNC Reference:	Reference Time
Standard Time From GMT:	0
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Time Base Event Plan
Event Plan (MM) 5-2

Event Plan - 1 - "1" - Event Type: "Coord"

Cycle Length: 100 Offset Value: 35s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	17	33	30	20	15	35	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase							X	X	X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 4
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100s	80s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0
Backup Prevent Plan: 0
Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 2 - "2" - Event Type: "Coord"

Cycle Length:	100	Offset Value:	47s	Actuated Coord:	Yes	Splits In:	Seconds	Offsets In:	Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	20	43	15	22	18	45	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase							X	X	X	X	X	X	X	X	X	X

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	4
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAXINH
Max Transition:	4
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100s	78s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 3 - "3" - Event Type: "Coord"

	120		7s		Yes		Seconds	Seconds

Cycle Length:	Offset Value:	Actuated Coord:	Splits In:	Offsets In:

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	20	37	36	27	14	43	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase							X	X	X	X	X	X	X	X	X	X

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	4
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAXINH
Max Transition:	4
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	120s	93s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 4 - "4" - Event Type: "Coord"

Cycle Length: 100 Offset Value: 35s Actuated Coord: Yes Splits In: Seconds Offsets In: Seconds

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Split	17	33	30	20	15	35	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit Phase							X	X	X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 4
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 4
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100s	80s	0s	0s

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
SCP Detector Plan: 0 Veh Det Diag Plan: 0
Override Sys: No Ped Det Diag Plan: 0
Backup Prevent Plan: 0 Det Log: None
Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 5 - Event Type: "Auto"

Timing Plan: 0 0

Event Plan - 98 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

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)			

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 99 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

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)			

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Event Plan	Start Time
1	99	00:00
2	99	06:00
3	99	09:00
4	99	15:30
5	99	19:00

Day Plan #2 - "2"

Event	Event Plan	Start Time
1	99	00:00
2	99	08:00
3	99	20:00

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	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		

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

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

SH 6 at FM 646 North W Ave M Rx1 Eos - (D) - Econolite Type - EOS

Detectors

Vehicle Detectors (MM) 6-1 and 6-2

Vehicle Detector Descriptions

Veh Detector	Description (detectors with no description are not shown)

Vehicle Detector Plan Number - 1

Veh Det	Phase Primary - Addit.	Lock In	Delay Time	Ext Option	Delay Mode	Queue Lim. / Extend Time	Call Option	Cross Switch Ph	Bike Call	Use Added Initial	Red Extend	TS2 Det	Detector Log Enable		
													NTCIP Vol.	NTCIP Occ.	ECPI Log
1	1	None	3.0	Passage	Red/Yellow	0.0	Call	0				X			
2	6	None	3.0	Passage	Red/Yellow	0.0	Call	0		X		X			
3	5	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
4	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
5	3	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
6	4	None	0.0	Passage	Red/Yellow	0.0	Call	0		X		X			
7	0	Yellow	0.0	Passage	Red/Yellow	0.0	Call	0				X			
8	0	Yellow	0.0	Passage	Red/Yellow	0.0	Call	0				X			
9	0	None	8.0	Passage	Red/Yellow	0.0	Call	0				X			
10	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
11	0	None	3.0	Passage	Red/Yellow	0.0	Call	0				X			
12	0	None	3.0	Passage	Red/Yellow	0.0	Call	0				X			
13	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
14	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
15	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
16	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
17	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
18	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
19	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
20	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
21	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
22	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
23	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
24	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
25	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
26	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
27	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
28	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
29	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
30	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

Vehicle Detector Plan Number - 2

Veh Det	Phase Primary - Addit.	Lock In	Delay Time	Ext Option	Delay Mode	Queue Lim. / Extend Time	Call Option	Cross Switch Ph	Bike Call	Use Added Initial	Red Extend	TS2 Det	Detector Log Enable		
													NTCIP Vol.	NTCIP Occ.	ECPI Log

1	1	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
2	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
3	3	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
4	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
5	5	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
6	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
7	7	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
8	8	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
9	9	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
10	10	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
11	11	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
12	12	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
13	13	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
14	14	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
15	15	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
16	16	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
17	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
18	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
19	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
20	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
21	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
22	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
23	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
24	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
25	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
26	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
27	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
28	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
29	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
30	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

Vehicle Detector Plan Number - 3

Veh Det	Phase Primary - Addit.	Lock In	Delay Time	Ext Option	Delay Mode	Queue Lim. / Extend Time	Call Option	Cross Switch Ph	Bike Call	Use Added Initial	Red Extend	TS2 Det	Detector Log Enable		
													NTCIP Vol.	NTCIP Occ.	ECPI Log
1	1	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
2	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
3	3	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
4	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
5	5	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
6	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
7	7	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
8	8	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
9	9	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
10	10	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
11	11	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
12	12	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
13	13	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
14	14	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
15	15	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
16	16	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
17	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
18	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
19	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

20	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
21	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
22	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
23	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
24	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
25	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
26	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
27	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
28	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
29	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
30	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

Vehicle Detector Plan Number - 4

Veh Det	Phase Primary - Addit.	Lock In	Delay Time	Ext Option	Delay Mode	Queue Lim. / Extend Time	Call Option	Cross Switch Ph	Bike Call	Use Added Initial	Red Extend	TS2 Det	Detector Log Enable		
													NTCIP Vol.	NTCIP Occ.	ECPI Log
1	1	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
2	2	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
3	3	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
4	4	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
5	5	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
6	6	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
7	7	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
8	8	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
9	9	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
10	10	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
11	11	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
12	12	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
13	13	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
14	14	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
15	15	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
16	16	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
17	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
18	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
19	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
20	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
21	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
22	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
23	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
24	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
25	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
26	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
27	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
28	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
29	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			
30	0	None	0.0	Passage	Red/Yellow	0.0	Call	0				X			

Ped Detector Phase Assignment (MM) 6-3

Ped Detector Number	Called Phase																Ped Extend
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	No
3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	No
4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	No

6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	No
8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	No

Intersection: FM 646 at FM 1764

Schedule: N/A [Free]

Day Plan: N/A [Free]

Action Plan for AM Peak: N/A [Free]

Action Plan for PM Peak: N/A [Free]

Pattern Plan for AM Peak: N/A [Free]

Pattern Plan for PM Peak: N/A [Free]

==========

AM Peak Hour:

Cycle Length: N/A [Free]

Offset: N/A [Free]

Ref Point for Offset: N/A [Free]

Phase Plan: Assumed: 1

Sequence: Assumed: 1

Coordination Phase(s): N/A [Free]

Reference Phase(s): N/A [Free]

Force Off: Assumed: Fixed

PM Peak Hour:

Cycle Length: N/A [Free]

Offset: N/A [Free]

Ref Point for Offset: N/A [Free]

Phase Plan: Assumed: 1

Sequence: Assumed: 1

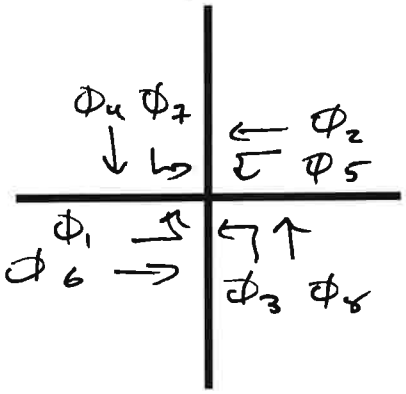
Coordination Phase(s): N/A [Free]

Reference Phase(s): N/A [Free]

Force Off: Assumed: Fixed

==========

Phase Configuration:



Phase Sequence:

AM Peak:	Seq 1							
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
PM Peak:	Seq 1							
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				

Overlaps: None

Prot. only left Turn on Φ1, Φ3, Φ5, and Φ2

==========

Phasing Settings:

TIMING PARAMETERS	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8	Φ	Φ	Φ	Φ
Minimum Green Time	6	10	6	10	6	10	6	10				
Minimum Split Time	13	41	13	35	13	42	13	35				
Maximum Split Time (AM Peak)	32	52	32	52	32	52	32	52				
Maximum Split Time (PM Peak)	32	52	32	52	32	52	32	52				
Yellow Time	5	5	5	5	5	5	5	5				
Red Time	2	2	2	2	2	2	2	2				
Vehicle Extension / Passage Time	2	2	2	2	2	2	2	2				
Minimum Gap	2	2	2	2	2	2	2	2				
Recall (AM Peak)	None	None	None	Min	None	None	None	Min				
Recall (PM Peak)	None	None	None	Min	None	None	None	Min				
Pedestrian Phase (✓ or *)	*	✓	*	✓	*	✓	*	✓				
Walk Time	—	7	—	7	—	7	—	7				
Ped Clear (Flash Don't Walk)	—	27	—	21	—	26	—	21				
Dual Entry (✓ or *)	*	✓	*	✓	*	✓	*	✓				

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MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - Econolite Type - Cobalt

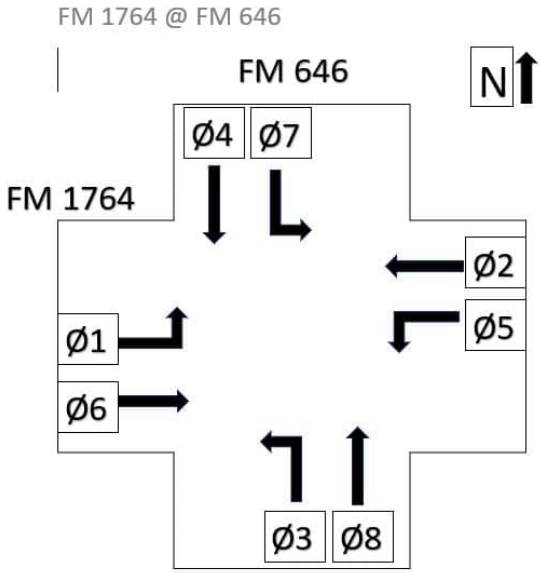
Configuration Controller Sequence

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
	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	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
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)	A433
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

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

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MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - 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	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
Red	X	X	X	X	X	X	X	X					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

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MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - Econolite Type - Cobalt

Configuration Communications 1 (SDLC)

Ethernet Port Configuration (MM) 1-5-1

Controller IP:	10.54.129.92
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.54.129.1
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)
Comm Module	None	Auto	Auto
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

Wireless Configuration (MM) 1-5-7

Wireless Channel Number: 1
Wireless Access Code: 327423274

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MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - 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

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MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - 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	6	10	6	10	6	10	6	10	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	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	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	27	0	21	0	28	0	21	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	2.0	2.0	2.0	2.0	2.0	2.0	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	25	45	25	45	25	45	25	45	0	0	0	0	0	0	0	0
Max2	25	55	25	55	25	55	25	55	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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	5.0	5.0	5.0	5.0	5.0	5.0	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	2.0	2.0	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
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

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MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - 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
G
H
I
J
K
L
M
N
O
P

Flash Thru Mon: No
Flash Time: 6
All Red: 6
Power Start Seq: 1

MUTCD Enabled: No
Y->G: n/a

Automatic Flash

Entry
2
6

Exit
2
6

Overlap Exit
A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P

Flash Thru Mon: No
Exit Flash: W
Minimum Flash: 6
Mimimum Recall: No
Cycle Through Phase: No

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MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - 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		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																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 3

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

Plan # 4

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

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ECONOLITE

MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - 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:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

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ECONOLITE

MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Schedule (MM) 5-4

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 646 at FM 1764 Cell - (D) - 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	2		S
2	2		S
3	1		S
4	1		S
5	3		S
6	3		S
7	2		S
9	4		S
10	4		S
11	4		S
12	4		S
13	6		S
14	6		S
15	5		S
16	5		S
17	7		S
18	7		S
19	6		S
20	6		S
21	8		S
23	8		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	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

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	2	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	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	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	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	8	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	8	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	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
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

Intersection: FM 646 at FM 517

Schedule: 1 **Day Plan:** 1

Action Plan for AM Peak: 99 - Free* **Action Plan for PM Peak:** 99 - Free*

Pattern Plan for AM Peak: 99 - Free* **Pattern Plan for PM Peak:** 99 - Free*

==========

AM Peak Hour:

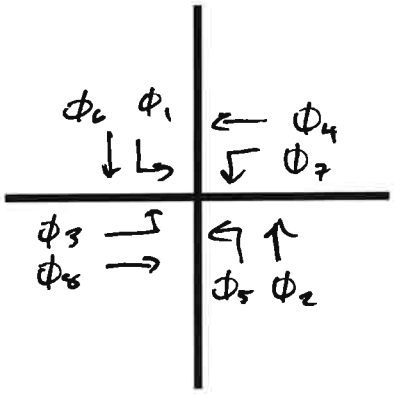
Cycle Length: N/A
Offset: N/A
Ref Point for Offset: N/A
Phase Plan: Assumed : 1
Sequence: Assumed : 1
Coordination Phase(s): N/A
Reference Phase(s): N/A
Force Off: Assumed : Fixed

PM Peak Hour:

Cycle Length: N/A
Offset: N/A
Ref Point for Offset: N/A
Phase Plan: Assumed : 1
Sequence: Assumed : 1
Coordination Phase(s): N/A
Reference Phase(s): N/A
Force Off: Assumed : Fixed

==========

Phase Configuration:



Phase Sequence:

AM Peak:	Seq. 1							
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
PM Peak:	Seq. 1							
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				

Overlaps: None
Prot Left Turn Only for Φ1, Φ3, Φ5, and Φ7.

==========

Phasing Settings:

TIMING PARAMETERS	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8	Φ	Φ	Φ	Φ
Minimum Green Time	5	10	5	10	5	10	5	10				
Minimum Split Time	12	35	12	37.5	12	34	11.5	36				
Maximum Split Time (AM Peak)	32	47	32	46.5	32	47	31.5	47				
Maximum Split Time (PM Peak)	32	47	32	46.5	32	47	31.5	47				
Yellow Time	5	5	5	4	5	5	4	5				
Red Time	2	2	2	2.5	2	2	2.5	2				
Vehicle Extension / Passage Time	2	1.5	2	1.5	2	1.5	2	1.5				
Minimum Gap	2	1.5	2	1.5	2	1.5	2	1.5				
Recall (AM Peak)	None	None	None	Min	None	None	None	Min				
Recall (PM Peak)	None	None	None	Min	None	None	None	Min				
Pedestrian Phase (✓ or *)	X	✓	X	✓	X	✓	X	✓				
Walk Time	—	8	—	9	—	7	—	7				
Ped Clear (Flash Don't Walk)	—	20	—	22	—	20	—	22				
Dual Entry (✓ or *)	X	✓	X	✓	X	✓	X	✓				

Houston TRANSTAR, TXDOT

ECONOLITE

MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (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	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)	375B
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (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							

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

7	15
7	16
8	10
8	12
8	15
8	16
9	11
9	14
10	12
10	16
11	13
11	14
12	15
12	16

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	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 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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Configuration Communications 1 (SDLC)

Ethernet Port Configuration (MM) 1-5-1

Controller IP:	10.54.129.195
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.54.129.1
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	TERMINAL	NTCIP	ECPIP
Enable	No	No	No
Data Rate (BPS)	9600	19.2K	1200
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Address	0	0	0
Telemetry Response Delay	0.0	0.0	0.9
Duplex - Half or Full	Half	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	14.0
RTS Turn Off Delay	n/a	n/a	2.0
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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

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
Backlight Enable:	Yes
LED Mode:	Auto
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:

Software Modules (MM) 8-7

Application Version: 02.64.00
OS (Boot) Version: 01.14.03

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (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	5	10	5	10	5	10	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	8	0	9	0	7	0	7	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	20	0	22	0	20	0	22	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	1.5	2.0	1.5	2.0	1.5	2.0	1.5	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	25	40	25	40	25	40	25	40	0	0	0	0	0	0	0	0
Max2	35	50	35	50	35	50	35	50	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	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	5.0	4.0	5.0	5.0	4.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.5	2.0	2.0	2.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

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

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	0	0	0	3.0	0.0	0
B02	0	0	0	3.0	0.0	0
C03	0	0	0	3.0	0.0	0
D04	0	0	0	3.0	0.0	0
E05	0	0	0	3.0	0.0	0
F06	0	0	0	3.0	0.0	0
G07	0	0	0	3.0	0.0	0
H08	0	0	0	3.0	0.0	0
I09	0	0	0	3.0	0.0	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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Controller Start / Flash Data (MM) 2-5

Start Up

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

Overlap

Flash Thru Mon: No
Flash Time: 0
All Red: 6
Power Start Seq: 1
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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (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		X				X										
Non-Act II				X				X								
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																
Vehicle Recall				X				X								
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

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	Fixed
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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (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)	111	Offsets In	Seconds
Offset Value	27s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	1		
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)	31	21	22	46	20	32	30	38	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																
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	125	Std (COS)	121	Offsets In	Seconds
Offset Value	29s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	2		
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)	40	15	16	54	20	35	23	47	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	125s	125s	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																
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)	131	Offsets In	Seconds
Offset Value	16s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	3		
Phase Reservice	No	Action Plan	3		
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)	38	28	29	55	29	37	38	46	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																
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	125	Std (COS)	141	Offsets In	Seconds
Offset Value	20s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	4		
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)	32	17	18	58	26	23	28	48	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	125s	125s	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																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	151	Offsets In	Seconds
Offset Value	27s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	5		
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 5)	31	21	22	46	20	32	30	38	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																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (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)	31	21	22	46	20	32	30	38	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
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)	40	15	16	54	20	35	23	47	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	125s	125s	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)	38	28	29	55	29	37	38	46	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
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)	32	17	18	58	26	23	28	48	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	125s	125s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	31	21	22	46	20	32	30	38	0	0	0	0	0	0	0	0
Coord Phase				X				X								
Vehicle Recall																
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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Preempt Plan

Preempt Plan (MM) 4-1

Preempt Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing																
Dwell Veh	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases		X				X										
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	Yes	Duration	10	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	20	5	5.0	1.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	85	5.0	1.5

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing																
Dwell Veh	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases		X				X										
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	Yes	Duration	10	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	20	5	5.0	1.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**

Dwell / Cycle-Exit	0	0.0	85	5.0	1.5

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 4

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing																
Dwell Veh	.	.	X	.	.	.	.	X	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases				X				X								
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	Yes	Duration	10	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	**1**	**2**	**3**	**4**
Free During Pmt	No	No	No	No

Timing	**Walk**	**Ped Clr**	**Min Grn**	**Yellow**	**Red**
Entrance	0	20	5	5.0	1.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
				Yellow	**Red**

	Min Dwell	Pmt Ext	Max Time		
Dwell / Cycle-Exit	0	0.0	85	5.0	1.5

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing																
Dwell Veh	.	.	.	X	.	.	X	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases				X				X								
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	Yes	Duration	10	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	20	5	5.0	1.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red

Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	85	5.0	1.5

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Preempt Preempt Filtering
Enable Preempt Filtering &
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...

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Preempt TSP/SCP Plan and Split

TSP / SCP Plan (MM) 4-3

TSP/SCP Plan	Enable Option	Signal Type	Det Lock	Delay Time	Max Presence	PMT Enables Reservice	No Delay in TSP	Action SF Inhibit	Reservice Cycles	Bus Heading
1	No	Solid	No	0	0	No	False	0	0	NB
2	No	Solid	No	0	0	No	False	0	0	SB
3	No	Solid	No	0	0	No	False	0	0	EB
4	No	Solid	No	0	0	No	False	0	0	WB
5	No	Solid	No	0	0	No	False	0	0	.
6	No	Solid	No	0	0	No	False	0	0	.

Mode: TSP
Free Default Pattern: 120
Headway Allowance: 100

TSP/SCP Plan	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

TSP / SCP Split Pattern (MM) 4-4

TSP/SCP Split Pattern	Max Type	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
4	Max Reduction	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Action Plan:	99
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

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MOVING TRAFFIC FORWARD

FM 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1

Pattern	1	Override Sys	No
Timing Plan	1	Sequence	9
Veh Detector Plan	1	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	1	Sequence	9
Veh Detector Plan	1	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	1	Sequence	3
Veh Detector Plan	1	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	1	Sequence	9
Veh Detector Plan	1	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 - 5

Pattern	5	Override Sys	No
Timing Plan	1	Sequence	9
Veh Detector Plan	1	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 517 at FM 646 Cell - (D) - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	2	06:00
2	4	07:00
3	1	09:00
4	3	15:00
5	100	19:00

Day Plan #2

Event	Action Plan	Start Time
1	5	09:00
2	100	19:00

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	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		

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

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 517 at FM 646 Cell - (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	2		S
2	3		S
3	1		S
4	2		S
5	5		S
6	6		S
7	4		S
8	4		S
9	8		S
10	8		S
11	6		S
12	7		S

Vehicle Detector Plan Number - 2

Veh Detector	Assigned Phase	Called Phase	Type

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 /	Queue Lim. /			Lock In	NTCIP Vol.	NTCIP Occ.	

						Passage Time	Discon. Time	Use Added Initial	Cross Switch Ph				Pmt Queue Delay
1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	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	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	7	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	0	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	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

Ped Detector Phase Assignment (MM) 6-3

Mode: Econolite

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

Appendix D

Synchro Output Reports



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	999	990	17	23	46
Future Volume (vph)	39	999	990	17	23	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997		0.910	
Flt Protected	0.950				0.984	
Satd. Flow (prot)	1752	3406	3493	0	1646	0
Flt Permitted	0.950				0.984	
Satd. Flow (perm)	1752	3406	3493	0	1646	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		3470	1158		1535	
Travel Time (s)		43.0	14.4		34.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	6%	3%	6%	4%	3%
Adj. Flow (vph)	46	1175	1165	20	27	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	1175	1185	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		22	27		27	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	999	990	17	23	46
Future Vol, veh/h	39	999	990	17	23	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	6	3	6	4	3
Mvmt Flow	46	1175	1165	20	27	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1185	0	-	0	1855	593
Stage 1	-	-	-	-	1175	-
Stage 2	-	-	-	-	680	-
Critical Hdwy	4.16	-	-	-	6.88	6.96
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	2.23	-	-	-	3.54	3.33
Pot Cap-1 Maneuver	579	-	-	-	64	446
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	579	-	-	-	59	446
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	459	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	22.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	579	-	-	-	284
HCM Lane V/C Ratio	0.079	-	-	-	0.286
HCM Control Delay (s)	11.8	-	-	-	22.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	53	2	1	20	23	0	58	0	36	69	19
Future Volume (vph)	40	53	2	1	20	23	0	58	0	36	69	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.930						0.980	
Flt Protected		0.979			0.999						0.986	
Satd. Flow (prot)	0	1778	0	0	1584	0	0	1810	0	0	1768	0
Flt Permitted		0.979			0.999						0.986	
Satd. Flow (perm)	0	1778	0	0	1584	0	0	1810	0	0	1768	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1431			2266			1535			1325	
Travel Time (s)		32.5			51.5			34.9			30.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	5%	4%	3%	3%	10%	13%	3%	5%	3%	6%	3%	3%
Adj. Flow (vph)	49	65	2	1	25	28	0	72	0	44	85	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	0	0	54	0	0	72	0	0	152	0
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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		25			30			20			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	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
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	53	2	1	20	23	0	58	0	36	69	19
Future Vol, veh/h	40	53	2	1	20	23	0	58	0	36	69	19
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	5	4	3	3	10	13	3	5	3	6	3	3
Mvmt Flow	49	65	2	1	25	28	0	72	0	44	85	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	7.6	8	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	42%	2%	29%
Vol Thru, %	100%	56%	45%	56%
Vol Right, %	0%	2%	52%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	95	44	124
LT Vol	0	40	1	36
Through Vol	58	53	20	69
RT Vol	0	2	23	19
Lane Flow Rate	72	117	54	153
Geometry Grp	1	1	1	1
Degree of Util (X)	0.091	0.151	0.065	0.189
Departure Headway (Hd)	4.558	4.639	4.303	4.452
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	787	775	833	808
Service Time	2.579	2.657	2.324	2.47
HCM Lane V/C Ratio	0.091	0.151	0.065	0.189
HCM Control Delay	8	8.5	7.6	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.5	0.2	0.7



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	19	95	45	29	74
Future Volume (vph)	16	19	95	45	29	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.926		0.957			
Flt Protected	0.978					0.986
Satd. Flow (prot)	1671	0	1748	0	0	1819
Flt Permitted	0.978					0.986
Satd. Flow (perm)	1671	0	1748	0	0	1819
Link Speed (mph)	30		40			40
Link Distance (ft)	3520		1883			4927
Travel Time (s)	80.0		32.1			84.0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	4%	4%	3%	3%
Adj. Flow (vph)	18	22	108	51	33	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	159	0	0	117
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	19	95	45	29	74
Future Vol, veh/h	16	19	95	45	29	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	4	4	3	3
Mvmt Flow	18	22	108	51	33	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	134	0	0	159	0
Stage 1	134	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	704	912	-	-	1414	-
Stage 1	890	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	687	912	-	-	1414	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	793	1414	-
HCM Lane V/C Ratio	-	-	0.05	0.023	-
HCM Control Delay (s)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	613	24	48	474	0	30	0	96	0	0	0
Future Volume (vph)	0	613	24	48	474	0	30	0	96	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994						0.897				
Flt Protected				0.950				0.988				
Satd. Flow (prot)	1845	1752	0	1752	1810	0	0	1635	0	0	1845	0
Flt Permitted				0.251				0.917				
Satd. Flow (perm)	1845	1752	0	463	1810	0	0	1517	0	0	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						102				
Link Speed (mph)		55			50			30			30	
Link Distance (ft)		3268			3482			2118			177	
Travel Time (s)		40.5			47.5			48.1			4.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	8%	3%	3%	5%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	626	24	49	484	0	31	0	98	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	49	484	0	0	129	0	0	0	0
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	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	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	26.5		11.5	26.5		10.5	10.5		10.5	10.5	
Total Split (s)	11.5	61.5		14.5	64.5		30.5	30.5		30.5	30.5	
Total Split (%)	10.8%	57.7%		13.6%	60.6%		28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	5.0	55.0		8.0	58.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		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)	6.5	6.5		6.5	6.5			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	3.0		1.0	3.0		3.0	3.0		1.0	1.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)		33.9		38.1	39.8			7.7				
Actuated g/C Ratio		0.61		0.68	0.71			0.14				
v/c Ratio		0.61		0.11	0.37			0.44				
Control Delay		14.0		4.2	5.4			15.0				
Queue Delay		0.0		0.0	0.0			0.0				
Total Delay		14.0		4.2	5.4			15.0				
LOS		B		A	A			B				
Approach Delay		14.0			5.3			15.0				
Approach LOS		B			A			B				
90th %ile Green (s)	0.0	43.4		5.0	54.9		12.3	12.3		12.3	12.3	
90th %ile Term Code	Skip	Gap		Min	Hold		Gap	Gap		Hold	Hold	
70th %ile Green (s)	0.0	31.4		5.0	42.9		8.6	8.6		8.6	8.6	
70th %ile Term Code	Skip	Gap		Min	Hold		Gap	Gap		Hold	Hold	
50th %ile Green (s)	0.0	25.8		5.0	37.3		6.7	6.7		6.7	6.7	
50th %ile Term Code	Skip	Gap		Min	Hold		Gap	Gap		Hold	Hold	
30th %ile Green (s)	0.0	20.6		0.0	20.6		5.5	5.5		5.5	5.5	
30th %ile Term Code	Skip	Gap		Skip	Hold		Gap	Gap		Hold	Hold	
10th %ile Green (s)	0.0	35.0		0.0	35.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Dwell		Skip	Dwell		Skip	Skip		Skip	Skip	
Queue Length 50th (ft)		173		4	59			8				
Queue Length 95th (ft)		333		16	130			59				
Internal Link Dist (ft)		3188			3402			2038			97	
Turn Bay Length (ft)				200								
Base Capacity (vph)		1592		515	1682			785				
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		0.41		0.10	0.29			0.16				

Intersection Summary

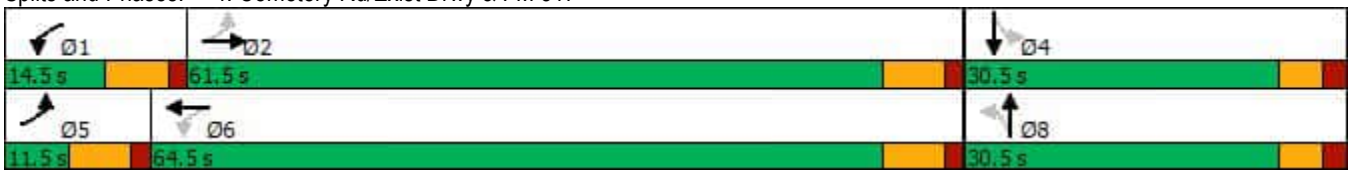
Area Type: Other

Cycle Length: 106.5

Actuated Cycle Length: 55.7

Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 79.2	
70th %ile Actuated Cycle: 63.5	
50th %ile Actuated Cycle: 56	
30th %ile Actuated Cycle: 38.1	
10th %ile Actuated Cycle: 41.5	

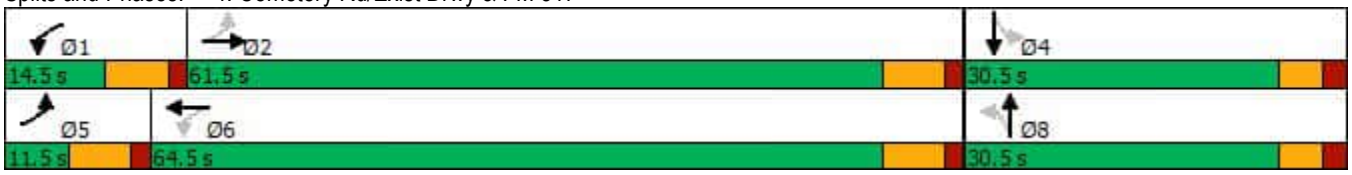
Splits and Phases: 4: Cemetery Rd/Exist Drwy & FM 517



Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	14.5	61.5	30.5	11.5	64.5	30.5
Maximum Split (%)	13.6%	57.7%	28.6%	10.8%	60.6%	28.6%
Minimum Split (s)	11.5	26.5	10.5	11.5	26.5	10.5
Yellow Time (s)	5	5	3.5	5	5	3.5
All-Red Time (s)	1.5	1.5	2	1.5	1.5	2
Minimum Initial (s)	5	20	5	5	20	5
Vehicle Extension (s)	1	3	1	1	3	3
Minimum Gap (s)	1	3	1	1	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	14.5	76	0	11.5	76
End Time (s)	14.5	76	0	11.5	76	0
Yield/Force Off (s)	8	69.5	101	5	69.5	101
Yield/Force Off 170(s)	8	69.5	101	5	69.5	101
Local Start Time (s)	92	0	61.5	92	103.5	61.5
Local Yield (s)	100	55	86.5	97	55	86.5
Local Yield 170(s)	100	55	86.5	97	55	86.5

Intersection Summary	
Cycle Length	106.5
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 4: Cemetery Rd/Exist Drwy & FM 517



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	1	3	2	4	71	13	45	2	140	153	1	66
Future Volume (vph)	1	3	2	4	71	13	45	2	140	153	1	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0		475		0	0		0		0
Storage Lanes	1		0		1		0	0		0		1
Taper Length (ft)	200				215			25				25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.940				0.884			0.930			
Flt Protected	0.950				0.950							0.950
Satd. Flow (prot)	1752	3295	0	0	1661	3019	0	0	1698	0	0	1752
Flt Permitted	0.950				0.950							0.950
Satd. Flow (perm)	1752	3295	0	0	1661	3019	0	0	1698	0	0	1752
Link Speed (mph)		40				40			30			
Link Distance (ft)		3347				2112			918			
Travel Time (s)		57.1				36.0			20.9			
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	9%	15%	3%	3%	3%	5%	3%	3%
Adj. Flow (vph)	1	3	2	4	76	14	48	2	149	163	1	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	5	0	0	80	62	0	0	314	0	0	71
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	R NA	Left
Median Width(ft)		36				36			0			
Link Offset(ft)		0				0			-18			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Sign Control		Stop				Stop			Stop			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	70	6
Future Volume (vph)	70	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		85
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1827	1568
Flt Permitted		
Satd. Flow (perm)	1827	1568
Link Speed (mph)	35	
Link Distance (ft)	1472	
Travel Time (s)	28.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	74	6
Shared Lane Traffic (%)		
Lane Group Flow (vph)	74	6
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Stop	

Intersection Summary

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Vol, veh/h	1	3	2	4	71	13	45	2	140	153	1	66
Future Vol, veh/h	1	3	2	4	71	13	45	2	140	153	1	66
Peak Hour Factor	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94
Heavy Vehicles, %	3	3	3	3	9	15	3	3	3	5	3	3
Mvmt Flow	1	3	2	4	76	14	48	2	149	163	1	70
Number of Lanes	1	2	0	0	1	2	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	3	3
HCM Control Delay	8.8	9.5	11.4	8.8
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	1%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	47%	0%	100%	33%	0%	100%	9%	0%	100%	0%
Vol Right, %	52%	0%	0%	67%	0%	0%	91%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	295	1	2	3	75	9	49	67	70	6
LT Vol	2	1	0	0	75	0	0	67	0	0
Through Vol	140	0	2	1	0	9	4	0	70	0
RT Vol	153	0	0	2	0	0	45	0	0	6
Lane Flow Rate	314	1	2	3	80	9	52	71	74	6
Geometry Grp	6	6	6	6	6	6	6	5	5	5
Degree of Util (X)	0.431	0.002	0.004	0.005	0.141	0.015	0.079	0.114	0.108	0.008
Departure Headway (Hd)	4.947	6.651	6.145	5.674	6.335	5.933	5.392	5.731	5.229	4.544
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	725	533	577	624	563	600	660	623	683	783
Service Time	2.696	4.449	3.943	3.472	4.108	3.706	3.165	3.484	2.982	2.297
HCM Lane V/C Ratio	0.433	0.002	0.003	0.005	0.142	0.015	0.079	0.114	0.108	0.008
HCM Control Delay	11.4	9.5	9	8.5	10.2	8.8	8.6	9.2	8.6	7.3
HCM Lane LOS	B	A	A	A	B	A	A	A	A	A
HCM 95th-tile Q	2.2	0	0	0	0.5	0	0.3	0.4	0.4	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBT	SBR
Lane Configurations		
Traffic Vol, veh/h	70	6
Future Vol, veh/h	70	6
Peak Hour Factor	0.94	0.94
Heavy Vehicles, %	4	3
Mvmt Flow	74	6
Number of Lanes	1	1

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	



Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	453	656	613	225	2	90	422
Future Volume (vph)	453	656	613	225	2	90	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0		200	0
Storage Lanes	1			0		1	1
Taper Length (ft)	100					150	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.97	1.00
Frt			0.960				0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1736	3374	3365	0	0	3400	1568
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1736	3374	3365	0	0	3400	1568
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			56				469
Link Speed (mph)		45	45			50	
Link Distance (ft)		2778	7756			2630	
Travel Time (s)		42.1	117.5			35.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.92	0.90	0.90
Heavy Vehicles (%)	4%	7%	3%	3%	3%	3%	3%
Adj. Flow (vph)	503	729	681	250	2	100	469
Shared Lane Traffic (%)							
Lane Group Flow (vph)	503	729	931	0	0	102	469
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	12			24	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		16	16			16	
Two way Left Turn Lane		Yes	Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	1	2	2		1	1	1
Detector Template	Left	Thru	Thru		Left	Left	Right
Leading Detector (ft)	20	100	100		20	20	20
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	6		20	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	Prot	NA	NA		Prot	Prot	Perm
Protected Phases	1	6	2		4	4	



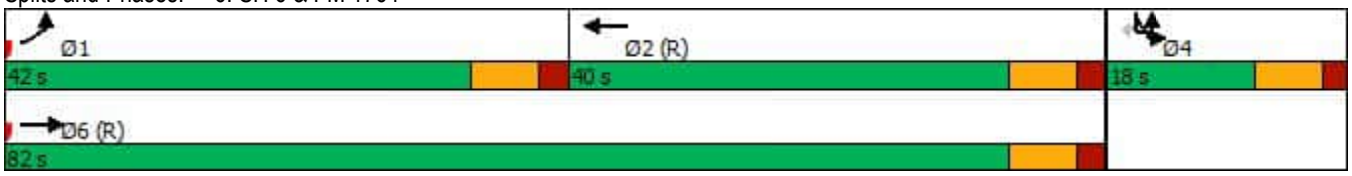
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases							4
Detector Phase	1	6	2		4	4	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0	5.0
Minimum Split (s)	12.3	17.3	39.3		33.0	33.0	33.0
Total Split (s)	42.0	82.0	40.0		18.0	18.0	18.0
Total Split (%)	42.0%	82.0%	40.0%		18.0%	18.0%	18.0%
Maximum Green (s)	34.7	74.7	32.7		11.0	11.0	11.0
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.3	2.3	2.3		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3			7.0	7.0
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Vehicle Extension (s)	2.0	2.0	2.5		3.5	3.5	3.5
Recall Mode	None	C-Min	C-Min		None	None	None
Walk Time (s)			7.0		7.0	7.0	7.0
Flash Dont Walk (s)			25.0		19.0	19.0	19.0
Pedestrian Calls (#/hr)			0		0	0	0
Act Effct Green (s)	31.7	76.6	37.5			9.1	9.1
Actuated g/C Ratio	0.32	0.77	0.38			0.09	0.09
v/c Ratio	0.91	0.28	0.72			0.33	0.83
Control Delay	55.2	3.9	29.9			45.0	17.5
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	55.2	3.9	29.9			45.0	17.5
LOS	E	A	C			D	B
Approach Delay		24.9	29.9			22.4	
Approach LOS		C	C			C	
90th %ile Green (s)	34.7	74.7	32.7		11.0	11.0	11.0
90th %ile Term Code	Max	Coord	Coord		Max	Max	Max
70th %ile Green (s)	34.7	74.7	32.7		11.0	11.0	11.0
70th %ile Term Code	Max	Coord	Coord		Max	Max	Max
50th %ile Green (s)	34.1	76.9	35.5		8.8	8.8	8.8
50th %ile Term Code	Gap	Coord	Coord		Gap	Gap	Gap
30th %ile Green (s)	30.5	77.8	40.0		7.9	7.9	7.9
30th %ile Term Code	Gap	Coord	Coord		Gap	Gap	Gap
10th %ile Green (s)	24.7	78.8	46.8		6.9	6.9	6.9
10th %ile Term Code	Gap	Coord	Coord		Gap	Gap	Gap
Queue Length 50th (ft)	295	58	256			31	0
Queue Length 95th (ft)	#468	86	350			57	#138
Internal Link Dist (ft)		2698	7676			2550	
Turn Bay Length (ft)	200					200	
Base Capacity (vph)	602	2583	1298			374	589
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	0.84	0.28	0.72			0.27	0.80

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 9 (9%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 26.1		Intersection LOS: C	
Intersection Capacity Utilization 71.4%		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.

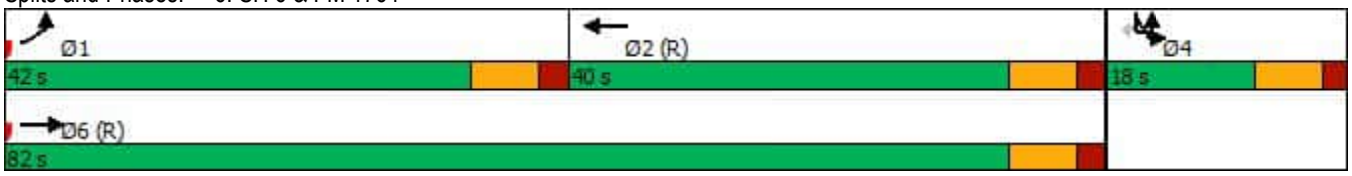
Splits and Phases: 6: SH 6 & FM 1764



Phase Number	1	2	4	6
Movement	EBL	WBT	SBL	EBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	42	40	18	82
Maximum Split (%)	42.0%	40.0%	18.0%	82.0%
Minimum Split (s)	12.3	39.3	33	17.3
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2.3	2.3	2	2.3
Minimum Initial (s)	5	10	5	10
Vehicle Extension (s)	2	2.5	3.5	2
Minimum Gap (s)	2	2.5	3.5	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		25	19	
Dual Entry	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	9	51	91	9
End Time (s)	51	91	9	91
Yield/Force Off (s)	43.7	83.7	2	83.7
Yield/Force Off 170(s)	43.7	58.7	83	83.7
Local Start Time (s)	0	42	82	0
Local Yield (s)	34.7	74.7	93	74.7
Local Yield 170(s)	34.7	49.7	74	74.7

Intersection Summary		
Cycle Length	100	
Control Type	Actuated-Coordinated	
Natural Cycle	105	
Offset: 9 (9%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green		

Splits and Phases: 6: SH 6 & FM 1764



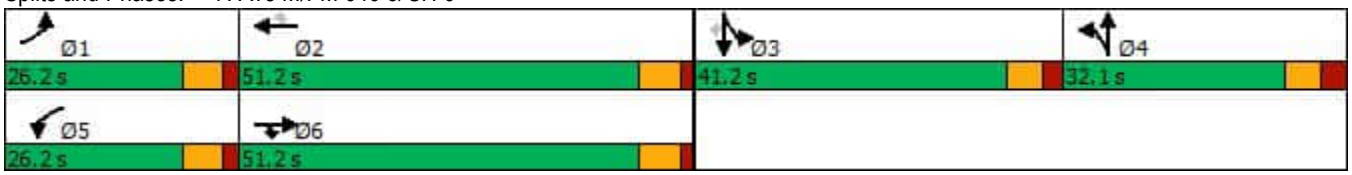
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	492	39	8	462	185	79	143	16	163	34	128
Future Volume (vph)	153	492	39	8	462	185	79	143	16	163	34	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		125	130		130	0		0	250		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	150			175			25			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt			0.850			0.850		0.991				0.850
Flt Protected	0.950			0.950				0.984		0.950		
Satd. Flow (prot)	1752	3406	1468	1752	3505	1568	0	1797	0	1752	1845	1568
Flt Permitted	0.950			0.950				0.984		0.950		
Satd. Flow (perm)	1752	3406	1468	1752	3505	1568	0	1797	0	1752	1845	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			161		2				145
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		7756			2647			1679			2128	
Travel Time (s)		117.5			40.1			38.2			32.2	
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	6%	10%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	174	559	44	9	525	210	90	163	18	185	39	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	559	44	9	525	210	0	271	0	185	39	145
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	L NA	Right	Left	Left	Right
Median Width(ft)		12			12			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	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	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	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
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
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
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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Prot	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6	6	5	2		4	4		3	3	
Permitted Phases						2						3
Detector Phase	1	6	6	5	2	2	4	4		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.2	26.2	26.2	11.2	38.2	38.2	12.1	12.1		41.2	41.2	41.2
Total Split (s)	26.2	51.2	51.2	26.2	51.2	51.2	32.1	32.1		41.2	41.2	41.2
Total Split (%)	17.4%	34.0%	34.0%	17.4%	34.0%	34.0%	21.3%	21.3%		27.3%	27.3%	27.3%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	25.0	25.0		35.0	35.0	35.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.7	1.7	1.7	1.7	1.7	1.7	3.1	3.1		2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	6.2	6.2		7.1		6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	None
Walk Time (s)					5.0	5.0				5.0	5.0	5.0
Flash Dont Walk (s)					27.0	27.0				30.0	30.0	30.0
Pedestrian Calls (#/hr)					0	0				1	1	1
Act Effct Green (s)	15.1	42.6	42.6	5.5	23.0	23.0		21.4		17.5	17.5	17.5
Actuated g/C Ratio	0.15	0.41	0.41	0.05	0.22	0.22		0.21		0.17	0.17	0.17
v/c Ratio	0.68	0.40	0.07	0.10	0.67	0.44		0.73		0.63	0.13	0.38
Control Delay	59.3	25.1	0.2	58.2	43.9	14.5		52.9		51.0	39.2	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	59.3	25.1	0.2	58.2	43.9	14.5		52.9		51.0	39.2	9.4
LOS	E	C	A	E	D	B		D		D	D	A
Approach Delay		31.3			35.8			52.9			33.4	
Approach LOS		C			D			D			C	
90th %ile Green (s)	20.0	43.9	43.9	6.6	30.5	30.5	25.0	25.0		35.0	35.0	35.0
90th %ile Term Code	Max	Hold	Hold	Gap	Gap	Gap	Max	Max		Ped	Ped	Ped
70th %ile Green (s)	18.7	48.8	48.8	0.0	23.9	23.9	25.0	25.0		18.8	18.8	18.8
70th %ile Term Code	Gap	Hold	Hold	Skip	Gap	Gap	Max	Max		Gap	Gap	Gap
50th %ile Green (s)	15.5	41.7	41.7	0.0	20.0	20.0	23.1	23.1		15.8	15.8	15.8
50th %ile Term Code	Gap	Hold	Hold	Skip	Min	Min	Gap	Gap		Gap	Gap	Gap
30th %ile Green (s)	12.8	39.0	39.0	0.0	20.0	20.0	19.1	19.1		12.9	12.9	12.9
30th %ile Term Code	Gap	Hold	Hold	Skip	Min	Min	Gap	Gap		Gap	Gap	Gap
10th %ile Green (s)	9.4	35.6	35.6	0.0	20.0	20.0	14.6	14.6		9.3	9.3	9.3
10th %ile Term Code	Gap	Hold	Hold	Skip	Min	Min	Gap	Gap		Gap	Gap	Gap
Queue Length 50th (ft)	105	127	0	6	167	26		156		112	22	0
Queue Length 95th (ft)	225	262	0	26	281	104		#358		205	56	50
Internal Link Dist (ft)		7676			2567			1599			2048	
Turn Bay Length (ft)	200		125	130		130				250		
Base Capacity (vph)	350	1554	734	350	1576	793		450		612	645	642
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	0.50	0.36	0.06	0.03	0.33	0.26		0.60		0.30	0.06	0.23

Intersection Summary		
Area Type:	Other	
Cycle Length: 150.7		
Actuated Cycle Length: 103.6		
Natural Cycle: 125		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.73		
Intersection Signal Delay: 35.9		Intersection LOS: D
Intersection Capacity Utilization 63.3%		ICU Level of Service B
Analysis Period (min) 15		
90th %ile Actuated Cycle: 136.2		
70th %ile Actuated Cycle: 112.1		
50th %ile Actuated Cycle: 100.1		
30th %ile Actuated Cycle: 90.5		
10th %ile Actuated Cycle: 79		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		

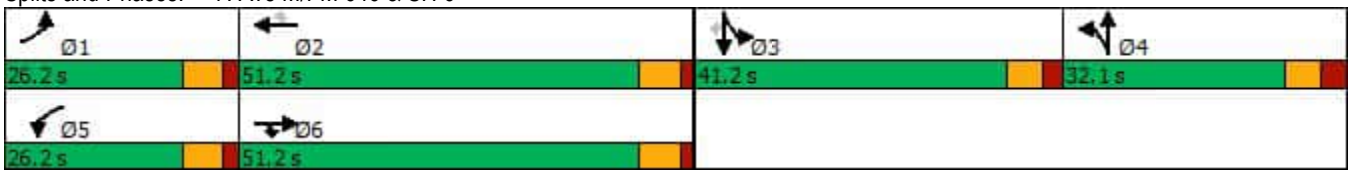
Splits and Phases: 7: Ave M/FM 646 & SH 6



Phase Number	1	2	3	4	5	6
Movement	EBL	WBT	SBTL	NBTL	WBL	EBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min
Maximum Split (s)	26.2	51.2	41.2	32.1	26.2	51.2
Maximum Split (%)	17.4%	34.0%	27.3%	21.3%	17.4%	34.0%
Minimum Split (s)	11.2	38.2	41.2	12.1	11.2	26.2
Yellow Time (s)	4.5	4.5	4	4	4.5	4.5
All-Red Time (s)	1.7	1.7	2.2	3.1	1.7	1.7
Minimum Initial (s)	5	20	5	5	5	20
Vehicle Extension (s)	2	1.5	2	2	2	1.5
Minimum Gap (s)	2	1.5	2	2	2	1.5
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		5	5			
Flash Dont Walk (s)		27	30			
Dual Entry	No	Yes	No	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	26.2	77.4	118.6	0	26.2
End Time (s)	26.2	77.4	118.6	0	26.2	77.4
Yield/Force Off (s)	20	71.2	112.4	143.6	20	71.2
Yield/Force Off 170(s)	20	71.2	82.4	143.6	20	71.2
Local Start Time (s)	124.5	0	51.2	92.4	124.5	0
Local Yield (s)	144.5	45	86.2	117.4	144.5	45
Local Yield 170(s)	144.5	45	56.2	117.4	144.5	45

Intersection Summary	
Cycle Length	150.7
Control Type	Actuated-Uncoordinated
Natural Cycle	125

Splits and Phases: 7: Ave M/FM 646 & SH 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	301	431	24	86	336	120	47	437	148	73	234	186
Future Volume (vph)	301	431	24	86	336	120	47	437	148	73	234	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	250		500	250		320
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	100			100			125			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.992			0.961				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3383	0	1752	3288	0	1703	3505	1568	1626	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3383	0	1752	3288	0	1703	3505	1568	1626	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			29				168			211
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		3697			3717			2135			1833	
Travel Time (s)		50.4			50.7			32.3			27.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	6%	3%	3%	5%	7%	6%	3%	3%	11%	3%	3%
Adj. Flow (vph)	342	490	27	98	382	136	53	497	168	83	266	211
Shared Lane Traffic (%)												
Lane Group Flow (vph)	342	517	0	98	518	0	53	497	168	83	266	211
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	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	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	

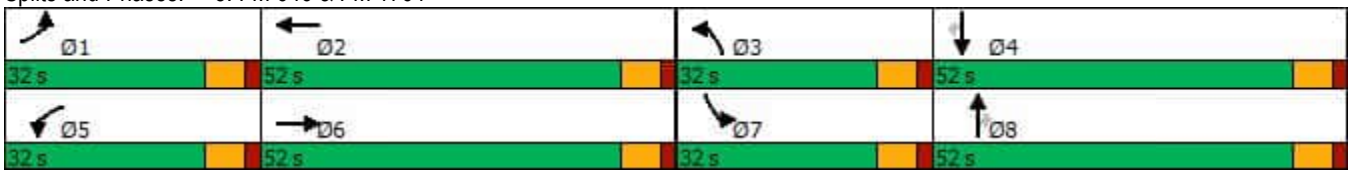


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	13.0	42.0		13.0	41.0		13.0	35.0	35.0	13.0	35.0	35.0
Total Split (s)	32.0	52.0		32.0	52.0		32.0	52.0	52.0	32.0	52.0	52.0
Total Split (%)	19.0%	31.0%		19.0%	31.0%		19.0%	31.0%	31.0%	19.0%	31.0%	31.0%
Maximum Green (s)	25.0	45.0		25.0	45.0		25.0	45.0	45.0	25.0	45.0	45.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		28.0			27.0			21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	25.4	35.7		10.9	21.1		8.3	20.6	20.6	10.3	25.7	25.7
Actuated g/C Ratio	0.24	0.34		0.10	0.20		0.08	0.19	0.19	0.10	0.24	0.24
v/c Ratio	0.81	0.45		0.55	0.76		0.40	0.73	0.38	0.53	0.31	0.39
Control Delay	57.0	30.6		59.3	46.4		59.0	47.6	8.6	60.3	35.9	7.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	30.6		59.3	46.4		59.0	47.6	8.6	60.3	35.9	7.2
LOS	E	C		E	D		E	D	A	E	D	A
Approach Delay		41.1			48.5			39.3			28.7	
Approach LOS		D			D			D			C	
90th %ile Green (s)	25.0	38.2		16.4	29.6		12.1	29.0	29.0	15.7	32.6	32.6
90th %ile Term Code	Max	Hold		Gap	Gap		Gap	Gap	Gap	Gap	Hold	Hold
70th %ile Green (s)	25.0	36.4		12.9	24.3		9.6	24.0	24.0	12.3	26.7	26.7
70th %ile Term Code	Max	Hold		Gap	Gap		Gap	Gap	Gap	Gap	Hold	Hold
50th %ile Green (s)	25.0	35.1		10.8	20.9		8.0	20.0	20.0	10.2	22.2	22.2
50th %ile Term Code	Max	Hold		Gap	Gap		Gap	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	25.0	34.1		8.9	18.0		6.6	17.4	17.4	8.4	19.2	19.2
30th %ile Term Code	Max	Hold		Gap	Gap		Gap	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	25.0	32.8		6.6	14.4		0.0	14.0	14.0	6.2	27.2	27.2
10th %ile Term Code	Max	Hold		Gap	Gap		Skip	Gap	Gap	Gap	Hold	Hold
Queue Length 50th (ft)	216	139		63	163		34	165	0	53	80	0
Queue Length 95th (ft)	#466	233		131	248		83	248	53	115	130	56
Internal Link Dist (ft)		3617			3637			2055			1753	
Turn Bay Length (ft)	200			200			250		500	250		320
Base Capacity (vph)	420	1463		420	1437		408	1514	772	390	1514	797
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	0.81	0.35		0.23	0.36		0.13	0.33	0.22	0.21	0.18	0.26

Intersection Summary

Area Type:	Other		
Cycle Length: 168			
Actuated Cycle Length: 105.9			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 39.8		Intersection LOS: D	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 127.3			
70th %ile Actuated Cycle: 113.6			
50th %ile Actuated Cycle: 104.1			
30th %ile Actuated Cycle: 96.8			
10th %ile Actuated Cycle: 87.6			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: FM 646 & FM 1764



Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	NBL	SBT	WBL	EBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	None	None	Min
Maximum Split (s)	32	52	32	52	32	52	32	52
Maximum Split (%)	19.0%	31.0%	19.0%	31.0%	19.0%	31.0%	19.0%	31.0%
Minimum Split (s)	13	41	13	35	13	42	13	35
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	6	10	6	10	6	10	6	10
Vehicle Extension (s)	2	2	2	2	2	2	2	2
Minimum Gap (s)	2	2	2	2	2	2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		27		21		28		21
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	32	84	116	0	32	84	116
End Time (s)	32	84	116	0	32	84	116	0
Yield/Force Off (s)	25	77	109	161	25	77	109	161
Yield/Force Off 170(s)	25	50	109	161	25	49	109	161
Local Start Time (s)	136	0	52	84	136	0	52	84
Local Yield (s)	161	45	77	129	161	45	77	129
Local Yield 170(s)	161	18	77	129	161	17	77	129

Intersection Summary	
Cycle Length	168
Control Type	Actuated-Uncoordinated
Natural Cycle	115

Splits and Phases: 8: FM 646 & FM 1764





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	663	72	170	481	171	122	588	470	116	294	252
Future Volume (vph)	230	663	72	170	481	171	122	588	470	116	294	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		230	190		215	220		230	175		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	75			60			100			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1509	1752	3438	1568	1687	3505	1568	1752	3438	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	1509	1752	3438	1568	1687	3505	1568	1752	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			182			428			268
Link Speed (mph)		50			40			55			50	
Link Distance (ft)		712			2985			475			755	
Travel Time (s)		9.7			50.9			5.9			10.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	7%	3%	5%	3%	7%	3%	3%	3%	5%	5%
Adj. Flow (vph)	245	705	77	181	512	182	130	626	500	123	313	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	705	77	181	512	182	130	626	500	123	313	268
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		20			20			20			20	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	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	2	1	1	2	1	1	2	1	1	2	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	6	20	20	6	20	20	6	20	20	6	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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	

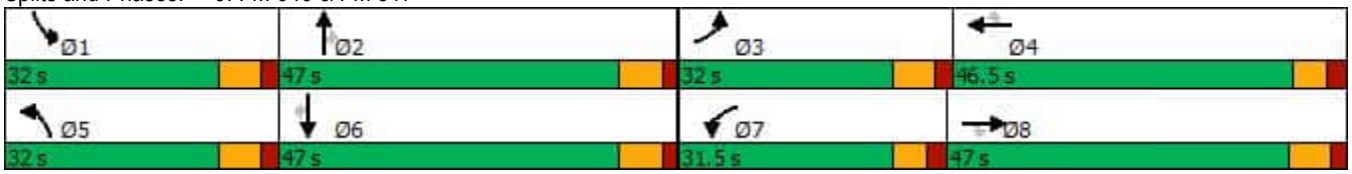


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			8			4			2			6
Detector Phase	3	8	8	7	4	4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	36.0	36.0	11.5	37.5	37.5	12.0	35.0	35.0	12.0	34.0	34.0
Total Split (s)	32.0	47.0	47.0	31.5	46.5	46.5	32.0	47.0	47.0	32.0	47.0	47.0
Total Split (%)	20.3%	29.8%	29.8%	20.0%	29.5%	29.5%	20.3%	29.8%	29.8%	20.3%	29.8%	29.8%
Maximum Green (s)	25.0	40.0	40.0	25.0	40.0	40.0	25.0	40.0	40.0	25.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	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	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		9.0	9.0		8.0	8.0		7.0	7.0
Flash Dont Walk (s)		22.0	22.0		22.0	22.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	21.6	28.7	28.7	17.0	24.1	24.1	14.1	26.6	26.6	13.3	25.8	25.8
Actuated g/C Ratio	0.19	0.25	0.25	0.15	0.21	0.21	0.12	0.23	0.23	0.12	0.23	0.23
v/c Ratio	0.74	0.80	0.16	0.70	0.71	0.38	0.63	0.77	0.72	0.61	0.40	0.48
Control Delay	61.8	49.8	2.0	65.0	48.9	8.3	66.0	49.7	14.3	65.9	41.6	8.1
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	61.8	49.8	2.0	65.0	48.9	8.3	66.0	49.7	14.3	65.9	41.6	8.1
LOS	E	D	A	E	D	A	E	D	B	E	D	A
Approach Delay		49.1			43.8			37.3			33.1	
Approach LOS		D			D			D			C	
90th %ile Green (s)	25.0	40.0	40.0	25.0	40.0	40.0	22.4	39.1	39.1	21.0	37.7	37.7
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Gap	Gap	Gap	Gap	Hold	Hold
70th %ile Green (s)	25.0	34.6	34.6	21.3	30.9	30.9	17.5	31.7	31.7	16.4	30.6	30.6
70th %ile Term Code	Max	Gap	Gap	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Hold	Hold
50th %ile Green (s)	23.9	28.4	28.4	17.1	21.6	21.6	14.0	26.4	26.4	13.1	25.5	25.5
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	19.2	23.9	23.9	13.7	18.4	18.4	11.1	22.1	22.1	10.5	21.5	21.5
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	14.2	18.3	18.3	9.7	13.8	13.8	7.8	16.0	16.0	7.4	15.6	15.6
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Hold	Hold
Queue Length 50th (ft)	163	252	0	125	186	0	91	223	42	86	102	0
Queue Length 95th (ft)	#391	420	8	257	296	62	195	370	195	187	184	75
Internal Link Dist (ft)		632			2905			395			675	
Turn Bay Length (ft)	160		230	190		215	220		230	175		300
Base Capacity (vph)	402	1288	631	402	1263	691	387	1288	846	402	1263	734
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	0.61	0.55	0.12	0.45	0.41	0.26	0.34	0.49	0.59	0.31	0.25	0.37

Intersection Summary

Area Type:	Other		
Cycle Length: 157.5			
Actuated Cycle Length: 114.6			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 152.6			
70th %ile Actuated Cycle: 131.5			
50th %ile Actuated Cycle: 112.5			
30th %ile Actuated Cycle: 97.7			
10th %ile Actuated Cycle: 78.9			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

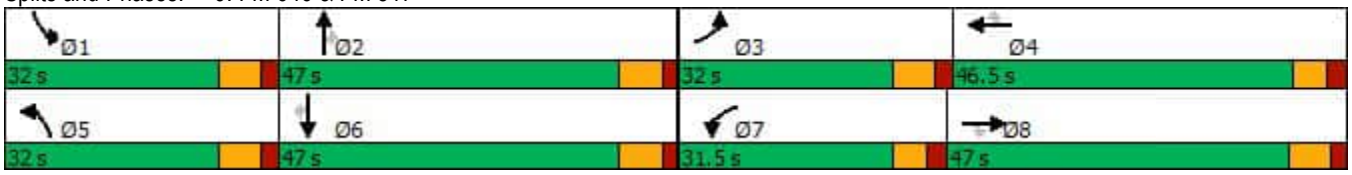
Splits and Phases: 9: FM 646 & FM 517



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	EBL	WBT	NBL	SBT	WBL	EBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	None	None	Min
Maximum Split (s)	32	47	32	46.5	32	47	31.5	47
Maximum Split (%)	20.3%	29.8%	20.3%	29.5%	20.3%	29.8%	20.0%	29.8%
Minimum Split (s)	12	35	12	37.5	12	34	11.5	36
Yellow Time (s)	5	5	5	4	5	5	4	5
All-Red Time (s)	2	2	2	2.5	2	2	2.5	2
Minimum Initial (s)	5	10	5	10	5	10	5	10
Vehicle Extension (s)	2	1.5	2	1.5	2	1.5	2	1.5
Minimum Gap (s)	2	1.5	2	1.5	2	1.5	2	1.5
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		8		9		7		7
Flash Dont Walk (s)		20		22		20		22
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	32	79	111	0	32	79	110.5
End Time (s)	32	79	111	0	32	79	110.5	0
Yield/Force Off (s)	25	72	104	151	25	72	104	150.5
Yield/Force Off 170(s)	25	52	104	151	25	52	104	150.5
Local Start Time (s)	47	79	126	0.5	47	79	126	0
Local Yield (s)	72	119	151	40.5	72	119	151	40
Local Yield 170(s)	72	99	151	40.5	72	99	151	40

Intersection Summary	
Cycle Length	157.5
Control Type	Actuated-Uncoordinated
Natural Cycle	100

Splits and Phases: 9: FM 646 & FM 517





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	626	620	51	49	18
Future Volume (vph)	11	626	620	51	49	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	75	0
Storage Lanes	1			0	1	1
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.989			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3406	3459	0	1736	1524
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3406	3459	0	1736	1524
Link Speed (mph)		60	60		30	
Link Distance (ft)		2699	3685		248	
Travel Time (s)		30.7	41.9		5.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	6%	3%	6%	4%	6%
Adj. Flow (vph)	12	666	660	54	52	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	666	714	0	52	19
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	626	620	51	49	18
Future Vol, veh/h	11	626	620	51	49	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	6	3	6	4	6
Mvmt Flow	12	666	660	54	52	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	714	0	-	0	1044	357
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	4.16	-	-	-	6.88	7.02
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	2.23	-	-	-	3.54	3.36
Pot Cap-1 Maneuver	875	-	-	-	221	628
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	875	-	-	-	218	628
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	875	-	-	-	339	628
HCM Lane V/C Ratio	0.013	-	-	-	0.154	0.03
HCM Control Delay (s)	9.2	-	-	-	17.5	10.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	500	13	29	477	16	80
Future Volume (vph)	500	13	29	477	16	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	500		75	0
Storage Lanes		0	1		1	1
Taper Length (ft)			200		80	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1803	0	1752	1810	1703	1568
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1803	0	1752	1810	1703	1568
Link Speed (mph)	60			60	30	
Link Distance (ft)	928			7228	226	
Travel Time (s)	10.5			82.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	8%	3%	5%	6%	3%
Adj. Flow (vph)	538	14	31	513	17	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	552	0	31	513	17	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	500	13	29	477	16	80
Future Vol, veh/h	500	13	29	477	16	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	500	-	75	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	8	3	5	6	3
Mvmt Flow	538	14	31	513	17	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	552	0	1120	545
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	575	-
Critical Hdwy	-	-	4.13	-	6.46	6.23
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.227	-	3.554	3.327
Pot Cap-1 Maneuver	-	-	1013	-	224	536
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1013	-	217	536
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	352	536	-	-	1013	-
HCM Lane V/C Ratio	0.049	0.16	-	-	0.031	-
HCM Control Delay (s)	15.8	13	-	-	8.7	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.6	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	763	1075	33	34	63
Future Volume (vph)	34	763	1075	33	34	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.996		0.912	
Flt Protected	0.950				0.983	
Satd. Flow (prot)	1752	3505	3491	0	1654	0
Flt Permitted	0.950				0.983	
Satd. Flow (perm)	1752	3505	3491	0	1654	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		3470	1158		1535	
Travel Time (s)		43.0	14.4		34.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	35	795	1120	34	35	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	795	1154	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		22	27		27	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	763	1075	33	34	63
Future Vol, veh/h	34	763	1075	33	34	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	35	795	1120	34	35	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1154	0	-	0	1605	577
Stage 1	-	-	-	-	1137	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	4.16	-	-	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	2.23	-	-	-	3.53	3.33
Pot Cap-1 Maneuver	595	-	-	-	95	457
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	595	-	-	-	89	457
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	595	-	-	-	309
HCM Lane V/C Ratio	0.06	-	-	-	0.327
HCM Control Delay (s)	11.4	-	-	-	22.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	91	1	0	24	21	2	71	0	13	58	8
Future Volume (vph)	40	91	1	0	24	21	2	71	0	13	58	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.937						0.986	
Flt Protected		0.985						0.999			0.992	
Satd. Flow (prot)	0	1815	0	0	1685	0	0	1792	0	0	1804	0
Flt Permitted		0.985						0.999			0.992	
Satd. Flow (perm)	0	1815	0	0	1685	0	0	1792	0	0	1804	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1431			2266			1535			1325	
Travel Time (s)		32.5			51.5			34.9			30.1	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%	8%	3%	3%	6%	3%	3%	3%	3%
Adj. Flow (vph)	48	108	1	0	29	25	2	85	0	15	69	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	54	0	0	87	0	0	94	0
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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		25			30			20			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	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
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	91	1	0	24	21	2	71	0	13	58	8
Future Vol, veh/h	40	91	1	0	24	21	2	71	0	13	58	8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	8	3	3	6	3	3	3	3
Mvmt Flow	48	108	1	0	29	25	2	85	0	15	69	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	7.7	8.1	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	30%	0%	16%
Vol Thru, %	97%	69%	53%	73%
Vol Right, %	0%	1%	47%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	132	45	79
LT Vol	2	40	0	13
Through Vol	71	91	24	58
RT Vol	0	1	21	8
Lane Flow Rate	87	157	54	94
Geometry Grp	1	1	1	1
Degree of Util (X)	0.11	0.196	0.065	0.118
Departure Headway (Hd)	4.551	4.489	4.357	4.51
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	801	823	796
Service Time	2.573	2.507	2.378	2.531
HCM Lane V/C Ratio	0.11	0.196	0.066	0.118
HCM Control Delay	8.1	8.6	7.7	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0.2	0.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	47	28	80	29	24	105
Future Volume (vph)	47	28	80	29	24	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.950		0.964			
Flt Protected	0.970					0.991
Satd. Flow (prot)	1690	0	1778	0	0	1828
Flt Permitted	0.970					0.991
Satd. Flow (perm)	1690	0	1778	0	0	1828
Link Speed (mph)	30		40			40
Link Distance (ft)	3520		1883			4927
Travel Time (s)	80.0		32.1			84.0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	3%	3%	3%	3%	3%
Adj. Flow (vph)	52	31	88	32	26	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	0	120	0	0	141
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	28	80	29	24	105
Future Vol, veh/h	47	28	80	29	24	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	3	3	3	3	3
Mvmt Flow	52	31	88	32	26	115

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	271	104	0	0	120	0
Stage 1	104	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.44	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	714	948	-	-	1462	-
Stage 1	915	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	700	948	-	-	1462	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	776	1462	-
HCM Lane V/C Ratio	-	-	0.106	0.018	-
HCM Control Delay (s)	-	-	10.2	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	629	32	142	732	0	31	0	87	0	0	0
Future Volume (vph)	0	629	32	142	732	0	31	0	87	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993						0.901				
Flt Protected				0.950				0.987				
Satd. Flow (prot)	1845	1832	0	1752	1845	0	0	1640	0	0	1845	0
Flt Permitted				0.194				0.910				
Satd. Flow (perm)	1845	1832	0	358	1845	0	0	1512	0	0	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						102				
Link Speed (mph)		55			50			30			30	
Link Distance (ft)		3268			3482			2118			177	
Travel Time (s)		40.5			47.5			48.1			4.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	662	34	149	771	0	33	0	92	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	696	0	149	771	0	0	125	0	0	0	0
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	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	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		

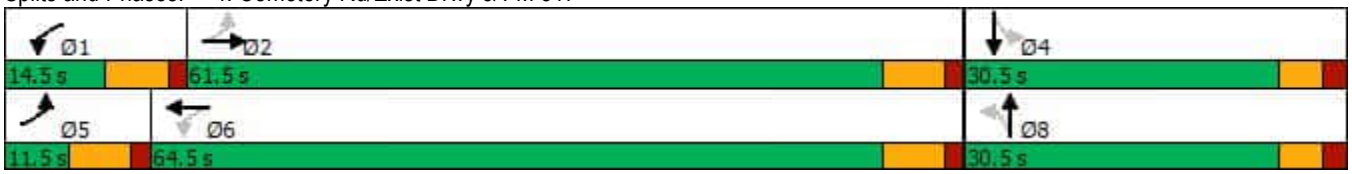


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	26.5		11.5	26.5		10.5	10.5		10.5	10.5	
Total Split (s)	11.5	61.5		14.5	64.5		30.5	30.5		30.5	30.5	
Total Split (%)	10.8%	57.7%		13.6%	60.6%		28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	5.0	55.0		8.0	58.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		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)	6.5	6.5		6.5	6.5			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	3.0		1.0	3.0		3.0	3.0		1.0	1.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)		29.9		42.8	44.9			7.6				
Actuated g/C Ratio		0.50		0.72	0.75			0.13				
v/c Ratio		0.76		0.38	0.56			0.45				
Control Delay		19.0		6.3	6.9			15.7				
Queue Delay		0.0		0.0	0.0			0.0				
Total Delay		19.0		6.3	6.9			15.7				
LOS		B		A	A			B				
Approach Delay		19.0			6.8			15.7				
Approach LOS		B			A			B				
90th %ile Green (s)	0.0	46.4		7.3	60.2		12.1	12.1		12.1	12.1	
90th %ile Term Code	Skip	Gap		Gap	Hold		Gap	Gap		Hold	Hold	
70th %ile Green (s)	0.0	34.1		5.9	46.5		8.5	8.5		8.5	8.5	
70th %ile Term Code	Skip	Gap		Gap	Hold		Gap	Gap		Hold	Hold	
50th %ile Green (s)	0.0	27.6		5.2	39.3		6.5	6.5		6.5	6.5	
50th %ile Term Code	Skip	Gap		Gap	Hold		Gap	Gap		Hold	Hold	
30th %ile Green (s)	0.0	22.8		5.0	34.3		5.5	5.5		5.5	5.5	
30th %ile Term Code	Skip	Gap		Min	Hold		Gap	Gap		Hold	Hold	
10th %ile Green (s)	0.0	20.0		5.0	31.5		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Min		Min	Hold		Skip	Skip		Skip	Skip	
Queue Length 50th (ft)		187		14	115			7				
Queue Length 95th (ft)		375		37	254			59				
Internal Link Dist (ft)		3188			3402			2038			97	
Turn Bay Length (ft)				200								
Base Capacity (vph)		1621		456	1690			734				
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		0.43		0.33	0.46			0.17				

Intersection Summary	
Area Type:	Other
Cycle Length: 106.5	
Actuated Cycle Length: 59.8	
Natural Cycle: 60	

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 84.3	
70th %ile Actuated Cycle: 67	
50th %ile Actuated Cycle: 57.8	
30th %ile Actuated Cycle: 51.8	
10th %ile Actuated Cycle: 38	

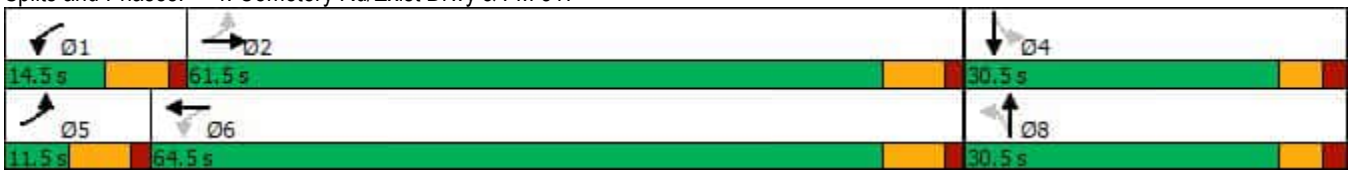
Splits and Phases: 4: Cemetery Rd/Exist Drwy & FM 517



Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	14.5	61.5	30.5	11.5	64.5	30.5
Maximum Split (%)	13.6%	57.7%	28.6%	10.8%	60.6%	28.6%
Minimum Split (s)	11.5	26.5	10.5	11.5	26.5	10.5
Yellow Time (s)	5	5	3.5	5	5	3.5
All-Red Time (s)	1.5	1.5	2	1.5	1.5	2
Minimum Initial (s)	5	20	5	5	20	5
Vehicle Extension (s)	1	3	1	1	3	3
Minimum Gap (s)	1	3	1	1	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	14.5	76	0	11.5	76
End Time (s)	14.5	76	0	11.5	76	0
Yield/Force Off (s)	8	69.5	101	5	69.5	101
Yield/Force Off 170(s)	8	69.5	101	5	69.5	101
Local Start Time (s)	95	3	64.5	95	0	64.5
Local Yield (s)	103	58	89.5	100	58	89.5
Local Yield 170(s)	103	58	89.5	100	58	89.5

Intersection Summary	
Cycle Length	106.5
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 4: Cemetery Rd/Exist Drwy & FM 517



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	8	13	4	2	201	9	128	5	147	86	95	127
Future Volume (vph)	8	13	4	2	201	9	128	5	147	86	95	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0		475		0	0		0	0	
Storage Lanes	1		0		1		0	0		0	1	
Taper Length (ft)	200				215			25			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.965				0.860			0.951			
Flt Protected	0.950				0.950				0.999		0.950	
Satd. Flow (prot)	1752	3261	0	0	1752	3014	0	0	1753	0	1752	1845
Flt Permitted	0.950				0.950				0.999		0.950	
Satd. Flow (perm)	1752	3261	0	0	1752	3014	0	0	1753	0	1752	1845
Link Speed (mph)		40				40			30			35
Link Distance (ft)		3347				2112			918			1472
Travel Time (s)		57.1				36.0			20.9			28.7
Confl. Peds. (#/hr)			5		5							
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.98	0.98	0.98	0.92	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	8%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	8	13	4	2	205	9	131	5	150	88	97	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	17	0	0	207	140	0	0	243	0	97	130
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)		36				36			0			24
Link Offset(ft)		0				0			-18			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	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	
Sign Control		Stop				Stop			Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Storage Length (ft)	85
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	3%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	6
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
Sign Control	

Intersection Summary

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	8	13	4	2	201	9	128	5	147	86	95	127
Future Vol, veh/h	8	13	4	2	201	9	128	5	147	86	95	127
Peak Hour Factor	0.98	0.98	0.98	0.92	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	8	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	13	4	2	205	9	131	5	150	88	97	130
Number of Lanes	1	2	0	0	1	2	0	0	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	3	3
HCM Control Delay	9.9	11.9	12.8	10.4
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	62%	0%	100%	52%	0%	100%	2%	0%	100%	0%
Vol Right, %	36%	0%	0%	48%	0%	0%	98%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	238	8	9	8	203	6	131	95	127	6
LT Vol	5	8	0	0	203	0	0	95	0	0
Through Vol	147	0	9	4	0	6	3	0	127	0
RT Vol	86	0	0	4	0	0	128	0	0	6
Lane Flow Rate	243	8	9	9	207	6	134	97	130	6
Geometry Grp	6	6	6	6	6	6	6	5	5	5
Degree of Util (X)	0.404	0.017	0.017	0.016	0.384	0.01	0.203	0.174	0.214	0.009
Departure Headway (Hd)	5.99	7.46	7.038	6.61	6.665	6.16	5.469	6.456	5.954	5.252
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	600	479	508	540	541	581	656	556	603	681
Service Time	3.728	5.214	4.792	4.363	4.401	3.895	3.204	4.191	3.689	2.987
HCM Lane V/C Ratio	0.405	0.017	0.018	0.017	0.383	0.01	0.204	0.174	0.216	0.009
HCM Control Delay	12.8	10.3	9.9	9.5	13.5	9	9.6	10.6	10.3	8
HCM Lane LOS	B	B	A	A	B	A	A	B	B	A
HCM 95th-tile Q	1.9	0.1	0.1	0	1.8	0	0.8	0.6	0.8	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	6
Future Vol, veh/h	6
Peak Hour Factor	0.98
Heavy Vehicles, %	3
Mvmt Flow	6
Number of Lanes	1

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	345	519	683	124	221	667
Future Volume (vph)	345	519	683	124	221	667
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	200	0
Storage Lanes	1			0	1	1
Taper Length (ft)	100				150	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.977			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3424	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3424	0	3400	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			21			467
Link Speed (mph)		45	45		50	
Link Distance (ft)		2778	7756		2630	
Travel Time (s)		42.1	117.5		35.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	356	535	704	128	228	688
Shared Lane Traffic (%)						
Lane Group Flow (vph)	356	535	832	0	228	688
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes		Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	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
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4



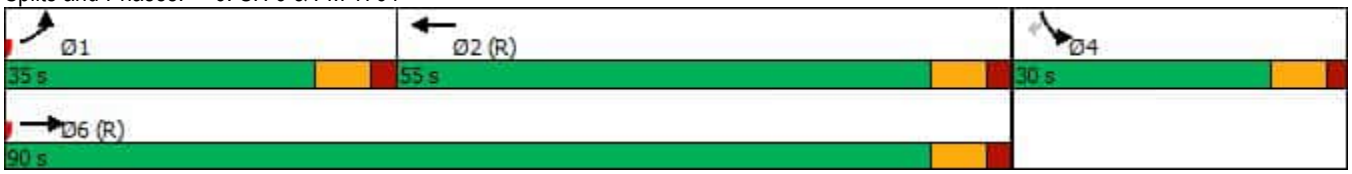
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2		4	4
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		5.0	5.0
Minimum Split (s)	12.3	17.3	39.3		33.0	33.0
Total Split (s)	35.0	90.0	55.0		30.0	30.0
Total Split (%)	29.2%	75.0%	45.8%		25.0%	25.0%
Maximum Green (s)	27.7	82.7	47.7		23.0	23.0
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0
All-Red Time (s)	2.3	2.3	2.3		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3		7.0	7.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.5		3.5	3.5
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			25.0		19.0	19.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)	26.3	72.1	38.5		33.6	33.6
Actuated g/C Ratio	0.22	0.60	0.32		0.28	0.28
v/c Ratio	0.93	0.25	0.75		0.24	0.89
Control Delay	76.8	11.4	40.4		34.9	28.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	76.8	11.4	40.4		34.9	28.3
LOS	E	B	D		C	C
Approach Delay		37.6	40.4		29.9	
Approach LOS		D	D		C	
90th %ile Green (s)	27.7	77.5	42.5		28.2	28.2
90th %ile Term Code	Max	Coord	Coord		Max	Max
70th %ile Green (s)	27.7	73.6	38.6		32.1	32.1
70th %ile Term Code	Max	Coord	Coord		Max	Max
50th %ile Green (s)	27.7	70.1	35.1		35.6	35.6
50th %ile Term Code	Max	Coord	Coord		Max	Max
30th %ile Green (s)	26.9	68.0	33.8		37.7	37.7
30th %ile Term Code	Gap	Coord	Coord		Gap	Gap
10th %ile Green (s)	21.7	71.4	42.4		34.3	34.3
10th %ile Term Code	Gap	Coord	Coord		Gap	Gap
Queue Length 50th (ft)	268	101	308		68	180
Queue Length 95th (ft)	#437	110	352		111	#461
Internal Link Dist (ft)		2698	7676		2550	
Turn Bay Length (ft)	200				200	
Base Capacity (vph)	404	2415	1373		951	774
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	0.88	0.22	0.61		0.24	0.89

Intersection Summary	
Area Type:	Other

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 110 (92%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 35.8	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.

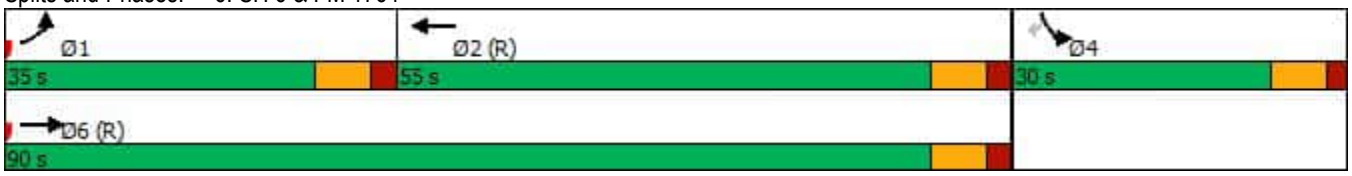
Splits and Phases: 6: SH 6 & FM 1764



Phase Number	1	2	4	6
Movement	EBL	WBT	SBL	EBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	35	55	30	90
Maximum Split (%)	29.2%	45.8%	25.0%	75.0%
Minimum Split (s)	12.3	39.3	33	17.3
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2.3	2.3	2	2.3
Minimum Initial (s)	5	10	5	10
Vehicle Extension (s)	2	2.5	3.5	2
Minimum Gap (s)	2	2.5	3.5	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		25	19	
Dual Entry	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	110	25	80	110
End Time (s)	25	80	110	80
Yield/Force Off (s)	17.7	72.7	103	72.7
Yield/Force Off 170(s)	17.7	47.7	84	72.7
Local Start Time (s)	0	35	90	0
Local Yield (s)	27.7	82.7	113	82.7
Local Yield 170(s)	27.7	57.7	94	82.7

Intersection Summary		
Cycle Length	120	
Control Type	Actuated-Coordinated	
Natural Cycle	95	
Offset: 110 (92%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green		

Splits and Phases: 6: SH 6 & FM 1764



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	448	66	27	594	269	38	99	12	290	150	171
Future Volume (vph)	142	448	66	27	594	269	38	99	12	290	150	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		125	130		130	0		0	250		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	150			175			25			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.989				0.850
Flt Protected	0.950			0.950				0.987		0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	0	1801	0	1752	1845	1568
Flt Permitted	0.950			0.950				0.987		0.950		
Satd. Flow (perm)	1752	3505	1568	1752	3505	1568	0	1801	0	1752	1845	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			182		3				180
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		7756			2647			1679			2128	
Travel Time (s)		117.5			40.1			38.2			32.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	149	472	69	28	625	283	40	104	13	305	158	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	472	69	28	625	283	0	157	0	305	158	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	L NA	Right	Left	Left	Right
Median Width(ft)		12			12			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	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	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	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
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	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
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
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
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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Prot	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6	6	5	2		4	4		3	3	
Permitted Phases						2						3

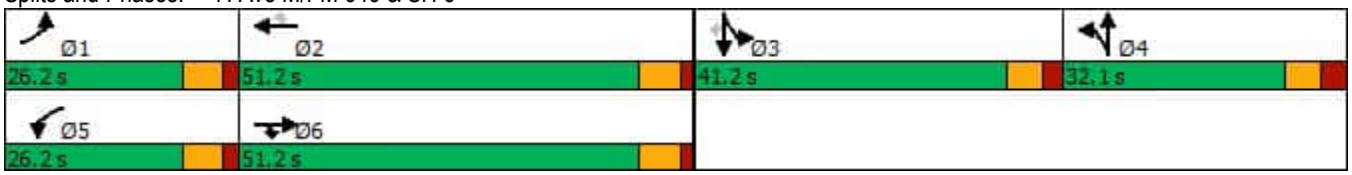


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.2	26.2	26.2	11.2	38.2	38.2	12.1	12.1		41.2	41.2	41.2
Total Split (s)	26.2	51.2	51.2	26.2	51.2	51.2	32.1	32.1		41.2	41.2	41.2
Total Split (%)	17.4%	34.0%	34.0%	17.4%	34.0%	34.0%	21.3%	21.3%		27.3%	27.3%	27.3%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	25.0	25.0		35.0	35.0	35.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.7	1.7	1.7	1.7	1.7	1.7	3.1	3.1		2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	6.2	6.2		7.1		6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	None
Walk Time (s)					5.0	5.0				5.0	5.0	5.0
Flash Dont Walk (s)					27.0	27.0				30.0	30.0	30.0
Pedestrian Calls (#/hr)					0	0				0	0	0
Act Effct Green (s)	13.8	39.2	39.2	6.7	26.2	26.2		14.2		23.6	23.6	23.6
Actuated g/C Ratio	0.13	0.37	0.37	0.06	0.25	0.25		0.14		0.23	0.23	0.23
v/c Ratio	0.65	0.36	0.10	0.25	0.71	0.54		0.64		0.77	0.38	0.37
Control Delay	60.7	27.9	0.7	60.7	43.0	18.2		57.8		54.2	39.6	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	60.7	27.9	0.7	60.7	43.0	18.2		57.8		54.2	39.6	7.9
LOS	E	C	A	E	D	B		E		D	D	A
Approach Delay		32.3			36.0			57.8			37.7	
Approach LOS		C			D			E			D	
90th %ile Green (s)	20.0	47.3	47.3	9.3	36.6	36.6	22.3	22.3		35.0	35.0	35.0
90th %ile Term Code	Max	Hold	Hold	Gap	Gap	Gap	Gap	Gap		Max	Max	Max
70th %ile Green (s)	17.5	39.9	39.9	7.5	29.9	29.9	17.6	17.6		30.3	30.3	30.3
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap		Gap	Gap	Gap
50th %ile Green (s)	14.0	32.4	32.4	6.3	24.7	24.7	14.1	14.1		23.6	23.6	23.6
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap		Gap	Gap	Gap
30th %ile Green (s)	11.1	37.3	37.3	0.0	20.0	20.0	11.2	11.2		18.7	18.7	18.7
30th %ile Term Code	Gap	Hold	Hold	Skip	Min	Min	Gap	Gap		Gap	Gap	Gap
10th %ile Green (s)	7.9	34.1	34.1	0.0	20.0	20.0	7.9	7.9		13.3	13.3	13.3
10th %ile Term Code	Gap	Hold	Hold	Skip	Min	Min	Gap	Gap		Gap	Gap	Gap
Queue Length 50th (ft)	93	126	0	18	198	54		96		186	87	0
Queue Length 95th (ft)	205	223	3	58	338	168		207		362	186	60
Internal Link Dist (ft)		7676			2567			1599			2048	
Turn Bay Length (ft)	200		125	130		130				250		
Base Capacity (vph)	351	1592	777	351	1581	807		453		614	647	666
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	0.42	0.30	0.09	0.08	0.40	0.35		0.35		0.50	0.24	0.27

Intersection Summary	
Area Type:	Other

Cycle Length: 150.7	
Actuated Cycle Length: 104.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 139.6	
70th %ile Actuated Cycle: 121	
50th %ile Actuated Cycle: 102.1	
30th %ile Actuated Cycle: 86.7	
10th %ile Actuated Cycle: 74.8	

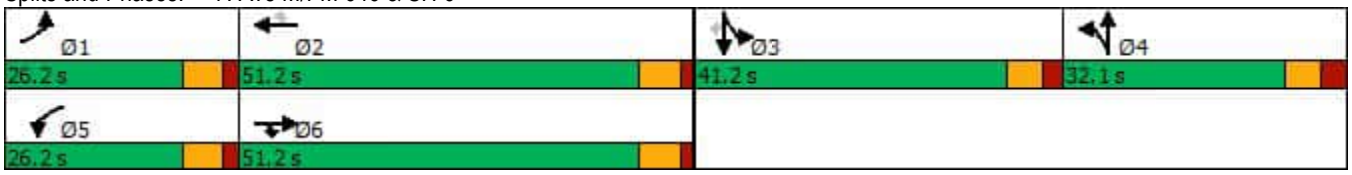
Splits and Phases: 7: Ave M/FM 646 & SH 6



Phase Number	1	2	3	4	5	6
Movement	EBL	WBT	SBTL	NBTL	WBL	EBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min
Maximum Split (s)	26.2	51.2	41.2	32.1	26.2	51.2
Maximum Split (%)	17.4%	34.0%	27.3%	21.3%	17.4%	34.0%
Minimum Split (s)	11.2	38.2	41.2	12.1	11.2	26.2
Yellow Time (s)	4.5	4.5	4	4	4.5	4.5
All-Red Time (s)	1.7	1.7	2.2	3.1	1.7	1.7
Minimum Initial (s)	5	20	5	5	5	20
Vehicle Extension (s)	2	1.5	2	2	2	1.5
Minimum Gap (s)	2	1.5	2	2	2	1.5
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		5	5			
Flash Dont Walk (s)		27	30			
Dual Entry	No	Yes	No	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	26.2	77.4	118.6	0	26.2
End Time (s)	26.2	77.4	118.6	0	26.2	77.4
Yield/Force Off (s)	20	71.2	112.4	143.6	20	71.2
Yield/Force Off 170(s)	20	71.2	82.4	143.6	20	71.2
Local Start Time (s)	124.5	0	51.2	92.4	124.5	0
Local Yield (s)	144.5	45	86.2	117.4	144.5	45
Local Yield 170(s)	144.5	45	56.2	117.4	144.5	45

Intersection Summary	
Cycle Length	150.7
Control Type	Actuated-Uncoordinated
Natural Cycle	105

Splits and Phases: 7: Ave M/FM 646 & SH 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	277	39	151	580	132	61	425	124	77	496	405
Future Volume (vph)	209	277	39	151	580	132	61	425	124	77	496	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	250		500	250		320
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	100			100			125			150		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.981			0.972				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3438	0	1752	3407	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3438	0	1752	3407	0	1752	3505	1568	1752	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			16				129			422
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		3697			3717			2135			1833	
Travel Time (s)		50.4			50.7			32.3			27.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	218	289	41	157	604	138	64	443	129	80	517	422
Shared Lane Traffic (%)												
Lane Group Flow (vph)	218	330	0	157	742	0	64	443	129	80	517	422
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	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	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4



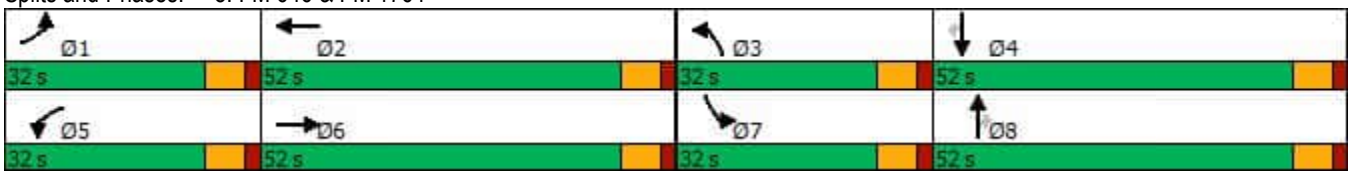
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	13.0	42.0		13.0	41.0		13.0	35.0	35.0	13.0	35.0	35.0
Total Split (s)	32.0	52.0		32.0	52.0		32.0	52.0	52.0	32.0	52.0	52.0
Total Split (%)	19.0%	31.0%		19.0%	31.0%		19.0%	31.0%	31.0%	19.0%	31.0%	31.0%
Maximum Green (s)	25.0	45.0		25.0	45.0		25.0	45.0	45.0	25.0	45.0	45.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		28.0			27.0			21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	20.0	34.6		15.5	30.1		9.3	22.0	22.0	10.2	26.7	26.7
Actuated g/C Ratio	0.18	0.31		0.14	0.27		0.08	0.20	0.20	0.09	0.24	0.24
v/c Ratio	0.69	0.31		0.65	0.80		0.44	0.64	0.31	0.50	0.62	0.61
Control Delay	58.6	30.9		61.7	45.3		64.7	47.4	9.5	64.9	44.8	8.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	30.9		61.7	45.3		64.7	47.4	9.5	64.9	44.8	8.1
LOS	E	C		E	D		E	D	A	E	D	A
Approach Delay		41.9			48.2			41.5			31.2	
Approach LOS		D			D			D			C	
90th %ile Green (s)	25.0	44.3		23.4	42.7		13.6	30.9	30.9	15.4	32.7	32.7
90th %ile Term Code	Max	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	25.0	41.5		18.8	35.3		10.9	26.6	26.6	12.4	28.1	28.1
70th %ile Term Code	Max	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	21.2	36.3		15.6	30.7		9.1	22.5	22.5	10.2	23.6	23.6
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	17.2	29.7		12.7	25.2		7.4	19.2	19.2	8.3	20.1	20.1
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	12.5	22.4		8.9	18.8		0.0	12.9	12.9	6.0	25.9	25.9
10th %ile Term Code	Gap	Hold		Gap	Gap		Skip	Gap	Gap	Min	Hold	Hold
Queue Length 50th (ft)	148	91		109	256		45	155	0	56	184	0
Queue Length 95th (ft)	286	162		212	391		107	253	55	127	292	94
Internal Link Dist (ft)		3617			3637			2055			1753	
Turn Bay Length (ft)	200			200			250		500	250		320
Base Capacity (vph)	409	1452		409	1443		409	1475	735	409	1475	904
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	0.53	0.23		0.38	0.51		0.16	0.30	0.18	0.20	0.35	0.47

Intersection Summary

Area Type: Other

Cycle Length: 168	
Actuated Cycle Length: 111.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 40.1	Intersection LOS: D
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 142	
70th %ile Actuated Cycle: 127.3	
50th %ile Actuated Cycle: 112.6	
30th %ile Actuated Cycle: 97.9	
10th %ile Actuated Cycle: 78.2	

Splits and Phases: 8: FM 646 & FM 1764



Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	NBL	SBT	WBL	EBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	None	None	Min
Maximum Split (s)	32	52	32	52	32	52	32	52
Maximum Split (%)	19.0%	31.0%	19.0%	31.0%	19.0%	31.0%	19.0%	31.0%
Minimum Split (s)	13	41	13	35	13	42	13	35
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	6	10	6	10	6	10	6	10
Vehicle Extension (s)	2	2	2	2	2	2	2	2
Minimum Gap (s)	2	2	2	2	2	2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		27		21		28		21
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	32	84	116	0	32	84	116
End Time (s)	32	84	116	0	32	84	116	0
Yield/Force Off (s)	25	77	109	161	25	77	109	161
Yield/Force Off 170(s)	25	50	109	161	25	49	109	161
Local Start Time (s)	136	0	52	84	136	0	52	84
Local Yield (s)	161	45	77	129	161	45	77	129
Local Yield 170(s)	161	18	77	129	161	17	77	129

Intersection Summary	
Cycle Length	168
Control Type	Actuated-Uncoordinated
Natural Cycle	105

Splits and Phases: 8: FM 646 & FM 1764





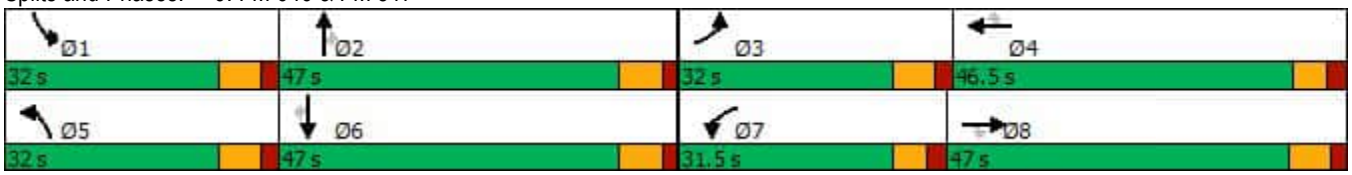
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	478	104	284	566	210	107	541	338	155	652	339
Future Volume (vph)	235	478	104	284	566	210	107	541	338	155	652	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		230	190		215	220		230	175		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	75			60			100			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor									0.99			0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3374	1538	1752	3505	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3374	1538	1752	3505	1568	1752	3505	1547	1752	3505	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			207			356			357
Link Speed (mph)		50			40			55			50	
Link Distance (ft)		712			2985			475			755	
Travel Time (s)		9.7			50.9			5.9			10.3	
Confl. Peds. (#/hr)									1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	7%	5%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	247	503	109	299	596	221	113	569	356	163	686	357
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	503	109	299	596	221	113	569	356	163	686	357
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		20			20			20			20	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	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	2	1	1	2	1	1	2	1	1	2	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	6	20	20	6	20	20	6	20	20	6	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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases			8			4			2			6
Detector Phase	3	8	8	7	4	4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	36.0	36.0	11.5	37.5	37.5	12.0	35.0	35.0	12.0	34.0	34.0
Total Split (s)	32.0	47.0	47.0	31.5	46.5	46.5	32.0	47.0	47.0	32.0	47.0	47.0
Total Split (%)	20.3%	29.8%	29.8%	20.0%	29.5%	29.5%	20.3%	29.8%	29.8%	20.3%	29.8%	29.8%
Maximum Green (s)	25.0	40.0	40.0	25.0	40.0	40.0	25.0	40.0	40.0	25.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	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	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		9.0	9.0		8.0	8.0		7.0	7.0
Flash Dont Walk (s)		22.0	22.0		22.0	22.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		1	1		0	0		1	1		0	0
Act Effct Green (s)	21.9	24.5	24.5	25.7	28.2	28.2	12.6	25.1	25.1	16.2	28.7	28.7
Actuated g/C Ratio	0.18	0.20	0.20	0.21	0.24	0.24	0.11	0.21	0.21	0.14	0.24	0.24
v/c Ratio	0.77	0.73	0.27	0.80	0.72	0.42	0.61	0.77	0.59	0.69	0.82	0.56
Control Delay	65.4	51.9	7.4	64.2	49.6	9.6	69.0	53.6	8.7	67.3	52.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	51.9	7.4	64.2	49.6	9.6	69.0	53.6	8.7	67.3	52.6	7.6
LOS	E	D	A	E	D	A	E	D	A	E	D	A
Approach Delay		50.1			45.6			39.9			41.2	
Approach LOS		D			D			D			D	
90th %ile Green (s)	25.0	36.2	36.2	25.0	36.2	36.2	19.5	35.0	35.0	24.9	40.4	40.4
90th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Gap	Gap	Gap	Gap	Hold	Hold
70th %ile Green (s)	25.0	30.1	30.1	25.0	30.1	30.1	15.3	29.1	29.1	19.5	33.3	33.3
70th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	24.6	25.7	25.7	25.0	26.1	26.1	12.6	25.3	25.3	16.2	28.9	28.9
50th %ile Term Code	Gap	Hold	Hold	Max	Gap	Gap	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	20.1	18.8	18.8	25.0	23.7	23.7	10.2	21.8	21.8	13.1	24.7	24.7
30th %ile Term Code	Gap	Gap	Gap	Max	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	15.1	14.7	14.7	25.0	24.6	24.6	7.2	16.3	16.3	9.3	18.4	18.4
10th %ile Term Code	Gap	Gap	Gap	Max	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Queue Length 50th (ft)	178	190	0	222	230	9	85	219	0	122	264	0
Queue Length 95th (ft)	#381	293	41	#498	349	81	170	335	87	226	392	82
Internal Link Dist (ft)		632			2905			395			675	
Turn Bay Length (ft)	160		230	190		215	220		230	175		300
Base Capacity (vph)	375	1157	607	375	1202	673	375	1202	764	375	1204	765
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	0.66	0.43	0.18	0.80	0.50	0.33	0.30	0.47	0.47	0.43	0.57	0.47

Intersection Summary		
Area Type:	Other	
Cycle Length: 157.5		
Actuated Cycle Length: 119.7		
Natural Cycle: 110		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.82		
Intersection Signal Delay: 43.9		Intersection LOS: D
Intersection Capacity Utilization 76.0%		ICU Level of Service D
Analysis Period (min) 15		
90th %ile Actuated Cycle: 148.6		
70th %ile Actuated Cycle: 131.2		
50th %ile Actuated Cycle: 119.7		
30th %ile Actuated Cycle: 106.2		
10th %ile Actuated Cycle: 92.8		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		

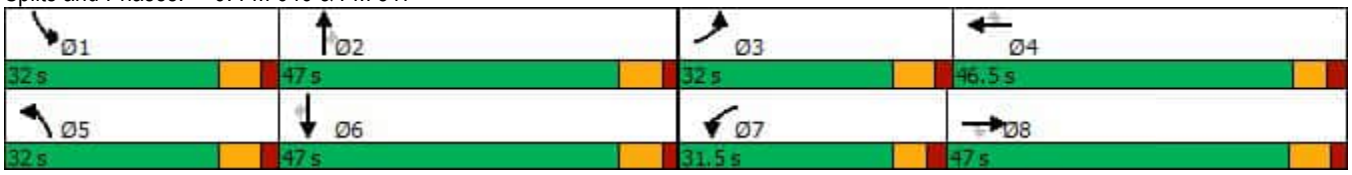
Splits and Phases: 9: FM 646 & FM 517



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	EBL	WBT	NBL	SBT	WBL	EBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	None	None	None	Min
Maximum Split (s)	32	47	32	46.5	32	47	31.5	47
Maximum Split (%)	20.3%	29.8%	20.3%	29.5%	20.3%	29.8%	20.0%	29.8%
Minimum Split (s)	12	35	12	37.5	12	34	11.5	36
Yellow Time (s)	5	5	5	4	5	5	4	5
All-Red Time (s)	2	2	2	2.5	2	2	2.5	2
Minimum Initial (s)	5	10	5	10	5	10	5	10
Vehicle Extension (s)	2	1.5	2	1.5	2	1.5	2	1.5
Minimum Gap (s)	2	1.5	2	1.5	2	1.5	2	1.5
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		8		9		7		7
Flash Dont Walk (s)		20		22		20		22
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	32	79	111	0	32	79	110.5
End Time (s)	32	79	111	0	32	79	110.5	0
Yield/Force Off (s)	25	72	104	151	25	72	104	150.5
Yield/Force Off 170(s)	25	52	104	151	25	52	104	150.5
Local Start Time (s)	47	79	126	0.5	47	79	126	0
Local Yield (s)	72	119	151	40.5	72	119	151	40
Local Yield 170(s)	72	99	151	40.5	72	99	151	40

Intersection Summary	
Cycle Length	157.5
Control Type	Actuated-Uncoordinated
Natural Cycle	110

Splits and Phases: 9: FM 646 & FM 517





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	23	719	791	48	64	47
Future Volume (vph)	23	719	791	48	64	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	75	0
Storage Lanes	1			0	1	1
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3473	0	1752	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3473	0	1752	1568
Link Speed (mph)		60	60		30	
Link Distance (ft)		2699	3685		248	
Travel Time (s)		30.7	41.9		5.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	757	833	51	67	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	757	884	0	67	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	719	791	48	64	47
Future Vol, veh/h	23	719	791	48	64	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	24	757	833	51	67	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	884	0	-	0	1286	442
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	427	-
Critical Hdwy	4.16	-	-	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	2.23	-	-	-	3.53	3.33
Pot Cap-1 Maneuver	755	-	-	-	155	560
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	755	-	-	-	150	560
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	755	-	-	-	270	560
HCM Lane V/C Ratio	0.032	-	-	-	0.25	0.088
HCM Control Delay (s)	9.9	-	-	-	22.7	12.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	21	120	617	14	53
Future Volume (vph)	592	21	120	617	14	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	500		75	0
Storage Lanes		0	1		1	1
Taper Length (ft)			200		80	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1835	0	1752	1810	1752	1568
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1835	0	1752	1810	1752	1568
Link Speed (mph)	60			60	30	
Link Distance (ft)	928			7228	226	
Travel Time (s)	10.5			82.1	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	4%	3%	5%	3%	3%
Adj. Flow (vph)	637	23	129	663	15	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	660	0	129	663	15	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	592	21	120	617	14	53
Future Vol, veh/h	592	21	120	617	14	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	500	-	75	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	4	3	5	3	3
Mvmt Flow	637	23	129	663	15	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	660	0	1570	649
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	921	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	923	-	121	468
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	386	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	923	-	104	468
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	332	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	229	468	-	-	923	-
HCM Lane V/C Ratio	0.066	0.122	-	-	0.14	-
HCM Control Delay (s)	21.8	13.8	-	-	9.5	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.4	-	-	0.5	-

Appendix E

Measure of Effectiveness Tables

MOE TABLE - YEAR 2024 AM PEAK HOUR - EXISTING CONDITIONS

TWSC INTERSECTIONS

Intersection	MOEs	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	Overall
#1 - SH 6 at Scott Avenue	Delay (s)				11.8						22.7		22.7	0.9
	V/C Ratio				0.079						0.286		0.286	
	LOS				B						C		C	A
	95% Queue (ft)				8						28		28	
#3 - Cemetery Road at 4th Street	Delay (s)							9.8		9.8	7.6	0.0		2.0
	V/C Ratio							0.050		0.050	0.023	-		
	LOS							A		A	A	A		A
	95% Queue (ft)							5		5	3	-		
#10 - SH 6 at Algoa-Friendswood Road	Delay (s)				9.2						17.5		10.9	0.9
	V/C Ratio				0.013						0.154		0.030	
	LOS				A						C		B	A
	95% Queue (ft)				0						13		3	
#11 - FM 517 at Algoa-Friendswood Road	Delay (s)	15.8		13.0				8.7						1.4
	V/C Ratio	0.049		0.160				0.031						
	LOS	C		B				A						A
	95% Queue (ft)	5		15				3						

AWSC INTERSECTIONS

Intersection	MOEs	NB Ln1	NB Ln2	NB Ln3	EB Ln1	EB Ln2	EB Ln3	WB Ln1	WB Ln2	WB Ln3	SB Ln1	SB Ln2	SB Ln3	Overall
#2 - Scott Avenue at 1st Street	Delay (s)	8.0			8.5			7.6			8.5			8.3
	V/C Ratio	0.091			0.151			0.065			0.189			
	LOS	A			A			A			A			A
	95% Queue (ft)	8			13			5			18			
#5 - Erwin Street at Hobbs Road	Delay (s)	11.4			9.5	9.0	8.5	10.2	8.8	8.6	9.2	8.6	7.3	10.3
	V/C Ratio	0.433			0.002	0.003	0.005	0.142	0.015	0.079	0.114	0.108	0.008	
	LOS	B			A	A	A	B	A	A	A	A	A	B
	95% Queue (ft)	55			0	0	0	13	0	8	10	10	0	

SIGNALIZED INTERSECTIONS

Intersection	MOEs	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Overall
#4 - FM 517 at Cemetery Road	Delay (s)	15.0			0.0			0.0	14.0		4.2	5.4		10.6
	V/C Ratio	0.44			0.00			0.00	0.61		0.11	0.37		
	LOS	B			A			A	B		A	A		B
	95% Queue (ft)	59			0			0	333		16	130		
#6 - SH 6 at FM 1764	Delay (s)				45.0		17.5	55.2	3.9			29.9		26.1
	V/C Ratio				0.33		0.83	0.91	0.28			0.72		
	LOS				D		B	E	A			C		C
	95% Queue (ft)				57		#138	#468	86			350		
#7 - SH 6 at FM 646 / Avenue M	Delay (s)	52.9			51.0	39.2	9.4	59.3	25.1	0.2	58.2	43.9	14.5	35.9
	V/C Ratio	0.73			0.63	0.13	0.38	0.68	0.40	0.07	0.10	0.67	0.44	
	LOS	D			D	D	A	E	C	A	E	D	B	D
	95% Queue (ft)	#358			205	56	50	225	262	0	26	281	104	
#8 - FM 646 at FM 1764	Delay (s)	59.0	47.6	8.6	60.3	35.9	7.2	57.0	30.6		59.3	46.4		39.8
	V/C Ratio	0.40	0.73	0.38	0.53	0.31	0.39	0.81	0.45		0.55	0.76		
	LOS	E	D	A	E	D	A	E	C		E	D		D
	95% Queue (ft)	83	248	53	115	130	56	#466	233		131	248		
#9 - FM 646 at FM 517	Delay (s)	66.0	49.7	14.3	65.9	41.6	8.1	61.8	49.8	2.0	65.0	48.9	8.3	41.1
	V/C Ratio	0.63	0.77	0.72	0.61	0.40	0.48	0.74	0.80	0.16	0.70	0.71	0.38	
	LOS	E	D	B	E	D	A	E	D	A	E	D	A	D
	95% Queue (ft)	195	370	195	187	184	75	#391	420	8	257	296	62	

Notes:

: 95th pecentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

MOE TABLE - YEAR 2024 PM PEAK HOUR - EXISTING CONDITIONS

TWSC INTERSECTIONS

Intersection	MOEs	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	Overall
#1 - SH 6 at Scott Avenue	Delay (s)				11.4						22.2		22.2	1.3
	V/C Ratio				0.060						0.327		0.327	
	LOS				B						C		C	A
	95% Queue (ft)				5						35		35	
#3 - Cemetery Road at 4th Street	Delay (s)							10.2		10.2	7.5	0.0		3.0
	V/C Ratio							0.106		0.106	0.018	-		
	LOS							B		B	A	A		A
	95% Queue (ft)							10		10	3	-		
#10 - SH 6 at Algoa-Friendswood Road	Delay (s)				9.9						22.7		12.1	1.3
	V/C Ratio				0.032						0.250		0.088	
	LOS				A						C		B	A
	95% Queue (ft)				3						25		8	
#11 - FM 517 at Algoa-Friendswood Road	Delay (s)	21.8		13.8				9.5						1.6
	V/C Ratio	0.066		0.122				0.140						
	LOS	C		B				A						A
	95% Queue (ft)	5		10				13						

AWSC INTERSECTIONS

Intersection	MOEs	NB Ln1	NB Ln2	NB Ln3	EB Ln1	EB Ln2	EB Ln3	WB Ln1	WB Ln2	WB Ln3	SB Ln1	SB Ln2	SB Ln3	Overall
#2 - Scott Avenue at 1st Street	Delay (s)	8.1			8.6			7.7			8.1			8.2
	V/C Ratio	0.110			0.196			0.066			0.118			
	LOS	A			A			A			A			A
	95% Queue (ft)	10			18			5			10			
#5 - Erwin Street at Hobbs Road	Delay (s)	12.8			10.3	9.9	9.5	13.5	9.0	9.6	10.6	10.3	8.0	11.7
	V/C Ratio	0.405			0.017	0.018	0.017	0.383	0.010	0.204	0.174	0.216	0.009	
	LOS	B			B	A	A	B	A	A	B	B	A	B
	95% Queue (ft)	48			3	3	0	45	0	20	15	20	0	

SIGNALIZED INTERSECTIONS

Intersection	MOEs	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Overall
#4 - FM 517 at Cemetery Road	Delay (s)	15.7			0.0			0.0	19.0		6.3	6.9		12.3
	V/C Ratio	0.45			0.00			0.00	0.76		0.38	0.56		
	LOS	B			A			A	B		A	A		B
	95% Queue (ft)	59			0			0	375		37	254		
#6 - SH 6 at FM 1764	Delay (s)				34.9		28.3	76.8	11.4			40.4		35.8
	V/C Ratio				0.24		0.89	0.93	0.25			0.75		
	LOS				C		C	E	B			D		D
	95% Queue (ft)				111		#461	#437	110			352		
#7 - SH 6 at FM 646 / Avenue M	Delay (s)	57.8			54.2	39.6	7.9	60.7	27.9	0.7	60.7	43.0	18.2	36.8
	V/C Ratio	0.64			0.77	0.38	0.37	0.65	0.36	0.10	0.25	0.71	0.54	
	LOS	E			D	D	A	E	C	A	E	D	B	D
	95% Queue (ft)	207			362	186	60	205	223	3	58	338	168	
#8 - FM 646 at FM 1764	Delay (s)	64.7	47.4	9.5	64.9	44.8	8.1	58.6	30.9		61.7	45.3		40.1
	V/C Ratio	0.44	0.64	0.31	0.50	0.62	0.61	0.69	0.31		0.65	0.80		
	LOS	E	D	A	E	D	A	E	C		E	D		D
	95% Queue (ft)	107	253	55	127	292	94	286	162		212	391		
#9 - FM 646 at FM 517	Delay (s)	69.0	53.6	8.7	67.3	52.6	7.6	65.4	51.9	7.4	64.2	49.6	9.6	43.9
	V/C Ratio	0.61	0.77	0.59	0.69	0.82	0.56	0.77	0.73	0.27	0.80	0.72	0.42	
	LOS	E	D	A	E	D	A	E	D	A	E	D	A	D
	95% Queue (ft)	170	335	87	226	392	82	#381	293	41	#498	349	81	

Notes:

: 95th pecentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

APPENDIX C
PUBLIC ENGAGEMENT

May 9, 2024

Cemetery Road Corridor Study

Public Outreach Plan

Galveston County

Houston-Galveston Area Council

Prepared by

HOLLAWAY
ENVIRONMENTAL + COMMUNICATIONS

Cemetery Road Corridor Study
Public Outreach Plan

Study Overview

Galveston County, along with the cities of Santa Fe, League City and Dickinson, are experiencing an increase in population and employment creating an increase in traffic along major roadways. Located in multiple jurisdictions and extending 3.76 miles, Cemetery Road is an integral north-south corridor that not only provides local but also regional connectivity. This corridor will need to be studied for both existing and growing development, as well as environmental and utility constraints, to provide efficient mobility in the area. The Cemetery Road Corridor Study will examine the existing conditions of the study area and identify quick-win (0-2 years), short- (0-4 years), medium- (5-10 years) and long-term (10+ years) needs and will develop actionable solutions to improve multimodal traffic along this corridor that reflect local and regional needs of the community.

Purpose of the Public Outreach Plan

This Public Outreach Plan (POP) provides an overview of the consultant team's approach for all public participation related to the Houston-Galveston Area Council (H-GAC) **H-GAC Cemetery Road Corridor Study** (study). This POP will serve as an internal resource, to guide the participation process, ensuring innovative strategies will be used to gather input. The feedback gained through the participation process will inform the development of the plan.

The goal of this POP is to guide a comprehensive and inclusive public outreach and stakeholder engagement process that fosters a respectful and informative community dialogue. Community input will help define existing mobility issues throughout the Cities of Santa Fe, League City and Dickinson, establish goals that will define success in addressing those issues, develop initial solutions proposed by the consultant team, and inform the final set of proposed solutions.

Community feedback is essential in developing a plan that accurately identifies and addresses the public's needs. The consultant team's objective is to involve the public by providing early, continuous, transparent, and effective access to information about the study and the decision-making process used to determine final recommendations. By involving the public throughout the study, the consultant team will employ a transparent decision-making process that will encourage the development of final outcomes that the public can support.

Additionally, this POP corresponds with the activities outlined in the plan's approved scope of work. The POP includes the following sections:

- Study Overview
- Purpose of the Public Outreach Plan
- Who is the Public?
- Public Outreach Objectives
- Public Outreach Strategy
- Evaluation of the Public Outreach Process
- Demographic Overview
- Schedule
- Project Study Area

For the purposes of this POP:

- City or Cities refers to the Cities of Santa Fe, League City, and Dickinson;
- County refers to Galveston County;
- H-GAC refers to the Houston-Galveston Area Council;
- Consultant team refers to the consultant team, Halff Inc., and subconsultants, which include CJ Hensch and Associates and Hollaway Environmental + Communications Services, Inc; and
- Project team refers to H-GAC and Consultant.

Who is the Public?

The project team will use strategies and tools to reach and engage the residents and stakeholders in the Cities of Santa Fe, League City and Dickinson, and any other organizations along the study corridor.

This plan will engage a variety of groups, ensuring that a variety of constituents are included in the plan and as many people as possible can participate. The three groups are described below:

- **Steering Committee:** It is understood that the H-GAC, Galveston County, and the project team will establish a Steering Committee. The Steering Committee will be comprised of non-elected state and local government and non-government representatives from the City of Santa Fe, City of League City, City of Dickinson, Galveston County, Galveston County Drainage District 1, the Gulf Coast Water Authority, and the Texas Department of Transportation (TxDOT).
- **Local Stakeholders:** The project team will engage local stakeholders throughout the project area. Local stakeholders include, but are not limited to area businesses, property owners, neighborhood groups, community organizations, and local decision-makers. Engagement opportunities with local stakeholders will include the collection of documented input from in-person or virtual engagement meetings.
- **General Public:** The project team will engage with residents in and around the Study Area to understand their concerns, goals, and priorities. Engagement opportunities with the public will include collecting documented input from the community through in-person engagement meetings or as part of a general virtual survey for outreach.

Public Outreach Objectives

To accomplish the goal set out by the POP, which is to guide a comprehensive and inclusive public outreach and stakeholder engagement process that fosters a respectful and informative community dialogue, the following objectives have been established. These objectives include specific actions:

- **Start early and stay consistent.** The consultant team will establish proactive and continuous public participation opportunities that provide timely information to all interested parties. Branding will remain consistent throughout the process to be recognizable to the public.
- **Make it easy to find information.** The consultant team will provide access to information about the study in several ways, including a project specific web page, linked information on City and County websites, H-GAC, Cities, and County social media accounts, and other existing communication tools in place at the H-GAC, County, and Cities, to enhance the public's knowledge and ability to participate in the development of the plan.

- **Give notice of participation opportunities well in advance.** The consultant team will provide adequate notice for steering committee meetings, public meetings, surveys, or other opportunities, including for public review and comment at key decision points, typically two weeks in advance for large-scale meetings, or one week in advance for small-scale meetings.
- **Ensure access for all levels of mobility.** The consultant team will host public participation opportunities at convenient and accessible locations and times (in compliance with the Americans with Disabilities Act of 1990).
- **Create engaging digital content.** The consultant team will make information accessible using visualization techniques and appropriate electronically accessible formats and means.
- **Collaborate with the community.** The consultant team will assist residents with acknowledgement of concerns, prioritization of issues, and identification of potential solutions.
- **Be good listeners.** The consultant team will serve to listen, acknowledge, and respond promptly to public questions and concerns. Contact information will be visible on all promotional materials to ensure constituents have a place to respond or ask questions.
- **Include everyone.** The consultant team will include measures for seeking input from and considering existing transportation system needs of traditionally underserved communities. We know from experience working with diverse communities, and low- and moderate-income families, that access to safe and convenient transportation is imperative.

Public Outreach Strategy

The public outreach strategy for this study will be centered around community collaboration. Through a variety of methods and formats, the consultant team will gather input from citizens who are interested and concerned about mobility in the Cemetery Road corridor. Tactics for implementing this strategy are described below. Record of all meetings, interviews, and discussions, will be provided to the County and Cities within an appendix documenting public involvement supplied as part of the final deliverables.

Roles and Responsibilities

Related to public participation, it is important to delineate roles and responsibilities among the H-GAC and the consultant team. These roles and responsibilities are identified in Table 1 below.

Table 1: Public Participation Roles and Responsibilities

Group	Responsibility
H-GAC Communications Team	Write and implement a marketing strategy for external communications and participation, including time review guidance.
	Develop and post notices for public meetings.
	Invite public meeting attendees via direct notice.
	Update project-specific website.
	Managing media inquiries and relations.
	Develop complimentary marketing and promotional material.
	Proof and edit all external-facing messaging.
	Provide support to project team in hosting a successful public meeting, when needed.
	Ensure that external-facing material meets language and accessibility requirements.

	Provide photos, graphics, and other elements to guide the structure and layout of final report/deliverables.
	Provide support for translation services if needed.
H-GAC Transportation Team	Act as primary facilitator between the H-GAC Communication team and the consultant.
	Assist with Steering and Stakeholder Committee coordination in partnership with the local sponsor and contractor.
	Assist H-GAC Communications with minor project website updates.
	Assist with steering, stakeholder, and public meetings.
	Duplicate documents for each meeting, as required.
Consultant Team	Assist H-GAC and Local Sponsor to secure facilities for all meetings.
	Recommended frequency and format of meetings needed to successfully develop a mobility plan.
	Provide project team members with effective communication skills to coordinate meetings via email, phone, and flyer distribution.
	Provide appropriate staffing for translation services in partnership with H-GAC Communications when services may not be readily accessible (i.e., American Sign Language, etc.).
	Provide meeting materials to H-GAC at an established interval prior to all public meetings. H-GAC will review and approve all materials one week prior to meetings.
	Complete TxDOT meeting exhibits forms updated monthly, as needed.

Steering Committee

One Steering Committee will provide technical guidance and oversight of study activities.

Steering Committee Members represent:

- City of Santa Fe
- City of League City
- City of Dickinson
- Galveston County
- Galveston County Drainage District 1
- Gulf Coast Water Authority
- Texas Department of Transportation (TxDOT)

Steering Committee Meetings and Workshop

The consultant team anticipates conducting three Steering Committee meetings, one of which will be a workshop-style meeting. Two of the meetings will be held to present findings, develop goals and recommendations, and determine implementation prioritization. The workshop-style meeting will be conducted on the data analysis of the corridor, and will highlight the corridor planning process, existing constraints and opportunities, analysis tools and procedures, intended outcomes, and establish project

goals and objectives. Depending on schedule and client preference, Steering Committee meetings can be held in-person or virtually.

Upon establishment of the Steering Committee, the consultant team will support the Steering Committee meetings by:

- Developing an action-item agenda and providing materials to support the meetings.
- Curating and distributing minutes to document main decision points and areas of input received.
- Preparing notification and invitation content as needed.

Meetings are anticipated to occur in person or via Microsoft Teams, Zoom, or Google Meet.

The project team will record steering committee needs and concerns during meetings and use the information to inform the study. Steering committee members will be invited to share the study information with their communities.

Proposed Steering Committee meetings are anticipated to occur within the following months:

- May 2024
- August 2024
- December 2024

Engagement and Collaboration

Public Outreach Events

Halff will conduct two in-person public meetings in an open house style. While these meetings are intended to be stand-alone, it may be more beneficial to coordinate them with ongoing community activities in the study area. Halff will determine opportunities for coordinated engagement with H-GAC and Galveston County to identify potential dates/times for the open house style meetings to occur. The first public meeting will be held at the beginning of the project to present existing conditions and solicit input, and the second will occur toward the end of the project to present recommendations and confirm whether these reflect public input received throughout the life of the project.

The consultant team will support two (2) of these public outreach events by:

- Distributing meeting announcements (as necessary)
- Producing materials to support each event (e.g., agendas, sign-in sheets, presentations, handouts, displays, comment cards, surveys, etc.)
- Providing necessary equipment (e.g., projector, projector screen, audio equipment, microphones, etc.)
- Providing staff for meeting setup, facilitation, and teardown.
- Providing meeting summaries within ten days after the meeting.
- Note: It is assumed that no public event will require the consultant team to secure (payment) a facility or security services.

At these public outreach events, the project team will engage the stakeholders with questions such as:

- What does your daily work or school commute look like?
    - Are you satisfied with your commute?

- What are some common traffic and/or mobility issues you see, and at which locations?
- What are your current safety concerns in the Cemetery Road corridor, and at which locations?
- What improvements would you like to see in the corridor?

The following public meetings are expected to occur:

- Public Meeting #1: Existing Conditions
    - Date: June/July2024
- Public Meeting #2: Study Recommendations
    - Date: January 2025

Focus Group Meeting

Halff will conduct one focus group meeting throughout the planning process to gather additional feedback on existing conditions and proposed recommendations. Potential focus group members will be identified with H-GAC and Galveston County. This meeting should be conducted after the first public open house meeting to collect more input from specific groups and disseminate information to community residents who were not in attendance. The intent is for this meeting to be hosted by an ongoing community meeting, such as a homeowner's association, or community interest group, to receive additional feedback on existing conditions and recommendations in the area.

The focus group meeting is expected to take place in July 2024. The project team will identify relevant ongoing community meetings to host the focus group meeting.

Website Content

In today's environment, digital engagement is more important than ever. The primary platform for engagement will be the EngagementHQ Website (Engage.H-GAC.com). This is where the public will navigate and find digital content related to the study's development and online engagement opportunities. The web content will be created by the consultant team. This may include study information details, links to meetings, contact information, as well as engagement tools such as:

- **Survey Tools:** Online survey platforms will be employed as interactive tools to engage the public and stakeholders and solicit their input and feedback.
- **Online Mapping Tools:** Mapbox will be utilized to provide a map and forum for residents to view and comment on the safety of the existing network, as well as to provide feedback about recommended projects.
- **Background information:** Expressing the need and context for the study
- **Content and/or link:** For informational documents and resources
- **Project timeline:** For schedule reference
- **Calendar/announcements:** Of meetings and special events

For this effort, Hollaway will develop a site map and website copy and submit it to Halff and H-GAC for review and approval. Hollaway will also update the website throughout the duration of the study and manage the submissions through the website.

The survey will be available early in the project's development to correspond with existing conditions analysis, by the end of April 2024.

Outreach and Announcements

H-GAC, Galveston County, the Texas Department of Transportation (TxDOT) and the Cities of Santa Fe, League City and Dickinson, can utilize their social media presence to post study information and to announce public meetings. The consultant team can assist, as needed with ready-to-post social media graphics, content, or the like to enhance public engagement. The graphics that are distributed digitally may include icons or illustrations that depict data in a way that tells a story, showing more intricate details of the plan and outcomes from analyses easier to understand. All social media graphics and posts will be distributed to the project team and the Steering Committee for their use.

Ready to Print Public Information Materials

While much of the communication between the project team and community members will occur digitally, traditional methods of communication will supplement the virtual outreach methods and provide access to those who would not be informed of the plan otherwise. This includes meeting posters, handouts, graphics, presentations, key messaging, fact sheets, frequently asked questions, and other materials to be presented to those that attend in-person events, as necessary.

To supplement the online notifications, the following items can be prepared in digital format:

- Public Notice
- Flyers
- Postcard-size QR codes
- Yard Signs

Evaluation of the Public Outreach Process

Reviews of the public outreach and stakeholder engagement process will be conducted after each public engagement event or steering committee meeting to identify opportunities for improving the process. The project team will establish performance goals for participation, and track progress throughout the engagement process and adjust efforts to achieve the desired goals for participation and involvement. Reviews will include:

- Number of meeting participants to identify the effectiveness of the outreach strategies.
- Number of views / clicks and engagement with online materials such as surveys or interactive mapping.

Demographic Overview

According to the U.S. Census Bureau, as of July 1, 2022, the demographics for Galveston County are:

- Overall Population Estimate: 357, 387.
- Median household income: $83,913.
- Mean travel time to work: 27.4 minutes.
- Persons in poverty: 13.5%.
- Number of households: 135,275.
- Language other than English spoken at home, percent of persons age 5+ years: 20.4%.
- High school graduate or higher, percent of persons aged 25 years+: 89.7%.

According to the U.S. Census Bureau, as of July 1, 2022, the demographics for the City of League City are:

- Overall Population Estimate: 115,418.
- Median household income: $117,316.
- Mean travel time to work: 29.5 minutes.
- Persons in poverty: 4.8%.
- Number of households: 41,838.
- Language other than English spoken at home, percent of persons age 5+ years: 18.0%.
- High school graduate or higher, percent of persons aged 25 years+: 95.7%.

According to the U.S. Census Bureau, as of July 1, 2022, the demographics for the City of Santa Fe are:

- Overall Population Estimate: 12,843.
- Median household income: $91,209.
- Mean travel time to work: 29.7 minutes.
- Persons in poverty: 6.1%.
- Number of households: 4,631.
- Language other than English spoken at home, percent of persons age 5+ years: 9.6%.
- High school graduate or higher, percent of persons aged 25 years+: 85.6%.

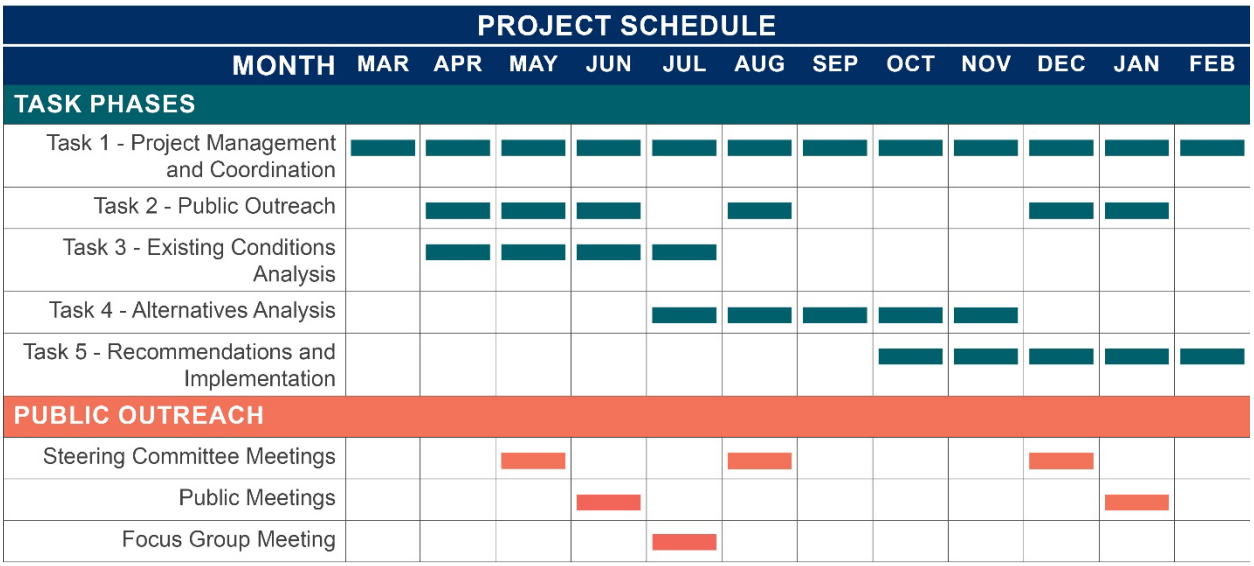
According to the U.S. Census Bureau, as of July 1, 2022, the demographics for the City of Dickinson are:

- Overall Population Estimate: 21,738.
- Median household income: $81,739.
- Mean travel time to work: 28.1 minutes.
- Persons in poverty: 12.7%.
- Number of households: 8,104.
- Language other than English spoken at home, percent of persons age 5+ years: 30.1%.

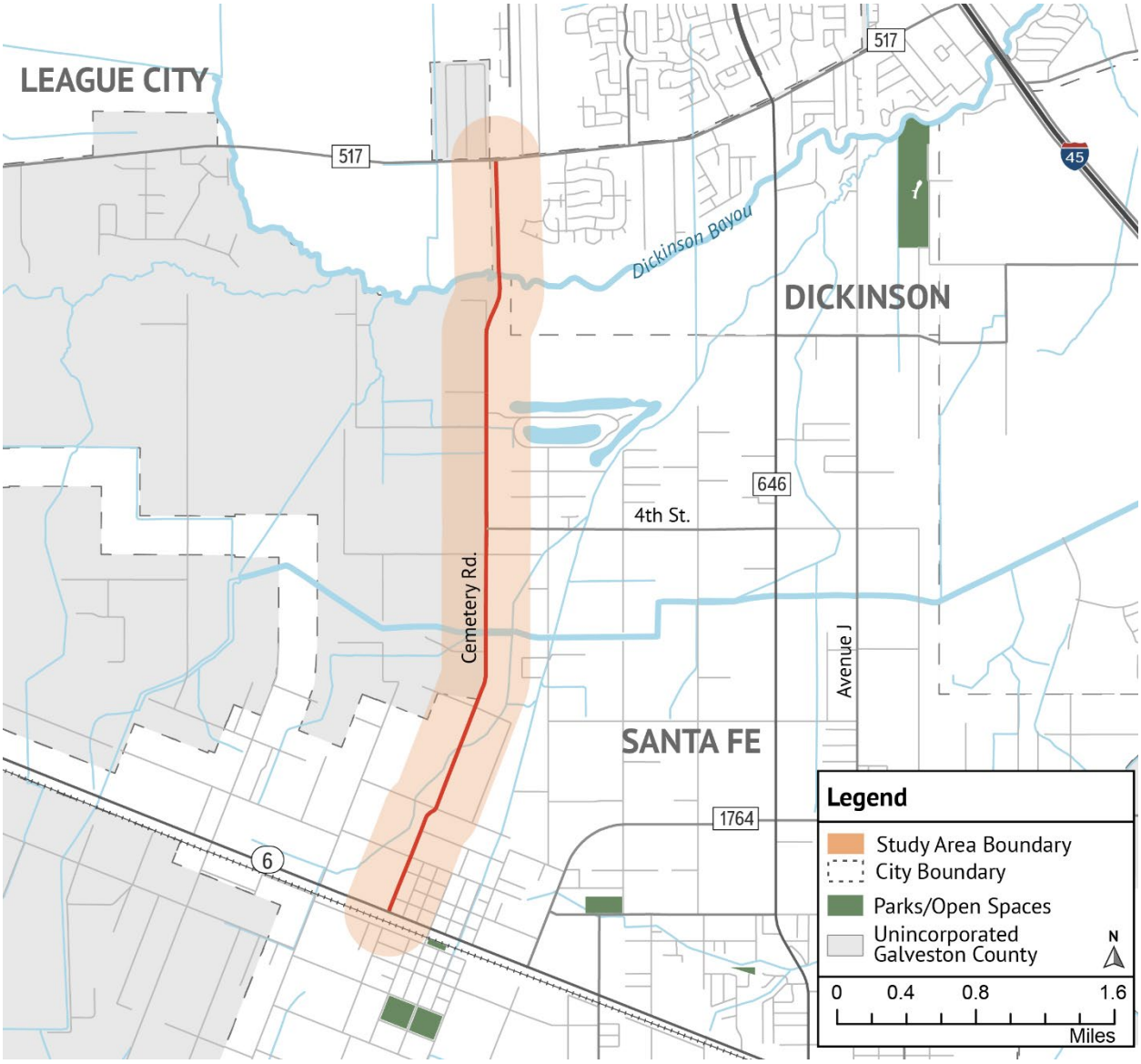
- High school graduate or higher, percent of persons aged 25 years+: 84.0%.

Schedule

The following tentative schedule denotes the timeframe for major public outreach efforts.



Project Study Area



You're invited!

Cemetery Road Corridor Study

Open House #1

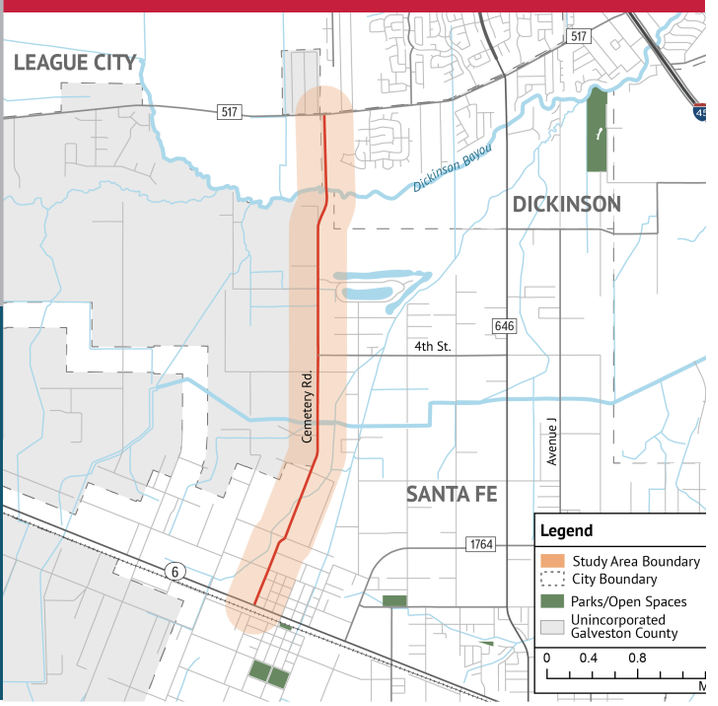
Lobit Elementary School
1251 FM 517
Dickinson, TX 77539

Tuesday, August XX, 2024
5:30 – 7:00 PM

The Houston-Galveston Area Council (H-GAC), in cooperation with Galveston County, is conducting a study of Cemetery Road with the goal to improve multi-modal mobility along the corridor.

Come share your local knowledge and help us shape the future of Cemetery Road!

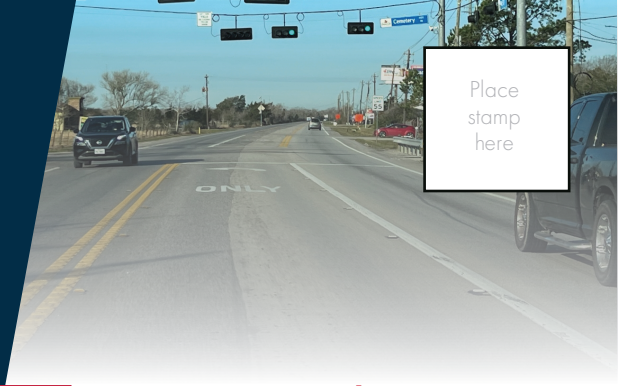
Scan the QR code to visit our study website, take the survey, and provide comments on the interactive map:



You're invited!

Cemetery Road Corridor Study

Open House #1



Lobit Elementary School
1251 FM 517
Dickinson, TX 77539

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Cemetery Road Corridor Study

Open House #1

Lobit Elementary School
1251 FM 517
Dickinson, TX 77539

Tuesday, August XX, 2024
5:30 – 7:00 PM

You're invited!

Cemetery Road Corridor Study

Open House #2



PRSRT STD
ECRWSS
U.S.POSTAGE
PAID
EDDM Retail

POSTAL CUSTOMER

Runge Community Center
4605 Peck Avenue
Santa Fe, TX 77510

Tuesday, March 25, 2025
5:00 - 7:00 PM

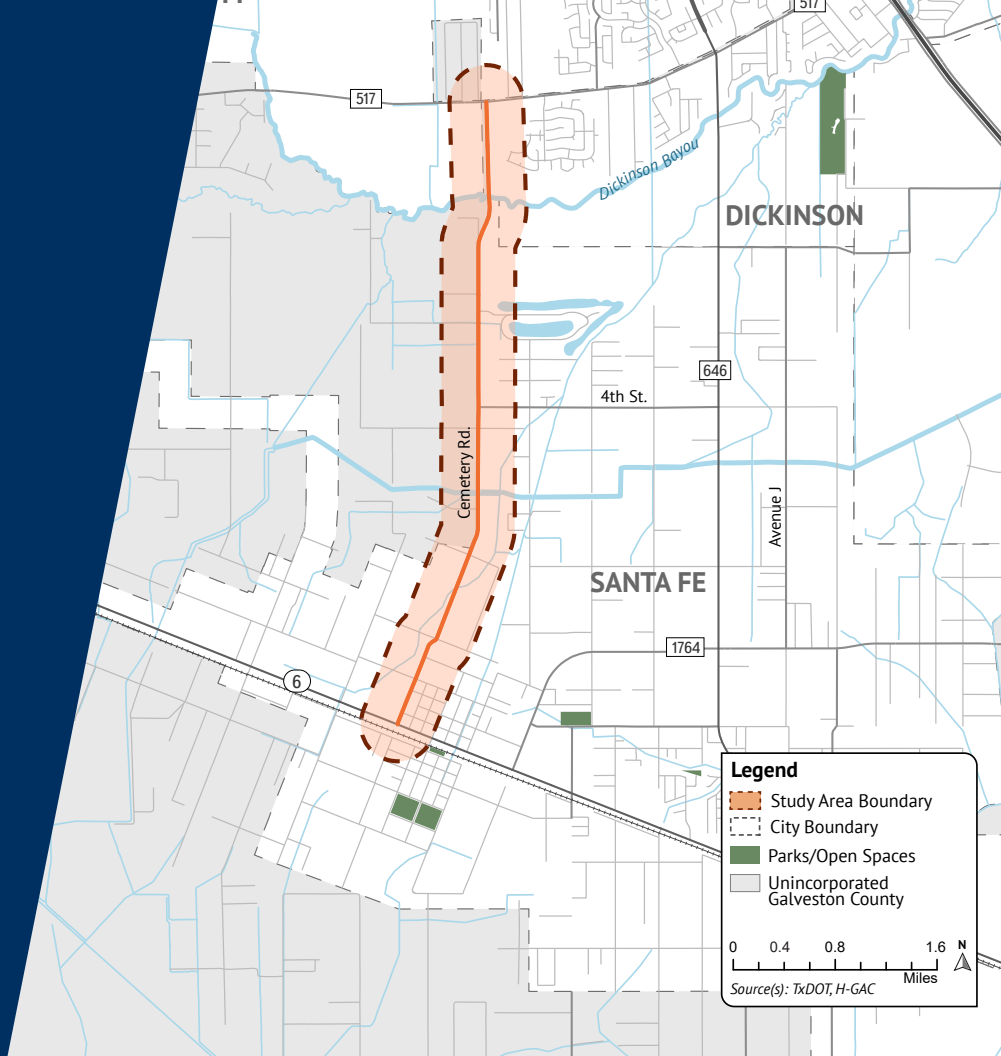
The Houston-Galveston Area Council (H-GAC), in cooperation with Galveston County, is conducting a study of Cemetery Road with the goal to improve multi-modal mobility along the corridor.

Come view the conceptual alternatives and provide your feedback!

H-GAC
Houston-Galveston Area Council

Scan the QR code to visit our study webpage:





You're invited!

Cemetery Road Corridor Study

Open House #2

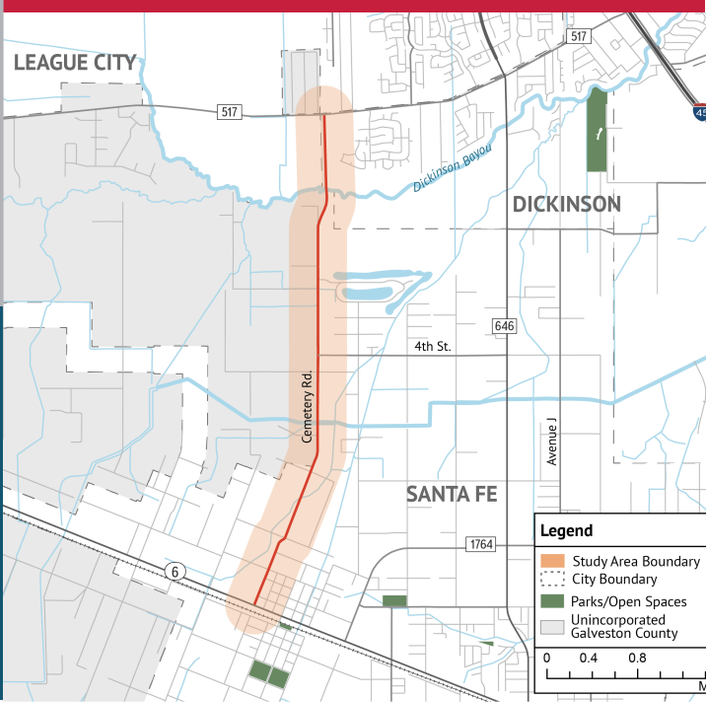
Runge Community Center
4605 Peck Avenue
Santa Fe, TX 77510

Tuesday, March 25, 2025
5:00 – 7:00 PM

The Houston-Galveston Area Council (H-GAC), in cooperation with Galveston County, is conducting a study of Cemetery Road with the goal to improve multi-modal mobility along the corridor.

Come view the **conceptual alternatives** and provide your input!

Scan the QR code to visit our study website:



In compliance with the Americans with Disabilities Act, H-GAC will provide for reasonable accommodations for persons attending H-GAC functions. Requests from persons needing special accommodations should be received by H-GAC staff 24 hours before a function. The public meeting will be conducted in English, and requests for language interpreters or other special communication needs should be made at least two working days before a function. To request accommodations or an interpreter, contact Caroline Bailey at caroline.bailey@h-gac.com.

Cemetery Road Corridor Study

Open House #2

Runge Park Community Center

Tuesday, March 25, 2025

5:00 – 7:00 PM

Survey Response																
What do you do along the Cemetery Road Corridor? (select all that apply)	What is the nearest intersection to your home?	How do you usually travel along the Cemetery Road corridor? (select all that apply)	How often do you travel along the Cemetery Road Corridor?	What are your biggest concerns about the Cemetery Road corridor? (select all that apply)	What are your biggest concerns about the Cemetery Road corridor? (select all that apply) (Other (please specify))	Regarding traffic safety concerns, how comfortable are you while using the corridor?	What type of transportation infrastructure / mobility options would you like to see built or expanded along Cemetery Road (select all that apply)	What do you feel are the most important priorities for Cemetery Road? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three: (Other (please specify))	Please indicate your race and/or ethnicity (select all that apply)	Do you or someone in your household have a disability? (select all that apply)	Do you have any specific suggestions or concerns related to addressing congestion, speeding, or safety for all road users on Cemetery Road?	What gender do you identify as?	What gender do you identify as? (Other (please specify))	What is your age?	Please indicate your annual income:
I live here	Countryside & Cemetery	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example			Native American/Indigenous	No		Female		55-64	$25,001 - $50,000
I commute through this corridor	Cemetery and Carolyn	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving drainage, Increasing tree cover, shade, and lighting		Clear speed limit postings	White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I live here, I commute through this corridor, I own a business here	Cemetery and 517	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance	Lack of lighting at night, lack of shoulder or median for safety.	Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Improve signal timing, Install medians	Shoulders & lighting	White/Caucasian	No		Female		25-34	$75,001+
I commute through this corridor	Hwy 6 and Holloway	Driving alone	Several times a week	Traffic congestion		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage			White/Caucasian	No		Female		55-64	$75,001+
I live here, I commute through this corridor	Cemetery Rd and Maple	Driving alone, Carpool	Several times a week	Traffic congestion, Roadway condition and maintenance		Very Comfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks		Aesthetics/Landscaping, Walkability		Prefer Not to Answer	Yes, someone besides myself		Female		65 or older	$50,001 - $75,000
I live here, I commute through this corridor, I shop / play here	1 st street	Driving alone, Bike	Every day	Safety for pedestrians and cyclists		Uncomfortable	On-street bike lanes, Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Reduced speed limits, Walkability		White/Caucasian	Yes, someone besides myself	Address limited visibility concerns at S curve (near Pine Street). Create safer opinions for pedestrians and cyclist.	Female		55-64	$75,001+
I live here, I commute through this corridor	Tower rd and Williams	Driving alone, Carpool	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing	Increase lanes at least in certain sections.	White/Caucasian	No		Female		35-44	$75,001+
I commute through this corridor	FM 1764 and I45	Driving alone	Every few months	Traffic congestion		No opinion	Roundabouts (traffic-circles)	Improving traffic flow and reducing congestion	Improve signal timing		Black or African American, White/Caucasian, Hispanic/Latino, Asian/Pacific Islander, Native American/Indigenous	No	Stop developing	Male		45-54	$75,001+
I live here, I commute through this corridor	Jack Beaver Rd and Pine	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing	Widening	White/Caucasian	No		Female		35-44	$75,001+
I live here, I commute through this corridor		Driving alone	About once a week	Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Increasing tree cover, shade, and lighting	Install medians		White/Caucasian	No		Female		65 or older	$75,001+
I commute through this corridor	Pine and Jack Beaver Rd	Driving alone, Carpool	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		No opinion		Improving traffic flow and reducing congestion									
I commute through this corridor	Cowan Rd and Jack Beaver Rd	Carpool, Telecommute (work/attend from home)	Several times a week	Roadway condition and maintenance	Impact o residents and landowners.	Very Comfortable	Road-widenings (adding travel lanes)	Improving drainage		Widening lanes, but not adding lanes. Cleaning and maintaining ditches to improve drainage.	White/Caucasian	No	Regular maintenance on ditches and cleaning/dredging of Dickinson Bayou to assist with drainage.	Female		45-54	$75,001+
I live here	517 and Cemetery	Driving alone	Every day	Traffic congestion	Not enough land to enlarge rd.	Very Comfortable				Leave it alone its not busy enough	White/Caucasian	No	The road is fine leave it alone	Female		45-54	Prefer Not to Answer
I live here	Cemetery & Country Side St	Driving alone, Telecommute (work/attend from home)	Every day	Safety for pedestrians and cyclists	1. Theft or lack of interest someone I'm not sure to see 2. Loss of Agriculture exemption. see #1 3. Loss of 10 oak trees my father and I planted 40 years ago 4. Loss of water well 5. Loss of pond or it being right on the road	Very Comfortable				Leaving it AS IS			Yeah leave the road alone		Pissed off home owner		
I live here, I work here, I own a business here	Country Side st & Cemetery Rd	Driving alone	Every day		It doesn't improve in my lifetime	Very Comfortable		Improving drainage		Main thing I'd like to see is Cemetery Rd be connected to Calder rd at the 646 intersection	White/Caucasian	Yes, someone besides myself	There's a guy or maybe a couple of them that quite often drive their motorcycle over 100 mph down Cemetery Rd. Maybe this guy will live longer if the road was wider.	Male		45-54	$75,001+
I commute through this corridor	HWY 6 and Tower Rd	Driving alone, Carpool	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike	Walkability		White/Caucasian	No		Female		45-54	Prefer Not to Answer
I live here	lago circle	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		Very Comfortable			Reduced speed limits		Prefer Not to Answer	Prefer not to Say	Lots of homes have Cemetery road running through their front yard. Widening this road will increase traffic and driving speeds, which will promote speeding and increase the likelihood of accidents. For those who live along Cemetery there is no other way to leave our homes if there's a wreck blocking the road.	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here, I work here, I commute through this corridor	1st st and elm	Driving alone, Carpool	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		No opinion	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage	Improve signal timing, Install medians		White/Caucasian	Yes, someone besides myself		Prefer not to Say		35-44	$50,001 - $75,000
I work here, I commute through this corridor	32nd st and Ave O	Driving alone	Several times a week	Safety for pedestrians and cyclists		Very Comfortable	Sidewalks	Making it easier and safer to walk and bike	Walkability		White/Caucasian	Prefer not to Say	Need to find a way to combat speeders while making it safe for people to walk/ride bikes	Male		35-44	$75,001+
I commute through this corridor	Cemetery Road and 1st Street	Telecommute (work/attend from home)	Several times a week	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable		Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example		Leave it alone	White/Caucasian	Yes, someone besides myself	I think it needs to be left alone. We already have too much construction around here and it will affect homes on the road.	Female		55-64	Prefer Not to Answer
I live here	Cemetery rd and countryside	Driving alone, Bike, Walk	Every day	Traffic congestion, Safety for pedestrians and cyclists	Personal property and the large oak trees	Very Comfortable		Improving drainage		Widening – every one of my neighborhood. We didn't ask for this and don't want it. It's NOT a corridor, it's a country road and we want it left as it is. We do NOT want you to make it into a corridor. Go on back to 646 or no down to hwy 35. Stay out of our neighborhood. We like cows and stars not street lights	White/Caucasian	Yes, myself	Move to algoa-Friendswood road	Male		55-64	$75,001+
I live here	517 and cemetery	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Lack of transportation options, Roadway condition and maintenance		Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Walkability		White/Caucasian	No	No go away.	Female		45-54	$75,001+
I commute through this corridor	6/jackson	Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Making it easier and safer to walk and bike, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing, Install medians		White/Caucasian	Yes, myself	High speed raceway	Female		65 or older	Prefer Not to Answer
I live here	Oak ln	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing, Install medians		White/Caucasian	No		Female		25-34	$75,001+
I live here		Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike, Improving drainage, Increasing tree cover, shade, and lighting	Walkability		White/Caucasian	No	From Hwy 517 to Oak ln the speed limit is 30. Most people are going over 50. Then the speed limit is 40. A consistent speed limit would help.	Male		55-64	$75,001+
I commute through this corridor		Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Aesthetics/Landscaping, Walkability	Bike lanes and or sidewalks for pedestrians.	White/Caucasian	Yes, myself		Female		45-54	$25,000 or less
I live here	4th Street	Driving alone	Every day	Roadway condition and maintenance		Uncomfortable		Improving drainage	Reduced speed limits		White/Caucasian	Prefer not to Say		Prefer not to Say		35-44	$25,000 or less
I commute through this corridor	Hwy 6 and Cemetery	Driving alone	Several times a week	Roadway condition and maintenance		Very Comfortable		Improving drainage	Aesthetics/Landscaping		White/Caucasian	No		Female		25-34	$25,001 - $50,000
I commute through this corridor	Hwy 6 and Tower Rd	Driving alone	Several times a week	Traffic congestion, Motor vehicle safety, Lack of transportation options, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing, Install medians		White/Caucasian	No		Female		55-64	$75,001+
I live here	Carolyn st Cemetery	Driving alone	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion		stop signs or l light at 4th Street	White/Caucasian	No		Male		65 or older	$25,001 - $50,000
		Driving alone	About once a week	Traffic congestion	STOP creating a concrete jungle					STOP creating a concrete jungle	Prefer Not to Answer	Prefer not to Say	STOP creating a concrete jungle	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here, I commute through this corridor, I shop / play here	Pine / Cemetery Rd	Driving alone, Carpool	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion			White/Caucasian	Yes, someone besides myself	Being able to see at the intersection of Pine and Cemetery Rd. People speeding around the S curve.	Female		45-54	$25,001 - $50,000
I live here, I commute through this corridor, I go to school here, I shop / play here	Cemetery and 1st st	Driving alone, Carpool, Telecommute (work/attend from home)	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance	Lack of street lighting at night.	Very uncomfortable		Making it easier and safer to walk and bike, Improving drainage		Street lights!	White/Caucasian	Prefer not to Say	Aside from STREET LIGHTS the speeders!!	Female		35-44	Prefer Not to Answer
I commute through this corridor		Driving alone	About 1-3 times a month	Traffic congestion		No opinion	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing, Reduced speed limits, Install medians		White/Caucasian	No		Male		65 or older	$75,001+
I commute through this corridor	Hwy 6	Telecommute (work/attend from home)	Every few months	Motor vehicle safety		Very Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage	Improve signal timing		White/Caucasian	No	No	Male		65 or older	$75,001+
I commute through this corridor	517 and tallow Forest	Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance	Flooding and deep ditches	No opinion	Road-widenings (adding travel lanes), Sidewalks, Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing, Reduced speed limits		White/Caucasian	Yes, myself		Female		65 or older	$50,001 - $75,000
I live here, I work here, I commute through this corridor, I shop / play here	4th and Cemetery	Driving alone, Telecommute (work/attend from home), Bike	Every day	Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Roundabouts (traffic-circles), Sidewalks	Making it easier and safer to walk and bike, Improving drainage			White/Caucasian	No		Female		55-64	Prefer Not to Answer
I live here, I commute through this corridor	Ave T and Hwy 6	Driving alone	Several times a week	Roadway condition and maintenance		Very uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion		Na	White/Caucasian	No	No	Female		Prefer Not to Answer	Prefer Not to Answer
I live here, I commute through this corridor	Carolyn	Driving alone	Every day	Roadway condition and maintenance	Too much traffic going too fast	Very uncomfortable		Improving drainage, Increasing tree cover, shade, and lighting		Do not change this road	Prefer Not to Answer	Prefer not to Say	Widening this road will create safety hazards as people go too fast already	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here, I commute through this corridor	Scott-Cemetery and 1st Street	Driving alone	About once a week	Safety for pedestrians and cyclists, Roadway condition and maintenance	Speeding and running stop signs are big issues. I watch the intersection of Cemetery and 1st Street often from my home, and it is astounding how many vehicles run that stop sign.	Uncomfortable	Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike	Reduced speed limits		White/Caucasian	No		Female		55-64	$75,001+
I live here, I work here, I commute through this corridor	Pedrogal and 517	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving drainage			White/Caucasian	No		Female		35-44	$75,001+
I live here	Carolyn and Cemetery	Driving alone, Telecommute (work/attend from home)	Every day	Roadway condition and maintenance		Comfortable	On-street bike lanes	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike	Install medians, Walkability		White/Caucasian	No	Group of cyclists who think they own the road and take up the complete lane needs their own lane	Female		35-44	$75,001+

Survey Response																
What do you do along the Cemetery Road Corridor? (select all that apply)	What is the nearest intersection to your home?	How do you usually travel along the Cemetery Road corridor? (select all that apply)	How often do you travel along the Cemetery Road Corridor?	What are your biggest concerns about the Cemetery Road corridor? (select all that apply)	What are your biggest concerns about the Cemetery Road corridor? (select all that apply) (Other (please specify))	Regarding traffic safety concerns, how comfortable are you while using the corridor?	What type of transportation infrastructure / mobility options would you like to see built or expanded along Cemetery Road (select all that apply)	What do you feel are the most important priorities for Cemetery Road? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three: (Other (please specify))	Please indicate your race and/or ethnicity (select all that apply)	Do you or someone in your household have a disability? (select all that apply)	Do you have any specific suggestions or concerns related to addressing congestion, speeding, or safety for all road users on Cemetery Road?	What gender do you identify as?	What gender do you identify as? (Other (please specify))	What is your age?	Please indicate your annual income:
I live here	Countryside & Cemetery	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example			Native American/Indigenous	No		Female		55-64	$25,001 - $50,000
I commute through this corridor	Cemetery and Carolyn	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving drainage, Increasing tree cover, shade, and lighting		Clear speed limit postings	White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I live here, I commute through this corridor, I own a business here	Cemetery and 517	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance	Lack of lighting at night, lack of shoulder or median for safety.	Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Improve signal timing, Install medians	Shoulders & lighting	White/Caucasian	No		Female		25-34	$75,001+
I commute through this corridor	Hwy 6 and Holloway	Driving alone	Several times a week	Traffic congestion		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage			White/Caucasian	No		Female		55-64	$75,001+
I live here, I commute through this corridor	Cemetery Rd and Maple	Driving alone, Carpool	Several times a week	Traffic congestion, Roadway condition and maintenance		Very Comfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks		Aesthetics/Landscaping, Walkability		Prefer Not to Answer	Yes, someone besides myself		Female		65 or older	$50,001 - $75,000
I live here, I commute through this corridor, I shop / play here	1 st street	Driving alone, Bike	Every day	Safety for pedestrians and cyclists		Uncomfortable	On-street bike lanes, Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Reduced speed limits, Walkability		White/Caucasian	Yes, someone besides myself	Address limited visibility concerns at S curve (near Pine Street). Create safer opinions for pedestrians and cyclist.	Female		55-64	$75,001+
I live here, I commute through this corridor	Tower rd and Williams	Driving alone, Carpool	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing	Increase lanes at least in certain sections.	White/Caucasian	No		Female		35-44	$75,001+
I commute through this corridor	FM 1764 and I45	Driving alone	Every few months	Traffic congestion		No opinion	Roundabouts (traffic-circles)	Improving traffic flow and reducing congestion	Improve signal timing		Black or African American, White/Caucasian, Hispanic/Latino, Asian/Pacific Islander, Native American/Indigenous	No	Stop developing	Male		45-54	$75,001+
I live here, I commute through this corridor	Jack Beaver Rd and Pine	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing	Widening	White/Caucasian	No		Female		35-44	$75,001+
I live here, I commute through this corridor	4th St	Driving alone	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable		Improving drainage			White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I commute through this corridor	Park St/Ave H	Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage		Enforced speed limits	White/Caucasian	Yes, myself		Female		65 or older	$75,001+
I commute through this corridor	Algoa-friendswood and mckay in algoa	Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance		Uncomfortable	Multi-use trails, Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Improve signal timing	Widen 517 and cemetery.	White/Caucasian	No	Signal timing and widen 517	Male		25-34	$75,001+
I live here	1st and Cemetery	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance	Worried about the traffic that uses Cemetery and 1st street to get to 1764. The cars already fly down our street like they are on the freeway. How will this impact our property taxes?	Comfortable		Making it easier and safer to walk and bike, Improving drainage			White/Caucasian	No	Not now, but if you expand Cemetery road to multiple lanes and increase traffic yes I do have issues with it. It is a neighborhood road not a major roadway.	Female		45-54	$50,001 - $75,000
I live here	Cemetery and Pine St.	Driving alone, Telecommute (work/attend from home)	Every day	Roadway condition and maintenance		Comfortable		Improving drainage	Aesthetics/Landscaping		White/Caucasian	No	Leave it alone!	Female		35-44	$75,001+
I commute through this corridor	FM 517 & Calder	Driving alone	Several times a week	Traffic congestion		Comfortable	Road-widenings (adding travel lanes)	Improving drainage	Aesthetics/Landscaping		White/Caucasian	No		Female		Prefer Not to Answer	Prefer Not to Answer
I commute through this corridor	Hwy6	Driving alone	Several times a week	Traffic congestion, Motor vehicle safety, Accessibility to local businesses and amenities, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion		Widen it to a decent width.	Native American/Indigenous	Prefer not to Say	Widen the road and raise the speed limit.	Male		65 or older	Prefer Not to Answer
I commute through this corridor		Driving alone	About 1-3 times a month	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		No opinion	On-street bike lanes, Road-widenings (adding travel lanes)	Making it easier and safer to walk and bike, Improving drainage, Increasing tree cover, shade, and lighting	Install medians, Aesthetics/Landscaping, Walkability		Prefer Not to Answer	Prefer not to Say		Prefer not to Say		45-54	$75,001+
I live here	4th	Driving alone	About once a week		My biggest concern is your hell bent desire to waste tax payer funds on things that are not issues.	Very Comfortable		Improving drainage		No crime. It is a country road. Nobody is walking the road. Nobody wants it to be pretty or have medians. Medians will make it more difficult for people to drive pulling trailers. Most people living in the area do own trailers. I realize you city people know nothing about the challenges of pulling a trailer.	White/Caucasian	No	Stop spending tax dollars where it doesn't need to be spent. I have never sat in traffic on this road. It is a country road. It doesn't need medians, sidewalks, or bike lanes. People need to be able to get in and out of their homes when it rains, but we'll continue to let developers pave over all the pastures and dump their water into the bayous that are significantly challenged as it is and wonder why no progress is ever made on drainage. This area floods with a modest rain? Lets add 10,000 homes.	Female		45-54	$75,001+
I live here	Highway 6 to the south of me. FM 517 north about 3 miles.	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists		Comfortable		Making it easier and safer to walk and bike	Walkability		Prefer Not to Answer	No	Congestion is not normally a problem unless there is an accident elsewhere and traffic gets rerouted to Cemetery Road.	Male		65 or older	Prefer Not to Answer
I live here	Carolyn and Cemetery	Driving alone, Carpool	Every day	Roadway condition and maintenance		Very Comfortable	On-street bike lanes	Improving drainage, Increasing tree cover, shade, and lighting	Walkability		Prefer Not to Answer	No		Male		55-64	$75,001+
I live here, I go to school here, I shop / play here	517 & Cemetery	Driving alone, Carpool	Every day	Traffic congestion		Very uncomfortable	Sidewalks	Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing, Aesthetics/Landscaping		Prefer Not to Answer	No	Police enforcement is an effective tool for speeding when used. There are rarely police running radar.	Female		35-44	$75,001+
I live here	517	Driving alone, Bike	Every day	Motor vehicle safety	Large trucks that should not be using the road for commercial use make the road hazardous	Uncomfortable		Improving drainage	Reduced speed limits		Prefer Not to Answer	Prefer not to Say	This street should be maintained as a residential road and not a corridor	Prefer not to Say		55-64	$75,001+
I live here	4th st	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists		Comfortable	Sidewalks	Making it easier and safer to walk and bike, Improving drainage		Speed bumps or stop signs	White/Caucasian	Yes, someone besides myself	Do not want widened for more traffic to use as cut through	Female		65 or older	Prefer Not to Answer
I live here	Cemetery and 517	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		Uncomfortable	Multi-use trails, On-street bike lanes, Road-widenings (adding travel lanes), Roundabouts (traffic-circles), Sidewalks, Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Reduced speed limits, Install medians, Walkability		White/Caucasian	No		Male		35-44	$75,001+
I live here	517 & Cemetery	Driving alone	Every day	Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage		Road maintenance	Prefer Not to Answer	No		Prefer Not to Answer	Prefer Not to Answer	Prefer Not to Answer	Prefer Not to Answer
I live here, I commute through this corridor	Cemetery/Countryside	Driving alone	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable		Improving drainage			White/Caucasian	Yes, someone besides myself	speeding	Female		65 or older	Prefer Not to Answer
I live here, I commute through this corridor	Between 4th Street and Lago Santa Fe	Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage	Improve signal timing, Install medians		White/Caucasian	No		Female		65 or older	$50,001 - $75,000
I commute through this corridor	Pine & Jack Beaver Rd	Driving alone, Carpool	Several times a week	Motor vehicle safety, Roadway condition and maintenance		Comfortable		Improving drainage			White/Caucasian	No	Quit building subdivisions making more congestion	Female		55-64	Prefer Not to Answer
I commute through this corridor	517/646	Driving alone	Several times a week	Traffic congestion		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing		Prefer Not to Answer	Prefer not to Say		Prefer not to Say	Prefer Not to Answer	Prefer Not to Answer	Prefer Not to Answer
I commute through this corridor		Driving alone	About once a week	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion	Improve signal timing		White/Caucasian	No		Female		55-64	$25,001 - $50,000
I live here	Cemetery and 1st	Carpool	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Sidewalks	Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Walkability	Lights	White/Caucasian	Prefer not to Say		Female		35-44	$75,001+
I commute through this corridor	North elm and maple	Driving alone, Carpool	Several times a week	Traffic congestion, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing		Prefer Not to Answer	No	Curve in road. And also people coming into oncoming traffic to pass slower vehicles	Male		45-54	Prefer Not to Answer
I live here, I commute through this corridor	Carolyn St and cemetery rd	Driving alone	Every day			Very Comfortable		Improving drainage			White/Caucasian	No		Male		35-44	$75,001+
I commute through this corridor	First street	Driving alone	About once a week	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		Comfortable	Multi-use trails, Sidewalks	Making it easier and safer to walk and bike, Improving drainage, Increasing tree cover, shade, and lighting	Aesthetics/Landscaping, Walkability	Trails	White/Caucasian	No		Female		45-54	Prefer Not to Answer
I commute through this corridor	Hwy 6 Ave t	Driving alone	About 1-3 times a month	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving drainage	Improve signal timing, Walkability		White/Caucasian	No		Female		55-64	Prefer Not to Answer
I commute through this corridor	6/646	Driving alone	About 1-3 times a month	Traffic congestion, Roadway condition and maintenance		Comfortable	On-street bike lanes, Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion			White/Caucasian	No		Female		55-64	$75,001+
I commute through this corridor	Jack Beaver/Pine	Driving alone, Carpool, Telecommute (work/attend from home)	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Very uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing, Reduced speed limits, Aesthetics/Landscaping		White/Caucasian	No	I vote no!!	Male		25-34	$25,001 - $50,000
I commute through this corridor	Tower and hwy 6	Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage			White/Caucasian	No		Female		65 or older	$75,001+
I live here, I commute through this corridor	Broken arrow subdivision	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		Comfortable		Improving drainage	Improve signal timing		White/Caucasian	Yes, myself		Male		45-54	Prefer Not to Answer
I live here, I commute through this corridor, I shop / play here	Pine and cemetery rd	Driving alone, Carpool, Telecommute (work/attend from home), Walk	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Lack of transportation options, Accessibility to local businesses and amenities, Roadway condition and maintenance	There needs to be a red stop light at hwy 6. Is is too hard to turn onto hwy 6.	Uncomfortable	Road-widenings (adding travel lanes), Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Improve signal timing, Reduced speed limits	Add a red stop light at hwy 6	White/Caucasian	No	Speeding becomes an issue through the curves near pine street. Hwy 6 at cemetery needs a red light. Its unsafe to turn onto hwy 6 going east.	Female		45-54	$50,001 - $75,000
I live here	Cemetery/Oaksne	Driving alone	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting			White/Caucasian	No	Needs to be widened and lighted.	Female		65 or older	Prefer Not to Answer
I live here, I work here, I shop / play here	Cemetery and Countryside st	Driving alone, Carpool, Telecommute (work/attend from home), Walk	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Speed tables / raised sidewalks	Making it easier and safer to walk and bike, Improving drainage	Walkability		White/Caucasian	No	Yes. There is talk of adding a mobile home park and other additional living spaces within the neighborhoods around cemetery. This will increase traffic DRASTICALLY and our roads cannot handle more traffic. People already speed down cemetery and countryside making it difficult for my family to take walks or my kids to play outside.	Female		35-44	$75,001+

Survey Response																
What do you do along the Cemetery Road Corridor? (select all that apply)	What is the nearest intersection to your home?	How do you usually travel along the Cemetery Road corridor? (select all that apply)	How often do you travel along the Cemetery Road Corridor?	What are your biggest concerns about the Cemetery Road corridor? (select all that apply)	What are your biggest concerns about the Cemetery Road corridor? (select all that apply) (Other (please specify))	Regarding traffic safety concerns, how comfortable are you while using the corridor?	What type of transportation infrastructure / mobility options would you like to see built or expanded along Cemetery Road (select all that apply)	What do you feel are the most important priorities for Cemetery Road? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three: (Other (please specify))	Please indicate your race and/or ethnicity (select all that apply)	Do you or someone in your household have a disability? (select all that apply)	Do you have any specific suggestions or concerns related to addressing congestion, speeding, or safety for all road users on Cemetery Road?	What gender do you identify as?	What gender do you identify as? (Other (please specify))	What is your age?	Please indicate your annual income:
I live here	Countryside & Cemetery	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example			Native American/Indigenous	No		Female		55-64	$25,001 - $50,000
I commute through this corridor	Cemetery and Carolyn	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving drainage, Increasing tree cover, shade, and lighting		Clear speed limit postings	White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I live here, I commute through this corridor, I own a business here	Cemetery and 517	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance	Lack of lighting at night, lack of shoulder or median for safety.	Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Improve signal timing, Install medians	Shoulders & lighting	White/Caucasian	No		Female		25-34	$75,001+
I commute through this corridor	Hwy 6 and Holloway	Driving alone	Several times a week	Traffic congestion		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage			White/Caucasian	No		Female		55-64	$75,001+
I live here, I commute through this corridor	Cemetery Rd and Maple	Driving alone, Carpool	Several times a week	Traffic congestion, Roadway condition and maintenance		Very Comfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks		Aesthetics/Landscaping, Walkability		Prefer Not to Answer	Yes, someone besides myself		Female		65 or older	$50,001 - $75,000
I live here, I commute through this corridor, I shop / play here	1 st street	Driving alone, Bike	Every day	Safety for pedestrians and cyclists		Uncomfortable	On-street bike lanes, Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Reduced speed limits, Walkability		White/Caucasian	Yes, someone besides myself	Address limited visibility concerns at S curve (near Pine Street). Create safer opinions for pedestrians and cyclist.	Female		55-64	$75,001+
I live here, I commute through this corridor	Tower rd and Williams	Driving alone, Carpool	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing	Increase lanes at least in certain sections.	White/Caucasian	No		Female		35-44	$75,001+
I commute through this corridor	FM 1764 and I45	Driving alone	Every few months	Traffic congestion		No opinion	Roundabouts (traffic-circles)	Improving traffic flow and reducing congestion	Improve signal timing		Black or African American, White/Caucasian, Hispanic/Latino, Asian/Pacific Islander, Native American/Indigenous	No	Stop developing	Male		45-54	$75,001+
I live here, I commute through this corridor	Jack Beaver Rd and Pine	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing	Widening	White/Caucasian	No		Female		35-44	$75,001+
I live here	Oak Lane and Cemetery Rd	Driving alone	Every day	Traffic congestion		Uncomfortable		Improving traffic flow and reducing congestion, Improving drainage		Do not allow new housing projects to be built in which residents would need to use Cemetery Rd.	Prefer Not to Answer	No	No new housing developments that would need to use Cemetery Rd as an access point. There are already drainage and congestion problems.	Female		55-64	Prefer Not to Answer
I live here	Country side	Driving alone, Carpool	Every day	Traffic congestion		Very Comfortable	Road-widenings (adding travel lanes), Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Improving drainage	Reduced speed limits, Install medians		White/Caucasian			Male		35-44	$75,001+
I live here	Countryside	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety		Very uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing		Hispanic/Latino	No	Roads to narrow	Male		45-54	$75,001+
I commute through this corridor		Driving alone	About once a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Lack of transportation options, Roadway condition and maintenance	Don't City our Country!!!	Very Comfortable				Leave it alone!!!!	White/Caucasian	Prefer not to Say	It's not congested now. Don't fix what isn't broken.		There's ONLY TWO GENDERS. Me? Female	55-64	Prefer Not to Answer
I live here	Cimarron Rd	Driving alone, Carpool, Bike, Walk	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing		White/Caucasian	Prefer not to Say		Male		Prefer Not to Answer	Prefer Not to Answer
I live here	4th Street	Driving alone	Every day	Traffic congestion		Very Comfortable		Improving drainage			White/Caucasian	No		Female		65 or older	$75,001+
I live here, I commute through this corridor	Cemetery at Country Side	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing	Move ditches away from roadway.	White/Caucasian	No	Widen the lanes and add 2 more lanes for a total of 4 lanes.	Male		65 or older	$75,001+
I commute through this corridor	Cemetery and countryside	Driving alone	Every day		No issue	Comfortable	Road-widenings (adding travel lanes)	Increasing tree cover, shade, and lighting	Install medians		White/Caucasian, Hispanic/Latino	No	No	Female		45-54	$75,001+
I live here	Countryside	Driving alone, Bike, Walk	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety		Comfortable	Multi-use trails, On-street bike lanes, Speed tables / raised sidewalks	Improving drainage, Increasing tree cover, shade, and lighting, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Walkability	There are no signals. How is that improved? Reduces speed? That's a joke. Median and landscaping? Seriously? Who developed these questions? They surely don't live in the area. How about you leave cemetery alone since if you widen that corridor you'll need to widen 4th as well as other roads. The	Prefer Not to Answer	Prefer not to Say	There is increased traffic and safety issues due to unrestricted and poorly planned development. The county is allowing 1,000 to 1,500 or more vehicle trips per day via two developments and that should be stopped or modified or at worse postponed until infrastructure is developed. And if you look at some of the roads like 4th and countryside and Carolyn, etc there is no feasible way to improve those.	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here	Oleo road	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Lack of transportation options, Roadway condition and maintenance		No opinion		Improving drainage			Prefer Not to Answer	Prefer not to Say		Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here	1st street	Driving alone, Carpool, Telecommute (work/attend from home), Bike	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable		Improving drainage		improve drainage, level roads	White/Caucasian	Yes, someone besides myself		Female		45-54	$75,001+
I live here	Country Side Road	Driving alone	Every day	Traffic congestion		No opinion	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Reduced speed limits, Aesthetics/Landscaping, Walkability		White/Caucasian	No	Reduce high density development and trailer parks	Male		65 or older	Prefer Not to Answer
I live here, I own a business here, I shop / play here	Countryside	Driving alone	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Reduced speed limits		White/Caucasian	No		Male		65 or older	Prefer Not to Answer
I live here, I commute through this corridor	Countryside	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Improve signal timing, Reduced speed limits		White/Caucasian	Yes, someone besides myself	Concerns about flooding. Harvey was truly an eye opener.	Female		55-64	$25,000 or less
I commute through this corridor	Hwy 6 and cemetery	Driving alone	Several times a week	Safety for pedestrians and cyclists		Comfortable	Sidewalks	Improving drainage		Do not start a new project that takes the idiots 20 years to complete!!!	Prefer Not to Answer	Prefer not to Say		Prefer Not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here	Major intersection is Cemetery and 517 Or countryside and cemetery	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion		No opinion		Increasing tree cover, shade, and lighting			White/Caucasian	No		Male		45-54	$75,001+
I live here, I commute through this corridor, I shop / play here	4th Street and Cemetery Road, 517 and Cemetery Road	Driving alone, Carpool	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance		Comfortable	On-street bike lanes	Making it easier and safer to walk and bike, Improving drainage, Increasing tree cover, shade, and lighting			White/Caucasian	No	Concerned about property value and increased property taxes. Loss of property. Proximity of road to my home. Excessive traffic, flood concerns.	Female		55-64	Prefer Not to Answer
I live here, I commute through this corridor	Country Side Street	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		No opinion	Multi-use trails, Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Improve signal timing, Walkability		White/Caucasian	No		Female		35-44	$75,001+
I commute through this corridor	Cemetery and Scott	Driving alone, Telecommute (work/attend from home)	Every day	Motor vehicle safety, Lack of transportation options		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage			White/Caucasian	No		Female		45-54	$75,001+
I live here	Cemetery Road at 1st Street	Carpool	Several times a week		Use by heavy trucks and thru traffic.	Very Comfortable				None of the above.	White/Caucasian	No	Congestion, speeding, or safety are not concerns for those of us who use it as long as the vegetation is trimmed back from the ONE stop sign. North of the Dickinson Bayou bridge the speed limit is 30 mph. It should be 40 like the rest of the road with the exception of the Bridge crossing and s-turn.	Male		65 or older	$75,001+
I live here	Carolyn	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion		Very Comfortable	Road-widenings (adding travel lanes), Speed tables / raised sidewalks	Making it easier and safer to walk and bike, Improving drainage	Walkability		White/Caucasian	Yes, someone besides myself		Female		65 or older	$75,001+
I live here	Hwy 6 and 35	Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing, Install medians		Prefer Not to Answer	No		Prefer not to Say		45-54	$75,001+
I live here, I commute through this corridor	4 way stop @ cemetery and west 1st street	Driving alone, Carpool	Several times a week	Safety for pedestrians and cyclists, Roadway condition and maintenance		No opinion	On-street bike lanes, Road-widenings (adding travel lanes)	Making it easier and safer to walk and bike, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Walkability	Wider lanes	Native American/Indigenous	Yes, someone besides myself	No	Female		18-24	$50,001 - $75,000
I live here	Cemetery rd / countryside st.	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage			White/Caucasian	No				55-64	$75,001+
I live here	Country Side St	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes), Sidewalks, Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike	Reduced speed limits, Install medians, Walkability		Prefer Not to Answer	No	Speeding is a major issue, especially with residential houses with children all along Cemetery Rd.	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here	Cemetery and W 1st street	Driving alone	Every day	Traffic congestion		Very uncomfortable		Improving drainage		Keeping the ditches and drainage systems clean and flowing	White/Caucasian	Yes, myself	No	Female		45-54	$75,001+
I live here, I commute through this corridor, I shop / play here	Cemetery & Country Side St	Driving alone	Every day	Traffic congestion, Motor vehicle safety		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion		Widen the road. At a minimum. Add shoulders and lane width to address traffic numbers and size.			Road is too narrow for amount of traffic potential from planned neighborhoods			55-64	
I live here	646 South	Driving alone	About 1-3 times a month	Safety for pedestrians and cyclists		No opinion	On-street bike lanes, Road-widenings (adding travel lanes), Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Reduced speed limits, Walkability		White/Caucasian	No		Female		65 or older	$75,001+
I live here	Highway 6 and Scott	Driving alone	About once a week	Traffic congestion		Uncomfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion	Install medians, Walkability		Prefer Not to Answer	No		Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I commute through this corridor	Hwy 6	Driving alone	Every day	Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Sidewalks	Improving traffic flow and reducing congestion	Walkability		White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I commute through this corridor	Maple @ Cemetary	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Lack of transportation options, Accessibility to local businesses and amenities, Roadway condition and maintenance		Comfortable	Bus routes/public transit, On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks, Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Improving drainage	Install medians		White/Caucasian	No		Female		45-54	$75,001+
I live here	Countryside	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists		Uncomfortable	Sidewalks	Making it easier and safer to walk and bike	Walkability		White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I live here	Fourth st	Driving alone	Every day	Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Sidewalks	Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Reduced speed limits, Aesthetics/Landscaping, Walkability		White/Caucasian, Hispanic/Latino	No		Female		55-64	$75,001+

Survey Response																
What do you do along the Cemetery Road Corridor? (select all that apply)	What is the nearest intersection to your home?	How do you usually travel along the Cemetery Road corridor? (select all that apply)	How often do you travel along the Cemetery Road Corridor?	What are your biggest concerns about the Cemetery Road corridor? (select all that apply)	What are your biggest concerns about the Cemetery Road corridor? (select all that apply) (Other (please specify))	Regarding traffic safety concerns, how comfortable are you while using the corridor?	What type of transportation infrastructure / mobility options would you like to see built or expanded along Cemetery Road (select all that apply)	What do you feel are the most important priorities for Cemetery Road? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three: (Other (please specify))	Please indicate your race and/or ethnicity (select all that apply)	Do you or someone in your household have a disability? (select all that apply)	Do you have any specific suggestions or concerns related to addressing congestion, speeding, or safety for all road users on Cemetery Road?	What gender do you identify as?	What gender do you identify as? (Other (please specify))	What is your age?	Please indicate your annual income:
I live here	Countryside & Cemetery	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example			Native American/Indigenous	No		Female		55-64	$25,001 - $50,000
I commute through this corridor	Cemetery and Carolyn	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving drainage, Increasing tree cover, shade, and lighting		Clear speed limit postings	White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I live here, I commute through this corridor, I own a business here	Cemetery and 517	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance	Lack of lighting at night, lack of shoulder or median for safety.	Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Improve signal timing, Install medians	Shoulders & lighting	White/Caucasian	No		Female		25-34	$75,001+
I commute through this corridor	Hwy 6 and Holloway	Driving alone	Several times a week	Traffic congestion		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage			White/Caucasian	No		Female		55-64	$75,001+
I live here, I commute through this corridor	Cemetery Rd and Maple	Driving alone, Carpool	Several times a week	Traffic congestion, Roadway condition and maintenance		Very Comfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks		Aesthetics/Landscaping, Walkability		Prefer Not to Answer	Yes, someone besides myself		Female		65 or older	$50,001 - $75,000
I live here, I commute through this corridor, I shop / play here	1 st street	Driving alone, Bike	Every day	Safety for pedestrians and cyclists		Uncomfortable	On-street bike lanes, Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Reduced speed limits, Walkability		White/Caucasian	Yes, someone besides myself	Address limited visibility concerns at S curve (near Pine Street). Create safer opinions for pedestrians and cyclist.	Female		55-64	$75,001+
I live here, I commute through this corridor	Tower rd and Williams	Driving alone, Carpool	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing	Increase lanes at least in certain sections.	White/Caucasian	No		Female		35-44	$75,001+
I commute through this corridor	FM 1764 and I45	Driving alone	Every few months	Traffic congestion		No opinion	Roundabouts (traffic-circles)	Improving traffic flow and reducing congestion	Improve signal timing		Black or African American, White/Caucasian, Hispanic/Latino, Asian/Pacific Islander, Native American/Indigenous	No	Stop developing	Male		45-54	$75,001+
I live here, I commute through this corridor	Jack Beaver Rd and Pine	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing	Widening	White/Caucasian	No		Female		35-44	$75,001+
I commute through this corridor	Cemetery at SH6	Driving alone	About once a week	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Install medians		White/Caucasian	Yes, myself	Put at least a 3rd center lantb	Male		55-64	Prefer Not to Answer
I commute through this corridor	1st street	Driving alone	Several times a week	Roadway condition and maintenance		Comfortable	On-street bike lanes	Making it easier and safer to walk and bike, Improving drainage	Improve signal timing		White/Caucasian	Yes, myself	N/A	Female		55-64	$75,001+
I live here	4 th street	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example			White/Caucasian	Yes, myself		Male		65 or older	$75,001+
I live here, I commute through this corridor	1st street	Driving alone, Carpool, Telecommute (work/attend from home)	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance	Construction causing congestion and delays and traffic noise. Very close to my house.	Comfortable	On-street bike lanes, Road-widenings (adding travel lanes)	Making it easier and safer to walk and bike, Improving drainage	Walkability		White/Caucasian	Yes, someone besides myself	Stop sign doesn't work for many drivers. Traffic down first from high school to cemetery cause significant congestion.	Female		55-64	$75,001+
I live here, I commute through this corridor	Cemetery & Countryside	Driving alone, Carpool	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Walkability		White/Caucasian	No	Widen the road	Male		55-64	$75,001+
	Tower and Hwy 6	Driving alone	Every few months		Widening the road and making it more congested.	Very Comfortable					White/Caucasian	No	Cemetary Rd is just fine. Leave it alone	Female		Prefer Not to Answer	Prefer Not to Answer
I live here	Cimarron	Driving alone	Every day	Motor vehicle safety		Very Comfortable		Improving drainage			White/Caucasian	No		Female		35-44	$75,001+
I live here, I work here, I commute through this corridor	Hwy 517/Cemetery Rd	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion		Making road wider due to deep ditches	White/Caucasian	No	Road is has no shoulder and drop off directly to deep ditch	Female		55-64	Prefer Not to Answer
I commute through this corridor	Cemetery @ FM517	Driving alone, Carpool	About once a week	Traffic congestion		Very Comfortable	Multi-use trails, Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing		White/Caucasian	No		Male		45-54	Prefer Not to Answer
I live here	Shouse and lago circle	Driving alone	Every day		Speed limit too slow otherwise i like it the way it is. Quiet with no congestion	Very Comfortable	Multi-use trails, Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Walkability	Faster speed limits	Prefer Not to Answer	Yes, myself	Its a country road not a corridor and it should stay that way. There is currently no congestion. Friendswood-algoe road would be a better option. I cant imagine people waiting to get into our gate on a corridor road.	Female		45-54	Prefer Not to Answer
I commute through this corridor	cowan and jack beaver	Driving alone, Carpool	Several times a week	Accessibility to local businesses and amenities, Roadway condition and maintenance	Need center turn lane	Very uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion		Connect Jack Beaver to Cemetary	Prefer Not to Answer	Prefer not to Say	More lanes.	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here	517 / Cemetery Rd	Driving alone	Several times a week	Traffic congestion		No opinion	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion		Connect Cemetery Rd with Hobbs Rd	White/Caucasian	Yes, someone besides myself	Connect Cemetery Rd with Hobbs Rd	Male		55-64	Prefer Not to Answer
I commute through this corridor	FM 517	Paratransit	Every few months	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example		Wider road	White/Caucasian	No		Male		65 or older	$50,001 - $75,000
I live here	Oleo st and cemetery rd	Driving alone	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance	People go 60+ mph down cemetery. Needs more than one solitary stop sign.	Very uncomfortable	Multi-use trails, Road-widenings (adding travel lanes)	Making it easier and safer to walk and bike, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example		Drainage is a problem since only a minuscule section closest to 517 had bigger culverts installed. City& county maintenance on the ditches and drainage would be nice.	Prefer Not to Answer	Yes, myself, Yes, someone besides myself	The loud road rumble strips do absolutely nothing to show people down on the curve near oleo Street intersection except cause PTSD flashbacks to us. How about clearing the line of sight around the two curves with obstructed views and add stop signs as well as somehow widen the road to include a middle turning lane.	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here	Lago Circle	Driving alone	Several times a week	Roadway condition and maintenance		Comfortable					Prefer Not to Answer	Prefer not to Say	Do not widen, wider road will increase traffic	Prefer not to Say		65 or older	Prefer Not to Answer
I live here	Oleo st.	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Very Comfortable		Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage			White/Caucasian	No		Female		65 or older	$75,001+
I live here	Broken Arrow and Cemetery	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		No opinion	Multi-use trails	Making it easier and safer to walk and bike, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Walkability		Black or African American, White/Caucasian, Hispanic/Latino, Asian/Pacific Islander, Native American/Indigenous, Prefer Not to Answer	Prefer not to Say		Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here	Oleo st	Driving alone	Every day	Safety for pedestrians and cyclists		No opinion		Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage			White/Caucasian	Yes, myself		Male		65 or older	$75,001+
I commute through this corridor	1st street	Driving alone, Telecommute (work/attend from home)	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Accessibility to local businesses and amenities		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage	Aesthetics/Landscaping, Walkability		White/Caucasian	No	More traffic lanes, better road surface.	Male		65 or older	Prefer Not to Answer
I commute through this corridor	FM517 @ Calder	Driving alone	About 1-3 times a month		My concern is the over development of this entire area. Would like to see this road stay rural.	Very uncomfortable		Increasing tree cover, shade, and lighting		Keep existing road in good repair. Keep this a 2 lane country road.	Prefer Not to Answer	Prefer not to Say	No	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I live here, I commute through this corridor, I shop / play here	Cemetery and Carolyn	Driving alone, Carpool, Bike	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Multi-use trails, Road-widenings (adding travel lanes), Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Improve signal timing, Aesthetics/Landscaping	Widening road, drainage and the depth of the ditches. Some times it's scary at certain areas.	White/Caucasian	Yes, someone besides myself	Need to widen the road, improve drainage, put some kind of speed bumps close to intersections to slow the drivers down. Cemetery and Carolyn always flood when we get any heavy rains, And there is only one way in and out.	Female		65 or older	Prefer Not to Answer
I live here	4th and cemetery	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists	Flooding	Very Comfortable	Sidewalks, Speed tables / raised sidewalks	Making it easier and safer to walk and bike, Improving drainage	Walkability	Clean out of ditches to improve water flow	White/Caucasian	No	Concerned about future development worsening flooding and traffic. Would like street lights. Speeding- same people speed down it every day.	Female		65 or older	$75,001+
I live here	Carolyn Street	Driving alone, Carpool	Every day		Biggest concern has to do with Santa Fe in general. Officials are encouraging growth and in the process, ruining the reason many of us moved out here 20+ years ago. No more quiet small town. People and traffic everywhere.	Comfortable		Improving drainage		Leave it alone		Yes, someone besides myself	No through traffic	Male		55-64	
I live here	Carolyn	Driving alone, Bike, Walk	Every day	Motor vehicle safety	Daily high speeding with no traffic control, and 18-wheeler truck traffic.	Uncomfortable	Road-widenings (adding travel lanes), Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage		Add stop signs ass need on through side streets and enforce the 40 MPH speed limit.	White/Caucasian	Yes, myself	The lack of speed enforcement is terrible, problem is there are no places for officers to run radar. Big trucks have been using the road for a short cut, 18 wheelers and mainly dump trucks. The dump trucks have destroyed several side streets as well as cemetery over the years.	Male		65 or older	Prefer Not to Answer
I live here	Cemetery and 517	Driving alone	About once a week	Traffic congestion		No opinion	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage		Realign cemetery rd with Hobbs road extension.	White/Caucasian	No	Cemetery Rd, Hobbs Rd extension realignment.	Male		65 or older	$50,001 - $75,000
I live here, I commute through this corridor	646 and 4th 1/2 st	Driving alone, Carpool	Several times a week	Roadway condition and maintenance		Comfortable		Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike			Prefer Not to Answer	Prefer not to Say		Prefer not to Say		25-34	Prefer Not to Answer
I live here	517 and cemetery	Driving alone, Bike, Walk	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance	Drainage and access to property	Very uncomfortable	On-street bike lanes	Making it easier and safer to walk and bike, Improving drainage, Increasing tree cover, shade, and lighting	Reduced speed limits, Walkability	Better drainage, wider turning lanes to access major hwy on both ends	Prefer Not to Answer	Prefer not to Say	It's already a racetrack for those that don't live on it, so how is the speed limiting going to improve without surrounding law enforcement assistance?	Male		Prefer Not to Answer	Prefer Not to Answer
I commute through this corridor	Cemetery rd. & Fm517	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage			White/Caucasian	No		Male		65 or older	Prefer Not to Answer
I live here, I commute through this corridor		Driving alone, Carpool, Telecommute (work/attend from home)	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage	Improve signal timing, Aesthetics/Landscaping	Road maintenance and size of road – narrow - Horrible condition and high drop offs Don't think the speed limits need to be dropped. I think if the current 40 was actually enforced – it would be safer.	Prefer Not to Answer	No	Don't think the speed limits need to be dropped. I think if the current 40 was actually enforced – it would be safer. Also the road needs to be widened and maintenced. It is in terrible condition for the amount of traffic it receives.	Female		35-44	$50,001 - $75,000
I commute through this corridor	Shoreview/517	Driving alone, Carpool	Several times a week	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing, Install medians		Prefer Not to Answer	No		Prefer not to Say		35-44	$75,001+
I commute through this corridor	Carolyn Street and Country Meadow Lane	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance	I would love to be able to bike and run along Cemetery Road but it's too dangerous because of narrow road and deep ditches too close to the roadway. The road needs to be widened with bike lanes or side walk bike and walk lanes.	Comfortable	Multi-use trails, Road-widenings (adding travel lanes), Sidewalks, Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Install medians, Walkability	Widen the road and either cover the ditches including gutters or moving them further from the roadway.	White/Caucasian	No	If Tres Ros ever gets built a real mobility plan needs to be used to address moving thousands of cars in all directions in this corridor and the surrounding area.	Male		65 or older	$75,001+
I live here	Oak Lane & Cemetery	Carpool	Every day	Roadway condition and maintenance		Very Comfortable	Road-widenings (adding travel lanes)	Improving drainage		Maybe a turn lane & enforce existing speed limits	White/Caucasian	Yes, myself, Yes, someone besides myself	Enforce existing laws	Female		65 or older	
I commute through this corridor	517 @ Cemetery	Driving alone, Carpool, Uber/Lyft/rideshare, Bike	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Multi-use trails, On-street bike lanes, Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Install medians, Walkability	Shoulders.	Prefer Not to Answer	Prefer not to Say	No	Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer

Survey Response																
What do you do along the Cemetery Road Corridor? (select all that apply)	What is the nearest intersection to your home?	How do you usually travel along the Cemetery Road corridor? (select all that apply)	How often do you travel along the Cemetery Road Corridor?	What are your biggest concerns about the Cemetery Road corridor? (select all that apply)	What are your biggest concerns about the Cemetery Road corridor? (select all that apply) (Other (please specify))	Regarding traffic safety concerns, how comfortable are you while using the corridor?	What type of transportation infrastructure / mobility options would you like to see built or expanded along Cemetery Road (select all that apply)	What do you feel are the most important priorities for Cemetery Road? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three: (Other (please specify))	Please indicate your race and/or ethnicity (select all that apply)	Do you or someone in your household have a disability? (select all that apply)	Do you have any specific suggestions or concerns related to addressing congestion, speeding, or safety for all road users on Cemetery Road?	What gender do you identify as?	What gender do you identify as? (Other (please specify))	What is your age?	Please indicate your annual income:
I live here	Countryside & Cemetery	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example			Native American/Indigenous	No		Female		55-64	$25,001 - $50,000
I commute through this corridor	Cemetery and Carolyn	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving drainage, Increasing tree cover, shade, and lighting		Clear speed limit postings	White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I live here, I commute through this corridor, I own a business here	Cemetery and 517	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance	Lack of lighting at night, lack of shoulder or median for safety.	Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Improve signal timing, Install medians	Shoulders & lighting	White/Caucasian	No		Female		25-34	$75,001+
I commute through this corridor	Hwy 6 and Holloway	Driving alone	Several times a week	Traffic congestion		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage			White/Caucasian	No		Female		55-64	$75,001+
I live here, I commute through this corridor	Cemetery Rd and Maple	Driving alone, Carpool	Several times a week	Traffic congestion, Roadway condition and maintenance		Very Comfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks		Aesthetics/Landscaping, Walkability		Prefer Not to Answer	Yes, someone besides myself		Female		65 or older	$50,001 - $75,000
I live here, I commute through this corridor, I shop / play here	1 st street	Driving alone, Bike	Every day	Safety for pedestrians and cyclists		Uncomfortable	On-street bike lanes, Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Reduced speed limits, Walkability		White/Caucasian	Yes, someone besides myself	Address limited visibility concerns at S curve (near Pine Street). Create safer opinions for pedestrians and cyclist.	Female		55-64	$75,001+
I live here, I commute through this corridor	Tower rd and Williams	Driving alone, Carpool	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing	Increase lanes at least in certain sections.	White/Caucasian	No		Female		35-44	$75,001+
I commute through this corridor	FM 1764 and I45	Driving alone	Every few months	Traffic congestion		No opinion	Roundabouts (traffic-circles)	Improving traffic flow and reducing congestion	Improve signal timing		Black or African American, White/Caucasian, Hispanic/Latino, Asian/Pacific Islander, Native American/Indigenous	No	Stop developing	Male		45-54	$75,001+
I live here, I commute through this corridor	Jack Beaver Rd and Pine	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing	Widening	White/Caucasian	No		Female		35-44	$75,001+
I live here	Major intersection nearest to me is Highway 6 and Cemetery Road.	Driving alone	Every day	Roadway condition and maintenance		Very Comfortable		Improving drainage			White/Caucasian	No	There has never been any congestion on Cemetery Road in the 26 years I have lived here. The biggest concern I have is people speeding on Cemetery Road. There are no need for lights or stop signs. I think the police just need to radar through there.	Female		45-54	$50,001 - $75,000
I live here, I commute through this corridor	Shoreview & FM 517	Driving alone	Several times a week	Safety for pedestrians and cyclists, Roadway condition and maintenance		No opinion	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks, Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike	Reduced speed limits, Walkability	sidewalks & bike lanes	Prefer Not to Answer	Yes, myself		Male		65 or older	$75,001+
I live here	Cemetery and Carolyn	Driving alone	Several times a week	Traffic congestion, Motor vehicle safety		Very uncomfortable		Improving drainage, Increasing tree cover, shade, and lighting		Leave it as is!	White/Caucasian	Yes, myself	Yes, just leave it as is. Do not want any more congestion.	Female		65 or older	Prefer Not to Answer
I live here	1st street & cemetery	Driving alone	Several times a week	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)		Install medians, Walkability		Prefer Not to Answer	No	Road conditions	Male		45-54	$75,001+
I commute through this corridor, I own a business here		Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage	Improve signal timing		Prefer Not to Answer	No		Female		65 or older	$25,000 or less
I live here, I work here, I commute through this corridor	Countryside and Cemetery	Driving alone	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance	Environmental concerns with the bayou and wildlife impacts	Comfortable		Improving drainage	Reduced speed limits		White/Caucasian	No	None of us living here want any of this to be developed any further. We want a road that is well kept and good drainage. It's hard enough to get any government body to come out here and mow and clear brush annd trash and keep the drainage up. We don't want more trash and congestion and that's what this is going to do. People already drive way too fast through here and if you make this a main thoroughfare to get from SF to Dickinson it's going to ruin the whole reason we moved out here. We don't want this. We want what's here to actually be maintained properly.	Female		55-64	$75,001+
I live here	Cemetery and Broken Arrow Rd	Driving alone	Every day	Safety for pedestrians and cyclists		Very Comfortable	Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Walkability		White/Caucasian	No		Female		35-44	Prefer Not to Answer
I live here, I commute through this corridor	Cimarron Rd	Driving alone, Carpool	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Very uncomfortable	Multi-use trails	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Walkability		White/Caucasian	No		Male		45-54	$75,001+
I live here	FM 517/Shoreline Dr.	Driving alone	Every few months	Traffic congestion		Very uncomfortable	Multi-use trails, On-street bike lanes, Roundabouts (traffic-circles), Sidewalks	Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Improve signal timing, Install medians, Aesthetics/Landscaping		White/Caucasian	Yes, someone besides myself	The Cemetery Road and FM 517 light does not adequately manage traffic flow into Dickinson. The Cemetery Road cycle should have more time, with less time allowed for travel through the light on FM 517 as a temporary measure to reduce traffic congestion within Dickinson until FM 517 can be widened.	Male		25-34	$75,001+
I live here, I commute through this corridor	Carolyn and Cemetary	Driving alone	Every day	Traffic congestion, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting			Asian/Pacific Islander	Yes, someone besides myself	Drainage needs help	Female		65 or older	$50,001 - $75,000
I live here	517	Driving alone	About once a week			Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike		Widen. Raise speed limit	White/Caucasian	No		Male		45-54	$75,001+
I live here	Cemetery and Cleo	Driving alone	Several times a week	Traffic congestion, Roadway condition and maintenance	Speed limit	Very Comfortable		Improving drainage	Reduced speed limits		Prefer Not to Answer	No	I would prefer that you leave it be and find another area	Female		55-64	$50,001 - $75,000
I live here	Cemetery & Broken Arrow Rd.	Driving alone, Carpool	Every day	Traffic congestion, Motor vehicle safety, Lack of transportation options, Roadway condition and maintenance		Comfortable		Improving drainage			Prefer Not to Answer	No		Male		45-54	Prefer Not to Answer
I live here, I commute through this corridor	Calder/FM 517	Driving alone, Carpool	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Lack of transportation options, Roadway condition and maintenance		Very uncomfortable	Bus routes/public transit, Multi-use trails, On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Increasing tree cover, shade, and lighting, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing, Install medians, Aesthetics/Landscaping		Hispanic/Latino	No	PLEASE connect to Hobbs Rd at FM 517	Male		45-54	$75,001+
I live here, I commute through this corridor	Broken Arrow	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion, Roadway condition and maintenance		Very Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example			White/Caucasian	No		Male		55-64	$75,001+
I live here	Come try and 517	Driving alone	About 1-3 times a month	Traffic congestion, Roadway condition and maintenance		No opinion	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Improve signal timing, Install medians, Walkability		White/Caucasian	No	More highway patrols not only regular vehicles Lots of dump truck long beds in a hurry If I could say that it is not just cement road The whole 517 corridor need a widen Like yesterday to accommodate all these new house	Male		55-64	Prefer Not to Answer
I commute through this corridor	Cemetery Road/FM517	Driving alone	Several times a week		You "make improvements" which add more traffic to it, making it worse and unsafe for me to travel.	Comfortable				Enforce existing speed limits	Prefer Not to Answer	No	Leave it alone!	Prefer not to Say		55-64	Prefer Not to Answer
I live here, I work here, I commute through this corridor, I shop / play here	Hwy 6 and FM 646 N	Driving alone	Several times a week	Safety for pedestrians and cyclists, Motor vehicle safety, Accessibility to local businesses and amenities, Roadway condition and maintenance		Uncomfortable	Multi-use trails, On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks, Speed tables / raised sidewalks	Making it easier and safer to walk and bike, Improving drainage, Increasing tree cover, shade, and lighting	Reduced speed limits, Aesthetics/Landscaping, Walkability		White/Caucasian	No		Female		25-34	$75,001+
I live here, I commute through this corridor, I shop / play here	Cemetery rd and 517	Driving alone, Carpool, Uber/Lyft/rideshare		Traffic congestion, Roadway condition and maintenance		Very Comfortable		Improving drainage			Prefer Not to Answer	Prefer not to Say		Prefer not to Say		Prefer Not to Answer	Prefer Not to Answer
I commute through this corridor	Cemetery & Hwy 6	Driving alone	Every day	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing		Native American/Indigenous	No		Female		55-64	Prefer Not to Answer
I commute through this corridor	FM 517	Driving alone	Several times a week	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Road-widenings (adding travel lanes), Sidewalks, Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing. Reduced speed limits, Install medians		White/Caucasian	No		Male		35-44	$75,001+
I live here, I commute through this corridor	Mount Vernon rd / Shoure	Driving alone	Several times a week	Traffic congestion	Increase in traffic. Loss of rural/residetial environment.	Very Comfortable		Improving drainage			Prefer Not to Answer	Prefer not to Say	Do not change Cemetery rd. Add another multi lane road further west of Cemetary.	Prefer not to Say		45-54	Prefer Not to Answer
I live here	Carolyn St	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance	The speed limit is way too low	Very Comfortable	Multi-use trails, On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Walkability	Increase speed limits and make separate hike/bike trail	White/Caucasian	No	Increase the speed limit, create a separate hike/bike lane, make the ditches covered	Male		65 or older	$75,001+
I commute through this corridor	Hwy 6 & 35 bypass	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Roadway condition and maintenance		Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Install medians		White/Caucasian	No		Male		65 or older	Prefer Not to Answer
I live here	Cemetery Road and FM 517	Driving alone	Every few months	Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Multi-use trails, On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike	Walkability		White/Caucasian	No	Needs to be widened	Male		35-44	$75,001+
I live here	Broken arrow rd	Driving alone	Every day	Roadway condition and maintenance		Very Comfortable		Improving drainage		There is no change needed. It is never congested. The speed limit is already only 40mph. There are no signals and none are needed!	White/Caucasian	No	I dont understand the focus on this road. its a perfect country thoroughfare as it is.	Female		55-64	$75,001+
I commute through this corridor	Cemetery rd. & FM 517	Driving alone, Telecommute (work/attend from home)	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Uncomfortable	Multi-use trails, Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Aesthetics/Landscaping		Hispanic/Latino	No	Improve the bridge by the bayou, the speed limit is great don't need to change that,road needs to be widen, and keep the ditched clean specially between the bayou and the stop light.	Male		55-64	$25,001 - $50,000
I live here	Shoreview and 517	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety		Uncomfortable	Road-widenings (adding travel lanes), Roundabouts (traffic-circles), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing, Install medians, Aesthetics/Landscaping		White/Caucasian	No		Male		45-54	$75,001+
I live here	Shoreview Drive & FM 517	Driving alone	Every few months	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Improving drainage	Reduced speed limits, Install medians, Aesthetics/Landscaping		White/Caucasian	No		Male		45-54	$75,001+
I live here	517 and cemetery	Driving alone	Every day	Roadway condition and maintenance		Very Comfortable	Multi-use trails, Sidewalks	Making it easier and safer to walk and bike, Improving drainage, Increasing tree cover, shade, and lighting	Walkability		White/Caucasian	No	No	Female		35-44	$75,001+
I commute through this corridor	Cemetary and 517	Driving alone	Several times a week	Motor vehicle safety, Roadway condition and maintenance		Very uncomfortable			Improve signal timing, Install medians	Intersection of 517 and Cemetary need monitored. People on 517 run red light all the time. DANGEROUS! People on 517 use turning lane for passing.	White/Caucasian	Yes, someone besides myself				55-64	
I commute through this corridor	Pine and Jack Beaver	Driving alone	Several times a week	Motor vehicle safety		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Install medians		White/Caucasian	No		Male		65 or older	$75,001+
I live here, I commute through this corridor	Carolyn and Cemetery	Driving alone	Every day	Safety for pedestrians and cyclists, Motor vehicle safety	Drainage	Comfortable		Making it easier and safer to walk and bike, Improving drainage		Drainage, adding a solid white line along the outside edges of the road to help at night, add about 2 feet to each side of the street (narrow shoulder) to allow more space for bicyclists, clean trash out of ditches and mow regularly, cut trees or branches that are blocking view at intersections.	White/Caucasian	No	Drainage needs to be fixed.	Female		35-44	Prefer Not to Answer

Survey Response																	
What do you do along the Cemetery Road Corridor? (select all that apply)	What is the nearest intersection to your home?	How do you usually travel along the Cemetery Road corridor? (select all that apply)	How often do you travel along the Cemetery Road Corridor?	What are your biggest concerns about the Cemetery Road corridor? (select all that apply)	What are your biggest concerns about the Cemetery Road corridor? (select all that apply) (Other (please specify))	Regarding traffic safety concerns, how comfortable are you while using the corridor?	What type of transportation infrastructure / mobility options would you like to see built or expanded along Cemetery Road (select all that apply)	What do you feel are the most important priorities for Cemetery Road? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three:	What improvements can be made to improve the corridor? Pick up to three: (Other (please specify))	Please indicate your race and/or ethnicity (select all that apply)	Do you or someone in your household have a disability? (select all that apply)	Do you have any specific suggestions or concerns related to addressing congestion, speeding, or safety for all road users on Cemetery Road?	What gender do you identify as?	What gender do you identify as? (Other (please specify))	What is your age?	Please indicate your annual income:
I live here	Countryside & Cemetery	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example			Native American/Indigenous	No		Female		55-64	$25,001 - $50,000
I commute through this corridor	Cemetery and Carolyn	Driving alone	Several times a week	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving drainage, Increasing tree cover, shade, and lighting		Clear speed limit postings	White/Caucasian	No		Female		65 or older	Prefer Not to Answer
I live here, I commute through this corridor, I own a business here	Cemetery and 517	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance	Lack of lighting at night, lack of shoulder or median for safety.	Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks	Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting	Improve signal timing, Install medians	Shoulders & lighting	White/Caucasian	No		Female		25-34	$75,001+
I commute through this corridor	Hwy 6 and Holloway	Driving alone	Several times a week	Traffic congestion		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage			White/Caucasian	No		Female		55-64	$75,001+
I live here, I commute through this corridor	Cemetery Rd and Maple	Driving alone, Carpool	Several times a week	Traffic congestion, Roadway condition and maintenance		Very Comfortable	On-street bike lanes, Road-widenings (adding travel lanes), Sidewalks		Aesthetics/Landscaping, Walkability		Prefer Not to Answer	Yes, someone besides myself		Female		65 or older	$50,001 - $75,000
I live here, I commute through this corridor, I shop / play here	1 st street	Driving alone, Bike	Every day	Safety for pedestrians and cyclists		Uncomfortable	On-street bike lanes, Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Reduced speed limits, Walkability		White/Caucasian	Yes, someone besides myself	Address limited visibility concerns at S curve (near Pine Street). Create safer opinions for pedestrians and cyclist.	Female		55-64	$75,001+
I live here, I commute through this corridor	Tower rd and Williams	Driving alone, Carpool	Every day	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage, Increasing tree cover, shade, and lighting	Improve signal timing	Increase lanes at least in certain sections.	White/Caucasian	No		Female		35-44	$75,001+
I commute through this corridor	FM 1764 and I45	Driving alone	Every few months	Traffic congestion		No opinion	Roundabouts (traffic-circles)	Improving traffic flow and reducing congestion	Improve signal timing		Black or African American, White/Caucasian, Hispanic/Latino, Asian/Pacific Islander, Native American/Indigenous	No	Stop developing	Male		45-54	$75,001+
I live here, I commute through this corridor	Jack Beaver Rd and Pine	Driving alone, Telecommute (work/attend from home)	Every day	Traffic congestion, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion	Improve signal timing	Widening	White/Caucasian	No		Female		35-44	$75,001+
I live here	FM 517	Driving alone, Bike	Several times a week	Safety for pedestrians and cyclists		Uncomfortable	On-street bike lanes, Road-widenings (adding travel lanes)	Making it easier and safer to walk and bike	Install medians, Walkability		Black or African American	No	Bike and walk lane installation	Male		55-64	$75,001+
I live here	Hwy 6	Driving alone	Every day	Traffic congestion, Motor vehicle safety		No opinion	Speed tables / raised sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Increasing tree cover, shade, and lighting		Stop the NASCAR drivers & trucks that come thru!	White/Caucasian	Prefer not to Say	Reducing speed does NOT help. Putting speed bumps slows traffic & makes them more likely to take FM 646 as their thru fare!	Female		65 or older	$75,001+
I live here	Garden street and Scott Cemetery	Driving alone	Every day		Road cannot be widened or would be VERY invasive to my home	Very Comfortable				The road is fine as is...no construction or expansion needed	White/Caucasian	No	No	Female		55-64	$50,001 - $75,000
I commute through this corridor	517 frn and Cemetery Road	Driving alone	Every day	Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage	Improve signal timing	For example I drive down 4th street and go on Cemetery Road and you have to pull out almost in the lane on Cemetery road to see if you can pull out onto Cemetery Road due to trees and telephone poles I'm sure other intersections are the same and tree limbs in turns need to be trimmed back and	White/Caucasian	No	Near the bridge in the turn people tend to come across the double yellow into the opposite lane cause they are speeding and there needs to be fog light warnings at turns I had a friend neck his motorcycle in the ditch in the same turn due to fog!	Male		18-24	$25,001 - $50,000
I commute through this corridor	Cemetery road and hwy 6	Driving alone	About 1-3 times a month	Traffic congestion, Motor vehicle safety, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes)	Improving traffic flow and reducing congestion, Improving drainage	Improve signal timing		White/Caucasian	No	n/a	Male		35-44	$75,001+
I own a business here	Closest intersection to my business is FM 517 And Cemetery Rd.	Driving alone	Every day	Traffic congestion, Accessibility to local businesses and amenities		Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion	Improve signal timing		White/Caucasian	No		Female		25-34	$75,001+
I live here	Cemetery/Broken Arrow	Driving alone	Every day	Traffic congestion, Safety for pedestrians and cyclists, Motor vehicle safety		Very Comfortable	Sidewalks	Making it easier and safer to walk and bike, Improving drainage	Walkability		White/Caucasian	Yes, someone besides myself	I do not want the road to be widened. My driveway is on Cemetery Rd and it would make it even more difficult to get in/out. It would also increase road noise. Why when a road that is so close to the recently widened 646? I think a wider corridor would be more beneficial closer to Tower Rd/Santa Fe High School area. That would better service Lakes of Bay Area as well as other subdivisions that are being built near there. This would cut down traffic on the already dangerous 517!	Female		45-54	$75,001+
I commute through this corridor	Fir and Tower	Driving alone	About once a week		I don't have any concerns	Very Comfortable				Leave as is	White/Caucasian	No	Leave things quiet and neighborly	Female		55-64	$75,001+
I commute through this corridor, I go to school here	646 and 1764	Driving alone	Every day	Safety for pedestrians and cyclists, Roadway condition and maintenance		Comfortable	Road-widenings (adding travel lanes), Roundabouts (traffic-circles), Sidewalks	Improving traffic flow and reducing congestion, Making it easier and safer to walk and bike, Incorporating Intelligent Transportation Systems and innovative solutions, such as flood gauge monitoring systems, for example	Improve signal timing		Hispanic/Latino	No		Male		18-24	Prefer Not to Answer
I live here, I commute through this corridor	4th street	Driving alone, Telecommute (work/attend from home)	Several times a week	Traffic congestion, Roadway condition and maintenance	Impact on 4th street as a "bypass" for 517 congestion.	Comfortable	Road-widenings (adding travel lanes), Sidewalks	Improving traffic flow and reducing congestion, Improving drainage	Reduced speed limits	More room to enter/exit intersections	Prefer Not to Answer	Yes, someone besides myself	Frequently the excessive speeding is a problem. More speed bumps. More regular police patrols.	Male		45-54	$75,001+

Cemetery Road Corridor Study

Public Engagement Key Takeaways

Meeting #1 – August 22, 2024

The first public event for the Cemetery Road Corridor Study was held August 22, 2024, at the Runge Park Community Center. The main purpose of the first public event was to gather feedback regarding desired improvements or known issues / constraints from community members who live or travel along Cemetery Road. This document outlines key takeaways and feedback gathered by Halff staff.

- Many participants live directly along Cemetery Rd. or along nearby streets and travel on Cemetery Rd. daily to reach desired destinations, such as to the cities of League City and Webster.
- Some participants expressed concern regarding incoming residential development causing congestion along Cemetery Rd.
- Some participants would like to see Cemetery Rd. widened to accommodate future traffic, while others don't want any improvements made to the road.
- Participants would like to preserve and maintain the country aspect of the corridor, with many participants noting significant changes that have occurred over the years with new residential development near the corridor.
- Drainage improvements was the most selected priority, with 18 stickers on the interactive board.
    - Many residents along Cemetery Rd. mentioned severe drainage problems near Carolyn Street
    - Participants noted severe overgrowth along drainage ditches prevents water from flowing, which causes water to rise onto the roadway
- Participants would like to see the existing speed limits enforced along the corridor, with many participants stating vehicle traffic is too fast.
- Participants mentioned on-going speculation surrounding the County utilizing eminent domain to acquire their property for roadway expansion along Cemetery Rd. and sharing their unwillingness to sell their land if it were true.

How does Cemetery Road impact YOU?

¿Cómo te impacta Cemetery Road?

Place a sticker on the map for where you live, work, and spend time in the area.

Coloque una pegatina en el mapa indicando dónde vive, trabaja y pasa tiempo en el área.

LEAGUE CITY

517

517

45

Dickinson Bayou

DICKINSON

646

4th St.

Cemetery Rd.

Avenue J

SANTA FE

1764

6

Avenue T

New development and trailer park will generate more traffic getting to CR. Ginger St country side and ~~South~~

I live on Elm — Cemetary Rd is our ave. to go Anywhere! we go to L.C, Webster to drs & Church

Legend

- Study Area
- City Boundary
- Unincorporated Galveston County
- Bodies of Water
- Parks/Open Spaces

N

0 0.4 0.8 1.6

Miles

Stickers

- Where do you live? *¿Dónde vives?*
- Where do you work? *¿Dónde trabajas?*
- Where else do you go? *¿Otros lugares?*
  - School / Library — *Escuela / Biblioteca*
  - Entertainment / Recreation — *Entretenimiento / Recreación*
  - Restaurants — *Restaurantes*
  - Shopping — *Centro comercial*
  - Church — *Iglesia*

What type of transportation mobility options would you like to see built or expanded along Cemetery Road?

¿Qué tipo de opciones de movilidad de transporte le gustaría que se construyeran a lo largo de la carretera?

Place a sticker in the spaces below to indicate your answer.

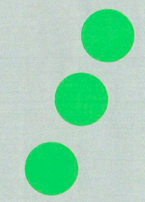
Coloque una pegatina en los espacios a continuación para indicar su respuesta.

Public Transit (Bus Routes)
Transporte público (autobuses)



Multi-Use Trails
Senderos de usos múltiples

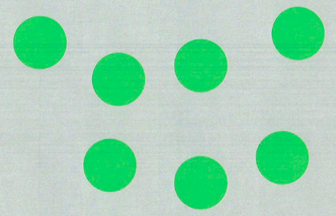
On-Street Bike Lanes
Carriles para bicicletas



Sidewalks
Aceras / Banquetas



Road Widening
Ampliación de carretera

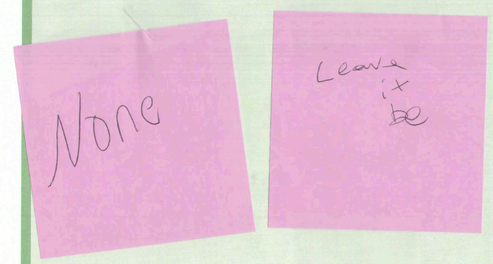


Roundabout / Traffic Circle
Rotonda / Redoma

Speed Table / Raised Sidewalks
Pasos de peatones elevados

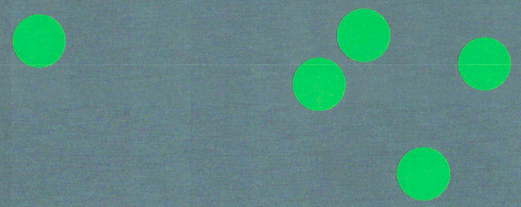
Have something else in mind? Leave a comment on a sticky note in the space below.

¿Tienes algo más en mente? Deja un comentario en una nota adhesiva en el espacio de abajo.



What do you feel are the most important priorities for Cemetery Road?
¿Cuáles son las prioridades más importantes de Cemetery Road?

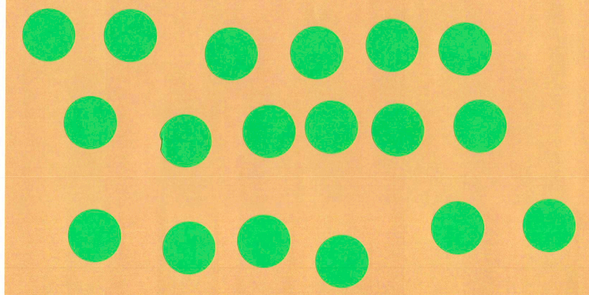
Improving traffic flow and reducing congestion.
Mejorar el flujo de tráfico y reducir la congestión.



Making it easier and safer to walk and bike.
Hacer que sea más fácil y seguro caminar y andar en bicicleta.



Improving the drainage of water.
Mejorar el drenaje del agua.

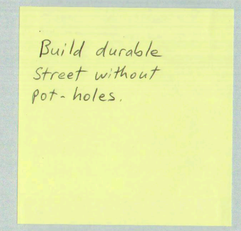


Preserving and improving tree cover, shade, and lighting.
Preservar y mejorar la cubierta vegetal, la sombra e iluminación.



Incorporating innovative solutions
(Intelligent Transportation Systems, flood gauge monitoring, etc.)
Incorporar soluciones innovadoras
(Sistemas de Transporte Inteligentes, monitoreo de inundaciones, etc.)

Have something else in mind?
Leave a comment on a sticky note in the space below.
¿Tienes algo más en mente?
Deja un comentario en una nota adhesiva en el espacio de abajo.



What changes can be made to improve Cemetery Road?

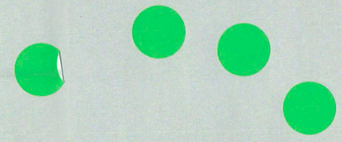
¿Qué cambios se pueden hacer para mejorar Cemetery Road?

Place a sticker in the spaces below to indicate your answer.

Coloque una pegatina en los espacios a continuación para indicar su respuesta.

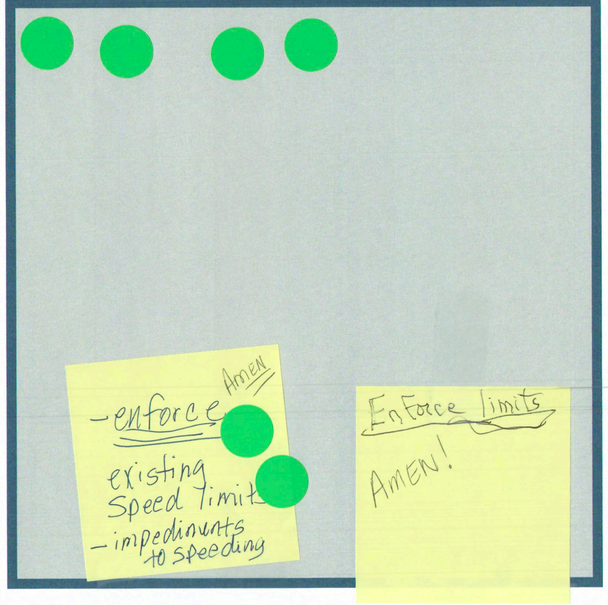
Improve Signal Timing

Mejorar la sincronización de los semáforos



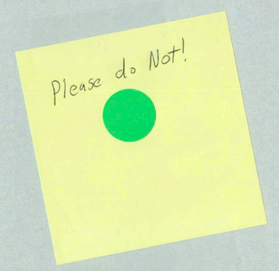
Reduce Speed Limits

Reducir los límites de velocidad



Install Raised Median

Instalar mediana elevada o separador central

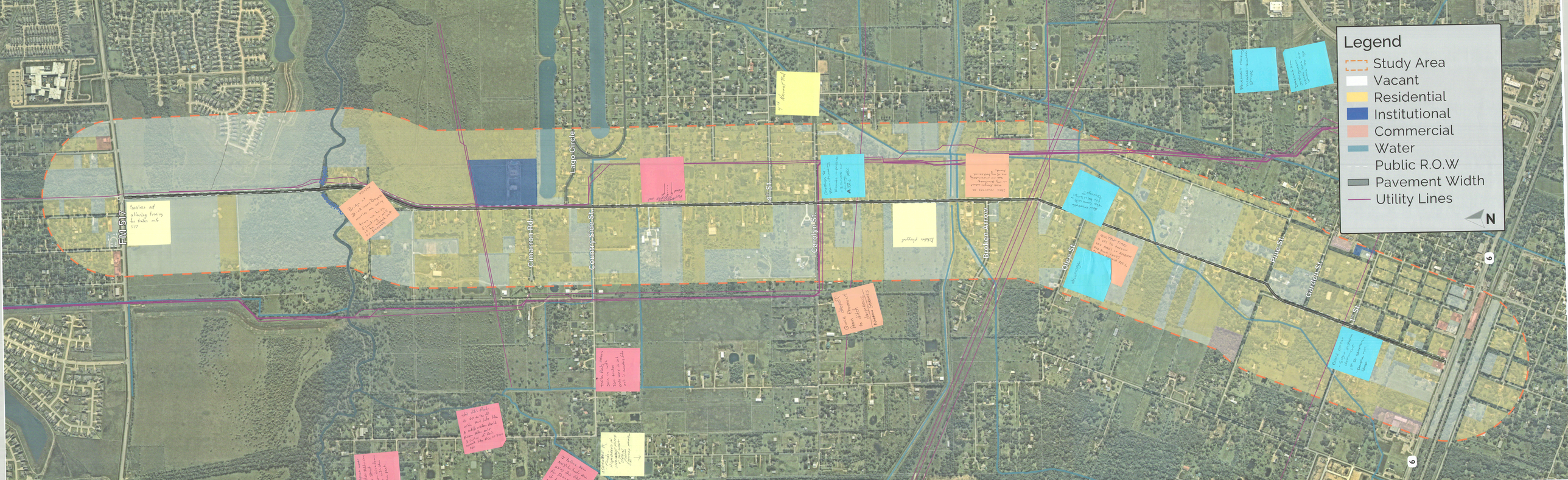


Landscaping / Beautification

Paisajismo / Embellecimiento

Have something else in mind? Leave a comment on a sticky note in the space to the right.

¿Tienes algo más en mente? Deje un comentario en una nota adhesiva en el espacio de la derecha.


Legend
Study Area
Vacant
Residential
Institutional
Commercial
Water
Public R.O.W
Pavement Width
Utility Lines
N
FM 517
Cimarron Rd.
Country Side St.
Lago Circle
4th St.
Carolyn St.
Broken Arrow
Olp St.
Pine St.
Garden St.
11th St.
9
9

Cemetery Road Corridor Study
Open House #2 Comment Card

1. What are your thoughts on the three Conceptual Alternatives?

2. Understanding that the three alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
    a. Sidewalk on one side, Shared-use path on the other
    b. Shared-use path on both sides of roadway
    c. Sidewalk on both sides of roadway
    d. Shared-use path on one side of roadway
    e. Sidewalk on one side of roadway
    f. No Sidewalk or Shared-use path

4. What is your preference for the median?
    a. Continuous center turn lane throughout corridor
    b. Raised median with left turn cutouts at designated locations
    c. No median

5. Which conceptual alternative do you prefer?
    a. Alternative A (3-Lanes with Center Turn Lane)
    b. Alternative B (4-Lanes with Raised Median)
    c. Alternative C (4-Lanes to 3-Lanes south of Carolyn Rd. w/ Center Turn Lane)
    d. No Build (Cemetery Road as it is today)

6. Additional comments

Index	Q1	Q2	Q3	Q4	Q6
1	B	Sad for the people on this road	Shared-use path on one side of roadway	No median	Improve the drainage better than the impact that these roads will create. Deepen and widen New Bayou.
2	- 'B' makes most sense long term; 4 lanes and center turn - I think they are underestimating traffic heading south to plants, suppliers, stores, restaurants, etc. - Need to understand cut throughs from Tres Rios to Cemetery - Need clarity on 4 point turn layout to minimize traffic doing u-turns to get to other property/businesses	- Suggest mini width - sidewalk/path on one side only - Work to straighten out curves and s-curves as much as possible - Need clarity of # and placements of stop lights	Shared-use path on one side of roadway	Continuous center turn lane throughout corridor	- Suggest developing full list of resources or all work timing, FTE, equipment, etc. for all work to be performed in the next 10 years - Roads: Parkway, 517, Cemetery, Hobbs, SH 6, etc. Building: Tres Rios, manufactured homes, Arcadia Station, Pedregal South, Duncan Tract, west of Duncan Tract, etc.
3	I don't like any of them		No sidewalk or shared-use path	No median	Please make sure and include all residents in corridor
4	All three do not meet the needs of the County or City of Santa Fe. Hwy 646 is already here and does the job	No info on drainage, increased property taxes is of no concern	No sidewalk or shared-use path	No median	Waste of taxpayer money. The community and others do not require it.
5	A, but you are taking their property	Taking other people's property is [not] right. They worked hard for it!!!	No sidewalk or shared-use path	No median	If it has to be done [prefers A]. Rather leave things alone
6	The new one is better	Who pays for wells that will be lost for right of way?	No sidewalk or shared-use path	No median	C is a better option
7			No sidewalk or shared-use path	No median	
8	Disagree, this would destroy my property	This is residential. Keep it family oriented.	No sidewalk or shared-use path	No median	
9	I like it the way it is - 2 lane rd - its part of the reason why we moved out there. Should really be widening 517.	This is a residential area. Please reconsider.	No sidewalk or shared-use path	No median	
10					DO NOT BUILD
11	Option A is the only one I think would be OK. I'd rather not widen it at all.	I don't think there needs to be 2 sidewalks. Many houses are already close to the road.	Shared-use path on one side of roadway	Continuous center turn lane throughout corridor	
12	Rather not, but option A	Take away one sidewalk, make remaining path side shared pathway to lessen impact of total size width	Shared-use path on one side of roadway (nothing on other side)	Continuous center turn lane throughout corridor	
13	B	B	Shared-use path on one side of roadway	Continuous center turn lane throughout corridor	
14	B	B	Shared-use path on one side of roadway	Continuous center turn lane throughout corridor	
15	All are good concepts	I am happy that drainage is being prioritized	Sidewalk on both sides of roadway	Continuous center turn lane throughout corridor	Good work
16			Sidewalk on one side of roadway	Continuous center turn lane throughout corridor	
17					
18		It's unclear the effect oof the proposed on individual land owners. It appears that there will be many incidents where extra land will be needed. How will that work? Compensation? What about living structures? Will there be noise abatement? Walls/fences?	Shared-use path on both sides of roadway	Continuous center turn lane throughout corridor	
19	I saw the water district tie-in to Hobbs was different. Check w/ them?		No sidewalk or shared-use path	Continuous center turn lane throughout corridor	
20		Need new road but I don't want to lose property		No median	I like quiet!

Index	Q1	Q2	Q3	Q4	Q6
21	Has overpass idea been considered (similar to I 46) Appreciate efforts as traffic is getting heavy due to increase in homes now being built	I like road expansion is pushing west. With expansion of 517 are there any other options to add another street parallel to Cemetery Road and keep Cemetery Road "as is"	No sidewalk or shared-use path	Continuous center turn lane throughout corridor	
22	Do not want any of these. If we have to the less intrusive (A). Worrying about flooding. We did not flood in Harvey.	Not right to take peoples land. We already have 646.	No sidewalk or shared-use path	Continuous center turn lane throughout corridor	Need to widen 517 first it is the traffic jam
23	Do not care for any of these		No sidewalk or shared-use path	No median	Worried about flooding
24	None! How about street lighting	Know its happening, sucks swamp water	No sidewalk or shared-use path	Continuous center turn lane throughout corridor	Power lines, trees, landscaping, etc. all would be gone. Continuous traffic coming out my driveway!
25	2 lanes	Good job, 2 lanes	No sidewalk or shared-use path	No median	
26		Concrete existing two lanes, no widening	No sidewalk or shared-use path	No median	
27			Sidewalk on one side, shared-use path on the other	Continuous center turn lane throughout corridor	We need street lights. Natural gas
28	Alternative A seems to be optimal for future growth. The one that squeezes down to 2 lane with center turn lane is useless for future traffic growth	I would like to see the road addition for width split between both sides with though on how it will effect peoples property	Shared-use path on both sides of roadway	Continuous center turn lane throughout corridor	Raised median with left-turn cutouts will cause u-turns a safety issue. We have trailers and tow campers in and out of our property
29					
30	I think they are good	I think they will help with traffic	Sidewalk on one side of roadway	Continuous center turn lane throughout corridor	
31			Shared-use path on both sides of roadway		
32	Leave it alone		No sidewalk or shared-use path	No median	
33	They are fine as long as no street lights on Cemetery and control the speed. Needs lights added to plan		Sidewalk on both sides of roadway	Continuous center turn lane throughout corridor	
34			Shared-use path on one side of roadway	Continuous center turn lane throughout corridor	Need traffic control at Cemetery & 4th St NOW
35	Option C seems like a problem where Cemetery necks down from four lanes to three		Shared-use path on one side of roadway	Continuous center turn lane throughout corridor	
36	Alternative B looks great		Shared-use path on both sides of roadway	Raised median	
37	A is the best. B takes too much property of my front yard. My very newly build well and hardened well house would be in the road. C would be impossible to get out of my driveway.		No sidewalk or shared-use path	No median	Look at Calder Dr in League City
38	Option A is the best of the worst. Option B takes too much property from our house and the road is in my front porch. Takes out my wellhouse with all electric for backup generator. Option C will be impossible to get out of my house	Those utility poles and take property from both sides	No sidewalk or shared-use path	No median	Look at Calder Dr in League City. This is not a planned community. I am one of the few people who ever walks on Cemetery
39		Very vague and hard to read maps	No sidewalk or shared-use path	No median	The information as presented is unclear
40		A seems to be less invasive	No sidewalk or shared-use path	Continuous center turn lane throughout corridor	Hate this - please stay the lovely country area that we have
41			No sidewalk or shared-use path		
42			Sidewalk on one side of roadway	No median	

Index	Q1	Q2	Q3	Q4	Q6
43			Sidewalk on one side of roadway	No median	
44	Obviously, Sante Fe is expanding. But I like Cemetery the way it is. I will lose my property as I have a small lot right off Cemetery.	Its chaos.	Sidewalk on one side of roadway	Continuous center turn lane throughout corridor	- We need more lighting down Cemetery - Cemetery is dangerous. I don't want the street at my back door where my children play. - I do not want to lose my property.

halff

H-GAC Houston-Galveston Area Council

Sign-In

February 12, 2025
2:00PM – 3:30PM
Focus Group Meeting
Galveston County Cemetery Road Corridor Study
Houston-Galveston Area Council

Name	Agency and Role
MARK TOWNSEND	CITY OF DICKINSON COUNCIL
Bill Schick	City of Dickinson
MICHAEL SHANNON	GALVESTON COUNTY
DENNIS WAGNER	GAL. CO. DDI
Billy Creppon	City of Santa-Fe
Robert Shores	City of SANTA FE
Roger McCoy	Resident
Ed Horan	Resident
Keith AUSTIN	DDI Commissioner
Georgia Argentine	City of Santa Fe
Bob Atkins	SANTA Fe ISD
Ameena Padaith	City & League City.
LUIS MONTES-SUAREZ	SFISD TRANSPORTATION
Ruben Chapa	SFISD Transportation

Houston-Galveston Area Council

Cemetery Road Corridor Study
Afternoon Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

To me Alternative B is the only way to go.
I don't like the raised median.

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

We're 10-20 ~~inches~~ years behind.

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   c. No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

6. Additional comments

Good luck!

Conceptual alternatives on back

Cemetery Road Corridor Study
Afternoon Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

Prefer Alt 1 with raised median (grass).
(Depending on projected AADT)

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

Prefer Alt 1.

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other ✓
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations ✓
   c. No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)
   d - 3 lane with raised median

6. Additional comments

Conceptual alternatives on back

Cemetery Road Corridor Study
Afternoon Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

4 lanes w/median only thing that makes sense due to incoming development

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

needs to be done

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   (b) Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   (a.) Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   c. No median

5. Which conceptual alternative do you prefer?
   (a.) Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

6. Additional comments

Conceptual alternatives on back

Cemetery Road Corridor Study
Afternoon Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?
Continuous raised medians may pose issues for residents. Gapped raised medians may be more beneficial for residents, busses and emergency services.

I do agree that the final concept should have pedestrian paths.

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?
Hydrology studies should be done asap to determine feasability of alternative B.

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   c. No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

6. Additional comments

Conceptual alternatives on back

halff

Houston-Galveston Area Council

Sign-In

February 12, 2025
6:00PM – 7:30PM
Focus Group Meeting
Galveston County Cemetery Road Corridor Study
Houston-Galveston Area Council

Name	Agency and Role
Kat Joel-Reich	Community Member
Adrian Keith	~
Deborah Keith	✓ ✓
[illegible]	" "

Cemetery Road Corridor Study
~~Afternoon~~ Evening Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

The least the better of any choice

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

1) Existing
2) Alt A

~~B~~ B!!!

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   (1) a. Continuous center turn lane throughout corridor
   ~~b. Raised median with left turn cutouts at designated locations~~ Absolutely Not
   (2) c. No median

5. Which conceptual alternative do you prefer?
   2) a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   3) b. Conceptual Alternative B (4-Lanes with Raised Median)
   1) c. No Build (Cemetery Road as it is today)

6. Additional comments

Think about Environmental Mitigation when it comes to 100-200 year trees - DO NOT DISPLACE FOR ANY REASON

make it timeless to 517 only

Conceptual alternatives on back

Cemetery Road Corridor Study
~~Afternoon~~ Evening Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

I don't want to have to give up my property
Going South on Cemetery Road is going to have less
Than going North - Start expansion at Cimerone going
North

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   c. No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

6. Additional comments

Conceptual alternatives on back

Cemetery Road Corridor Study
~~Afternoon~~ Evening Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

Definetly more discussion -
more Knowledge of growing community.

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

Okay

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   c. No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

A Hwy 6 to Cimarron.
Cimarron North to 517

6. Additional comments

Conceptual alternatives on back

Cemetery Road Corridor Study
~~Afternoon~~ Focus Group Comment Card
EVENING

1. What are your thoughts on the two Conceptual Alternatives?

Leave it be below Cimeron

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way? A only or None

B will not work to haul Live stock

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   c. No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

6. Additional comments

Cimerion to 517 only

Leave Hwy 6 End alone

Conceptual alternatives on back

Sign-In

February 12, 2025
2:00PM – 3:30PM
Focus Group Meeting
Galveston County Cemetery Road Corridor Study
Houston-Galveston Area Council

Name	Agency and Role
MARK TOWNSEND	CITY OF DICKINSON COUNCIL
Bill Schick	City of Dickinson
MICHAEL SHANNON	GALVESTON COUNTY
DENNIS WAGNER	GAL. CO. DDI
Billy Creppon	City of Santa-Fe
Robert Shores	City of SANTA FE
Roger McCorry	Resident
Ed Horan	Resident
Keith AUSTIN	DDI Commissioner
Georgia Argentine	City of Santa Fe
Bob Atkins	SANTA Fe ISD
Ameena Padath	City of League City
LUIS MONTES-SUAREZ	SFISD TRANSPORTATION
Ruben Chapa	SFISD Transportation

Cemetery Road Corridor Study
Afternoon Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

To me Alternative B is the only way to go.
I don't like the raised median.

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

We're 10-20 ~~inches~~ years behind.

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   (e) Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   (c) No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   (b) Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

6. Additional comments

Good luck!

Conceptual alternatives on back

Cemetery Road Corridor Study
Afternoon Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

Prefer Alt 1 with raised median (grass).
(Depending on projected AADT)

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

Prefer Alt 1.

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other ✓
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations ✓
   c. No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)
   d - 3 lane with raised median

6. Additional comments

Conceptual alternatives on back

Cemetery Road Corridor Study
Afternoon Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?

4 lanes w/median only thing that makes sense due to incoming development

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?

needs to be done

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   (b) Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   (a.) Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   c. No median

5. Which conceptual alternative do you prefer?
   (a.) Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

6. Additional comments

Conceptual alternatives on back

Cemetery Road Corridor Study
Afternoon Focus Group Comment Card

1. What are your thoughts on the two Conceptual Alternatives?
   Continuous raised medians may pose issues for residents. Gapped raised medians may be more beneficial for residents, busses and emergency services.

   I do agree that the final concept should have pedestrian paths.

2. Understanding that the two alternatives are conceptual and more detailed engineering and environmental analysis is upcoming; what are your initial reactions to the Conceptual Alternatives effect on existing and proposed right-of-way?
   Hydrology studies should be done asap to determine feasability of alternative B.

3. What is your preference for a sidewalk (5 ft. width) and/or shared-use path (10 ft. width)?
   a. Sidewalk on one side, Shared-use path on the other
   b. Shared-use path on both sides of roadway
   c. Sidewalk on both sides of roadway
   d. Shared-use path on one side of roadway
   e. Sidewalk on one side of roadway
   f. No Sidewalk or Shared-use path

4. What is your preference for the median?
   a. Continuous center turn lane throughout corridor
   b. Raised median with left turn cutouts at designated locations
   c. No median

5. Which conceptual alternative do you prefer?
   a. Conceptual Alternative A (3-Lanes with Center Turn Lane)
   b. Conceptual Alternative B (4-Lanes with Raised Median)
   c. No Build (Cemetery Road as it is today)

6. Additional comments

Conceptual alternatives on back




Cemetery Road Corridor Study
Steering Committee Meeting #1




June 17, 2024

Regional Collaboration • Transportation Planning • Multimodal Mobility

Houston-Galveston Area Council

Agenda



- Welcome
- Agenda
- Introductions
- Roles and Responsibilities
- Project Overview
- Next Steps

Introductions



- Consultant Team
- H-GAC
- Galveston County (Project Sponsor)
- Galveston County Precinct 4
- Galveston County Drainage District 1
- City of Santa Fe
- City of Dickinson
- City of League City
- TxDOT

Role of the Steering Committee



- Attend the three (3) planned meetings
- Provide feedback on deliverables
- Recommend stakeholder members
- Provide data as requested
- Guide plan implementation standards/criteria
- Attend and spread the word about public events

Do you prefer to meet in person or virtually?

Project Overview

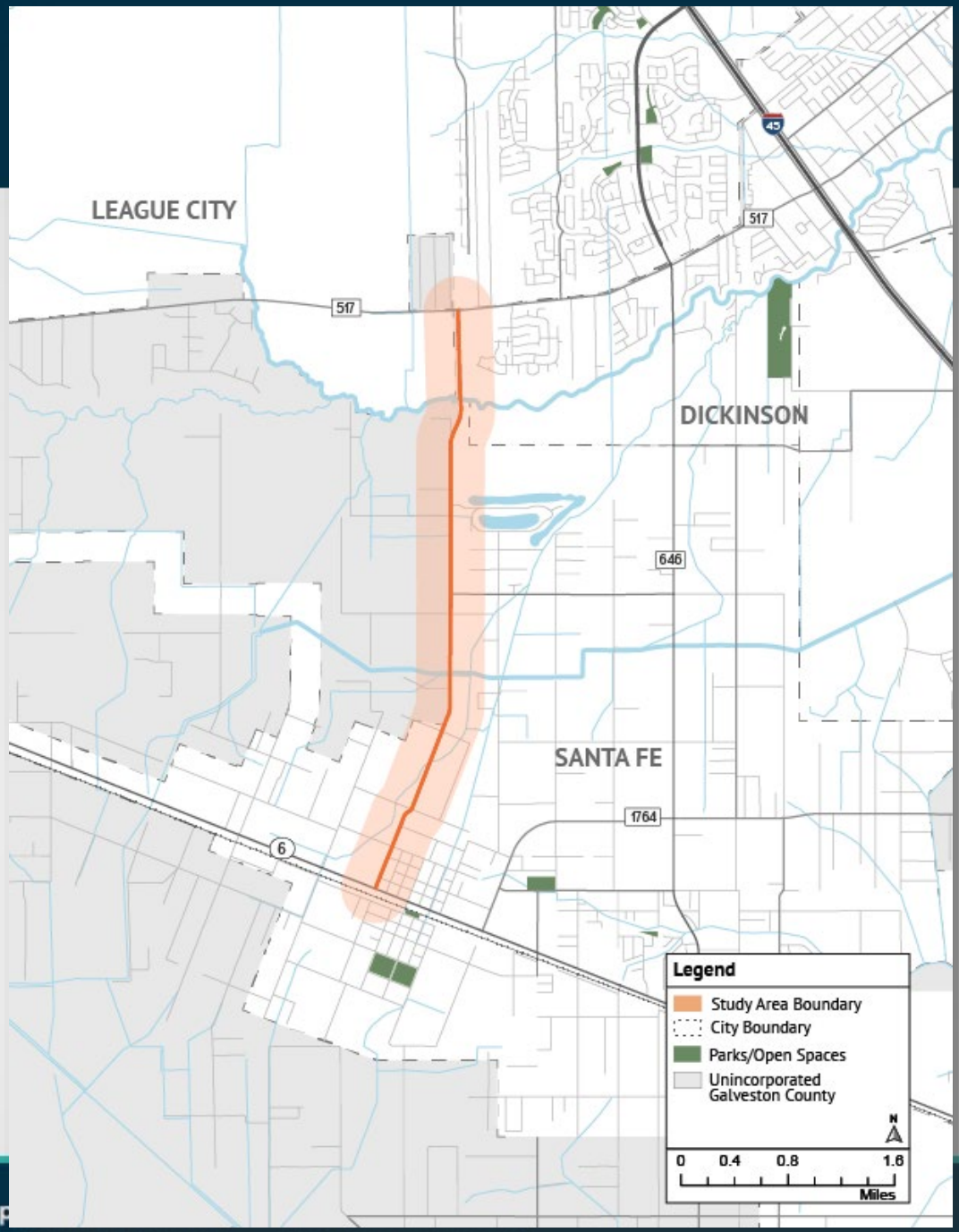
Project Overview



- Study Area
- Success Statement
- Schedule
- Deliverables
- Existing Conditions
- Public Involvement

Study Area

- 3.76 miles from SH 6 to FM 517
- Jurisdictions Involved
  - Galveston County
  - Santa Fe
  - Dickinson
  - League City
- Land Use
  - Single-family residential estate
  - Vacant, developable land



Houston-Galveston Area Council

Success Statements



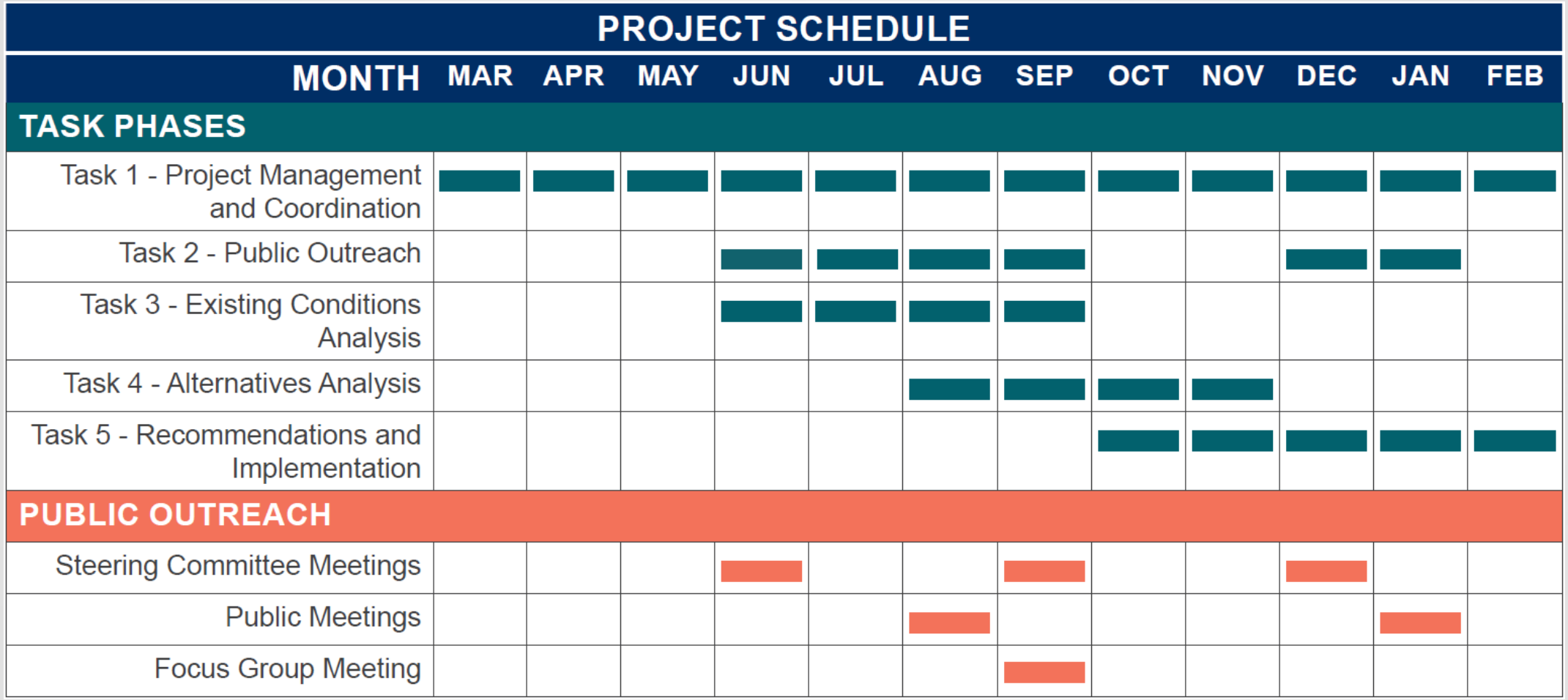
The Cemetery Road Corridor Study will…

…identify short-, medium-, and long-range needs.

…reflect the local and regional priorities for multimodal mobility.

…result in an actionable plan with planning-level cost estimates and funding sources.

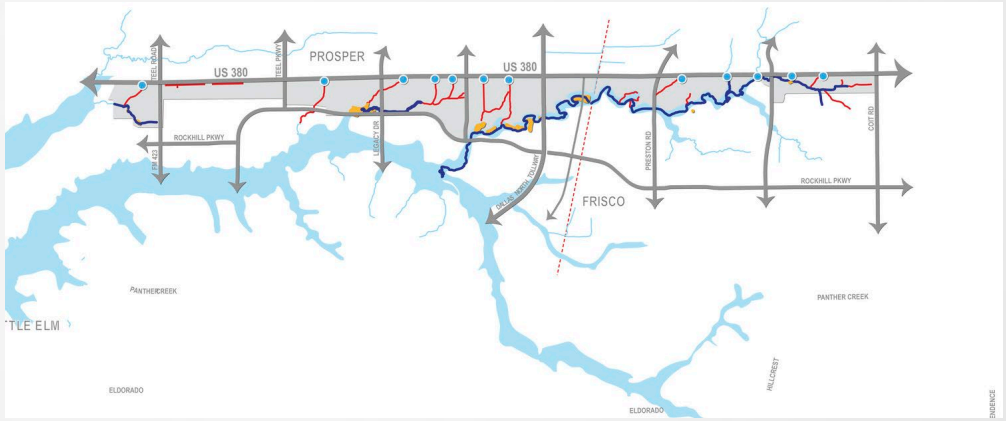
Project Schedule



Project Overview - Deliverables



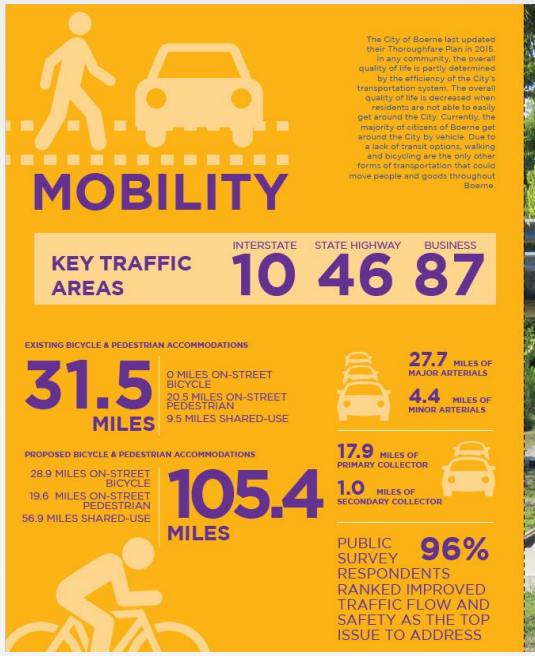
- Task 1
  - Report Plan/Template
  - Project Management Plan
  - Monthly Invoicing
  - Project Schedule
- Task 2
  - Public Outreach Plan
  - Meeting Materials/Summary
  - Content for Website/Interactive Map/Survey
- Task 3
  - Existing Conditions Factbook
  - Regulatory Review
  - Data Collection Summary
  - Needs Analysis

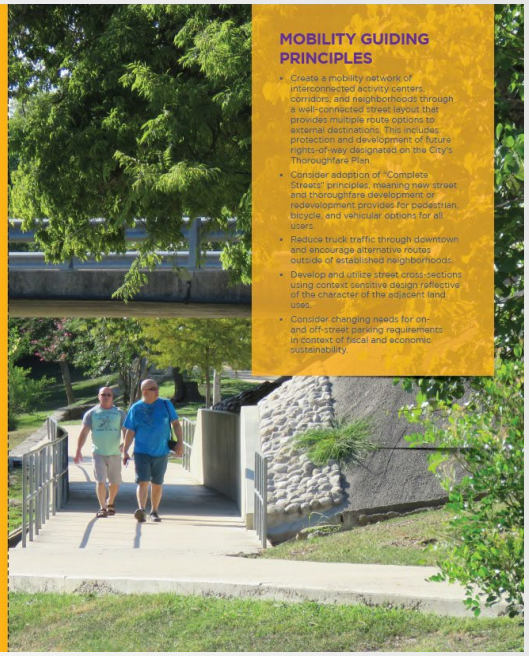


Project Overview - Deliverables



- Task 4
  - Alternatives Analysis Memo
  - Conceptual Rendering
  - Evaluation Matrix
  - Cost-Estimates
- Task 5
  - Final Report
  - Implementation Action Plan Workbook
  - H-GAC Project Tracker





Existing Conditions

What additional trends, challenges, or opportunities should we consider?



Sources

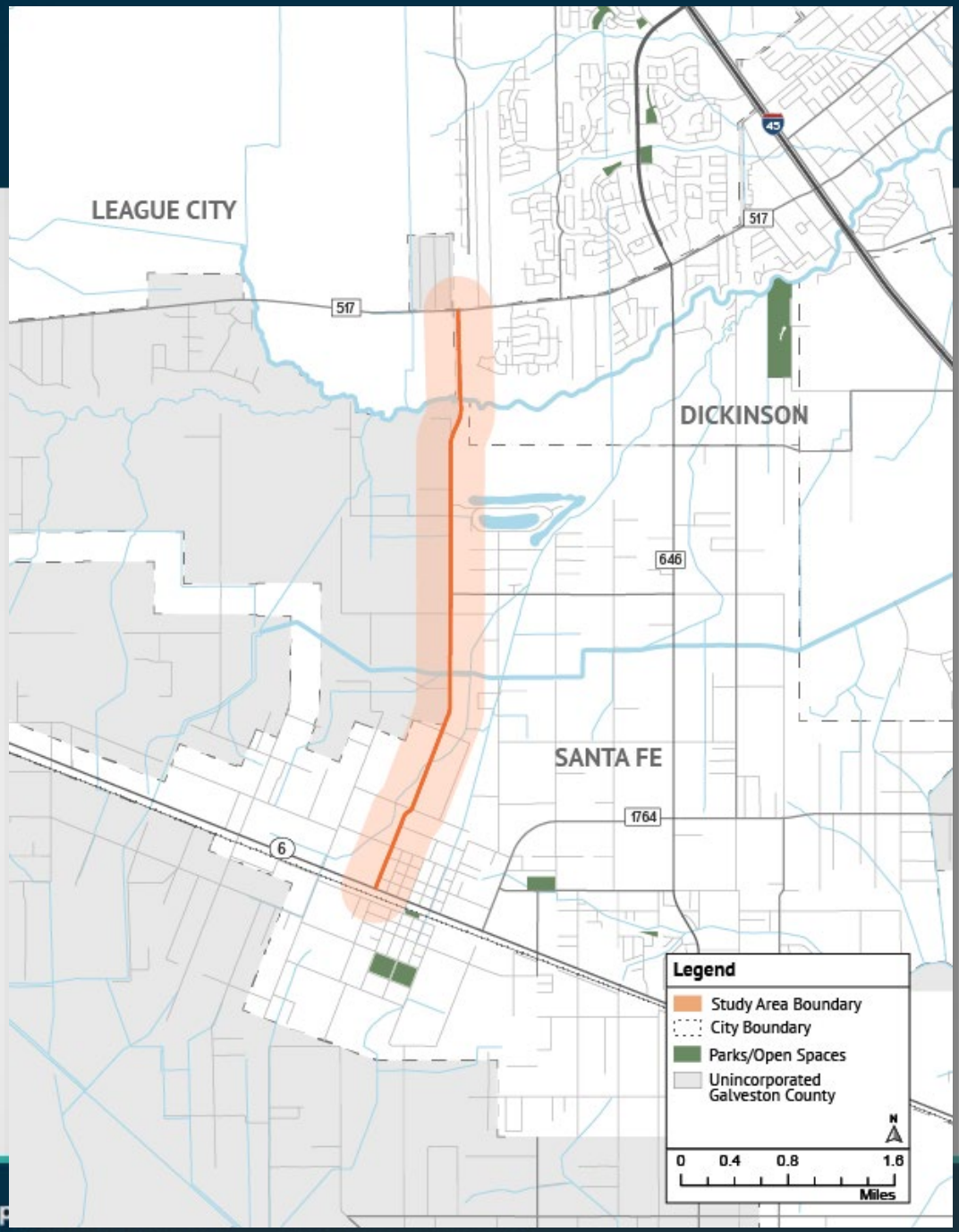
- Previous Plans
- Design Manuals
- **City**
  - Boundary
  - Land Use
  - Zoning
  - Projects
  - Thoroughfare Plan
- **Public Data**
  - Demographics
  - Floodplain
  - Drainage
  - Traffic Counts
  - Projects

Initial Observations

- New development
- Population and employment growth
- Network connectivity
- Environmental and utility constraints
- Right-of-way constraints
- Multimodal opportunity

Study Area

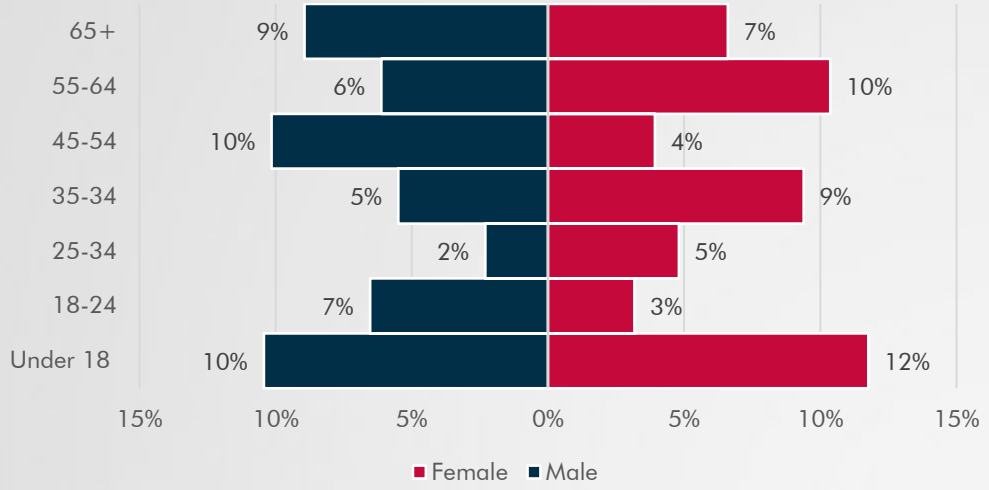
- 3.76 miles from SH 6 to FM 517
- One of three north-south corridors between Alvin and IH-45
- Quarter-mile buffer study area



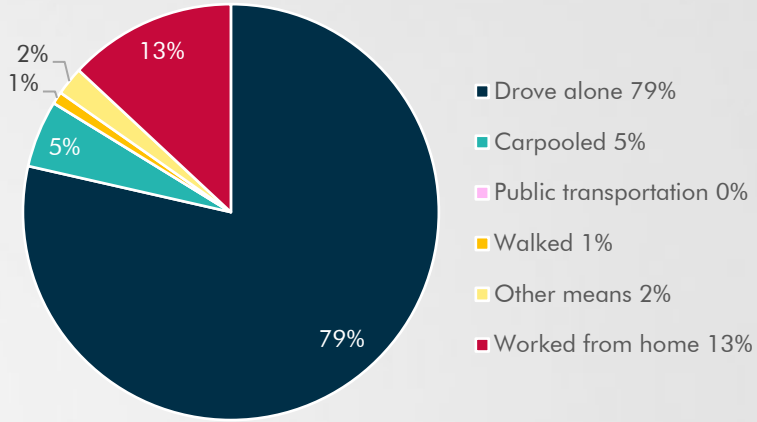
Houston-Galveston Area Council

Demographics

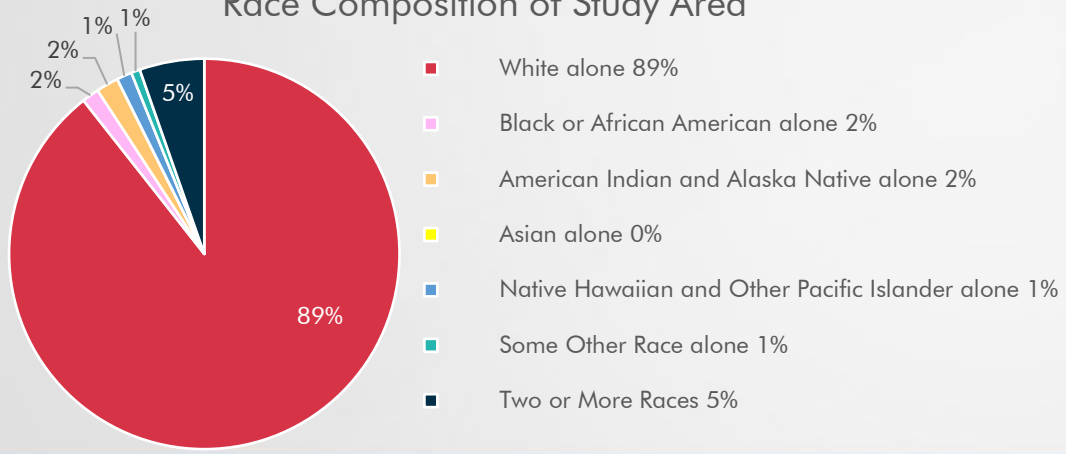
Study Area Age and Sex Composition



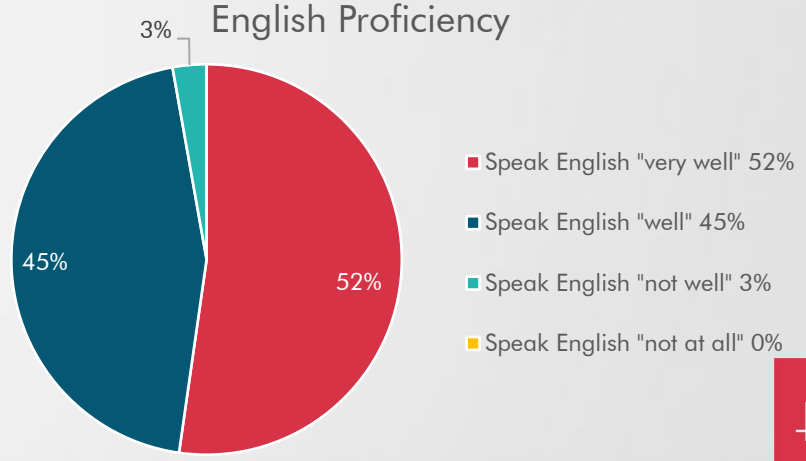
Means of Transportation to Work



Race Composition of Study Area



English Proficiency



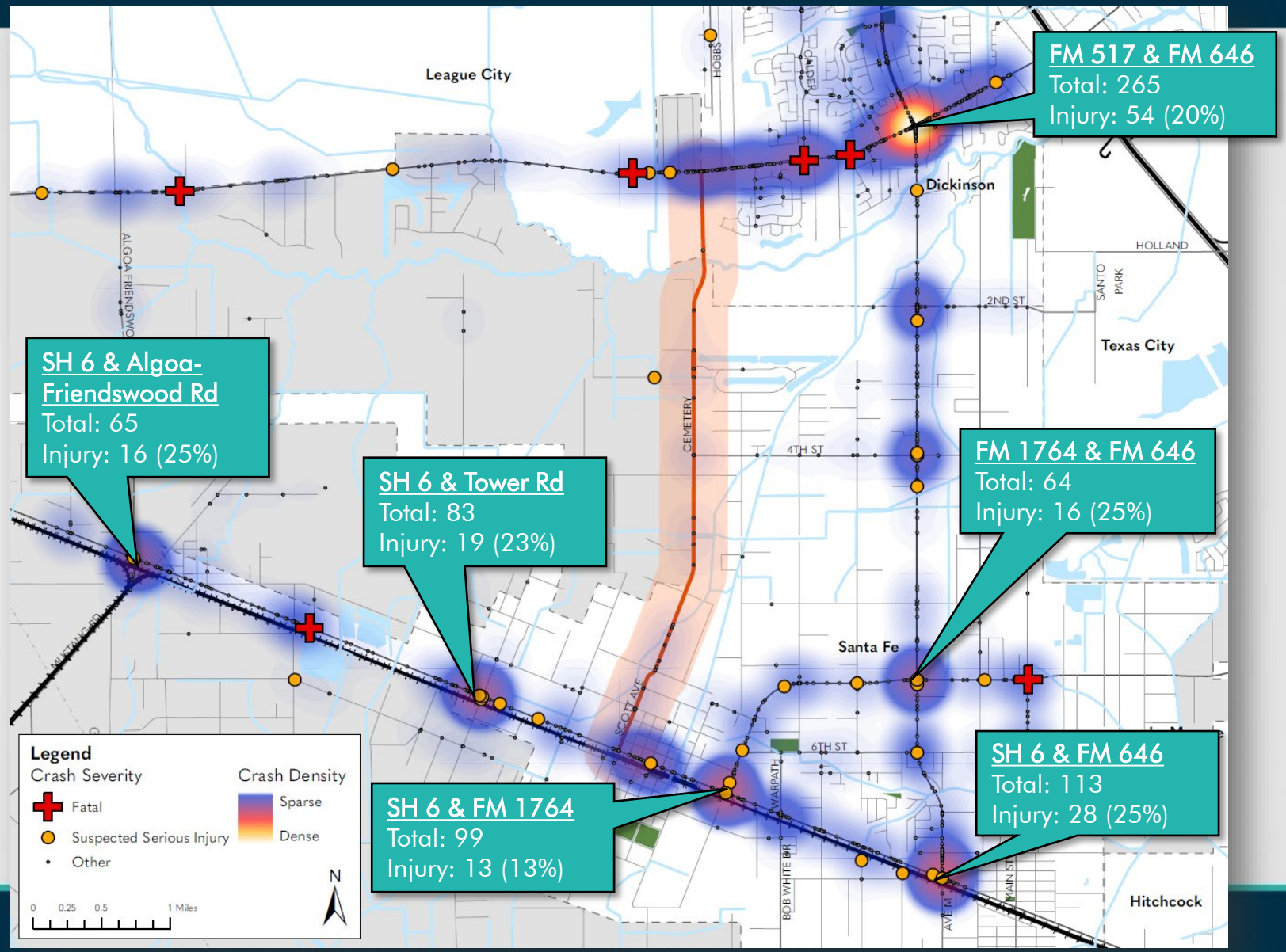
Source: US Census, American Community Survey 2022

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Top Crash Locations in Vicinity

What other safety issues have you seen in this area that have not been captured by this data?



Source: TxDOT Crash Records Information System (2019-2023)

Houston-Galveston Area Council

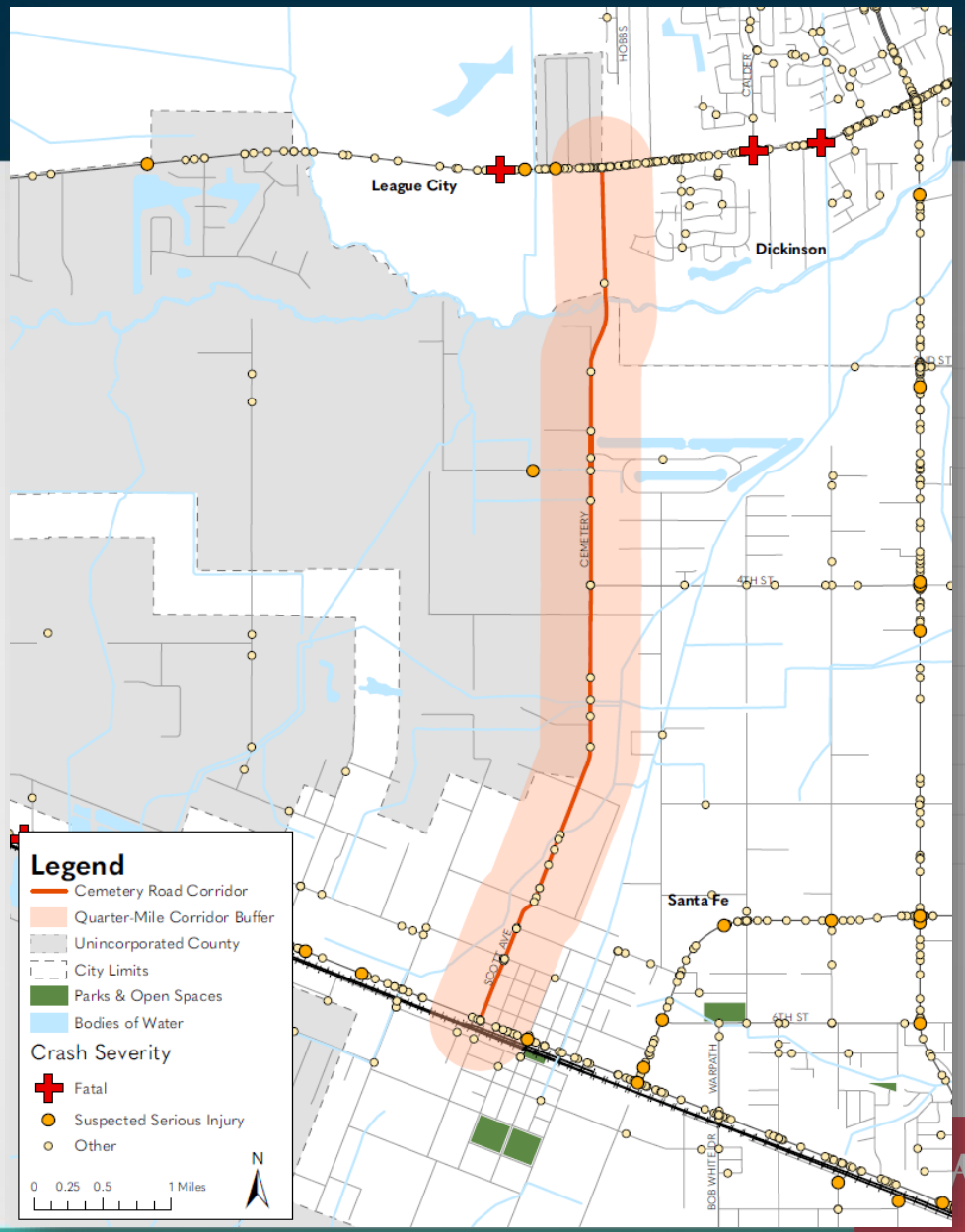
Crashes along Cemetery Road



115 crashes in Study Area

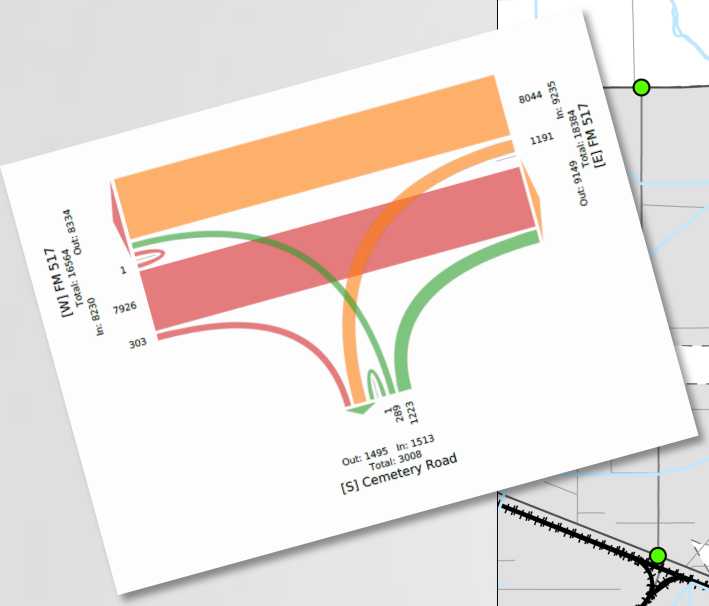
29 crashed along Cemetery Road

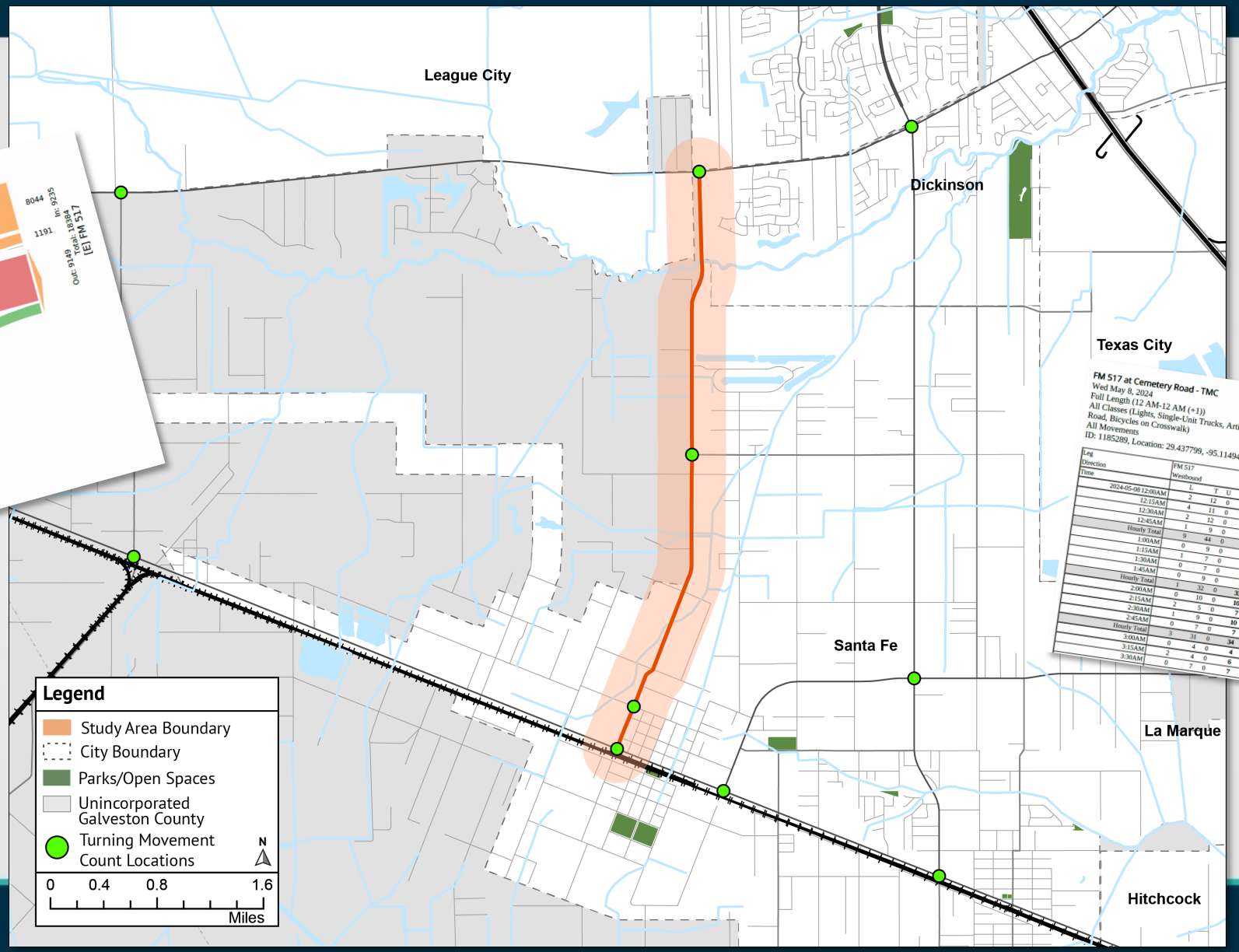
- Contributing Factors
  - 21% - Inattention
  - 31% - Speeding
- Object Struck
  - 52% - Fixed Object
  - 34% - Other Vehicle
- Manner of Collision
  - 66% - Lone Vehicle

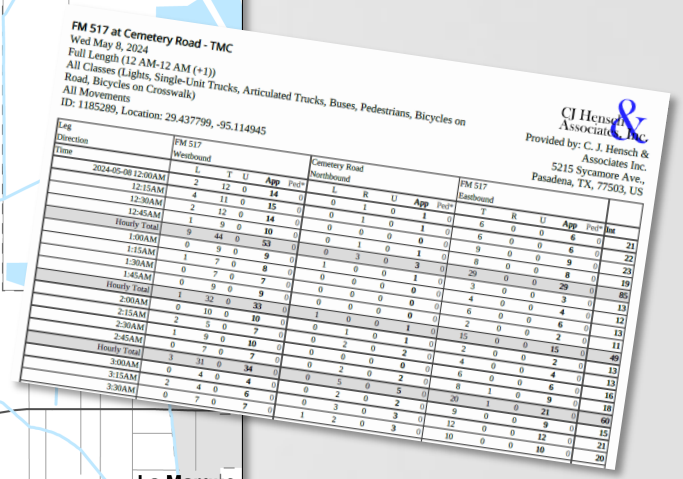


Source: TxDOT Crash Records Information System (2019-2023)

Intersection Traffic Counts (2024)







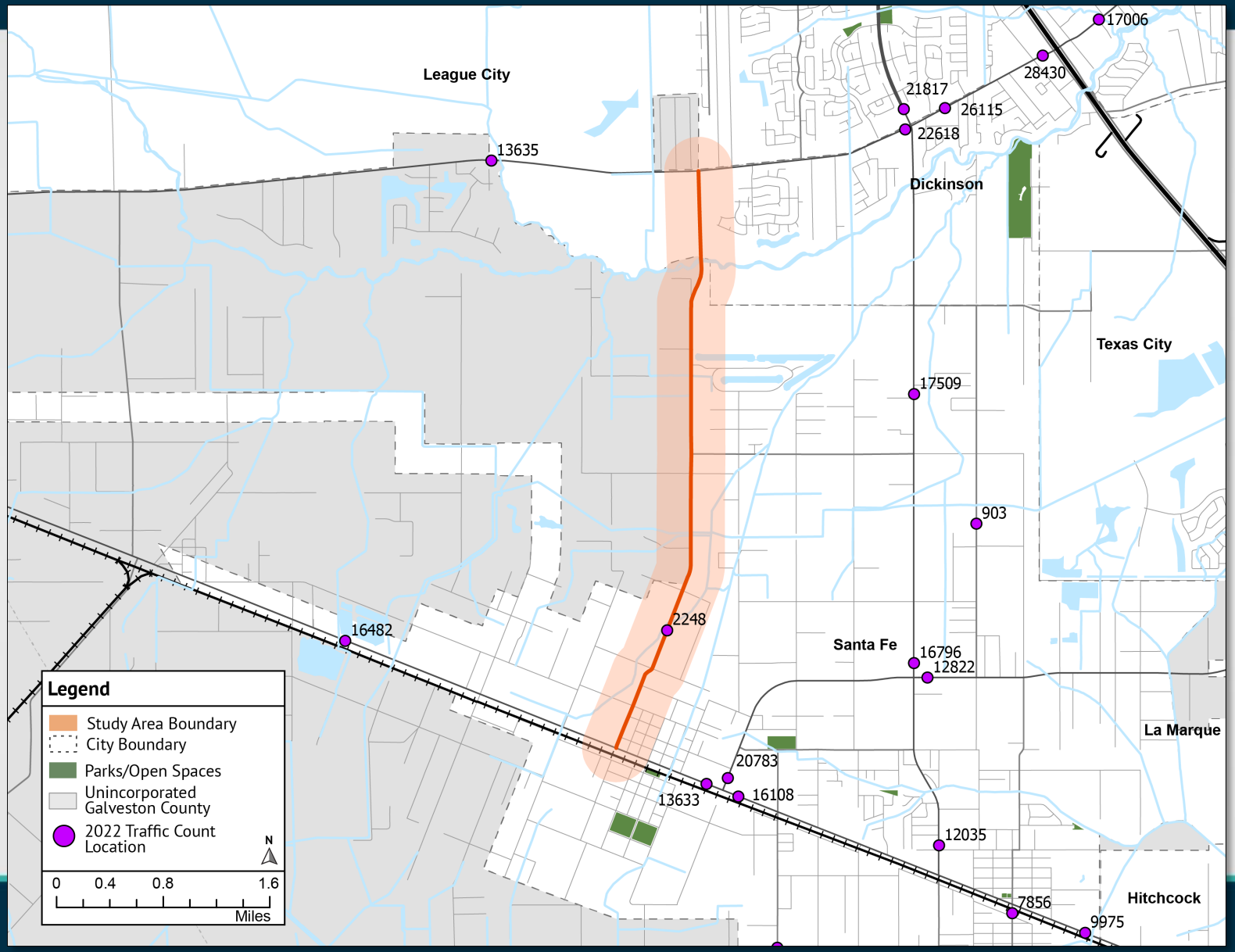
FM 517 at Cemetery Road - TMC
Wed May 8, 2024
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1185289, Location: 29.437799, -95.114945

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

Leg	FM 517 Westbound					Cemetery Road Northbound					FM 517 Eastbound					
Direction	L	T	U	App	Ped*	L	R	U	App	Ped*	T	R	U	App	Ped*	Int
Time																
2024-05-08 12:00AM	2	12	0	14	0	0	1	0	1	0	6	0	0	6	0	21
12:15AM	4	11	0	15	0	0	1	0	1	0	6	0	0	6	0	22
12:30AM	2	12	0	14	0	0	0	0	0	0	6	0	0	6	0	20
12:45AM	1	9	0	10	0	0	1	0	1	0	9	0	0	9	0	20
Hourly Total	9	44	0	53	0	0	3	0	3	0	27	0	0	27	0	83
1:00AM	0	9	0	9	0	0	1	0	1	0	8	0	0	8	0	18
1:15AM	1	7	0	8	0	0	0	0	0	0	8	0	0	8	0	16
1:30AM	0	7	0	7	0	0	0	0	0	0	9	0	0	9	0	16
1:45AM	0	9	0	9	0	0	0	0	0	0	4	0	0	4	0	13
Hourly Total	1	32	0	33	0	0	1	0	1	0	29	0	0	29	0	63
2:00AM	0	10	0	10	0	0	0	0	0	0	3	0	0	3	0	13
2:15AM	2	5	0	7	0	0	0	0	0	0	4	0	0	4	0	11
2:30AM	1	9	0	10	0	0	1	0	1	0	6	0	0	6	0	17
2:45AM	0	7	0	7	0	0	0	0	0	0	2	0	0	2	0	9
Hourly Total	3	31	0	34	0	0	1	0	1	0	15	0	0	15	0	50
3:00AM	0	4	0	4	0	0	0	0	0	0	4	0	0	4	0	8
3:15AM	2	4	0	6	0	0	2	0	2	0	6	0	0	6	0	14
3:30AM	0	7	0	7	0	0	2	0	2	0	6	0	0	6	0	15
3:45AM	1	4	0	5	0	0	2	0	2	0	9	0	0	9	0	16
Hourly Total	3	19	0	22	0	0	6	0	6	0	25	0	0	25	0	53
4:00AM	0	7	0	7	0	0	2	0	2	0	9	0	0	9	0	18
4:15AM	0	7	0	7	0	0	3	0	3	0	12	0	0	12	0	22
4:30AM	1	9	0	10	0	0	3	0	3	0	10	0	0	10	0	23
4:45AM	1	12	0	13	0	0	3	0	3	0	12	0	0	12	0	28
Hourly Total	2	35	0	37	0	0	11	0	11	0	43	0	0	43	0	91
5:00AM	1	12	0	13	0	0	3	0	3	0	15	0	0	15	0	31
5:15AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
5:30AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
5:45AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	57	0	61	0	0	15	0	15	0	63	0	0	63	0	139
6:00AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
6:15AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
6:30AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
6:45AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
7:00AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
7:15AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
7:30AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
7:45AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
8:00AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
8:15AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
8:30AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
8:45AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
9:00AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
9:15AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
9:30AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
9:45AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
10:00AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
10:15AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
10:30AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
10:45AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
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11:15AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
11:30AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
11:45AM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
12:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
12:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
12:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
12:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
1:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
1:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
1:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
1:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
2:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
2:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
2:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
2:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
3:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
3:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
3:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
3:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
4:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
4:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
4:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
4:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
5:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
5:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
5:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
5:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
6:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
6:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
6:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
6:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
7:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
7:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
7:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
7:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
8:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
8:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
8:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
8:45PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
9:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
9:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
9:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
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Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
10:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
10:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
10:30PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
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Hourly Total	4	60	0	64	0	0	16	0	16	0	64	0	0	64	0	144
11:00PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
11:15PM	1	15	0	16	0	0	4	0	4	0	16	0	0	16	0	36
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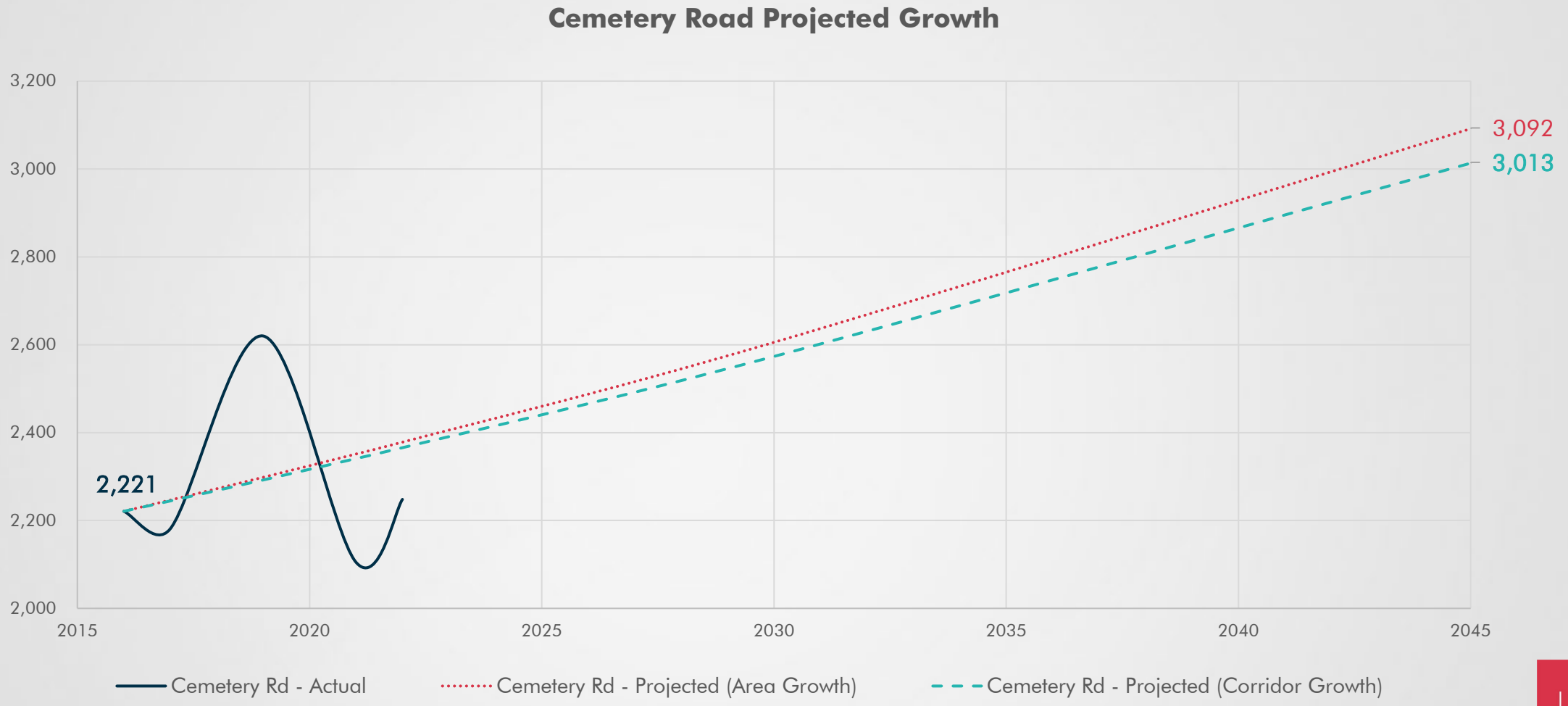
Houston-Galveston Area Council

TxDOT Average Daily Traffic

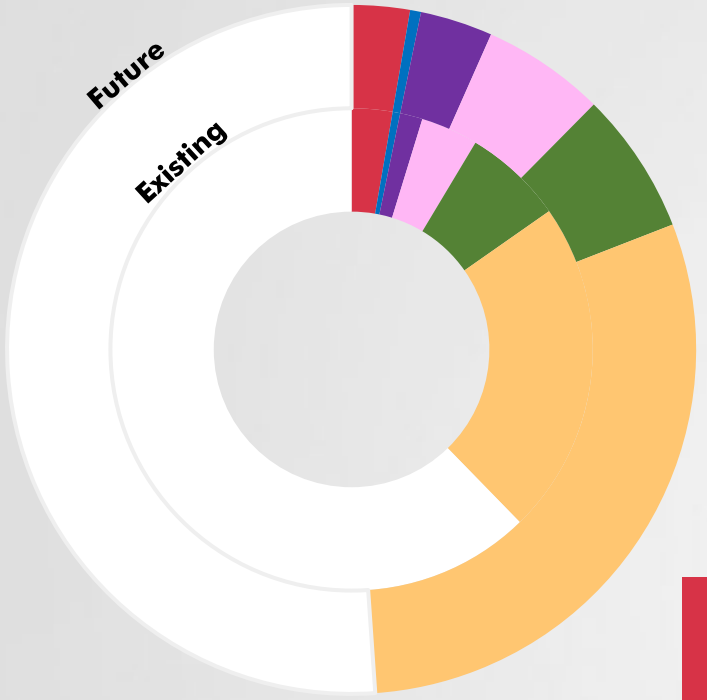


Houston-Galveston Area Council

Traffic Growth

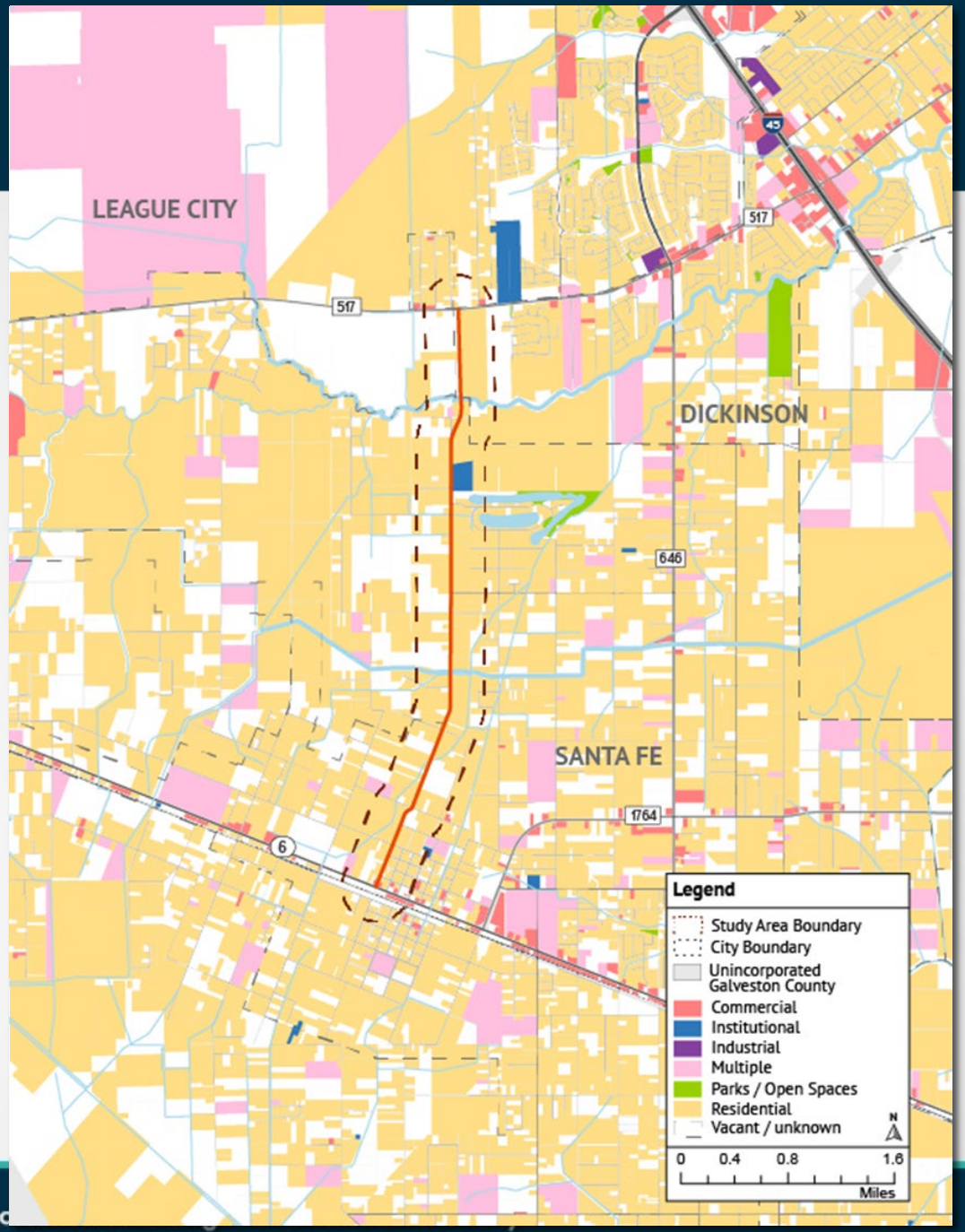


Land Use



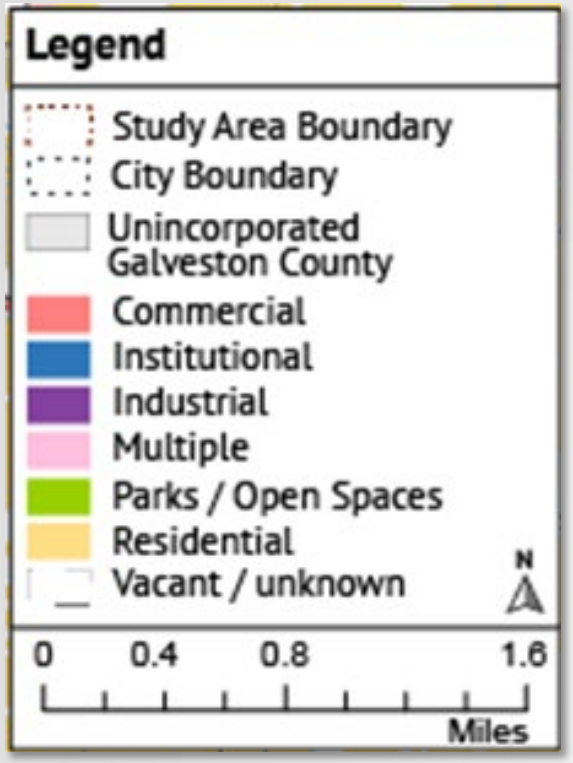
- Commercial
- Institutional
- Industrial
- Multiple
- Parks/Open Space
- Residential
- Vacant/Unknown

What incoming developments should we be aware of when analyzing future land use?



Houston-Galveston Area Council

Land Use





Existing



Year 2045

TxDOT Roadway Projects

FM 517

1. Widening
2. Intersection and operation improvements; safety improvements; non-roadway improvements

FM 646

3. Landscape and scenic enhancements
4. Adding/improving traffic control devices; safety improvements

FM 1764

5. Safety improvements

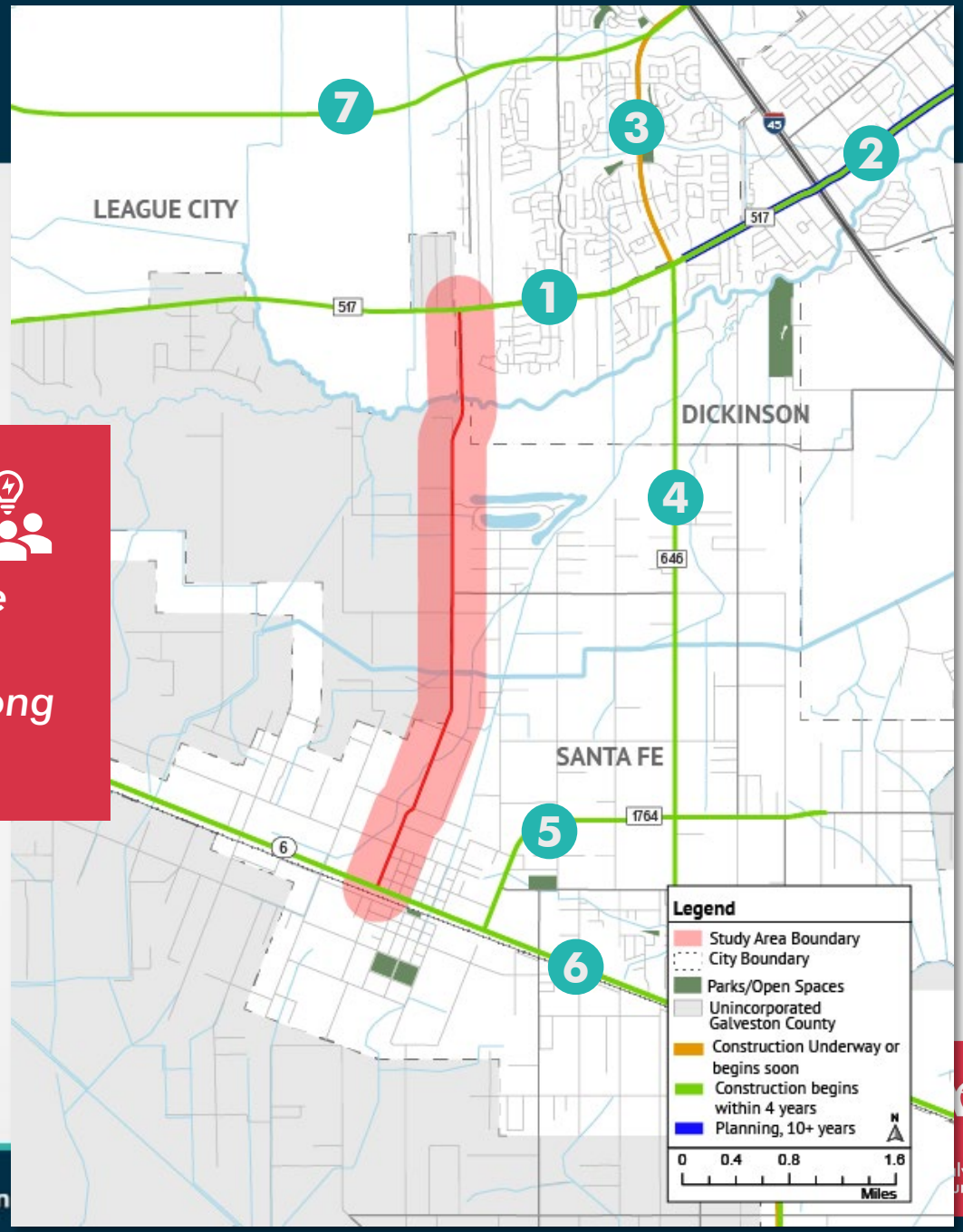
SH 6

6. Safety improvements and pavement overlay

SH 99 (Grand Parkway)

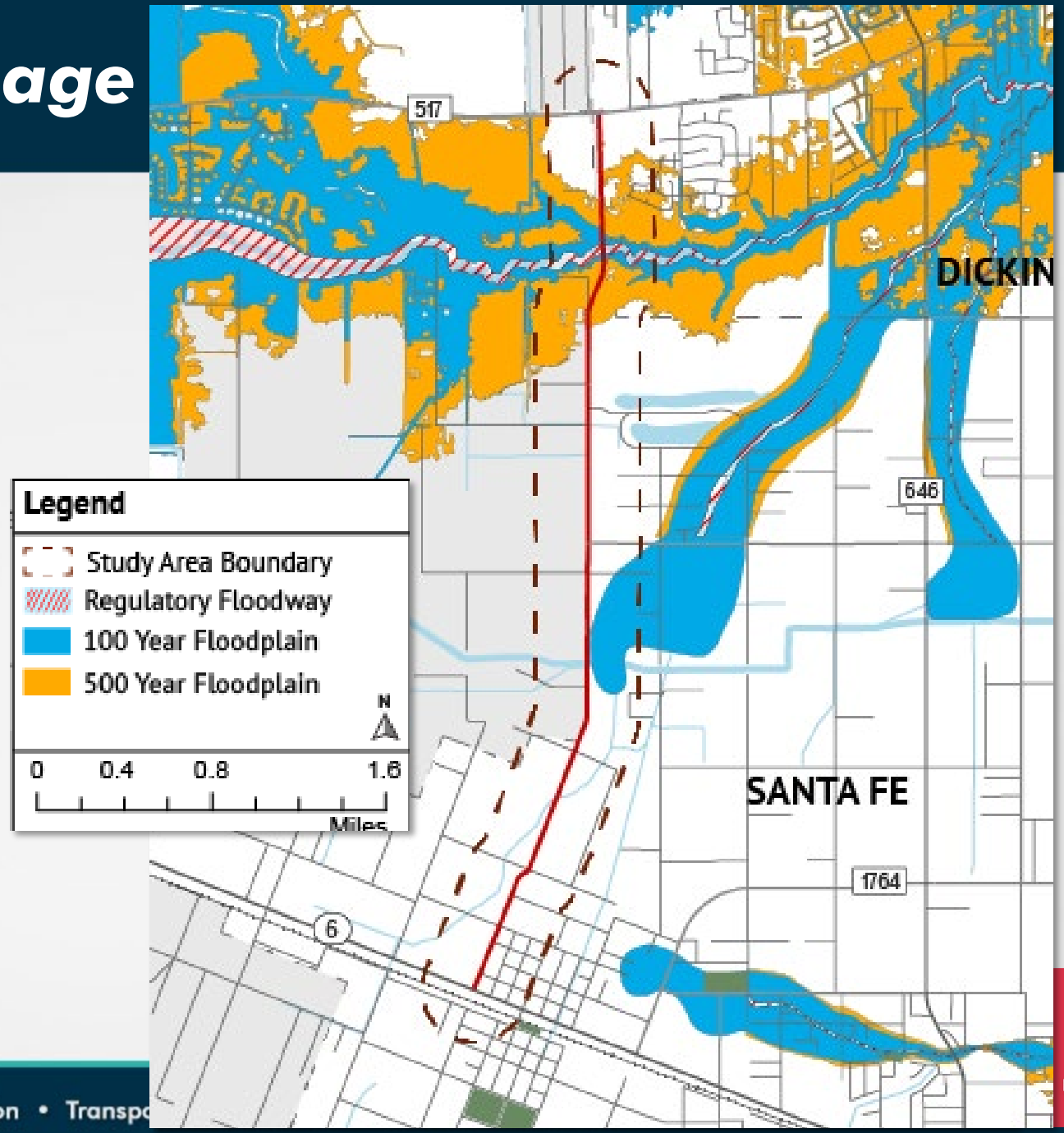
7. New Freeway

What other projects are occurring in the area that may affect travel along corridor?



Floodplains and Drainage

- Dickinson Bayou poses a challenge
  - Crossing
  - Could increase risk of flooding
- Consider low-impact development strategies



Where are the other drainage and flooding concerns in this area?

Houston-Galveston Area Council

Public Involvement

- Public Meetings (2)
  - Existing Conditions
  - Recommendations
- Steering Committee Meetings (3)
  - Present Initial Findings
  - Alternatives Analysis/Evaluation
  - Final Recommendations
- Focus Group Meeting (1)

- Project Website
  - Online Community Survey
  - Interactive Map



Public Involvement

Public Open House #1

- Purpose: present existing conditions, solicit input from residents
- Questions:
  - What does your daily work or school commute look like?
  - Are you satisfied with your commute?
  - What are some common traffic and/or mobility issues you see, and at which locations?
  - What are your current safety concerns in the Cemetery Road corridor, and at which locations?
  - What improvements would you like to see in the corridor?

Focus Group Meeting

- Purpose: gather more focused input, engage residents who did not attend the open house
- Attendees identified by the project team
- Hosted at a recurring community meeting, such as a homeowner's association or community interest group meeting

Public Open House #2

- Purpose: present recommendations, confirm if these reflect public input

What methods, events, and locations should we leverage to maximize public participation?



Next Steps

Next Steps



- Community Survey
- Public Workshop #1
  - Present Existing Conditions
- Steering Committee Meeting #2
  - Alternatives Analysis & Evaluation

Points Of Contact



- **H-GAC Project Manager– Caroline Bailey**

  Caroline.Bailey@h-gac.com

  (832) 681-2629

- **H-GAC Deputy Project Manager– Carlene Mullins**

  Carlene.Mullins@h-gac.com

  (832) 681-2585




Cemetery Road Corridor Study
Steering Committee Meeting #2




January 15, 2025

Regional Collaboration • Transportation Planning • Multimodal Mobility

H-GAC
Houston-Galveston Area Council

Agenda



- Welcome and Introductions
- Study Update
- Engagement Highlights
- Evaluation Criteria
- Conceptual Alternatives
- Breakout Groups
- Discussion/Q&A
- Next Steps

Introductions



- H-GAC
- Consultant Team
- Galveston County (Project Sponsor)
- Galveston County Precinct 4
- Galveston County Drainage District 1
- City of Santa Fe
- City of Dickinson
- City of League City
- TxDOT

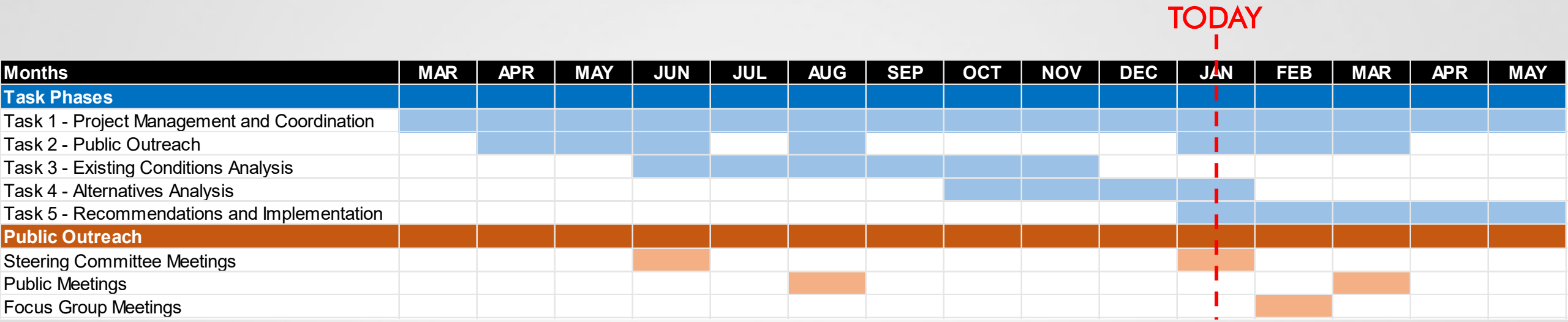
Role of the Steering Committee



- Provide feedback on deliverables
- Recommend stakeholder members
- Provide data as requested
- Guide decision-making and concept development
- Attend and spread the word about public events

Study Update

Project Schedule



Since previous Steering Committee meeting

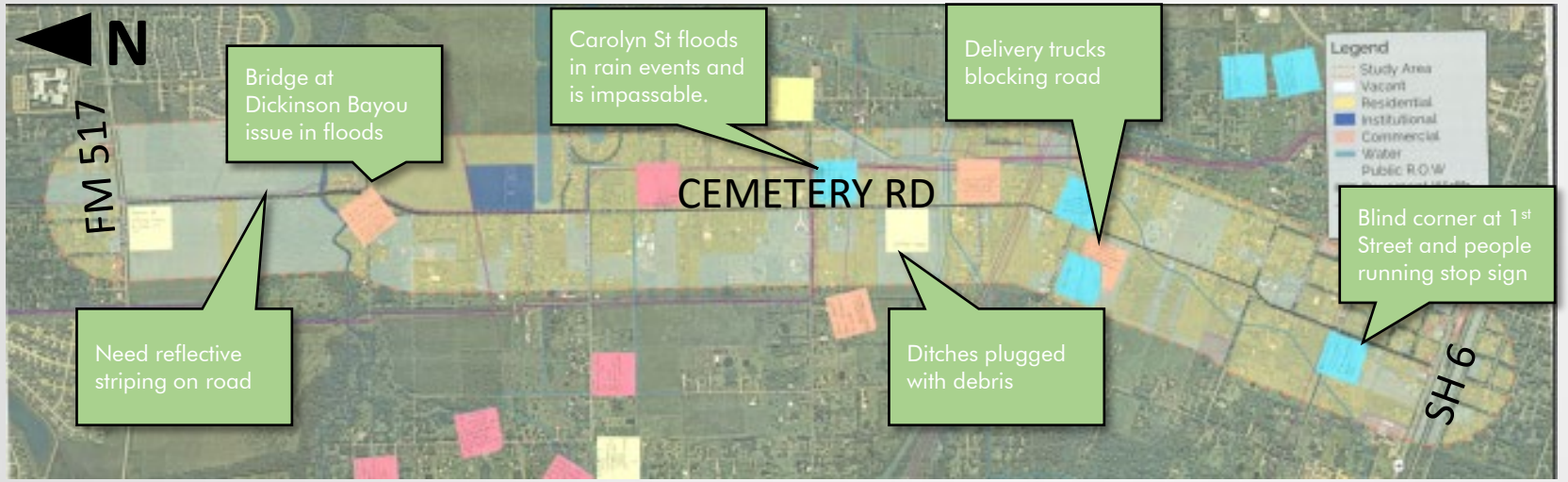
- Completed Existing Conditions analysis and report
- Drafted Conceptual Alternatives
- Prepared spring public outreach schedule

Engagement Highlights

Public Meeting #1 August 22, 2024

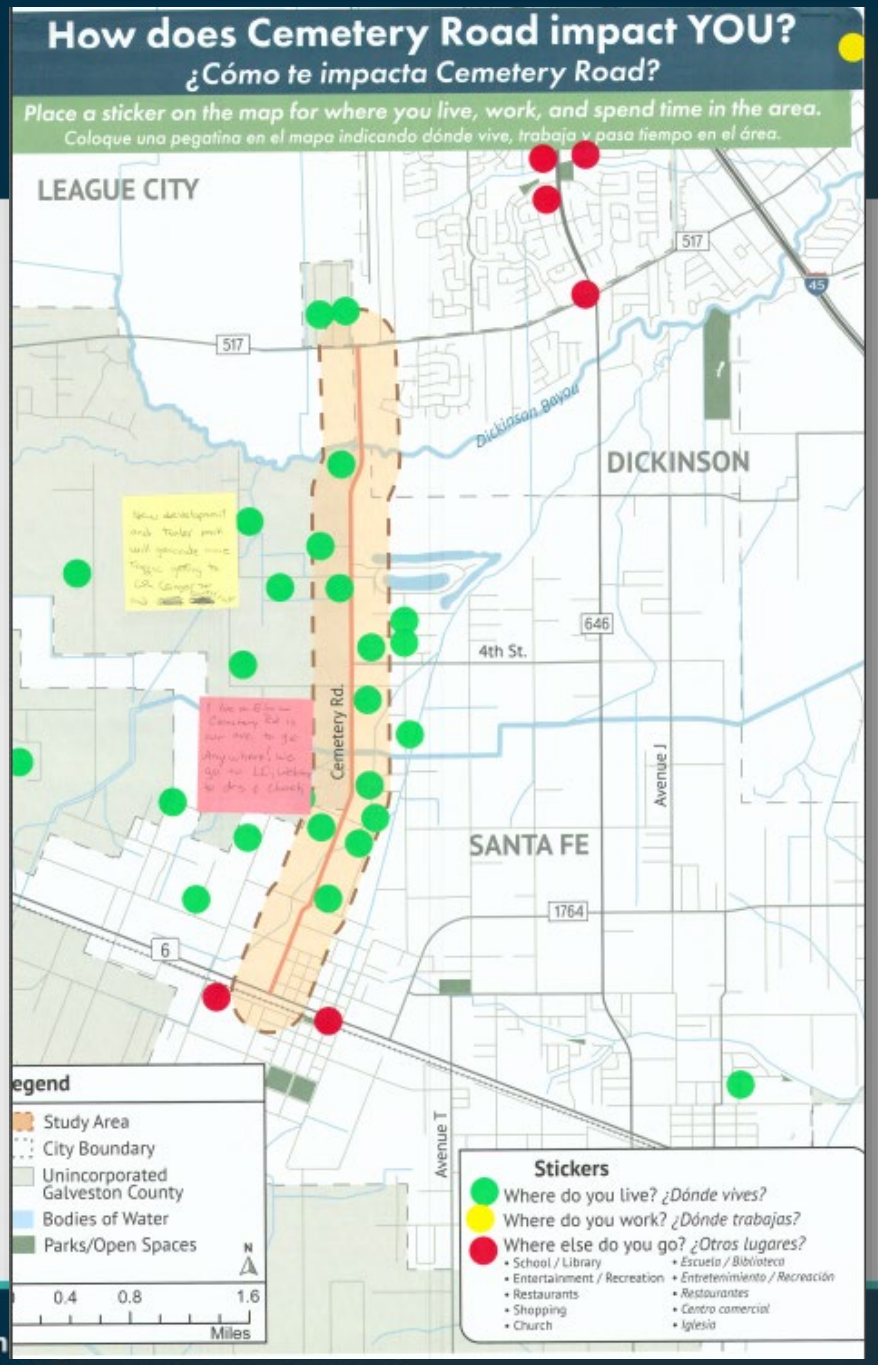


- Runge Park
- 51 participants
- 126 data points collected



Key Takeaways

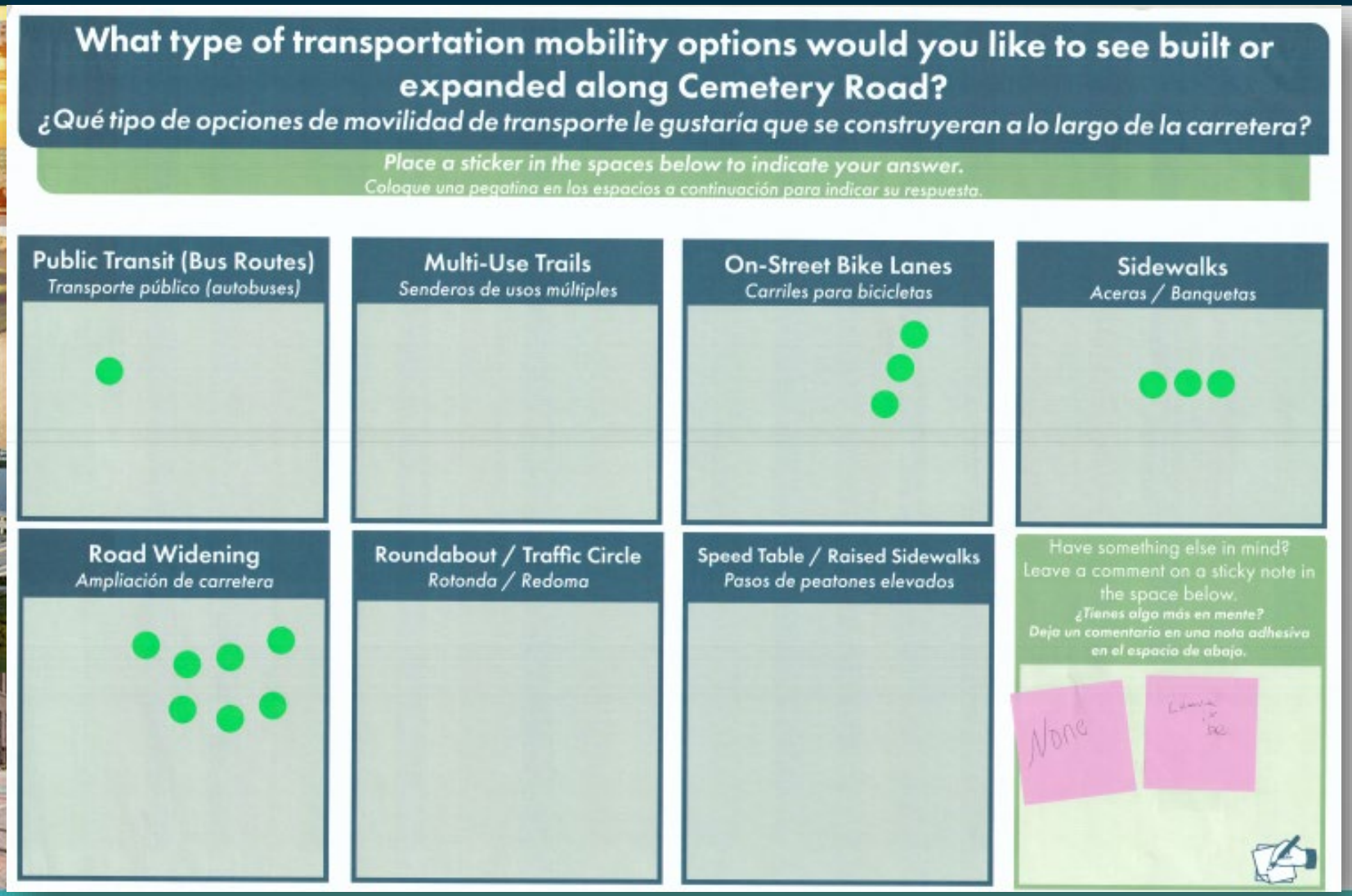
- Most participants live along Cemetery Road or use it daily
- Concerns Included:
  - New developments and associated traffic
  - Flooding
    - Rain events
    - Clogged ditches
  - Vehicle speeds and enforcement
  - Property acquisition



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Mobility Options for Cemetery Road

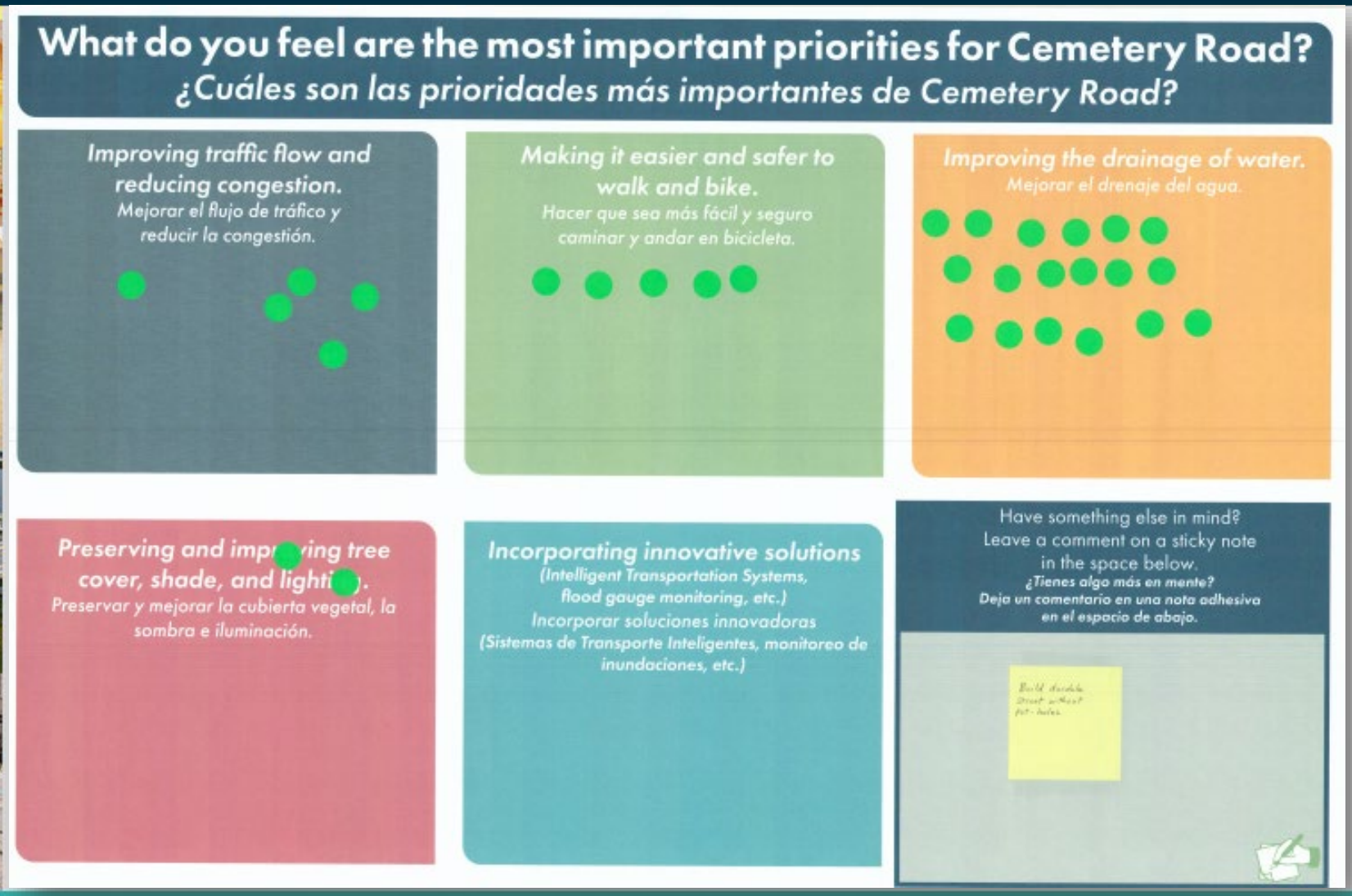




- Public Transit (1)
- Road Widening (7)
- Bike Lanes (3)
- Sidewalks (3)
- Nothing (2)

Priorities for Cemetery Road

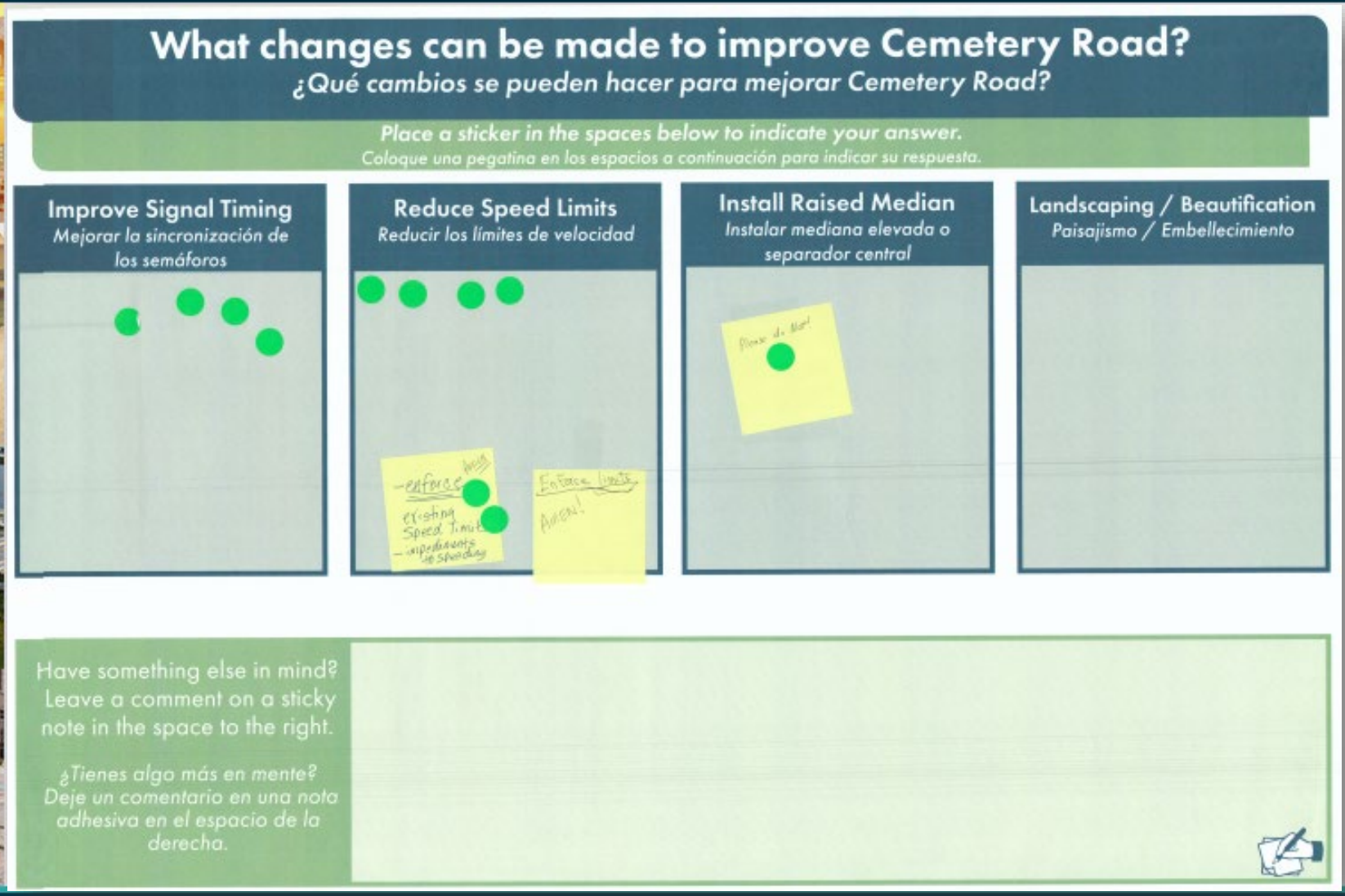




- Improve flow and reduce congestion (5)
- Easier and safer to walk and bike (5)
- Improve drainage (18)
- Preserve and improve tree cover, shade, and lighting (2)
- Paved road without potholes (1)

Changes That Can Improve Cemetery Road





- Improve signal timing (4)
- Reduce speed limits (4)
- Enforce speed limits (2)
- Install raised median (1)

Survey Results

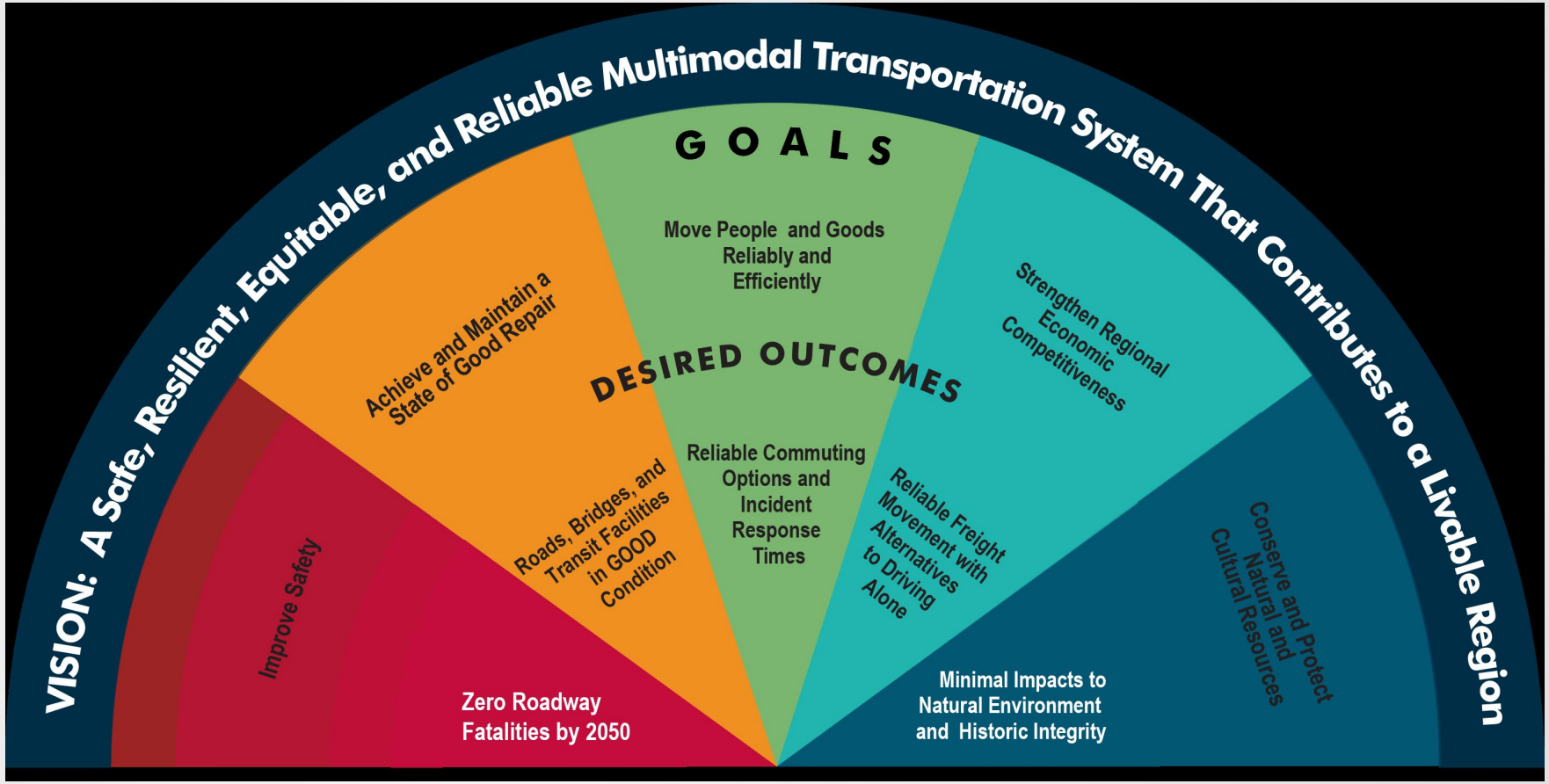


- 185 responses
- 53% of respondents travel Cemetery Road daily
- Concerns
  - Roadway condition/maintenance
  - Safety
  - Future development
- Priorities
  - Drainage improvements
  - Improved traffic flow

Evaluation Criteria

Regional Transportation Plan Goals

- Safety
- Maintenance
- Reliability
- Economic Competitiveness
- Conservation



Evaluation of Conceptual Alternatives

Goals

Safety | Maintenance | Reliability | Conservation | Economic Competitiveness

Performance Measures

- Each alternative ranked 1-3 based on how it meets the performance measures
- The highest rank will determine the ultimate recommendation

Cost & Public Preference

- Cost of demolition, construction, ROW acquisition, maintenance
- Number of parcels impacted, and issues addressed
- Open house feedback, online survey, interactive map, focus group meetings

Performance Measure Evaluation

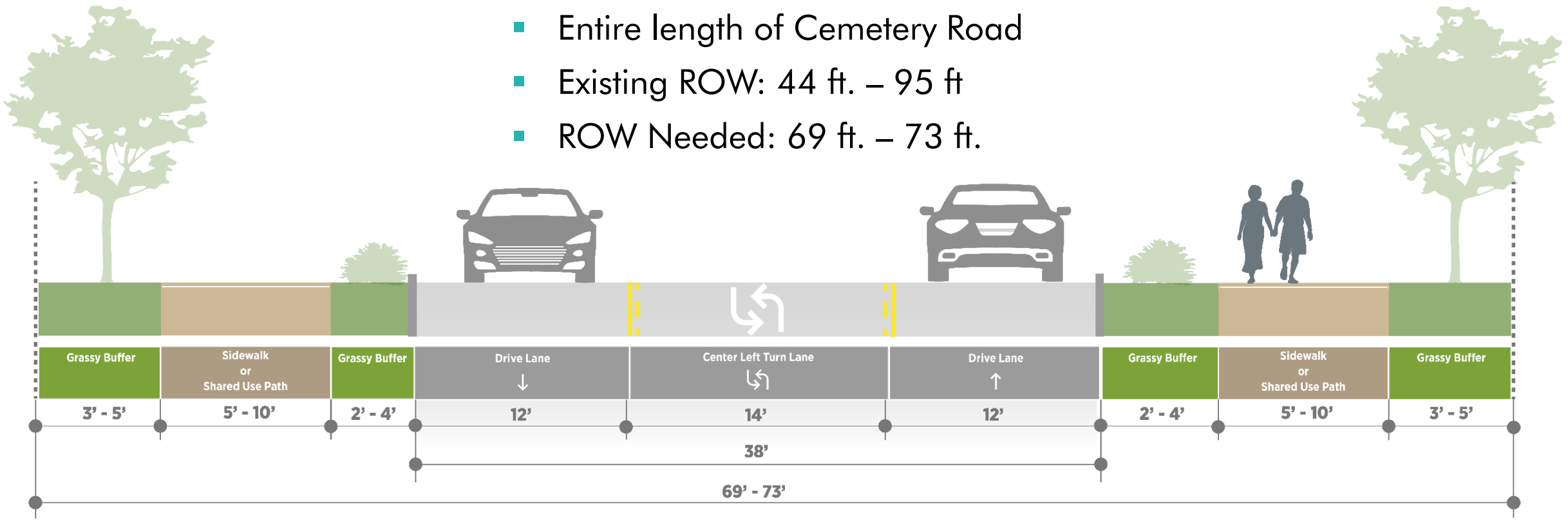
- Each Conceptual Alternative is evaluated against the No-Build configuration of Cemetery Road
  - Two-lane major collector
  - No median; no sidewalks
  - 22′ pavement; ~50′ ROW (varies)
- The Conceptual Alternative that ranks the highest would best serve the needs of the community and region



Conceptual Alternatives

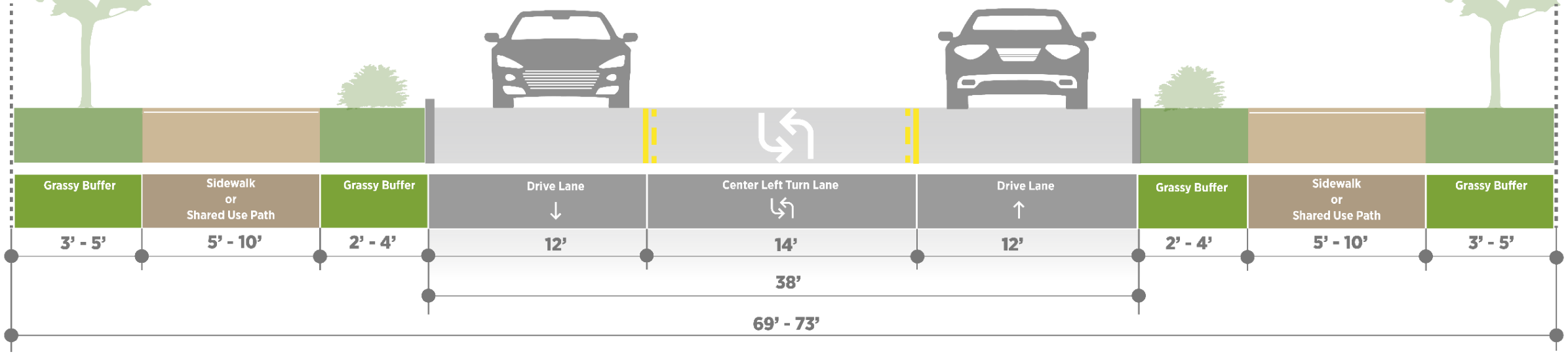
Conceptual Alternative A

- Entire length of Cemetery Road
- Existing ROW: 44 ft. – 95 ft
- ROW Needed: 69 ft. – 73 ft.



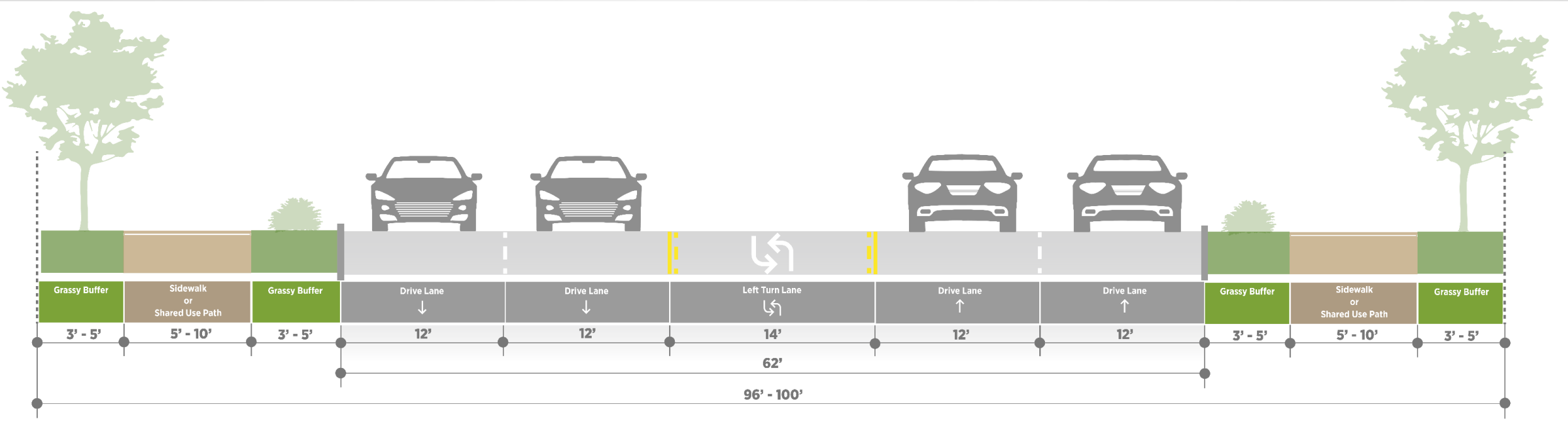
Conceptual Alternative B: 3-Lane

- 3-Lane from SH 6 to Carolyn St.
- Existing ROW: 44 ft. – 80 ft
- ROW Needed: 69 ft. – 73 ft.



Conceptual Alternative B: 4-Lane

- 4-Lane from Carolyn St. to FM 517
- Existing ROW: 44 ft. – 95 ft
- ROW Needed: 96 ft. – 100 ft.



Breakout Groups

Instructions



- Clarify any questions you have about the alternatives
- Include WHY you prefer one over the other
- Discuss the pros and cons of the two different alternatives:
  - Three lanes versus four lanes
  - Sidewalk (5’) or shared use path (10’) on one side or both
  - Median or no median

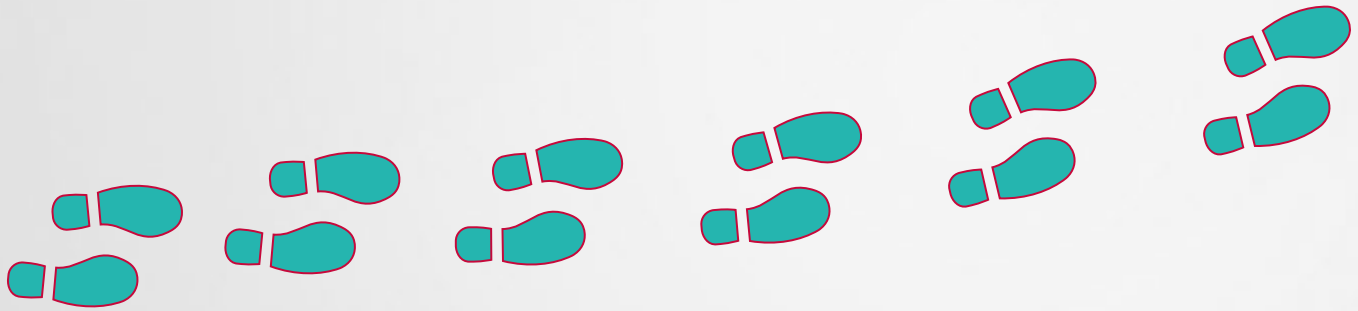
Discussion / Q&A

Next Steps

Next Steps



- Focus Groups (February)
- Public Open House #2 (March)



Points Of Contact



- **H-GAC Project Manager– Caroline Bailey**

  Caroline.Bailey@h-gac.com

  (832) 681-2629

- **H-GAC Deputy Project Manager– Carlene Mullins**

  Carlene.Mullins@h-gac.com

  (832) 681-2585

- **H-GAC Subregional Planning Manager– Monique Johnson**

  Monique.Johnson@h-gac.com

  (832) 681-2606




Cemetery Road Corridor Study
Focus Group Meeting




February 12, 2025

Regional Collaboration • Transportation Planning • Multimodal Mobility

Houston-Galveston Area Council

Agenda



- Welcome and Introductions
- Project Background
- Study Update
- Engagement Highlights
- Conceptual Alternatives
- Discussion/Q&A
- Next Steps

Introductions



- H-GAC
- Galveston County (Project Sponsor)
- Consultant Team
- Focus Group Participants

Role of the Focus Group

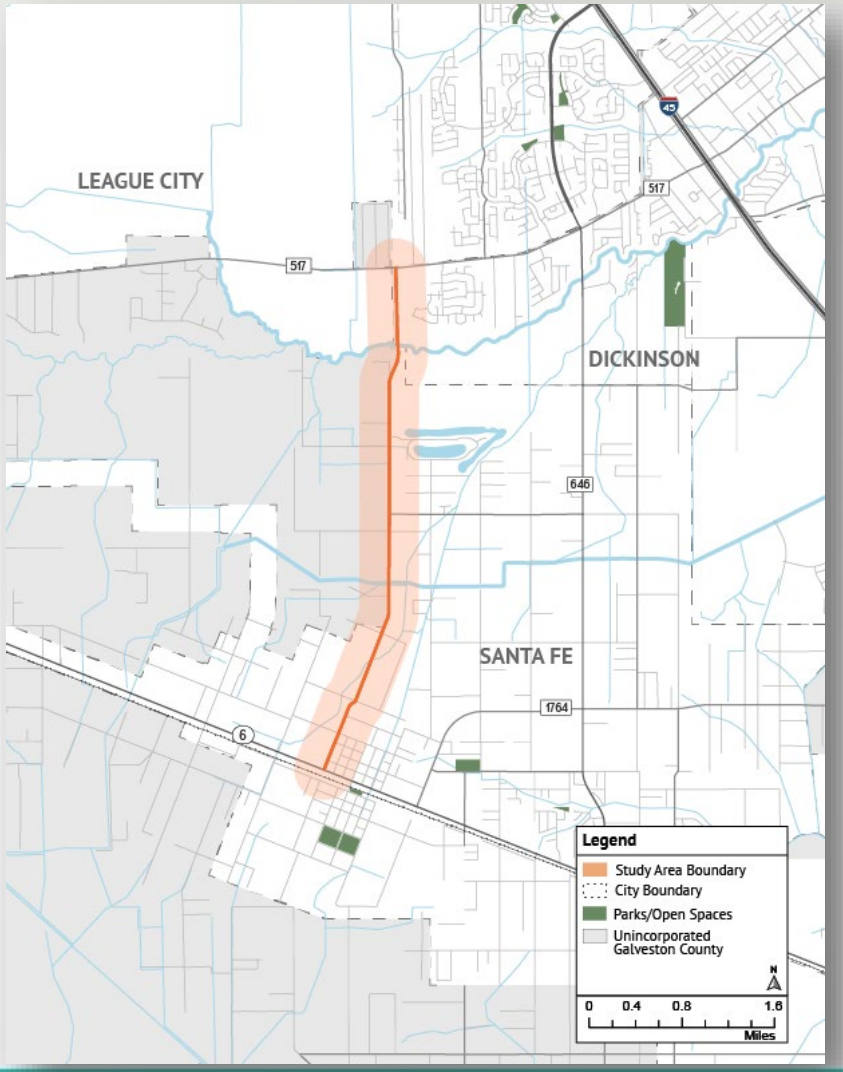


- Identify Key Issues & Priorities
- Understand Community Needs and Preferences
- Provide Input on Conceptual Alternatives
- Enhance Public Participation
- Identify Barriers to Implementation

Project Background

Study Area

- 3.76 miles from SH 6 to FM 517
- Jurisdictions Involved
  - Galveston County
  - Santa Fe
  - Dickinson
  - League City
- Land Use
  - Single-family residential estate
  - Vacant, developable land

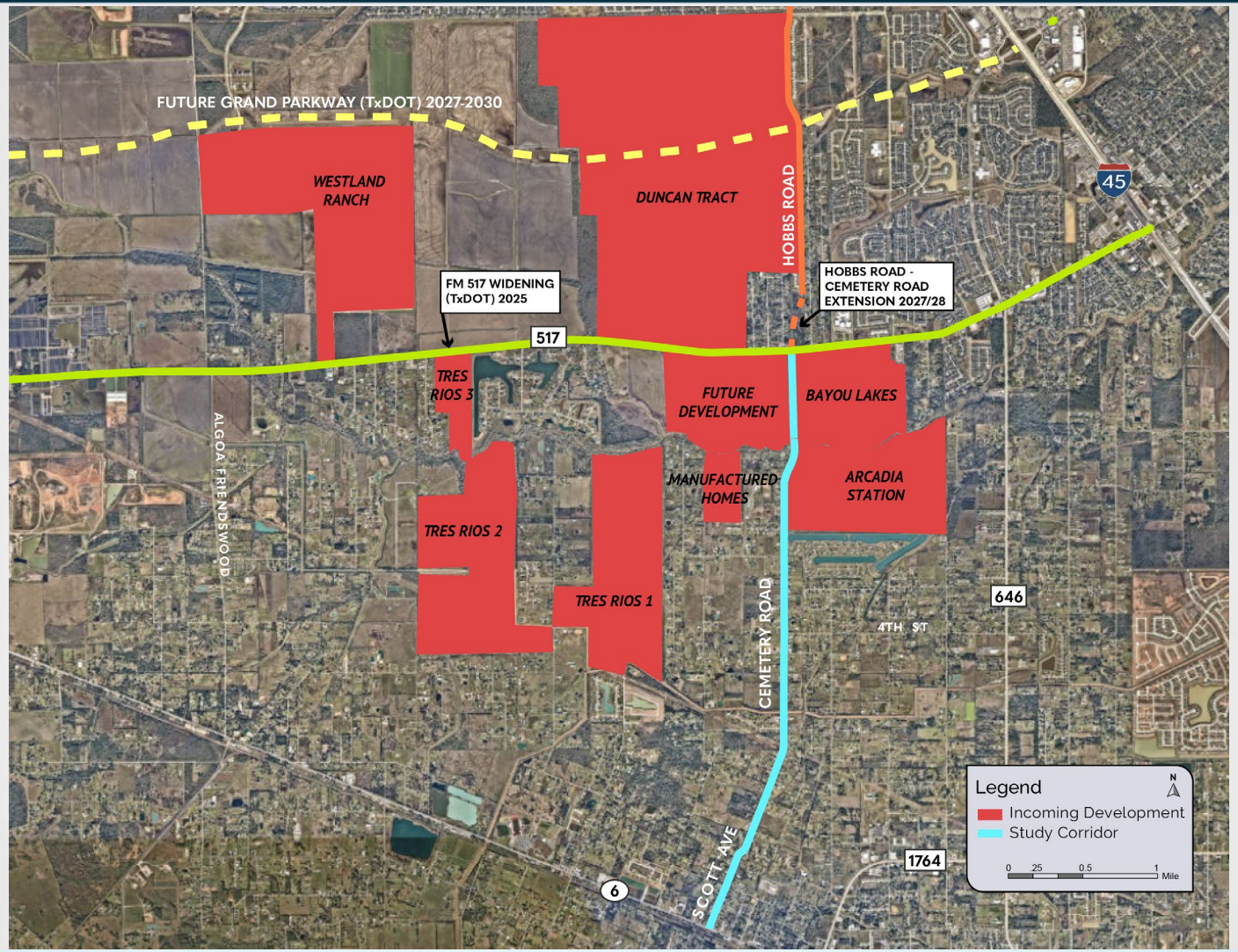


Study Purpose



- Improve multi-modal mobility along the Cemetery Road corridor
- Consider local and regional priorities
- Develop an action-based plan with cost estimates and funding sources to address the short-, medium- and long-term needs of the corridor
- Accommodate future growth

Future Development



Existing Conditions

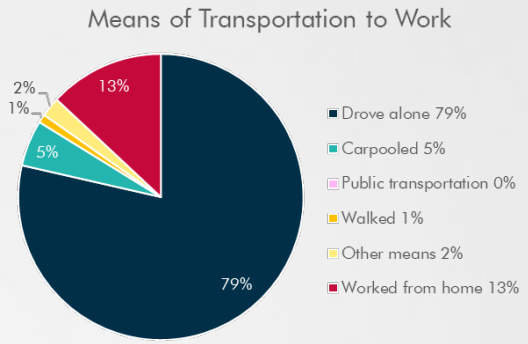
Analyzed

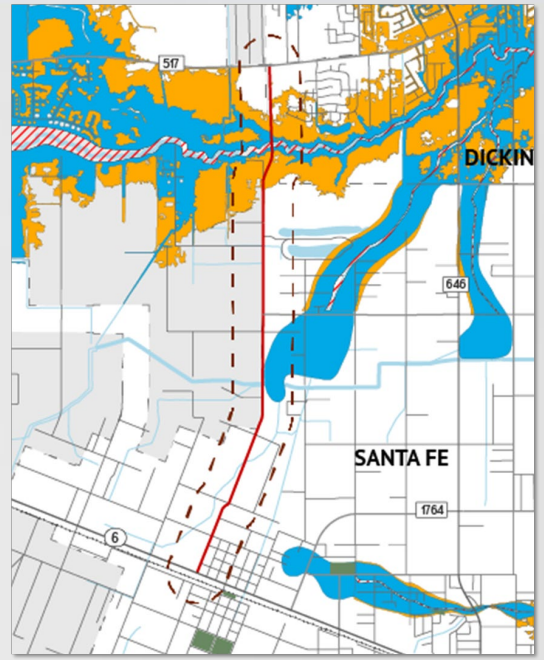
- Existing and projected demographics
- Crash analysis
- Traffic counts
- Traffic growth (2015 – 2045)
- Existing and proposed land use
- Future roadway projects
- Floodplains and Drainage

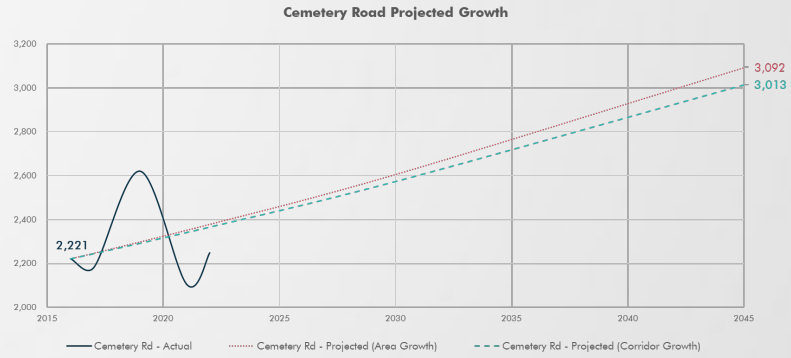
Existing Conditions

Initial Observations

- New development
- Population and employment growth
- Network connectivity
- Environmental and utility constraints
- Right-of-way constraints
- Multimodal opportunity

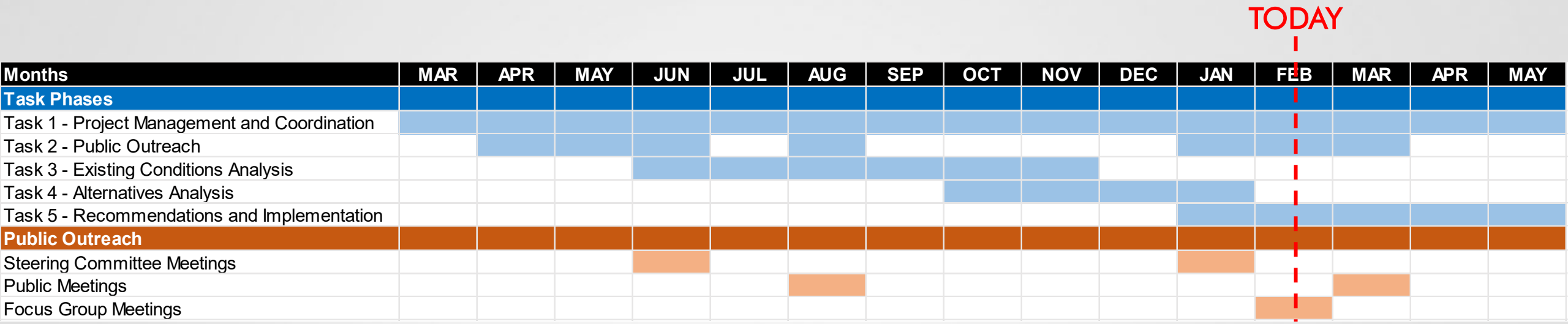






Study Update

Project Schedule



Since Open House

- Completed Existing Conditions analysis and report
- Drafted Conceptual Alternatives
- Prepared spring public outreach schedule

The Planning Process

Planning Project Study (9-12 Months)

Project sponsor requests study
Existing Conditions
Needs Assessment
Conceptual Alternatives Review
Alternative Selection

WE ARE HERE

Planning Project Development (3-5 Years)

Environmental Studies
Technical Reports
ROW Survey
Design and Preliminary Engineering

Engineering (2-5 Years)

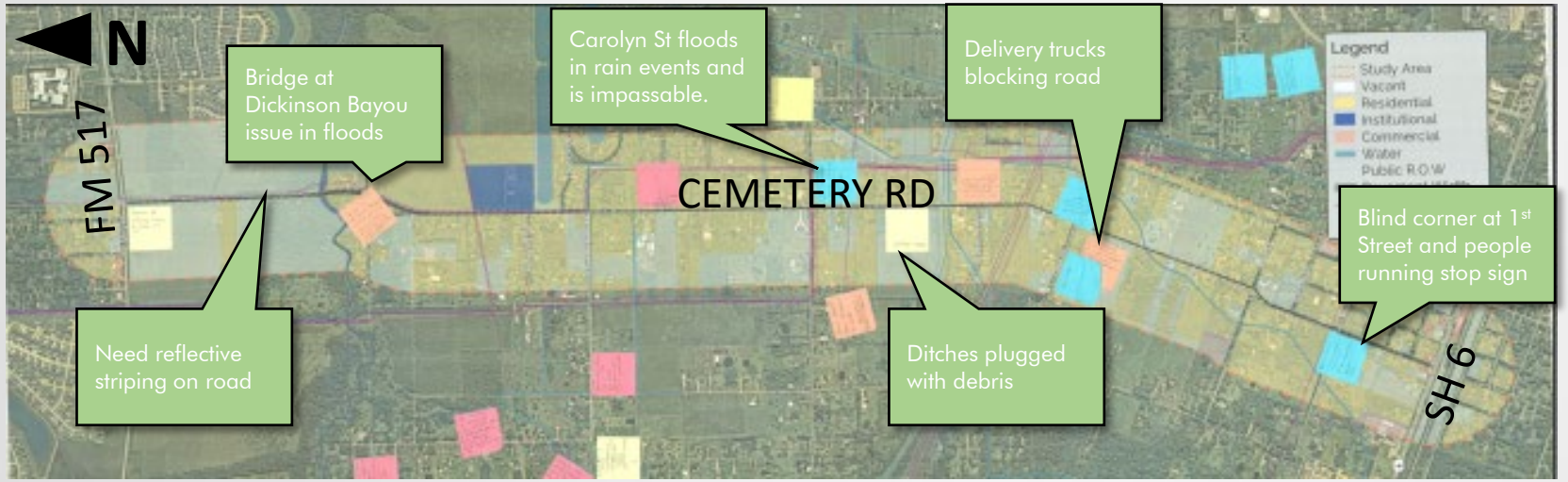
Third Party Agreements
Permitting
Final Cost & Scope
Funding
Construction
Opening

Engagement Takeaways

Public Meeting #1 August 22, 2024

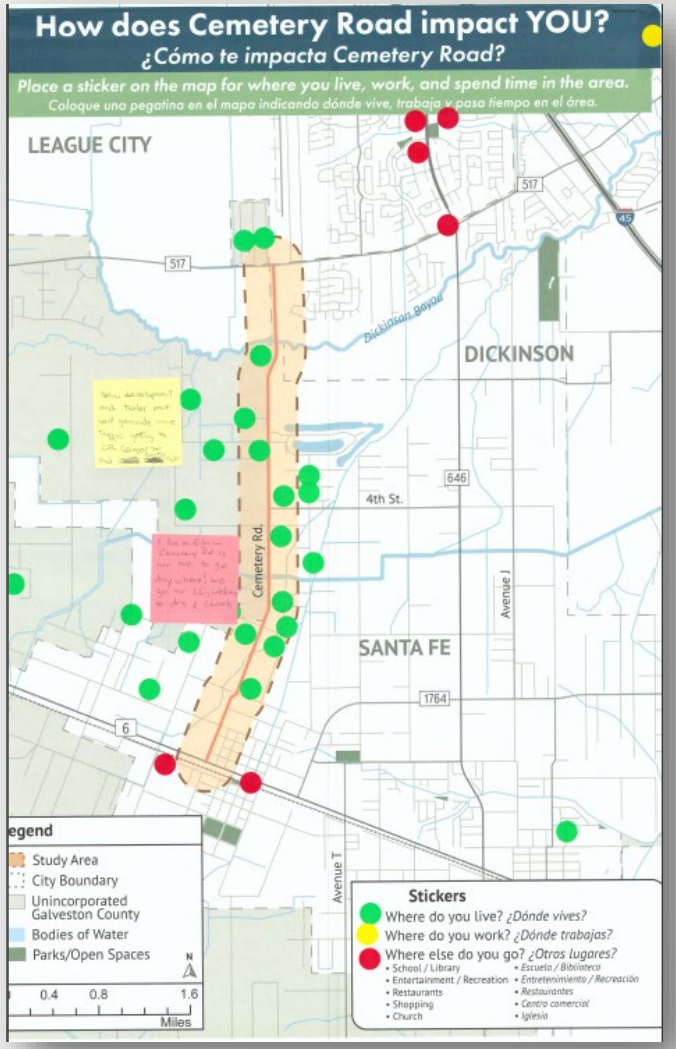


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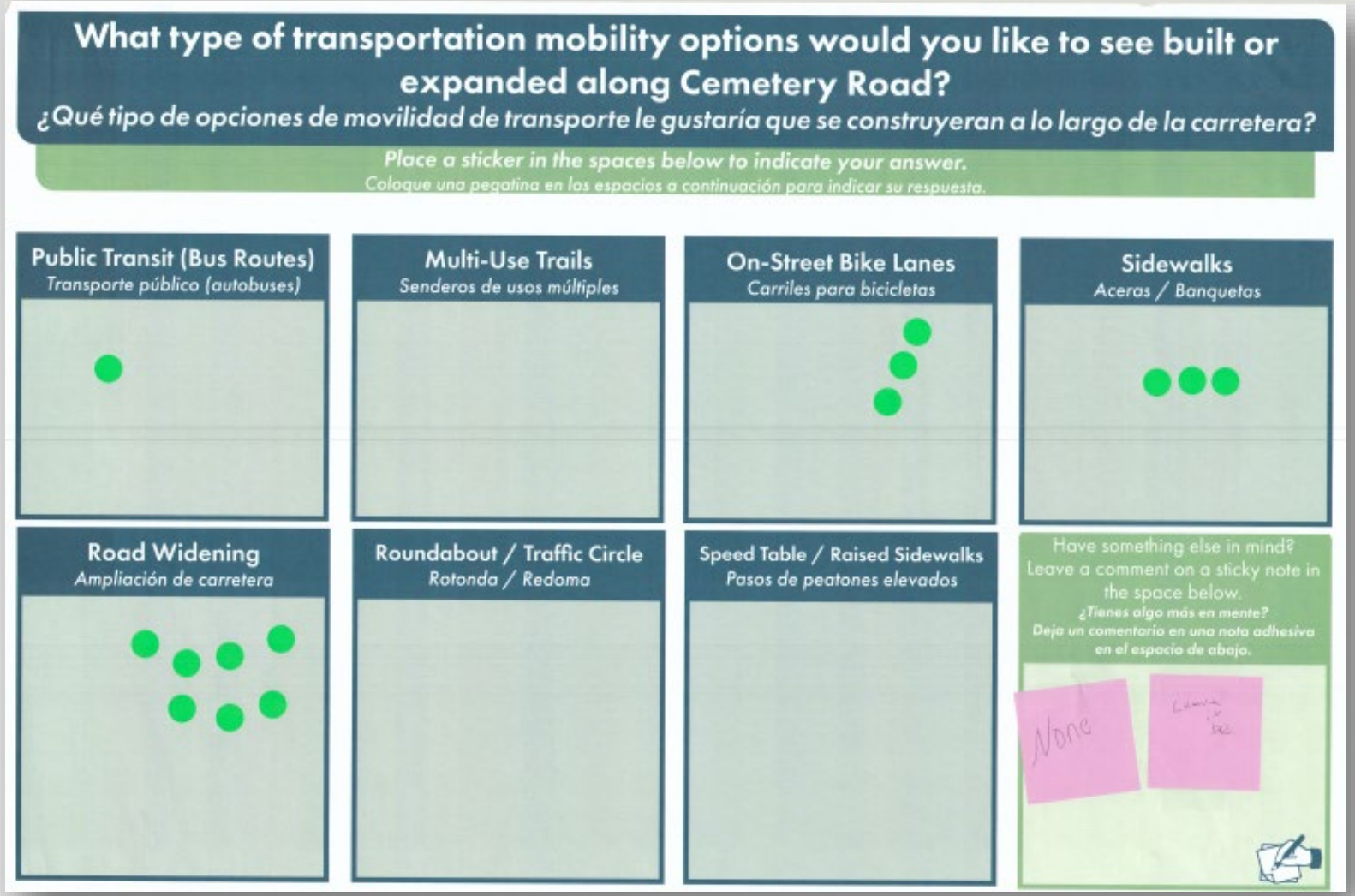
Key Takeaways

- Most participants live along Cemetery Road or use it daily
- Concerns Included:
  - New developments and associated traffic
  - Flooding
    - Rain events
    - Clogged ditches
  - Vehicle speeds and enforcement
  - Property acquisition



Mobility Options for Cemetery Road

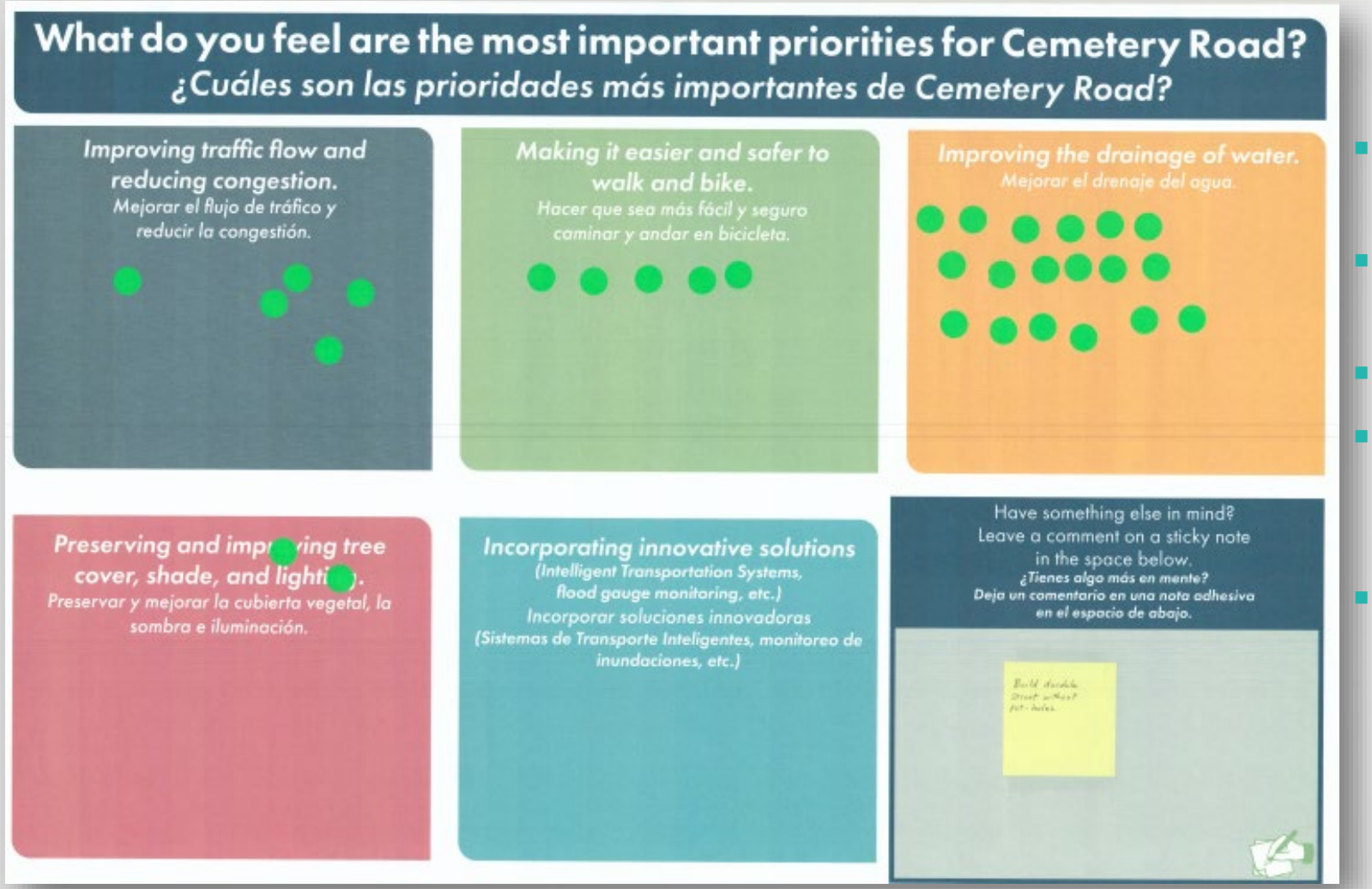




- Public Transit (1)
- Bike Lanes (3)
- Sidewalks (3)
- Road Widening (7)
- Nothing (2)

Priorities for Cemetery Road

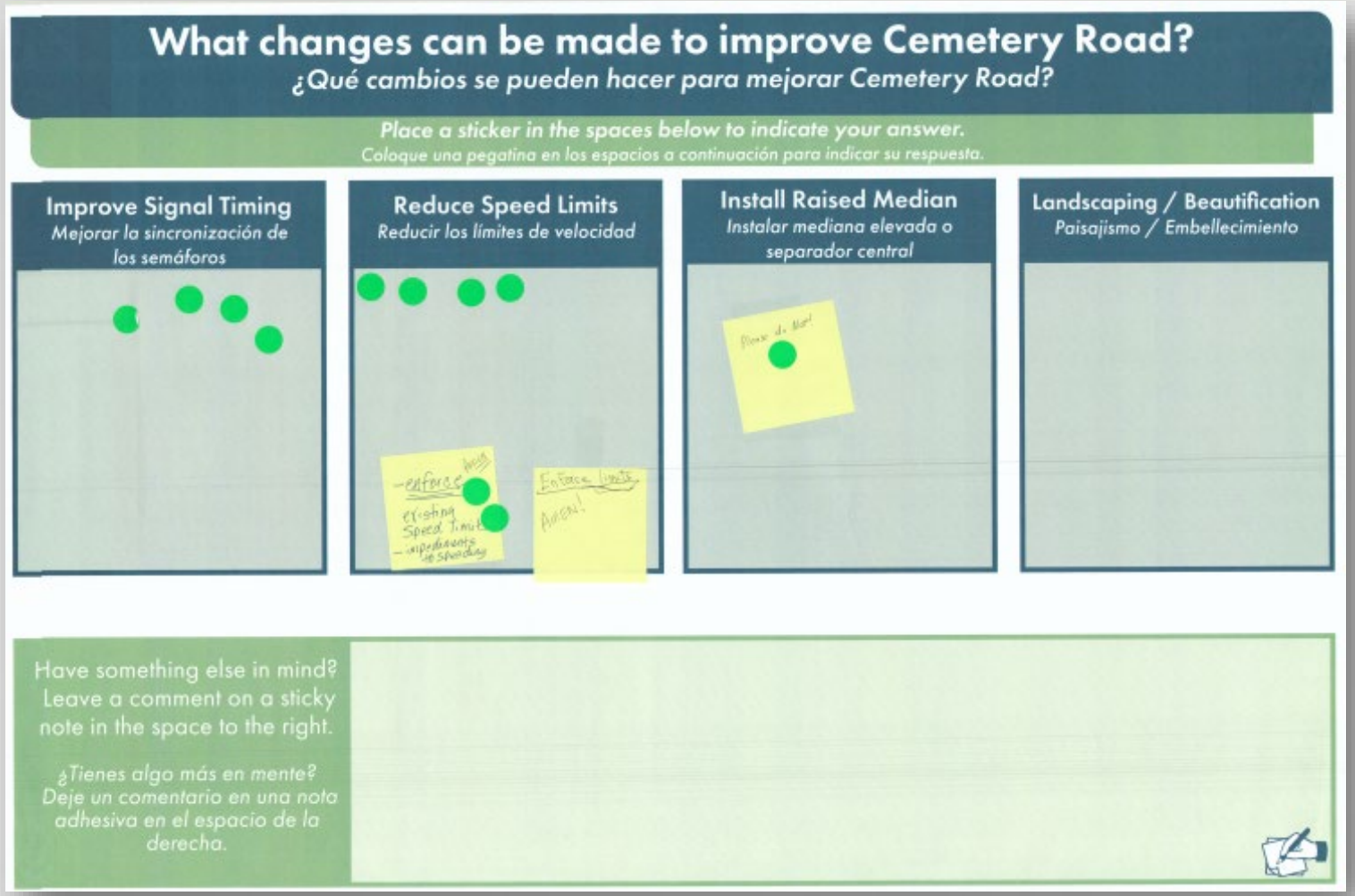




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Changes That Can Improve Cemetery Road





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- Reduce speed limits (4)
- Enforce speed limits (2)
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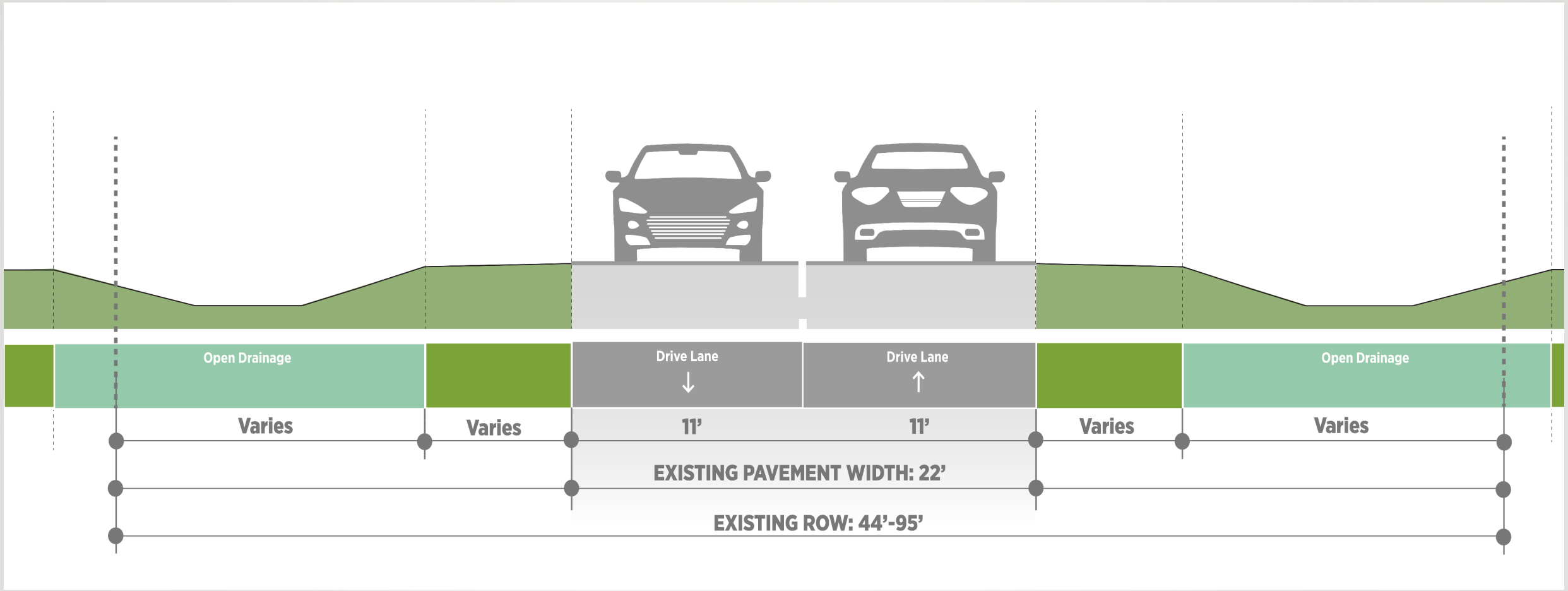
Survey Results



- 185 responses
- 53% of respondents travel Cemetery Road daily
- Concerns
  - Roadway condition/maintenance
  - Safety
  - Future development
- Priorities
  - Drainage improvements
  - Improved traffic flow

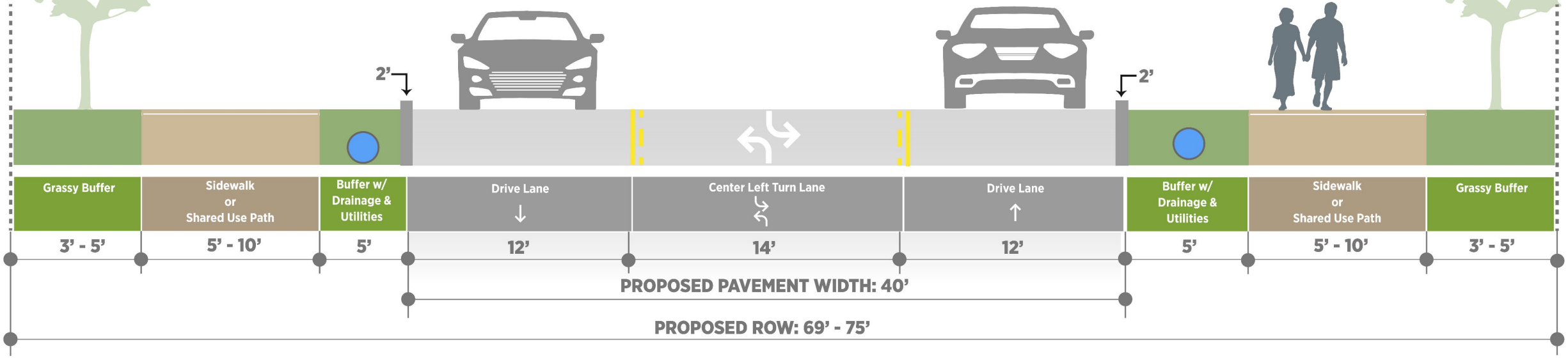
Conceptual Alternatives

No-Build Scenario: Existing Roadway

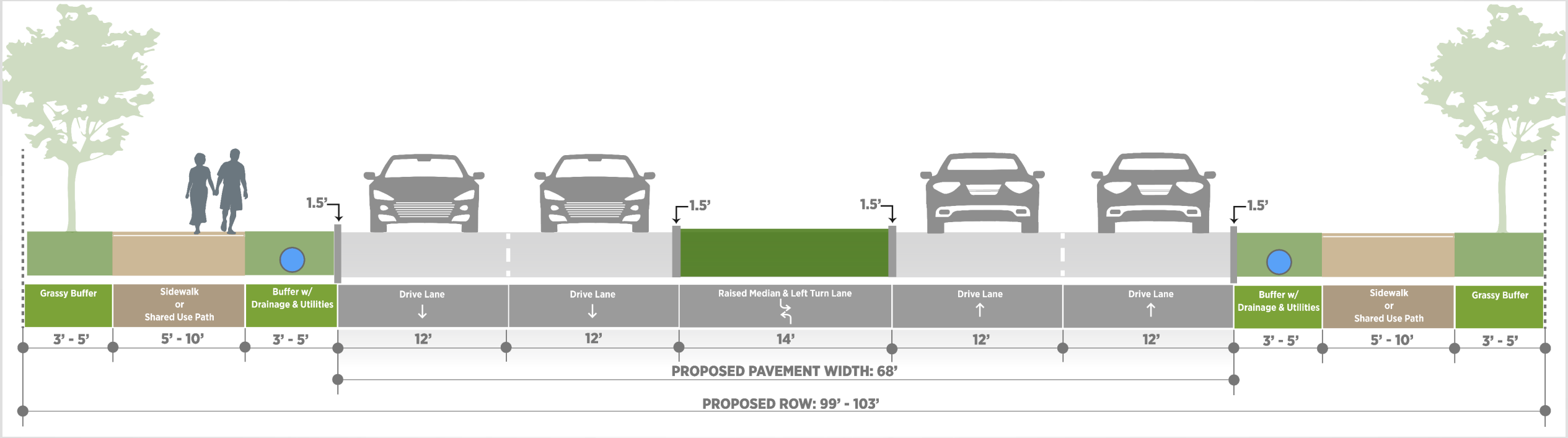


Conceptual Alternative A: 2-Lane w/Center Turn Lane

- Entire length of Cemetery Road
- Proposed ROW: 69 ft. – 75 ft.



Conceptual Alternative B: 4-Lane w/Raised Median



- Entire length of Cemetery Road
- Proposed ROW: 99 ft. – 103 ft.

Alternatives Comparison

	No-build Scenario (Existing roadway)	Alternative A (2-lane w/center turn lane)	Alternative B (4-lane w/raised median)
Bridge Improvements	✗	✓	✓
Drainage Improvements	✗	✓	✓
Safety Improvements	✗	✓	✓
Added Capacity	✗	✗	✓
Multimodal Facilities (bicycle / pedestrian)	✗	✓	✓
Additional R.O.W Needed	N/A	25’ – 30’	55’ – 60’

Breakout Groups

Instructions



- Clarify any questions you have about the alternatives
- Include WHY you prefer one over the other
- Discuss the pros and cons of the two different alternatives:
  - Two lanes versus four lanes
  - Sidewalk (5’) or shared use path (10’) on one side or both
  - Median:
    - Continuous Center Turn Lane
    - No Median
    - Raised Median with Left-Turn Turnouts (at designated locations)

Discussion / Q&A

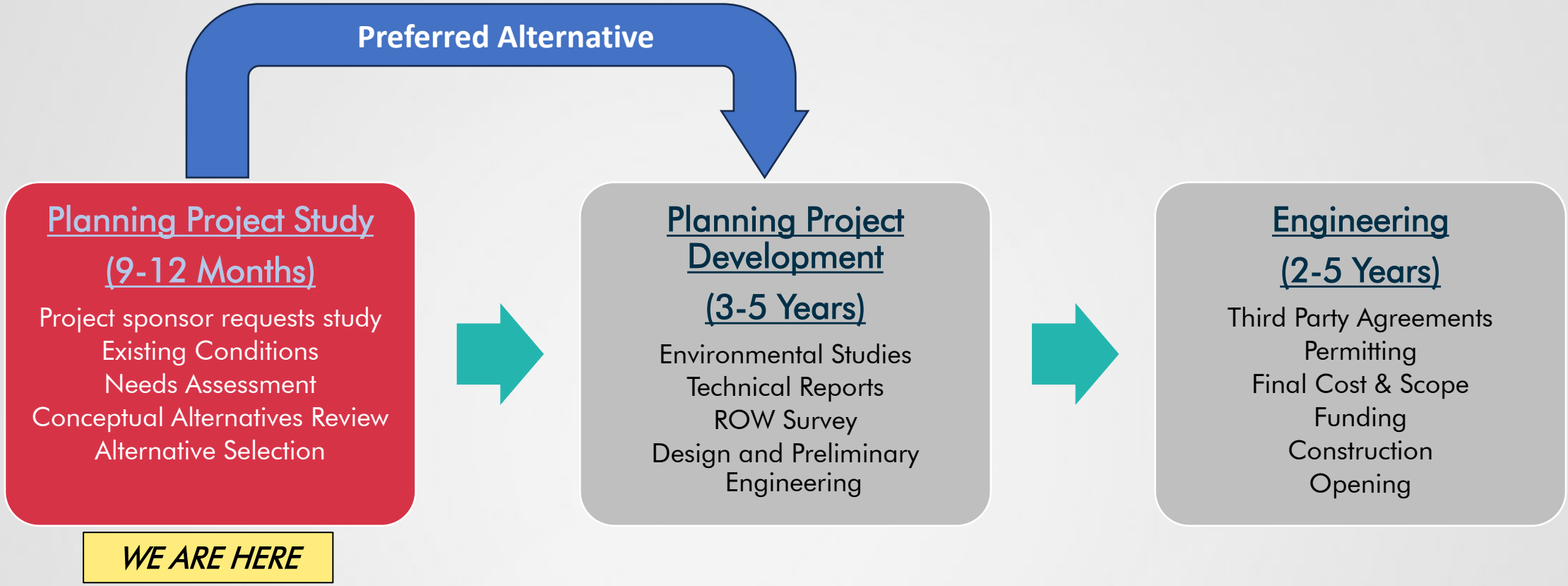
Next Steps

Next Steps



- Public Open House #2
  - March 25th , 5:00 pm – 7:00 pm
  - Runge Park
- Incorporate feedback
- Complete Final Report

Next Steps - The Planning Process



Points Of Contact



- **H-GAC Project Manager– Caroline Bailey**

  Caroline.Bailey@h-gac.com

  (832) 681-2629

- **H-GAC Deputy Project Manager– Carlene Mullins**

  Carlene.Mullins@h-gac.com

  (832) 681-2585

- **H-GAC Subregional Planning Manager– Monique Johnson**

  Monique.Johnson@h-gac.com

  (832) 681-2606

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Sign-In

March 25, 2025
Community Open House
Galveston County Cemetery Road Corridor Study
Houston-Galveston Area Council

Name	How did you hear about this event?
PATTY & JOHN TABOR	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
MIKE + GERALDINE O'DAY	☐ Mail ☐ Flyer ☐ Yard Sign ☒ Other
Ronnie Norwood	☐ Mail ☐ Flyer ☒ Yard Sign ☐ Other
Dub Eckel	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
MANUEL MARQUES	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Kenneth Eierdam	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Chally Murillo	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
BOB MEIRESONNE	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Charlie Pardo	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
John Rouse	☐ Mail ☐ Flyer ☑ Yard Sign ☐ Other
Rusty W. Shields	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Jill Bernahl	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
JACKIE CRAMER	☒ Mail ☐ Flyer ☒ Yard Sign ☐ Other
Shawn Miller	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
PAT Oliver	☐ Mail ☒ Flyer ☐ Yard Sign ☐ Other
	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
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Houston-Galveston Area Council

Sign-In

March 25, 2025
Community Open House
Galveston County Cemetery Road Corridor Study
Houston-Galveston Area Council

Name	How did you hear about this event?
Wealdy Hollwood	☐ Mail ☐ Flyer ☑ Yard Sign ☐ Other
Christina & Jason McNally	☐ Mail ☑ Flyer ☐ Yard Sign ☐ Other
Karen Kolb	☑ Mail ☐ Flyer ☐ Yard Sign ☐ Other
DANIEL FITCHENER	☐ Mail ☐ Flyer ☐ Yard Sign ☒ Other
Kevin Jolibois	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Ivan Murillo	☐ Mail ☐ Flyer ☐ Yard Sign ☒ Other
Ted Gillis	☑ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Adrian Keith	☑ Mail ☐ Flyer ☑ Yard Sign ☐ Other
Esther Gray	☐ Mail ☑ Flyer ☐ Yard Sign ☑ Other
TODD Johnson	☑ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Nina McCarvell	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Kathaleen Fontenot	☑ Mail ☐ Flyer ☐ Yard Sign ☐ Other
MARY Bouse	☑ Mail ☐ Flyer ☑ Yard Sign ☐ Other
NEIL LEWIS	☑ Mail ☑ Flyer ☐ Yard Sign ☐ Other
Mark Burrus	☐ Mail ☐ Flyer ☑ Yard Sign ☐ Other
Shelley Harris / KP Burnett	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Shay & Jana Ivy	☑ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Katherine Dorey-Scott	☐ Mail ☐ Flyer ☐ Yard Sign ☑ Other
Brandon Jones	☐ Mail ☐ Flyer ☑ Yard Sign ☐ Other
Paul McGuire	☒ Mail ☐ Flyer ☐ Yard Sign ☐ Other

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Houston-Galveston Area Council

Sign-In

March 25, 2025
Community Open House
Galveston County Cemetery Road Corridor Study
Houston-Galveston Area Council

Name	How did you hear about this event?
Freddie & Karen Poor	☑ Mail ☐ Flyer ☑ Yard Sign ☑ Other
Ed Hasan	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Chris Williams	☐ Mail ☐ Flyer ☑ Yard Sign ☐ Other
DAVID DYER	☑ Mail ☐ Flyer ☐ Yard Sign ☐ Other
MICHAEL HERRINGTON	☐ Mail ☐ Flyer ☒ Yard Sign ☐ Other
Rodney Sigler	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
Clinton W. Cosby, Jr., Heather	● Mail ☐ Flyer ☐ Yard Sign ☐ Other
	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
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	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other

halff

Houston-Galveston Area Council

Sign-In

March 25, 2025
Community Open House
Galveston County Cemetery Road Corridor Study
Houston-Galveston Area Council

Name	How did you hear about this event?
Tom + Theresa Abell	☐ Mail ☑ Flyer ☐ Yard Sign ☑ Other Person
Angel & Linda Amador	☑ Mail ☐ Flyer ☐ Yard Sign ☐ Other
[illegible] Robert Linea	☐ Mail ☑ Flyer ☐ Yard Sign ☐ Other
Kenneth P. Eckel Jr.	☑ Mail ☐ Flyer ☐ Yard Sign ☐ Other
	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other
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	☐ Mail ☐ Flyer ☐ Yard Sign ☐ Other

APPENDIX D
DRAINAGE IMPACTS

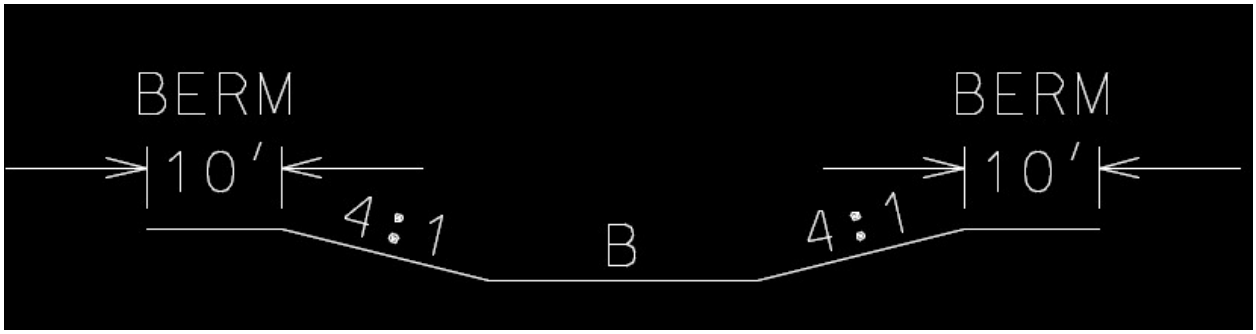
Cemetery Rd Detention Pond Estimate

Alternative A: 3 lane widening with pedestrian safety improvements.

Alternative B: 4 lane widening with pedestrian safety improvements.

Alternative C: 3 to 4 lane lane widening with safety improvements.

1. Calculated the existing pervious cover which mainly included existing pavement inside of existing ROW.
2. Calculated proposed impervious cover for each alternative which included the road widening and additional sup/sidewalk improvements.
3. Calculated the additional impervious cover added for each alternative by taking the difference between existing and proposed impervious cover.
4. Looked at historical data from the Noaa Atlas 14 point precipitation frequency estimates table based on an average recurrence interval of 100-year storm for the duration of 24hrs for the project area.
    a. https://hdsc.nws.noaa.gov/pfds/pfds_map_cont.html
5. Calculated the volume of the additional detention of each alternative by multiplying the rainfall from step 4 by the additional impervious cover area and converted it to Ac-ft.
6. Used the lidar information of the existing terrain to estimate the number of detention ponds for each of the alternatives based on direction of flow.
7. Once divided, estimated the location of each pond.



8. Based on the existing topo drafted a bottom elevation and estimated a possible max depth of each pond with a 1% min slope to the outfall of the bayou/creek.
    a. Cross Section of Pond
        i. 10' Berm all around, 4:1 side slope
        ii. Dimension B in the graphic is the base length/width. Assuming a square pond, for the simplicity of an estimate, B was determined to be the square root of the total area needed for each pond, which was obtained by dividing the volume (step 5) by the depth (step 8). Note: this is an initial estimate of the base length/width for the pond and once we determine the actual area based on the depth we can resize and optimize the pond to that new area needed.
9. Calculated the percentage of the total project each pond would have to retain based on the location for each alternative.

10. Calculate the detention (Ac-ft) that each pond would need using the percentage (step 9) and the total additional detention needed for each alternative.
11. Calculate the base area needed for each pond by dividing the detention volume (step 10) by the depth (step 8).
12. Recalculated the total area of the pond using the dimensions shown in step 8.
13. Calculate the cost for each and ultimately the total cost for the detention ponds for each alternative based on an average land cost/Ac.

Scenario	Existing Impervious Cover (Ac)	Proposed Impervious Cover (Ac)	Additional Impervious Cover (Ac)	100-Year Flood Event Rainfall over 24 hours (inches)	Total Stormwater Runoff (Ac-ft)	Estimated Additional Detention (Ac-ft)	Pond Depth Pond 1 (ft)	Pond Depth Pond 2 (ft)	Pond Depth Pond 3 (ft)	Percentage of Area for pond 1	Percentage of Area for pond 2	Percentage of Area for pond 3	Detention for pond 1 (Ac-ft)	Detention for pond 2 (Ac-ft)	Detention for pond 3 (Ac-ft)	Area 1 (Ac)	Area 2 (Ac)	Area 3 (Ac)	Total Ac 1	Total Ac 2	Total Ac 3	Total Area (Ac)	Average Land Cost/Ac	Total Cost for Drainage Mitigation
NB	10.94	10.94	0.00	17.90	16.33	0.00	4	8	6	23%	62%	16%	3.68	10.04	2.60	0.9	1.3	0.4	1.4596	1.8758	0.8242	4.16	$ 80,000.00	$ 332,769.72
A	10.94	25.97	15.03	17.90	38.74	22.41	4	8	6	23%	62%	16%	5.05	13.79	3.57	1.3	1.7	0.6	1.8847	2.4399	1.0424	5.37	$ 80,000.00	$ 429,362.89
B	10.94	36.60	25.66	17.90	54.60	38.27	4	8	6	23%	62%	15%	8.76	23.80	5.72	2.2	3.0	1.0	2.9882	3.8963	1.5012	8.39	$ 80,000.00	$ 670,856.14
C	10.94	31.13	20.19	17.90	46.44	30.11	4	8	6	19%	64%	18%	5.66	19.16	5.29	1.4	2.4	0.9	2.0700	3.2280	1.4121	6.71	$ 80,000.00	$ 536,808.94

	POND 1	POND 2	POND 3	TOTAL
NB	254,913.81	695,964.50	180,409.59	1,131,287.90
A	254,913.81	695,964.50	180,409.59	1,131,287.90
B	364,752.85	991,412.09	238,147.67	1,594,312.61
C	254,923.05	862,803.09	238,330.60	1,356,056.74

PDS-based precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.518 (0.392-0.684)	0.612 (0.465-0.795)	0.762 (0.579-0.999)	0.890 (0.668-1.19)	1.07 (0.781-1.47)	1.22 (0.862-1.72)	1.37 (0.944-1.98)	1.53 (1.03-2.27)	1.75 (1.14-2.69)	1.92 (1.22-3.03)
10-min	0.817 (0.619-1.08)	0.969 (0.735-1.26)	1.21 (0.918-1.58)	1.41 (1.06-1.88)	1.70 (1.24-2.35)	1.94 (1.38-2.75)	2.18 (1.50-3.16)	2.42 (1.63-3.61)	2.75 (1.78-4.23)	2.99 (1.90-4.73)
15-min	1.05 (0.797-1.39)	1.24 (0.941-1.61)	1.53 (1.17-2.01)	1.79 (1.34-2.38)	2.14 (1.56-2.95)	2.43 (1.72-3.43)	2.73 (1.88-3.95)	3.04 (2.04-4.52)	3.47 (2.25-5.34)	3.81 (2.41-6.02)
30-min	1.52 (1.15-2.01)	1.78 (1.36-2.32)	2.19 (1.67-2.88)	2.55 (1.91-3.39)	3.04 (2.21-4.17)	3.43 (2.43-4.84)	3.84 (2.65-5.57)	4.30 (2.89-6.40)	4.95 (3.22-7.64)	5.48 (3.47-8.66)
60-min	2.00 (1.52-2.65)	2.37 (1.80-3.08)	2.95 (2.24-3.87)	3.45 (2.59-4.59)	4.15 (3.01-5.68)	4.70 (3.32-6.63)	5.30 (3.65-7.68)	5.98 (4.02-8.91)	7.00 (4.54-10.8)	7.84 (4.96-12.4)
2-hr	2.41 (1.84-3.17)	2.97 (2.24-3.79)	3.81 (2.90-4.95)	4.57 (3.45-6.06)	5.69 (4.16-7.77)	6.61 (4.70-9.30)	7.65 (5.30-11.0)	8.85 (5.96-13.1)	10.6 (6.93-16.3)	12.1 (7.71-19.1)
3-hr	2.63 (2.01-3.44)	3.33 (2.50-4.19)	4.36 (3.33-5.63)	5.31 (4.02-7.02)	6.76 (4.96-9.23)	7.99 (5.71-11.2)	9.39 (6.52-13.5)	11.0 (7.43-16.2)	13.4 (8.77-20.6)	15.5 (9.86-24.3)
6-hr	3.02 (2.32-3.94)	3.98 (2.98-4.91)	5.33 (4.08-6.84)	6.63 (5.04-8.71)	8.62 (6.37-11.7)	10.4 (7.45-14.5)	12.4 (8.63-17.7)	14.7 (9.97-21.6)	18.2 (11.9-27.8)	21.3 (13.6-33.1)
12-hr	3.49 (2.69-4.52)	4.67 (3.50-5.71)	6.33 (4.88-8.08)	7.94 (6.07-10.4)	10.4 (7.72-14.1)	12.6 (9.07-17.5)	15.1 (10.6-21.4)	18.1 (12.3-26.4)	22.7 (14.9-34.4)	26.7 (17.1-41.4)
24-hr	4.00 (3.10-5.16)	5.42 (4.08-6.57)	7.41 (5.74-9.40)	9.34 (7.17-12.1)	12.3 (9.18-16.6)	14.9 (10.8-20.6)	17.9 (12.6-25.4)	21.5 (14.7-31.2)	27.1 (17.9-40.7)	31.8 (20.5-49.0)
2-day	4.53 (3.52-5.80)	6.22 (4.67-7.44)	8.56 (6.65-10.8)	10.9 (8.39-14.1)	14.5 (10.9-19.5)	17.7 (13.0-24.5)	21.4 (15.1-30.1)	25.4 (17.4-36.6)	31.3 (20.7-46.7)	36.1 (23.3-55.2)
3-day	4.92 (3.84-6.29)	6.77 (5.10-8.08)	9.31 (7.26-11.7)	11.8 (9.15-15.2)	15.7 (11.9-21.1)	19.2 (14.1-26.5)	23.2 (16.4-32.5)	27.4 (18.8-39.3)	33.3 (22.1-49.5)	38.1 (24.7-58.1)
4-day	5.28 (4.13-6.72)	7.19 (5.45-8.60)	9.86 (7.71-12.4)	12.5 (9.67-16.0)	16.5 (12.5-22.1)	20.1 (14.8-27.7)	24.2 (17.2-33.8)	28.5 (19.6-40.7)	34.5 (22.9-51.1)	39.3 (25.4-59.8)
7-day	6.14 (4.82-7.79)	8.16 (6.24-9.78)	11.0 (8.64-13.8)	13.8 (10.7-17.6)	18.0 (13.7-24.0)	21.7 (16.0-29.7)	25.9 (18.4-36.0)	30.3 (20.9-43.1)	36.3 (24.2-53.6)	41.1 (26.8-62.3)
10-day	6.85 (5.39-8.66)	8.93 (6.89-10.8)	11.9 (9.39-14.9)	14.8 (11.5-18.8)	19.1 (14.5-25.3)	22.9 (16.9-31.2)	27.0 (19.3-37.5)	31.4 (21.7-44.6)	37.4 (25.0-55.1)	42.2 (27.5-63.8)
20-day	8.83 (6.99-11.1)	11.0 (8.69-13.5)	14.4 (11.4-17.9)	17.4 (13.6-22.0)	21.7 (16.5-28.5)	25.4 (18.7-34.2)	29.3 (21.0-40.4)	33.5 (23.3-47.3)	39.3 (26.4-57.5)	43.9 (28.7-66.0)
30-day	10.5 (8.38-13.2)	12.8 (10.2-15.8)	16.5 (13.1-20.5)	19.6 (15.4-24.7)	24.0 (18.2-31.2)	27.5 (20.3-36.8)	31.2 (22.4-42.8)	35.2 (24.6-49.6)	40.8 (27.5-59.6)	45.3 (29.7-67.8)
45-day	13.3 (10.6-16.7)	15.8 (12.7-19.6)	19.9 (15.9-24.7)	23.2 (18.3-29.3)	27.8 (21.2-36.0)	31.3 (23.1-41.7)	34.8 (25.1-47.7)	38.7 (27.1-54.4)	43.9 (29.7-64.0)	48.1 (31.6-71.8)
60-day	16.0 (12.8-19.9)	18.6 (15.1-23.1)	23.1 (18.6-28.7)	26.7 (21.1-33.6)	31.5 (24.0-40.7)	35.0 (25.9-46.5)	38.5 (27.8-52.6)	42.1 (29.6-59.2)	47.1 (31.9-68.4)	51.0 (33.5-75.8)

APPENDIX E
CONSTRUCTION COST ESTIMATE

Recommendations	Unit Cost	Other Notes/Assumptions	Quantities				Cost		
			A	B	C	NB	A	B	C
Construct Shared Use Path	$ 127.18	Unit is $ per linear foot; along one side of the road; 10 feet wide; concrete	19,852.80	19,852.80	19,852.80		$ 2,524,823.08	$ 2,524,823.08	$ 2,524,823.08
Construct Sidewalk	$ 72.17	Unit is $ per linear foot; along one side of the road; 5 feet wide; concrete	19,852.80	19,852.80	19,852.80		$ 1,432,763.04	$ 1,432,763.04	$ 1,432,763.04
Paint Marked Crosswalk	$ 103.00	Unit is $ per linear foot across the width of the corridor	39.00	64.00	64.00		$ 4,017.00	$ 6,592.00	$ 6,592.00
Install ADA-Compliant Curb Ramps	$ 7,128.00	Unit is $ per corner; 2 directional ramps should go on each corner	52.00	52.00	52.00		$ 370,656.00	$ 370,656.00	$ 370,656.00
Concrete Pavement Removal	$ 2.78	Unit is $ per square foot ($25 per square yard)	436,761.60	436,761.60	436,761.60		$ 1,213,226.67	$ 1,213,226.67	$ 1,213,226.67
Install Concrete Pavement	$ 11.67	Unit is $ per square foot (105 per square yard)	774,259.20	1,270,579.20	1,026,766.95		$ 9,033,024.00	$ 14,823,424.00	$ 11,978,947.75
Subtotal 1							***$ 14,578,509.79***	***$ 20,371,484.79***	***$ 17,527,008.54***
Detention Pond Estimate						$ 332,769.72	$ 429,362.89	$ 670,856.14	$ 536,808.94
Allowance for Curb and Gutter Drainage	5%						$ 728,925.49	$ 1,018,574.24	$ 876,350.43
Allowance for Signing and Striping	3%						$ 437,355.29	$ 611,144.54	$ 525,810.26
Allowance for Electrical Work	10%						$ 1,457,850.98	$ 2,037,148.48	$ 1,752,700.85
Subtotal 2							***$ 17,632,004.44***	***$ 24,709,208.19***	***$ 21,218,679.01***
Contingency	20%						$ 3,526,400.89	$ 4,941,841.64	$ 4,243,735.80
GRAND TOTAL							**$ 21,158,405.33**	**$ 29,651,049.82**	**$ 25,462,414.81**

APPENDIX F
TRAFFIC PERFORMANCE EVALUATION

Segment	Length (mi)	No Build	Alternative A		Alternative B		Alternative C	
		2045 V/C	2045 V/C	% Change From NB	2045 V/C	% Change From NB	2045 V/C	% Change From NB
a	0.32	0.97	1.07	*10.5%*	0.70	*-27%*	0.71	*-27%*
b	0.52	0.95	0.94	*-1.3%*	0.62	*-35%*	0.62	*-35%*
c	0.47	0.75	0.73	*-2.1%*	0.50	*-33%*	0.50	*-33%*
d	0.49	0.59	0.60	*0.8%*	0.46	*-23%*	0.45	*-25%*
e	0.12	0.64	0.63	*-2.5%*	0.39	*-39%*	0.34	*-47%*
f	0.75	0.56	0.56	*-1.0%*	0.35	*-38%*	0.59	*4%*
g	0.58	0.56	0.56	*-1.0%*	0.35	*-38%*	0.59	*4%*
h	0.51	0.56	0.55	*-1.5%*	0.33	*-41%*	0.55	*-3%*
Weighted Average		**0.68**	**0.68**	***0.3%***	**0.45**	***-34%***	**0.56**	***-18%***

Segment	Direction	2022 Volume	2045 Volume	Annual Growth	Projected Volumes 2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100
a	NB	1,124	2,319	3.2%	2,319	2,714	3,177	3,719	4,353	5,095	5,964	6,980	8,171	9,564	11,194	13,103
a	SB	1,124	2,933	4.3%	2,933	3,613	4,451	5,482	6,753	8,319	10,248	12,623	15,550	19,155	23,596	29,066
b	NB	1,124	2,516	3.6%	2,516	2,997	3,571	4,255	5,069	6,039	7,196	8,573	10,214	12,169	14,499	17,274
b	SB	1,124	2,727	3.9%	2,727	3,306	4,008	4,860	5,893	7,144	8,662	10,503	12,734	15,440	18,720	22,697
c	NB	1,124	1,990	2.5%	1,990	2,253	2,551	2,889	3,271	3,703	4,193	4,747	5,375	6,086	6,890	7,801
c	SB	1,124	2,115	2.8%	2,115	2,426	2,783	3,193	3,664	4,203	4,822	5,532	6,347	7,282	8,354	9,585
d	NB	1,124	1,857	2.2%	1,857	2,072	2,311	2,577	2,875	3,206	3,576	3,989	4,449	4,962	5,535	6,173
d	SB	1,124	1,296	0.6%	1,296	1,337	1,379	1,423	1,467	1,514	1,561	1,610	1,661	1,713	1,767	1,823
e	NB	1,124	1,929	2.4%	1,929	2,169	2,439	2,743	3,084	3,468	3,900	4,386	4,932	5,546	6,237	7,013
e	SB	1,124	1,566	1.5%	1,566	1,683	1,809	1,944	2,089	2,245	2,413	2,593	2,787	2,995	3,219	3,459
f	NB	1,124	1,752	1.9%	1,752	1,930	2,125	2,341	2,578	2,839	3,127	3,444	3,793	4,177	4,601	5,067
f	SB	1,124	1,281	0.6%	1,281	1,318	1,356	1,395	1,435	1,476	1,519	1,562	1,607	1,653	1,701	1,750
g	NB	1,124	1,752	1.9%	1,752	1,930	2,125	2,341	2,578	2,839	3,127	3,444	3,793	4,177	4,601	5,067
g	SB	1,124	1,281	0.6%	1,281	1,318	1,356	1,395	1,435	1,476	1,519	1,562	1,607	1,653	1,701	1,750
h	NB	1,124	1,628	1.6%	1,628	1,765	1,913	2,074	2,248	2,436	2,641	2,862	3,103	3,363	3,645	3,951
h	SB	1,124	1,451	1.1%	1,451	1,534	1,622	1,715	1,812	1,916	2,025	2,141	2,264	2,393	2,530	2,674

No Build V/C

Segment	Length	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100
a	0.32	0.97	1.17	1.42	1.73	2.11	2.58	3.15	3.86	4.73	5.80	7.12	8.76
b	0.52	0.95	1.15	1.38	1.66	2.00	2.41	2.91	3.50	4.22	5.09	6.13	7.40
c	0.47	0.75	0.85	0.97	1.11	1.26	1.44	1.65	1.88	2.14	2.45	2.80	3.19
d	0.49	0.59	0.65	0.71	0.79	0.87	0.97	1.08	1.20	1.34	1.50	1.68	1.88
e	0.12	0.64	0.71	0.79	0.88	0.97	1.09	1.21	1.35	1.51	1.69	1.89	2.12
f	0.75	0.56	0.61	0.66	0.72	0.79	0.86	0.95	1.04	1.14	1.26	1.39	1.53
g	0.58	0.56	0.61	0.66	0.72	0.79	0.86	0.95	1.04	1.14	1.26	1.39	1.53
h	0.51	0.56	0.60	0.65	0.69	0.75	0.80	0.86	0.93	1.00	1.08	1.16	1.25
Weighted Average		**0.68**	**0.77**	**0.87**	**1.00**	**1.14**	**1.31**	**1.51**	**1.74**	**2.01**	**2.34**	**2.73**	**3.19**

Alternative A V/C

Segment	Length	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100
a	0.32	1.07	1.30	1.57	1.91	2.33	2.85	3.48	4.26	5.22	6.40	7.86	9.66
b	0.52	0.94	1.13	1.36	1.64	1.98	2.38	2.87	3.46	4.17	5.02	6.06	7.31
c	0.47	0.73	0.83	0.95	1.08	1.24	1.41	1.61	1.84	2.10	2.39	2.73	3.12
d	0.49	0.60	0.65	0.72	0.79	0.88	0.98	1.08	1.21	1.35	1.51	1.69	1.90
e	0.12	0.63	0.69	0.77	0.86	0.95	1.06	1.19	1.33	1.48	1.66	1.86	2.09
f	0.75	0.56	0.61	0.66	0.72	0.78	0.86	0.94	1.03	1.14	1.25	1.38	1.53
g	0.58	0.56	0.61	0.66	0.72	0.78	0.86	0.94	1.03	1.14	1.25	1.38	1.53
h	0.51	0.55	0.59	0.64	0.69	0.74	0.79	0.85	0.92	0.99	1.07	1.15	1.24
Weighted Average		**0.68**	**0.77**	**0.88**	**1.00**	**1.15**	**1.32**	**1.52**	**1.76**	**2.04**	**2.37**	**2.77**	**3.24**

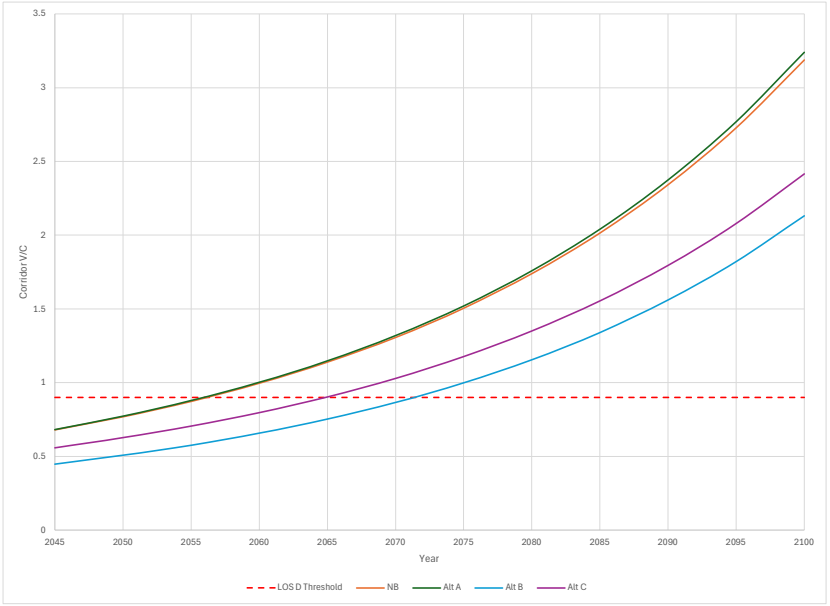
Alternative B V/C

Segment	Length	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100
a	0.32	0.70	0.85	1.04	1.26	1.54	1.88	2.30	2.82	3.45	4.24	5.21	6.40
b	0.52	0.62	0.74	0.89	1.08	1.30	1.56	1.89	2.27	2.74	3.31	3.99	4.81
c	0.47	0.50	0.57	0.65	0.75	0.85	0.97	1.11	1.27	1.45	1.65	1.89	2.16
d	0.49	0.46	0.50	0.55	0.60	0.67	0.74	0.82	0.91	1.02	1.13	1.27	1.42
e	0.12	0.39	0.43	0.48	0.53	0.59	0.66	0.73	0.82	0.91	1.02	1.14	1.28
f	0.75	0.35	0.38	0.41	0.45	0.49	0.53	0.58	0.64	0.70	0.77	0.85	0.93
g	0.58	0.35	0.38	0.41	0.45	0.49	0.53	0.58	0.64	0.70	0.77	0.85	0.93
h	0.51	0.33	0.35	0.38	0.41	0.44	0.47	0.50	0.54	0.58	0.63	0.68	0.73
Weighted Average		**0.45**	**0.51**	**0.58**	**0.66**	**0.75**	**0.87**	**1.00**	**1.15**	**1.34**	**1.56**	**1.82**	**2.13**

Alternative C V/C

Segment	Length	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100
a	0.32	0.71	0.86	1.05	1.28	1.56	1.90	2.32	2.85	3.49	4.29	5.27	6.48
b	0.52	0.62	0.75	0.90	1.09	1.31	1.58	1.90	2.29	2.76	3.34	4.02	4.86
c	0.47	0.50	0.57	0.65	0.74	0.85	0.97	1.10	1.26	1.44	1.64	1.88	2.15
d	0.49	0.45	0.49	0.53	0.59	0.65	0.72	0.80	0.89	0.99	1.10	1.23	1.38
e	0.12	0.34	0.38	0.42	0.47	0.52	0.58	0.64	0.71	0.80	0.89	1.00	1.12
f	0.75	0.59	0.63	0.69	0.74	0.81	0.88	0.97	1.06	1.16	1.28	1.41	1.55
g	0.58	0.59	0.63	0.69	0.74	0.81	0.88	0.97	1.06	1.16	1.28	1.41	1.55
h	0.51	0.55	0.59	0.63	0.67	0.72	0.78	0.83	0.90	0.97	1.04	1.12	1.20
Weighted Average		**0.56**	**0.63**	**0.71**	**0.80**	**0.90**	**1.03**	**1.18**	**1.35**	**1.55**	**1.79**	**2.08**	**2.42**

Year	LOS D Threshold	NB	Alt A	Alt B	Alt C
2045	0.9	0.68	0.68	0.45	0.56
2050	0.9	0.77	0.77	0.51	0.63
2055	0.9	0.87	0.88	0.58	0.71
2060	0.9	1.00	1.00	0.66	0.80
2065	0.9	1.14	1.15	0.75	0.90
2070	0.9	1.31	1.32	0.87	1.03
2075	0.9	1.51	1.52	1.00	1.18
2080	0.9	1.74	1.76	1.15	1.35
2085	0.9	2.01	2.04	1.34	1.55
2090	0.9	2.34	2.37	1.56	1.79
2095	0.9	2.73	2.77	1.82	2.08
2100	0.9	3.19	3.24	2.13	2.42
Year at LOS D		**2057**	**2057**	**2072**	**2065**
Service Life (years)		**32**	**32**	**47**	**40**



APPENDIX G
IMPLEMENTATION GUIDE

14800 St. Mary's Lane, Ste. 160
Houston, TX 77079-2943
(713) 588-2450
Fax (281) 310-5259

MEMORANDUM

TO: Caroline Bailey, H-GAC
Carlene Mullins, H-GAC
Michael Shannon, Galveston County

DATE: 5/23/2025

FROM: Andi Vickers, Halff Associates

SUBJECT: Plan Implementation

This memo provides an overview of the steps that follow this planning study and before a project can be physically constructed. All publicly funded projects must follow these required steps - which are conducted in multiple phases and take multiple years to complete - prior to letting and construction. The implementation of this Study will require strategic coordination between the cities of Santa Fe, League City, and Dickinson, as well as Galveston County.

Step 1: Planning

The Cemetery Road Corridor Study represents the completion of the first step of the implementation process: Planning. The next two steps can be pursued separately and will require ongoing public outreach and inter-agency coordination.

Step 2: Programming

In the Programming step of the implementation process, the selected conceptual alternative from Planning will be further developed along with all accompanying design elements, such as medians and sidewalks. Programming involves the following tasks:

- Survey
  - Right-of-Way
  - Utilities Locating
- Project Management
  - Right of Entry Approval
  - Constructibility and Phasing
  - Funding Acquisition
- Environmental Studies

Right of Entry Approval

Right of Entry Approval is required to be obtained in writing in a legally binding document. Permission must be granted by the landowner for people to enter the property for specific purposes. One right of entry agreement should be made to cover all activities such as survey, geotechnical work, and environmental studies. Separate right of entry requests can be confusing and can take several rounds to come to an agreement with some property owners. Right of entry will also need to be acquired for public lands like city or county owned property and railroad property.

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Right-of-Way (ROW) Survey

Right-of-Way (ROW) Survey is conducted to determine where the project falls within the parcels in the study area. This will determine where environmental work will need to be completed, keeping in mind that environmental resources do not end at property lines and may need to be continued to adjacent parcels, especially if discoveries are made. ROW certification will be required to mark that this step is complete and that improvements in the ROW will be removed, sold or demolished prior to a certain date.

Environmental Studies

Environmental Studies are the primary task within Programming because they require significant time to complete. However, prior to beginning these environmental studies, it is necessary to first establish right of entry to complete the ROW survey. Upon completion of the studies, the technical reports will be produced to submit to the environmental agencies for a determination. The following studies are required for comprehensive environmental study of the corridor:

- Air Quality
- Water Quality
- Noise Analysis
- Threatened and Endangered Species
- Wetlands and Water Resources
- Archaeological and Historic Sites
- Biological Resources
- Hydrology and Drainage Reports

Utilities Locating

Utilities Locating is needed before final alignments can be determined for the roadway and any other related features such as drainage and excavation. These features will need to be identified and physically marked to determine horizontal and vertical positioning. This includes manholes, gas pipelines, overhead lines, water lines, sewers and fiber optic cables. Utility access and relocation will require joint-use and/or multiple-use agreements which will be done as part of final engineering.

Constructability and Phasing

Constructability and Phasing are completed during Programming as an effort to reduce the chances of changes orders and delays in the future as well as reducing overall costs. This also takes the safety of the traveling public and construction workers into account.

Funding

Funding. There are a number of funding sources available from local, state and federal programs, and each program requires different types of funding agreements in order to proceed. The table below provides potential resources that could be utilized in the programming, engineering and/or construction of improvements to Cemetery Road.

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Funding Source	Funding Type	Description
Safe Streets and Roads for All SS4A	Federal (US DOT)	Funding through grants to prevent deaths and serious injuries.
Active Transportation Infrastructure Investment Program (ATIIP)	Federal (US DOT)	Provides two types of grants: planning and design, and construction. Minimum costs for $100,000 and $15,000,000
Surface Transportation Block Grant (STBG/Cat 7)	Federal (FHWA)	Provide flexible funding to preserve and improve conditions and performance of a highway, bridge on public road, pedestrian and bridge infrastructure
Transportation Alternatives Program (TA)	Federal (FHWA)	Set aside funds from Surface Transportation Block Grants (STBG) provides for smaller scale projects like ped/bike, pullouts, environmental mitigation, trails and safe routes to school
Category 2	Federal	For mobility and added capacity projects for traffic safety, roadway maintenance and rehabilitation
Congestion Mitigation and Air Quality Improvement Program (CMAQ/Cat 5)	Federal (FHWA)	A flexible funding source to help meet requirements of Clean Air Act
Category 3	State	Non-Traditionally Funded Projects
Category 6	State	Structure Replacement and Rehabilitation
Category 8	State	Safety
Category 9	State	Transportation Alternatives Set-Aside Program
Unified Transportation Plan (UTP)	State	10 year plan, approved annually, authorizes TxDOT and partners to prepare projects for construction
Highway Safety Improvement Program (HSIP)	State	Aims to reduce traffic fatalities and serious accidents on all public roads
NHTSA 402: State and Community Highway Safety Grant Program	State	Though TxDOT
STIP	State	4 Year plan
TIP	Regional	Approved projects to receive funding during the next 4 years. Priorities in the region.
Statewide Planning and Research (SPR)	Regional	Improve resiliency and reliability, reduce stormwater impacts, enhance travel and tourism
Safe Routes to School	Regional	Encourages walking and biking improvements, enforcements and tools
Regional Toll Revenues	Regional	Regional toll revenues are used for roadway expansions, new roads, and bike and pedestrian infrastructure

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Step 3: Engineering

The third and final step of the implementation process prior to letting and construction, Engineering, involves Preliminary Engineering and Final Design.

Preliminary Engineering

Preliminary Engineering will begin for the selected conceptual alternative after Planning and Programming have been completed. This process will further develop the alternative and determine geometric alternatives, complete value engineering, determine the ROW footprint based on this design, review and approval of the layout, and determine the agreements needed.

Since Preliminary Engineering may begin after a significant gap in time after Planning, public engagement is essential to revisit the selection and vetting process. Depending on the type of funding acquired, a letter of entry may be required, along with a number of other project elements that may be mandatory, such as design criteria, risk analysis, and updated traffic data.

Before Final Design can begin, all design exceptions, waivers and variances needed should be identified. These are required when design elements do not meet minimum values of controlling criteria or when design guidelines for right-of-way and accessibility standards are not met. They must be documented, evaluated for safety and operation impacts, submitted for review, and approved.

Final Design

Final Design will make note of any environmental studies or commitments, and any changes to the design could change the environmental review and require a redo. Final Design is concluded with a design concept conference to ensure all requirements are met. The design concept conference will review:

- Project scope
- Drainage & hydrologic design
- Bridges
- Storm drainage
- Operational design (signals)
- Lighting
- Landscaping

After the design concept conference, the next step will be to secure all agreements with other jurisdictions and entities prior to accessing land. Agreements required before construction include:

- Third party agreements for:
    - Maintenance
    - Landscaping
    - Driveway/access
    - Multiple use agreements
    - Drainage
- Advanced funding agreements
- Inter-jurisdictional agreements

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- Joint use agreements

Once all agreements are in place the next step is to determine property boundaries and acquire land needed for construction of the project. ROW and Land Acquisition needs are on the critical path of construction projects; they need to be identified as early as possible to ensure that the project is let and awarded in a timely manner.

Under state law, TxDOT can acquire the ROW needed for a transportation project. This can be a major cost to a project and should be reviewed carefully in order to not become cost prohibitive. All acquisitions and relocations must be in compliance with the Uniform Relocation Assistance and Real Property Acquisition Act. Below is the process for acquiring land:

- Survey by a professional surveyor
- Parcel selection and communication with property owners
- Appraisals to be made on the property
- Initial offer
- Environmental clearance
- Final offer
- Acceptance of offer by owner on voluntary basis or condemn property through eminent domain
- Title acquisition

Utilities relocation is often necessary as part of design and construction of transportation facilities. Doing this part of the process in a timely manner helps reduce overall costs and delays. Public utility owners share the right-of-way and must be formally notified of any work as early as possible.

Environmental permitting is the process where a determination will be made whether the project requires an Categorical Exclusion CE (no significant impact), Environmental Assessment EA (potential impacts), Environmental Impact Assessment EIS (significant impacts expected). Below are the components of environmental permitting and the agencies that grant the permits:

- Air quality - TCEQ
- Antiquities permits – Texas Historic Commission
- Biological assessment and opinion – TPWD, USFWS
- Hazardous materials - EPA
- Historic resources research – THC, SHPO
- Noise - local
- Conservation proposal - local
- USACE & USCG water permits

Traffic control and detour planning are conducted once all agreements, acquisition and permitting are complete. Traffic control and detour planning are typically done parallel to the planned route an may require temporary ramps, retaining walls and pavement. This may also require a temporary construction easement. Agreements will need to be made for construction staging, temporary access and new speed zones.

Final scope and cost estimates are the final step of engineering prior to letting and construction. This step is the culmination of all project documentation into a final plan and proposal.

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Step 4: Letting and Construction

Once engineering is complete, the final plans and proposal are released to contractors for bidding in a process called letting. Contractors review and bid on the project, and the lowest bid by a qualified contractor is then selected to be awarded the contract. The contractor is then responsible for completing a construction management plan before starting work. Once this plan is in place and all agreements and permits are confirmed, the construction process can begin. The construction process can typically take 1-2 years to complete. At the completion of construction, the improved roadway will be opened to the public for use.