

## 2018 Call for Projects Benefit Cost Analysis Questions (All Investment Categories)

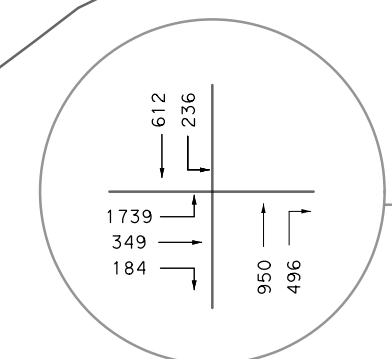
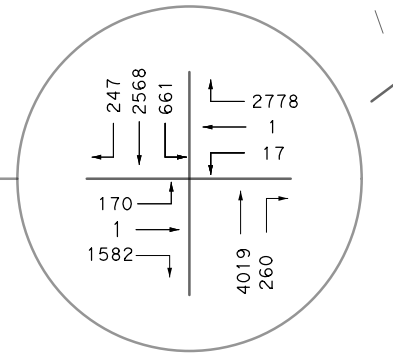
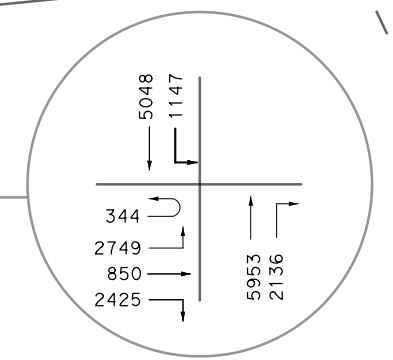
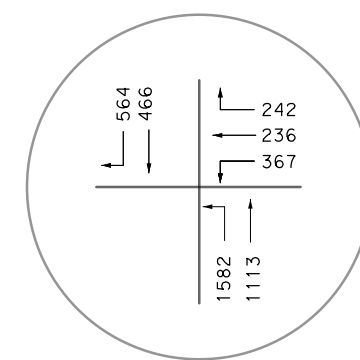
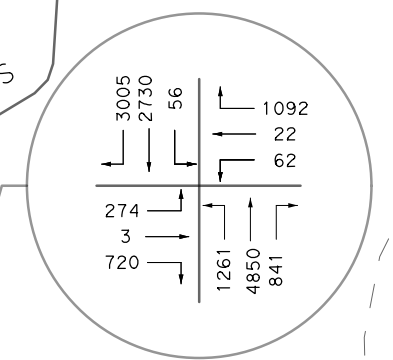
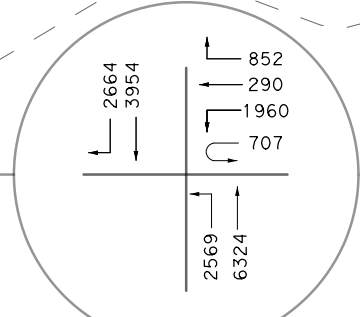
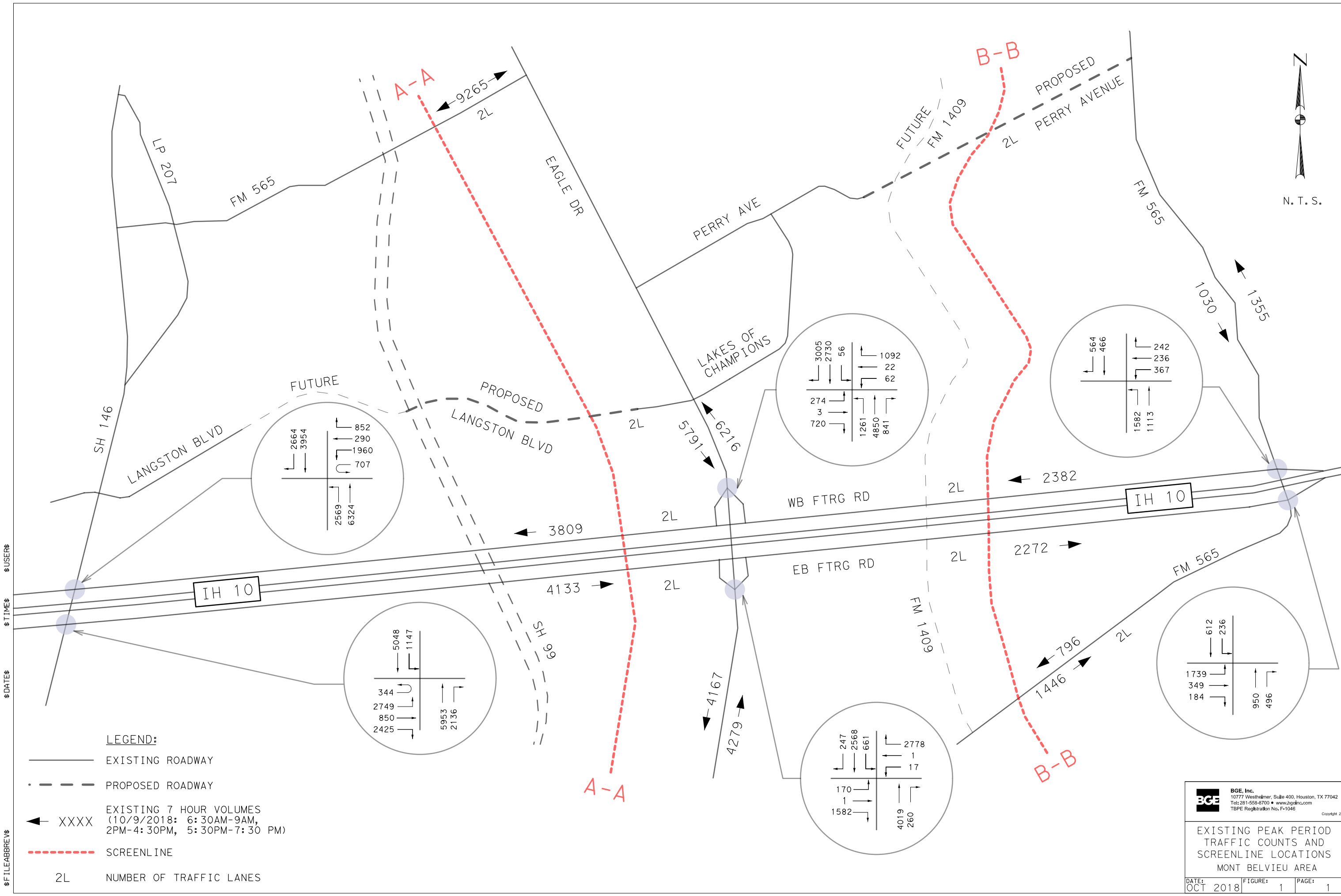
1. Safety Benefits **\$4,539,000**
2. Delay Benefits: **\$336,000**
3. Emissions Benefits: **\$2,756**
4. Additional BCA Documentation (Optional). **A figure showing the existing traffic volumes as part of the screenline analysis is attached.**
5. Additional BCA Documentation (Optional). **A spreadsheet showing the 2018, 2025, and 2045 volumes adjusted for the screenline analysis is attached.**
6. Please provide a brief narrative describing the methodology, input data and results. (Optional)  
**The 2018 peak period volume projections were adjusted using existing turning movement counts (TMC) (attached) and a screenline analysis with Langston Blvd, IH 10, and FM 565. Volumes on Langston Boulevard were determined based on the number of travel lanes between Langston (2 lanes), IH 10 frontage roads (4 lanes), and FM 565 (2 lanes). Due to the planned reconstruction of the interchange of IH 10 at Eagle Drive, it is expected that more traffic than predicted by H-GAC will use Langston Boulevard as an alternate to travel east-west.**

**The difference between the existing TMC data and the H-GAC data was applied to 2018, 2025, and 2045 peak period projections. The adjusted 24-hour volumes were obtained by using the same ratio used by H-GAC to obtain the peak period volumes.**

**Total Benefits: \$4,877,756**

**Total Cost: \$4,686,000**

**B/C: 1.04**



**LEGEND:**

- EXISTING ROADWAY
- - - PROPOSED ROADWAY
- XXXX EXISTING 7 HOUR VOLUMES  
(10/9/2018: 6:30AM-9AM,  
2PM-4:30PM, 5:30PM-7:30 PM)
- - - SCREENLINE
- 2L NUMBER OF TRAFFIC LANES

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EXISTING PEAK PERIOD TRAFFIC COUNTS AND SCREENLINE LOCATIONS MONT BELVIEU AREA

DATE: OCT 2018    FIGURE: 1    PAGE: 1

\$ FILE ABBREV \$

\$ DATE \$

\$ TIME \$

\$ USER \$

**H-GAC VOLUME PROJECTIONS FOR MONT BELVIEU TIP APPLICATION PROJECTS**

Project	2018 PkPeriod Vol	2018 24Hr Vol	2018 PkPeriod Cap	2025 PkPeriod Vol	2025 24Hr Vol	2025 PkPeriod Cap	2045 PkPeriod Vol	2045 24Hr Vol	2045 PkPeriod Cap	Estimated FFSpd (2018)	Avg Corrdor Spd (2018)
Langston Blvd Extension - from Franklin Dr to Future SH 99	2,351	4,579	10,360	3,426	6,783	10,360	9,179	15,302	10,360	54	49

**VOLUMES ADJUSTED BY SCREENLINE ANALYSIS**

Project	2018 PkPeriod Vol*	2018 24Hr Vol	2018 PkPeriod Cap	2025 PkPeriod Vol	2025 24Hr Vol	2025 PkPeriod Cap	2045 PkPeriod Vol	2045 24Hr Vol	2045 PkPeriod Cap	Estimated FFSpd (2018)	Avg Corrdor Spd (2018)
Langston Blvd Extension - from Franklin Dr to Future SH 99	4,302	8,435	10,360	5,377	10,544	10,360	11,130	18,550	10,360	54	49

\*Note: The 2018 peak period volume adjustment was made in anticipation of construction at the interchange of IH 10 and Eagle Dr, expected to last three years



WBE | DBE  
SBE | HUB  
CERTIFIED

## Technical Memorandum

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To: City of Mont Belvieu

From: Courtney Carr, P.E.

Date: October 29, 2018

Subject: Eagle Drive/FM 3180, SH 146, FM 565 Traffic Study, Mont Belvieu, TX

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The City of Mont Belvieu requested a traffic study for the intersections of IH-10 Frontage Roads at SH 146, Eagle Drive/FM 3180 and FM 565. Turning movement counts were taken at all the intersections on October 9<sup>th</sup>, 2018 for three time periods. The three time periods were the AM Peak Hour (6:30 to 9:00 AM), School Dismissal (2:00 to 4:30 PM), and PM Peak Hour (5:30 to 7:30 PM).

Eagle Drive/FM 3180 is proposed to be renovated in the coming years and will be closed during construction. The City requested that the three roadways be analyzed for two conditions: the existing condition and the construction condition with Eagle Drive closed. The existing Eagle Drive traffic volumes were redistributed to SH 146 and FM 565, based on a general 50% split between the two roadways and the more direct path for vehicles.

Synchro was utilized to analyze the conditions to find delay, level of service, and 95<sup>th</sup> percentile queue. The results are shown in the table below. The closure of Eagle Drive will greatly increase the delay and queues at SH 146 and FM 565 intersections.





Intersection	Condition	Result	AM Peak Hour												
			Intersection	EB			WB			NB			SB		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Eagle Drive/FM 3180 at Westbound IH-10 Frontage Road	Existing	LOS/Delay	A/9.8	D/40.5	-	A/0.2	D/37.6	C/33.8	B/14.6	A/6.0	B/11.7	A/3.4	B/13.2	B/13.3	A/3.0
		95th % Queue	-	22	-	0	32	11	73	56	544	39	12	244	59
Eagle Drive/FM 3180 at Eastbound IH-10 Frontage Road	Existing	LOS/Delay	C/19.5	-	F/920.3	B/11.1	-	E/36.9	F/64.8	A/0	-	-	A/9.8	-	-
		95th % Queue	-	-	52.5	15	-	0	252.5	0	-	-	5	-	-
SH 146 at Westbound Frontage Road	Existing	LOS/Delay	C/34.4	-	-	-	E/73.8	E/65.9	C/27.3	D/49.8	A/5.2	-	-	E/68.4	B/18.5
		95th % Queue	-	-	-	-	247	150	150	478	344	-	-	289	219
	Construction	LOS/Delay	F/106.3	-	-	-	E/74.5	E/66.3	C/28.4	D/50.3	A/6.4	-	-	F/85.8	F/311.3
		95th % Queue	-	-	-	-	247	150	154	423	500	-	-	388	1593
SH 146 at Eastbound Frontage Road	Existing	LOS/Delay	D/39.6	F/236.3	F/104.0	B/17.0	-	-	-	-	C/23.5	A/2.7	C/26.2	A/5.0	-
		95th % Queue	-	581	299	105	-	-	-	-	272	49	51	7	-
	Construction	LOS/Delay	E/73.3	F/448.9	F/165.3	E/71.8	-	-	-	-	C/26.7	A/3.4	C/20.6	B/10.6	-
		95th % Queue	-	852	433	383	-	-	-	-	413	59	35m	5	-
FM 565 at Westbound Frontage Road	Existing	LOS/Delay	B/12.8	-	-	-	B/10.3	A/9.3	-	-	C/15.3	-	-	A/9.8	-
		95th % Queue	-	-	-	-	7.5	7.5	-	-	110	-	-	37.5	-
	Construction	LOS/Delay	F/214.3	-	-	-	C/16	D/34.4	-	-	F/351.6	-	-	F/176.2	-
		95th % Queue	-	-	-	-	30	167.5	-	-	1277.5	-	-	697.5	-
FM 565 at Eastbound Frontage Road	Existing	LOS/Delay	B/12.5	C/15.4	A/8.5	-	-	-	-	-	B/11.3	-	-	A/10	-
		95th % Queue	-	77.5	7.5	-	-	-	-	-	45	-	-	20	-
	Construction	LOS/Delay	F/114.9	F/93.4	B/12.3	-	-	-	-	-	F/189.4	-	-	E/42.1	-
		95th % Queue	-	375	20	-	-	-	-	-	765	-	-	217.5	-
Intersection	Condition	Result	School Dismissal Peak Hour												
			Intersection	EB			WB			NB			SB		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Eagle Drive/FM 3180 at Westbound IH-10 Frontage Road	Existing	LOS/Delay	B/11.1	D/42.9	-	A/0.9	D/40.3	-	A/1.4	A/8.6	A/8.8	A/2.5	B/15.5	C/25.6	A/3.8
		95th % Queue	-	59	-	0	17	-	0	87	306	34	8	506	63
Eagle Drive/FM 3180 at Eastbound IH-10 Frontage Road	Existing	LOS/Delay	C/24.4	-	-	-	C/21.2	-	F/118.2	F/98.3	A/0	-	-	A/9.5	-
		95th % Queue	-	-	-	-	92.5	-	7.5	447.5	0	-	-	17.5	-
SH 146 at Westbound Frontage Road	Existing	LOS/Delay	C/33.4	-	-	-	E/74.6	E/65.4	A/8.8	D/49.4	A/6.2	-	-	E/71.3	B/11.2
		95th % Queue	-	-	-	-	262	153	48	384	361	-	-	339	124
	Construction	LOS/Delay	F/137.3	-	-	-	E/74.6	E/65.4	A/8.8	E/56.3	A/7.6	-	-	F/129.8	F/378.2
		95th % Queue	-	-	-	-	262	153	48	340	449	-	-	564	1876
SH 146 at Eastbound Frontage Road	Existing	LOS/Delay	E/58.7	F/276.3	F/167.4	E/75.7	-	-	-	-	C/24.2	A/7.0	C/27.9	A/4.3	-
		95th % Queue	-	636	439	452	-	-	-	-	291	124	151	2	-
	Construction	LOS/Delay	F/161.7	F/629.3	F/326.3	F/407.9	-	-	-	-	C/26.5	A/7.0	C/20.3	C/25.0	-
		95th % Queue	-	1059	643	1081	-	-	-	-	397	124	50	538	-
FM 565 at Westbound Frontage Road	Existing	LOS/Delay	B/11.3	-	-	-	A/9.9	A/9.2	-	-	B/12.9	-	-	A/8.9	-
		95th % Queue	-	-	-	-	10	12.5	-	-	80	-	-	20	-
	Construction	LOS/Delay	F/151.2	-	-	-	C/20.5	C/18.5	-	-	F/208.8	-	-	F/175.1	-
		95th % Queue	-	-	-	-	67.5	67.5	-	-	835	-	-	745	-
FM 565 at Eastbound Frontage Road	Existing	LOS/Delay	B/12.7	C/16	A/8.3	-	-	-	-	-	A/9.8	-	-	B/10.1	-
		95th % Queue	-	87.5	5	-	-	-	-	-	25	-	-	22.5	-
	Construction	LOS/Delay	F/146.7	F/222.8	C/15.2	-	-	-	-	-	F/72.4	-	-	F/174	-
		95th % Queue	-	725	47.5	-	-	-	-	-	327.5	-	-	645	-
Intersection	Condition	Result	PM Peak Hour												
			Intersection	EB			WB			NB			SB		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Eagle Drive/FM 3180 at Westbound IH-10 Frontage Road	Existing	LOS/Delay	B/15.5	D/44.1	C/34	B/13	D/37.8	D/36.1	B/15	A/8.5	B/19.6	A/3.2	B/17.7	B/18.8	A/3.4
		95th % Queue	-	79	5	54	24	20	63	81	795	29	20	319	60
Eagle Drive/FM 3180 at Eastbound IH-10 Frontage Road	Existing	LOS/Delay	D/33.1	-	-	-	C/21.4	-	F/58.9	F/133.5	A/0	-	-	A/9.2	-
		95th % Queue	-	-	-	-	117.5	-	2.5	542.5	0	-	-	10	-
SH 146 at Westbound Frontage Road	Existing	LOS/Delay	D/35.3	-	-	-	E/74.9	E/64.7	B/18.0	E/55.5	A/7.1	-	-	E/72.8	B/10.2
		95th % Queue	-	-	-	-	284	164	101	420	434	-	-	356	102
	Construction	LOS/Delay	F/83.2	-	-	-	E/74.9	E/64.7	B/18.0	E/65.4	B/17.1	-	-	F/133.2	F/201.0
		95th % Queue	-	-	-	-	284	164	101	329	511	-	-	519	1189
SH 146 at Eastbound Frontage Road	Existing	LOS/Delay	F/93	F/432.2	F/259.7	F/113.3	-	-	-	-	C/25.5	A/5.7	C/29.5	A/4.2	-
		95th % Queue	-	831	562	559	-	-	-	-	348	95	167	0	-
	Construction	LOS/Delay	F/234.7	F/909.6	F/484.9	F/483.8	-	-	-	-	C/28.1	A/5.7	C/23.9	B/11.5	-
		95th % Queue	-	1369	825	1237	-	-	-	-	468	95	73	531	-
FM 565 at Westbound Frontage Road	Existing	LOS/Delay	D/25.5	-	-	-	B/11.3	B/10.4	-	-	D/34.2	-	-	A/9.8	-
		95th % Queue	-	-	-	-	15	20	-	-	285	-	-	22.5	-
	Construction	LOS/Delay	F/307.5	-	-	-	D/25.6	E/41.4	-	-	F/576.4	-	-	F/104	-
		95th % Queue	-	-	-	-	87.5	192.5	-	-	2052.5	-	-	420	-
FM 565 at Eastbound Frontage Road	Existing	LOS/Delay	C/20.5	D/28.3	A/9.6	-	-	-	-	-	C/18.8	-	-	B/12.1	-
		95th % Queue	-	172.5	12.5	-	-	-	-	-	122.5	-	-	32.5	-
	Construction	LOS/Delay	F/200	F/290.5	C/20.1	-	-	-	-	-	F/254.5	-	-	F/102.8	-
		95th % Queue	-	880	85	-	-	-	-	-	897.5	-	-	402.5	-

Eagle Drive at EBFR

Leg Direction Start Time	Eagle Dr Southbound				EBFR I-10 Westbound				Eagle Dr Northbound				EBFR I-10 Eastbound				Int Total	1649 1614 1611 1664 1630 1535 1374 1207 1249 1352 1466 1676 1737 1767 1870 1973 2128 2344 2427 2288 2168 1978 1862 1776 1744	6:30-9:20-4:5:30-7:30 7:15-8:13:30-4:5:30-6:15 1664 2128 2168												
	Right	Thru	Left	U-Turn	App Tot	Peds	CV	Peds	CC	Right	Thru	Left	U-Turn	App Tot	Peds	CV				Peds	CC	Right	Thru	Left	U-Turn	App Tot	Peds	CV	Peds	CC	
2018-10-09 06:30:00	17	42	0	0	59	0	0	0	82	0	0	0	0	82	0	0	0	11	229	0	0	34	0	1	0	35	0	0	416	1649	
2018-10-09 06:45:00	18	72	11	0	101	0	0	0	98	0	0	0	0	98	0	0	0	7	215	0	0	26	0	3	0	29	0	0	450	1614	
2018-10-09 07:00:00	17	93	22	0	132	0	0	0	87	0	0	1	0	88	0	0	0	8	163	0	0	30	0	4	0	34	0	0	425	1611	
2018-10-09 07:15:00	7	101	24	0	132	0	0	0	59	0	0	0	0	59	0	0	0	7	139	0	0	19	0	2	0	21	0	0	358	1664	
2018-10-09 07:30:00	4	58	14	0	76	0	0	0	68	0	0	0	0	68	0	0	0	12	192	0	0	32	0	1	0	33	0	0	381	1630	
2018-10-09 07:45:00	16	81	19	0	116	0	0	0	88	0	0	0	0	88	0	0	0	7	215	0	0	21	0	0	0	21	0	0	447	1535	
2018-10-09 08:00:00	18	108	14	0	140	0	0	0	59	0	0	0	0	59	0	0	0	8	237	0	0	31	0	3	0	34	0	0	478	1374	
2018-10-09 08:15:00	2	86	33	0	121	0	0	0	58	0	0	0	0	58	0	0	0	4	103	0	0	38	0	0	0	38	0	0	324	1207	
2018-10-09 08:30:00	2	53	25	0	80	0	0	0	61	0	0	0	0	61	0	0	0	4	107	0	0	33	0	1	0	34	0	0	286	1249	
2018-10-09 08:45:00	5	49	16	0	70	0	0	0	72	0	1	0	0	73	0	0	0	12	96	0	0	35	0	0	0	35	0	0	286	1352	
2018-10-09 14:00:00	7	64	15	0	86	0	0	0	82	0	1	0	0	83	0	0	0	6	84	0	0	46	0	6	0	52	0	0	311	1466	
2018-10-09 14:15:00	5	55	18	0	78	0	0	0	107	0	2	0	0	109	0	0	0	8	113	0	0	50	0	8	0	58	0	0	366	1676	
2018-10-09 14:30:00	2	47	23	0	72	0	0	0	111	0	2	0	0	113	0	0	0	8	142	0	0	48	1	5	0	54	0	0	389	1737	
2018-10-09 14:45:00	6	82	26	0	114	0	0	0	97	0	2	0	0	99	0	0	0	11	121	0	0	53	0	2	0	55	0	0	400	1767	
2018-10-09 15:00:00	9	179	43	0	231	0	0	0	102	0	1	0	0	103	0	0	0	9	114	0	0	63	0	1	0	64	0	0	521	1870	
2018-10-09 15:15:00	3	85	30	0	118	0	0	0	111	0	0	1	0	112	0	0	0	12	130	0	0	50	0	5	0	55	0	0	427	1973	
2018-10-09 15:30:00	6	68	26	0	100	0	0	0	118	0	0	0	0	118	0	0	0	3	134	0	0	54	0	10	0	64	0	0	419	2128	
2018-10-09 15:45:00	7	128	31	0	166	0	0	0	128	0	1	0	0	129	0	0	0	13	129	0	0	65	0	1	0	66	0	0	503	2344	
2018-10-09 16:00:00	12	192	64	0	268	0	0	0	136	0	1	0	0	137	0	0	0	11	136	0	0	69	0	3	0	72	0	0	624	2427	
2018-10-09 16:15:00	9	143	42	0	194	0	0	0	127	0	1	0	0	128	0	0	0	18	150	0	0	88	0	4	0	92	0	0	582	2288	
2018-10-09 17:30:00	12	151	17	0	180	0	0	0	142	0	0	0	0	142	0	0	0	10	178	0	0	95	0	30	0	125	0	0	635	2168	
2018-10-09 17:45:00	13	132	25	0	170	0	0	0	144	0	0	0	0	144	0	0	0	10	160	0	0	87	0	15	0	102	0	0	586	1978	
2018-10-09 18:00:00	10	75	31	0	116	0	0	0	120	1	1	0	0	122	0	0	0	10	124	0	0	88	0	25	0	113	0	0	485	1862	
2018-10-09 18:15:00	11	71	19	0	101	0	0	0	124	0	0	0	0	124	0	0	0	14	118	0	0	85	0	20	0	105	0	0	462	1776	
2018-10-09 18:30:00	12	74	17	0	103	0	0	0	114	0	1	0	0	115	0	0	0	18	128	0	0	74	0	7	0	81	0	0	445	1744	
2018-10-09 18:45:00	7	78	9	0	94	0	0	0	107	0	1	0	0	108	0	0	0	10	159	0	0	94	0	5	0	99	0	0	470		
2018-10-09 19:00:00	6	90	19	0	115	0	0	0	79	0	1	0	0	80	0	0	0	8	107	0	0	84	0	5	0	89	0	0	399		
2018-10-09 19:15:00	4	111	28	0	143	0	0	0	97	0	0	0	0	97	0	0	0	1	96	0	0	90	0	3	0	93	0	0	430		
<b>Grand Total</b>	247	2568	661	0	3476	0	0	0	2778	1	17	1	0	2797	0	0	0	260	4019	0	0	1582	1	170	0	1753	0	0	12305		
<b>% Approach</b>	7.1%	73.9%	19.0%	0.0%					99.3%	0.0%	0.6%	0.0%						6.1%	93.9%	0.0%	0.0%	90.2%	0.1%	9.7%	0.0%						
<b>% Total</b>	2.0%	20.9%	5.4%	0.0%	28.2%				22.6%	0.0%	0.1%	0.0%		22.7%				2.1%	32.7%	0.0%	0.0%	12.9%	0.0%	1.4%	0.0%	14.2%					
<b>Lights</b>	224	2466	649	0	3339				2665	1	16	1	0	2683				244	3861	0	0	1496	1	167	0	1664			11791		
<b>% Lights</b>	90.7%	96.0%	98.2%	0.0%	96.1%				95.9%	100.0%	94.1%	100.0%		95.9%				93.8%	96.1%	0.0%	0.0%	94.6%	100.0%	98.2%	0.0%	94.9%			95.8%		
<b>Articulated Trucks</b>	5	25	2	0	32				16	0	0	0	0	16				12	42	0	0	46	0	0	0	46			148		
<b>% Articulated Trucks</b>	2.0%	1.0%	0.3%	0.0%	0.9%				0.6%	0.0%	0.0%	0.0%		0.6%				4.6%	1.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	2.6%			1.2%		
<b>Buses and Single-Unit Truc</b>	18	77	10	0	105				97	0	1	0	0	98				4	116	0	0	40	0	3	0	43			366		
<b>% Buses and Single-Unit Tr</b>	7.3%	3.0%	1.5%	0.0%	3.0%				3.5%	0.0%	5.9%	0.0%		3.5%				1.5%	2.9%	0.0%	0.0%	2.5%	0.0%	1.8%	0.0%	2.5%			3.0%		
<b>Pedestrians</b>						0	0								0	0											0	0			
<b>% Pedestrians</b>						0.0%	0.0%								0.0%	0.0%											0.0%	0.0%			

**Eagle Drive at WBFR**

Leg Direction Start Time	Eagle Dr Southbound				WBFR I-10 Westbound				Eagle Dr Northbound				WBFR I-10 Eastbound				Int Total																		
	Right	Thru	Left	U-Turn	App Tot	Peds	CV	Peds C	Right	Thru	Left	U-Turn	App Tot	Peds	CV	Peds C		Right	Thru	Left	U-Turn	App Tot	Peds	CV	Peds C										
2018-10-09 06:30:00	120	43	1	0	164	0	0	0	70	2	11	0	83	0	0	0	36	228	31	0	295	0	0	0	12	0	4	0	16	0	0	558	2330		
2018-10-09 06:45:00	124	88	2	0	214	0	0	0	92	0	4	0	96	0	0	0	29	257	21	0	307	0	0	0	11	0	2	0	13	0	0	630	2268		
2018-10-09 07:00:00	132	110	2	0	244	0	0	0	98	1	4	0	103	0	0	0	33	213	23	0	269	0	0	0	14	0	2	0	16	0	0	632	2273		
2018-10-09 07:15:00	131	123	3	0	257	0	0	0	41	1	1	0	43	0	0	0	30	120	48	0	198	0	0	0	10	0	2	0	12	0	0	510	2318		
2018-10-09 07:30:00	98	55	2	0	155	0	0	0	54	0	1	0	55	0	0	0	39	174	51	0	264	0	0	0	20	0	2	0	22	0	0	496	2262		
2018-10-09 07:45:00	139	112	2	0	253	0	0	0	70	0	1	0	71	0	0	0	29	227	37	0	293	0	0	0	15	0	3	0	18	0	0	635	2144		
2018-10-09 08:00:00	151	135	2	0	288	0	0	0	69	0	1	0	70	0	0	0	32	249	23	0	304	0	0	0	11	1	3	0	15	0	0	677	1848		
2018-10-09 08:15:00	142	96	3	0	241	0	0	0	23	0	1	0	24	0	0	0	32	99	37	0	168	0	0	0	20	0	1	0	21	0	0	454	1541		
2018-10-09 08:30:00	111	55	3	0	169	0	0	0	13	1	0	0	14	0	0	0	35	83	53	0	171	0	0	0	20	1	3	0	24	0	0	378	1501		
2018-10-09 08:45:00	82	51	1	0	134	0	0	0	18	0	0	0	18	0	0	0	37	78	48	0	163	0	0	0	20	0	4	0	24	0	0	339	1551		
2018-10-09 14:00:00	85	66	0	0	151	0	0	0	15	1	2	0	18	0	0	0	18	113	41	0	172	0	0	0	20	0	9	0	29	0	0	370	1695		
2018-10-09 14:15:00	76	54	0	0	130	0	0	0	22	0	2	0	24	0	0	0	23	154	48	0	225	0	0	0	22	0	13	0	35	0	0	414	1954		
2018-10-09 14:30:00	67	43	2	0	112	0	0	0	20	3	3	0	26	0	0	0	29	182	44	0	255	0	0	0	26	0	9	0	35	0	0	428	2039		
2018-10-09 14:45:00	91	96	1	0	188	0	0	0	30	0	1	0	31	0	0	0	24	149	51	0	224	0	0	0	25	0	15	0	40	0	0	483	2144		
2018-10-09 15:00:00	137	206	3	0	346	0	0	0	22	1	1	0	24	0	0	0	26	160	35	0	221	0	0	0	24	0	14	0	38	0	0	629	2241		
2018-10-09 15:15:00	98	76	3	0	177	0	0	0	30	0	2	0	32	0	0	0	25	165	59	0	249	0	0	0	30	0	11	0	41	0	0	499	2335		
2018-10-09 15:30:00	127	67	3	0	197	0	0	0	26	0	1	0	27	0	0	0	34	169	57	0	260	0	0	0	36	0	13	0	49	0	0	533	2458		
2018-10-09 15:45:00	109	135	0	0	244	0	0	0	37	0	2	0	39	0	0	0	42	163	59	0	264	0	0	0	27	0	6	0	33	0	0	580	2631		
2018-10-09 16:00:00	165	228	1	0	394	0	0	0	20	0	1	0	21	0	0	0	42	168	57	0	267	0	0	0	31	0	10	0	41	0	0	723	2749		
2018-10-09 16:15:00	125	142	0	0	267	0	0	0	22	0	2	0	24	0	0	0	49	163	60	0	272	0	0	0	44	0	15	0	59	0	0	622	2560		
2018-10-09 17:30:00	121	133	1	0	255	0	0	0	57	1	3	0	61	0	0	0	29	248	60	0	337	0	0	0	40	1	12	0	53	0	0	706	2451		
2018-10-09 17:45:00	106	128	3	0	237	0	0	0	59	3	3	0	65	0	0	0	33	263	36	0	332	0	0	0	43	0	21	0	64	0	0	698	2251		
2018-10-09 18:00:00	83	96	3	0	182	0	0	0	54	2	3	0	59	0	0	0	19	187	42	0	248	0	0	0	26	0	19	0	45	0	0	534	2072		
2018-10-09 18:15:00	91	61	6	0	158	0	0	0	36	3	4	0	43	0	0	0	14	217	30	0	261	0	0	0	36	0	15	0	51	0	0	513	1955		
2018-10-09 18:30:00	89	77	1	0	167	0	0	0	40	0	0	0	40	0	0	0	22	179	49	0	250	0	0	0	34	0	15	0	49	0	0	506	1875		
2018-10-09 18:45:00	67	69	1	0	137	0	0	0	24	3	4	0	31	0	0	0	39	191	68	0	298	0	0	0	30	0	23	0	53	0	0	519			
2018-10-09 19:00:00	72	83	3	0	158	0	0	0	17	0	3	0	20	0	0	0	26	115	55	0	196	0	0	0	27	0	16	0	43	0	0	417			
2018-10-09 19:15:00	66	102	4	0	172	0	0	0	13	0	1	0	14	0	0	0	15	136	38	0	189	0	0	0	46	0	12	0	58	0	0	433			
<b>Grand Total</b>	<b>3005</b>	<b>2730</b>	<b>56</b>	<b>0</b>	<b>5791</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1092</b>	<b>22</b>	<b>62</b>	<b>0</b>	<b>1176</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>841</b>	<b>4850</b>	<b>1261</b>	<b>0</b>	<b>6952</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>720</b>	<b>3</b>	<b>274</b>	<b>0</b>	<b>997</b>	<b>0</b>	<b>0</b>	<b>14916</b>			
<b>% Approach</b>	<b>51.9%</b>	<b>47.1%</b>	<b>1.0%</b>	<b>0.0%</b>					<b>92.9%</b>	<b>1.9%</b>	<b>5.3%</b>	<b>0.0%</b>					<b>12.1%</b>	<b>69.8%</b>	<b>18.1%</b>	<b>0.0%</b>				<b>72.2%</b>	<b>0.3%</b>	<b>27.5%</b>	<b>0.0%</b>								
<b>% Total</b>	<b>20.1%</b>	<b>18.3%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>38.8%</b>				<b>7.3%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>7.9%</b>				<b>5.6%</b>	<b>32.5%</b>	<b>8.5%</b>	<b>0.0%</b>	<b>46.6%</b>				<b>4.8%</b>	<b>0.0%</b>	<b>1.8%</b>	<b>0.0%</b>	<b>6.7%</b>						
<b>Lights</b>	<b>2905</b>	<b>2621</b>	<b>55</b>	<b>0</b>	<b>5581</b>				<b>1066</b>	<b>22</b>	<b>58</b>	<b>0</b>	<b>1146</b>				<b>788</b>	<b>4663</b>	<b>1237</b>	<b>0</b>	<b>6688</b>				<b>698</b>	<b>3</b>	<b>274</b>	<b>0</b>	<b>975</b>			<b>14390</b>			
<b>% Lights</b>	<b>96.7%</b>	<b>96.0%</b>	<b>98.2%</b>	<b>0.0%</b>	<b>96.4%</b>				<b>97.6%</b>	<b>100.0%</b>	<b>93.5%</b>	<b>0.0%</b>	<b>97.4%</b>				<b>93.7%</b>	<b>96.1%</b>	<b>98.1%</b>	<b>0.0%</b>	<b>96.2%</b>				<b>96.9%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>	<b>97.8%</b>			<b>96.5%</b>			
<b>Articulated Trucks</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>				<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>				<b>22</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>50</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>			<b>88</b>			
<b>% Articulated Trucks</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>				<b>0.2%</b>	<b>0.0%</b>	<b>6.5%</b>	<b>0.0%</b>	<b>0.5%</b>				<b>2.6%</b>	<b>0.3%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.7%</b>				<b>2.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.8%</b>			<b>0.6%</b>			
<b>Buses and Single-Unit Truc</b>	<b>94</b>	<b>101</b>	<b>1</b>	<b>0</b>	<b>196</b>				<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>				<b>31</b>	<b>173</b>	<b>10</b>	<b>0</b>	<b>214</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>			<b>438</b>			
<b>% Buses and Single-Unit Tr</b>	<b>3.1%</b>	<b>3.7%</b>	<b>1.8%</b>	<b>0.0%</b>	<b>3.4%</b>				<b>2.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.0%</b>				<b>3.7%</b>	<b>3.6%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>3.1%</b>				<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>			<b>2.9%</b>			
<b>Pedestrians</b>						<b>0</b>	<b>0</b>							<b>0</b>	<b>0</b>																				
<b>% Pedestrians</b>						<b>0.0%</b>	<b>0.0%</b>							<b>0.0%</b>	<b>0.0%</b>																				

6:30-9:2:00-4:5:30-7:30

6:30-7:3:30-6:5:30-6:15  
2330 2458 2451

Leg Direction Start Time	FM 565 Southbound				EBFR I-10 Westbound				FM 565 Northbound				EBFR I-10 Eastbound				Int Total		6:30-9:02:00-4:05:30-7:3 6:45-7:3 3:30-4:1 5:30-6:1 729 681 1016								
	Right	Thru	Left	U-Turn	App Tot	Peds	CW	Peds	CC	Right	Thru	Left	U-Turn	App Tot	Peds	CW				Peds	CC						
2018-10-09 06:30:00	0	17	0	0	17	0	0	0	0	0	0	0	0	61	0	0	0	5	18	75	0	98	0	0	176	717	
2018-10-09 06:45:00	0	31	9	0	40	0	0	0	0	0	0	0	0	77	0	0	0	4	11	74	0	89	0	0	206	729	
2018-10-09 07:00:00	0	26	16	0	42	0	0	0	0	0	0	0	0	68	0	0	0	6	14	59	0	79	0	0	189	684	
2018-10-09 07:15:00	0	25	5	0	30	0	0	0	0	0	0	0	0	48	0	0	0	4	16	48	0	68	0	0	146	625	
2018-10-09 07:30:00	0	30	12	0	42	0	0	0	0	0	0	0	0	66	0	0	0	4	9	66	1	80	0	0	188	612	
2018-10-09 07:45:00	0	22	11	0	33	0	0	0	0	0	0	0	0	44	0	0	0	4	14	66	0	84	0	0	161	528	
2018-10-09 08:00:00	0	22	7	0	29	0	0	0	0	0	0	0	0	36	0	0	0	2	7	56	0	65	0	0	130	472	
2018-10-09 08:15:00	0	17	10	0	27	0	0	0	0	0	0	0	0	34	0	0	0	2	17	53	0	72	0	0	133	445	
2018-10-09 08:30:00	0	15	11	0	26	0	0	0	0	0	0	0	0	41	0	0	0	8	6	23	0	37	0	0	104	442	
2018-10-09 08:45:00	0	10	5	0	15	0	0	0	0	0	0	0	0	33	0	0	0	6	15	36	0	57	0	0	105	470	
2018-10-09 14:00:00	0	18	7	0	25	0	0	0	0	0	0	0	0	23	0	0	0	7	8	40	0	55	0	0	103	474	
2018-10-09 14:15:00	0	22	8	0	30	0	0	0	0	0	0	0	0	34	0	0	0	5	8	53	0	66	0	0	130	512	
2018-10-09 14:30:00	0	18	9	0	27	0	0	0	0	0	0	0	0	29	0	0	0	9	12	55	0	76	0	0	132	530	
2018-10-09 14:45:00	0	14	5	0	19	0	0	2	0	0	0	0	0	37	0	0	0	1	7	43	0	51	0	0	109	530	
2018-10-09 15:00:00	0	16	8	0	24	0	0	0	0	0	0	0	0	48	0	0	0	6	5	58	0	69	0	0	141	566	
2018-10-09 15:15:00	0	24	7	0	31	0	0	0	0	0	0	0	0	41	0	0	0	6	10	60	0	76	0	0	148	611	
2018-10-09 15:30:00	0	14	8	0	22	0	0	0	0	0	0	0	0	35	0	0	0	2	9	64	0	75	0	0	132	681	
2018-10-09 15:45:00	0	22	5	0	27	0	0	0	0	0	0	0	0	38	0	0	0	3	24	53	0	80	0	0	145	799	
2018-10-09 16:00:00	0	27	13	0	40	0	0	0	0	0	0	0	0	48	0	0	0	7	7	84	0	98	0	0	186	910	
2018-10-09 16:15:00	0	38	17	0	55	0	0	0	0	0	0	0	0	44	0	0	0	7	20	92	0	119	0	0	218	985	
2018-10-09 17:30:00	0	33	15	0	48	0	0	0	0	0	0	0	0	82	0	0	0	20	28	72	0	120	0	0	250	1016	
2018-10-09 17:45:00	0	28	11	0	39	0	0	0	0	0	0	0	0	103	0	0	0	12	15	87	0	114	0	0	256	967	
2018-10-09 18:00:00	0	29	12	0	41	0	0	0	0	0	0	0	0	99	0	0	0	12	16	93	0	121	0	0	261	846	
2018-10-09 18:15:00	0	25	8	0	33	0	0	0	0	0	0	0	0	103	0	0	0	8	14	91	0	113	0	0	249	707	
2018-10-09 18:30:00	0	23	4	0	27	0	0	0	0	0	0	0	0	65	0	0	0	13	9	87	0	109	0	0	201	571	
2018-10-09 18:45:00	0	15	5	0	20	0	0	0	0	0	0	0	0	44	0	0	0	9	6	56	0	71	0	0	135		
2018-10-09 19:00:00	0	15	5	0	20	0	0	0	0	0	0	0	0	36	0	0	0	4	14	48	0	66	0	0	122		
2018-10-09 19:15:00	0	16	3	0	19	0	0	0	0	0	0	0	0	29	0	0	0	8	10	47	0	65	0	0	113		
<b>Grand Total</b>	0	612	236	0	848	0	0	2	0	0	0	0	0	1446	0	0	0	184	349	1739	1	2273	0	0	4569		
<b>% Approach</b>	0.0%	72.2%	27.8%	0.0%				100.0%	72.2%	27.8%	0.0%	0.0%		34.3%	65.7%	0.0%	0.0%	8.1%	15.4%	76.5%	0.0%						
<b>% Total</b>	0.0%	13.4%	5.2%	0.0%	18.6%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.6%			4.0%	7.6%	38.1%	0.0%	49.7%						
<b>Lights</b>	0	572	214	0	786			2	0	0	0	0	0	1383			166	242	1663	1	2072				4243		
<b>% Lights</b>	0.0%	93.5%	90.7%	0.0%	92.7%			100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	93.3%	96.8%	0.0%	0.0%	90.2%	69.3%	95.6%	100.0%	91.2%			92.9%		
<b>Articulated Trucks</b>	0	18	20	0	38			0	0	0	0	0	0	27			13	93	39	0	145				210		
<b>% Articulated Trucks</b>	0.0%	2.9%	8.5%	0.0%	4.5%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%			7.1%	26.6%	2.2%	0.0%	6.4%				4.6%		
<b>Buses and Single-Unit Trucks</b>	0	22	2	0	24			0	0	0	0	0	0	36			5	14	37	0	56				116		
<b>% Buses and Single-Unit Truck</b>	0.0%	3.6%	0.8%	0.0%	2.8%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%			2.7%	4.0%	2.1%	0.0%	2.5%				2.5%		
<b>Pedestrians</b>						0	0								0	0						0	0				
<b>% Pedestrians</b>						0.0%	0.0%								0.0%	0.0%						0.0%	0.0%				



Leg Direction Start Time	FM 565 Southbound				WBFR I-10 Westbound				FM 565 Northbound				West Eastbound				Int Total										
	Right	Thru	Left	U-Turn	App	Tot	Peds C	Peds C	Right	Thru	Left	U-Turn	App	Tot	Peds C	Peds C		Right	Thru	Left	U-Turn	App	Tot	Peds C	Peds C		
2018-10-09 06:30:00	2	1	0	0	3	0	0	2	14	18	0	34	0	0	0	0	124	0	124	0	0	0	0	0	161		
2018-10-09 06:45:00	48	22	0	0	70	0	0	6	7	17	0	30	0	0	0	19	117	0	136	0	0	0	0	0	236		
2018-10-09 07:00:00	29	30	0	0	59	0	0	3	5	11	0	19	0	0	0	14	103	0	117	0	0	0	0	0	195		
2018-10-09 07:15:00	33	18	0	0	51	0	0	8	5	11	0	24	0	0	0	24	50	0	74	0	0	0	0	0	149		
2018-10-09 07:30:00	44	28	0	0	72	0	0	8	11	13	0	32	0	0	0	28	80	0	108	0	0	0	0	0	212		
2018-10-09 07:45:00	46	23	0	0	69	0	0	5	5	10	0	20	0	0	0	21	76	0	97	0	0	0	0	0	186		
2018-10-09 08:00:00	16	15	0	0	31	0	0	3	3	14	0	20	0	0	0	14	73	0	87	0	0	0	0	0	138		
2018-10-09 08:15:00	15	18	0	0	33	0	0	6	5	9	0	20	0	0	0	26	44	0	70	0	0	0	0	0	123		
2018-10-09 08:30:00	16	16	0	0	32	0	0	3	8	9	0	20	0	0	0	14	29	0	43	0	0	0	0	0	95		
2018-10-09 08:45:00	12	7	0	0	19	0	0	1	5	7	0	13	0	0	0	22	31	0	53	0	0	0	0	0	85		
2018-10-09 14:00:00	19	12	0	0	31	0	0	8	21	10	0	39	0	0	0	20	34	0	54	0	0	0	0	0	124		
2018-10-09 14:15:00	17	16	0	0	33	0	0	3	10	10	0	23	0	0	0	32	41	0	73	0	0	0	0	0	129		
2018-10-09 14:30:00	22	15	0	0	37	0	0	9	5	12	0	26	0	0	0	36	40	0	76	0	0	0	0	0	139		
2018-10-09 14:45:00	16	7	0	0	23	0	0	10	10	10	0	30	0	0	0	30	39	0	69	0	0	0	0	0	122		
2018-10-09 15:00:00	15	19	0	0	34	0	0	5	6	8	0	19	0	0	0	42	44	0	86	0	0	0	0	0	139		
2018-10-09 15:15:00	17	14	0	0	31	0	0	6	13	16	0	35	0	0	0	29	55	0	84	0	0	0	0	0	150		
2018-10-09 15:30:00	24	14	0	0	38	0	0	6	10	8	0	24	0	0	0	36	42	0	78	0	0	0	0	0	140		
2018-10-09 15:45:00	9	13	0	0	22	0	0	18	11	15	0	44	0	0	0	44	32	0	76	0	0	0	0	0	142		
2018-10-09 16:00:00	19	22	0	0	41	0	0	12	8	19	0	39	0	0	0	60	46	0	106	0	0	0	0	0	186		
2018-10-09 16:15:00	19	36	0	0	55	0	0	7	14	16	0	37	0	0	0	71	47	0	118	0	0	0	0	0	210		
2018-10-09 17:30:00	26	24	0	0	50	0	0	35	15	24	0	74	0	0	0	71	60	0	131	0	0	0	0	0	255		
2018-10-09 17:45:00	23	16	0	0	39	0	0	23	5	21	0	49	0	0	0	83	77	0	160	0	0	0	0	0	248		
2018-10-09 18:00:00	18	22	0	0	40	0	0	12	5	18	0	35	0	0	0	87	73	0	160	0	0	0	0	0	235		
2018-10-09 18:15:00	13	14	0	0	27	0	0	10	6	18	0	34	0	0	0	91	68	0	159	0	0	0	0	0	220		
2018-10-09 18:30:00	14	13	0	0	27	0	0	12	9	15	0	36	0	0	0	76	60	0	136	0	0	0	0	0	199		
2018-10-09 18:45:00	18	12	0	0	30	0	0	8	12	8	0	28	0	0	0	47	37	0	84	0	0	0	0	0	142		
2018-10-09 19:00:00	7	9	0	0	16	0	0	7	4	11	0	22	0	0	0	42	30	0	72	0	0	0	0	0	110		
2018-10-09 19:15:00	7	10	0	0	17	0	0	6	4	9	0	19	0	0	0	34	30	0	64	0	0	0	0	0	100		
<b>Grand Total</b>	564	466	0	0	1030	0	0	242	236	367	0	845	0	0	0	1113	1582	0	2695	0	0	0	0	0	0	4570	
<b>% Approach</b>	54.8%	45.2%	0.0%	0.0%				28.6%	27.9%	43.4%	0.0%				0.0%	41.3%	58.7%	0.0%									
<b>% Total</b>	12.3%	10.2%	0.0%	0.0%	22.5%			5.3%	5.2%	8.0%	0.0%	18.5%			0.0%	24.4%	34.6%	0.0%	59.0%					0.0%			
<b>Lights</b>	554	438	0	0	992			209	212	331	0	752			0	1085	1505	0	2590					0		4334	
<b>% Lights</b>	98.2%	94.0%	0.0%	0.0%	96.3%			86.4%	89.8%	90.2%	0.0%	89.0%			0.0%	97.5%	95.1%	0.0%	96.1%					0.0%		94.8%	
<b>Articulated Trucks</b>	3	20	0	0	23			28	15	18	0	61			0	9	36	0	45					0		129	
<b>% Articulated Trucks</b>	0.5%	4.3%	0.0%	0.0%	2.2%			11.6%	6.4%	4.9%	0.0%	7.2%			0.0%	0.8%	2.3%	0.0%	1.7%					0.0%		2.8%	
<b>Buses and Single-Unit Trucks</b>	7	8	0	0	15			5	9	18	0	32			0	19	41	0	60					0		107	
<b>% Buses and Single-Unit Trucks</b>	1.2%	1.7%	0.0%	0.0%	1.5%			2.1%	3.8%	4.9%	0.0%	3.8%			0.0%	1.7%	2.6%	0.0%	2.2%					0.0%		2.3%	
<b>Pedestrians</b>						0	0								0	0									0	0	
<b>% Pedestrians</b>						0.0%	0.0%								0.0%	0.0%									0.0%	0.0%	

6:30-9:2:00-4: 5:30-7:  
6:45-7: 4:30-5: 5:30-6:  
792 678 958

Leg Direction Start Time	SH 146 Southbound				I-10 EBFR Westbound				SH 146 Northbound				I-10 EBFR Eastbound				Int	Total	6:30-9: 2:00-4: 5:30-7:												
	Right	Thru	Left	U-Turn	App	Tot	Peds	CV	Peds	CC	Right	Thru	Left	U-Turn	App	Tot						Peds	CV	Peds	CC	Right	Thru	Left	U-Turn	App	Tot
2018-10-09 06:30:00	0	206	20	0	226	0	0	0	0	0	0	0	0	0	333	0	0	0	0	75	27	137	6	245	0	0	804	2941			
2018-10-09 06:45:00	0	216	41	0	257	0	0	0	0	0	0	0	0	0	313	0	0	0	0	69	6	108	14	197	0	0	767	2809	2941	3348	3695
2018-10-09 07:00:00	0	193	19	0	212	0	0	0	0	0	0	0	0	0	274	0	0	0	0	58	22	104	21	205	0	0	691	2743			
2018-10-09 07:15:00	0	190	30	0	220	0	0	0	0	0	0	0	0	0	296	0	0	0	0	53	26	76	8	163	0	0	679	2670			
2018-10-09 07:30:00	0	206	37	0	243	0	0	0	0	0	0	0	0	0	258	0	0	0	0	65	24	68	14	171	0	0	672	2597			
2018-10-09 07:45:00	0	197	40	0	237	0	0	0	0	0	0	0	0	0	277	0	0	0	0	69	20	88	10	187	0	0	701	2508			
2018-10-09 08:00:00	0	165	31	0	196	0	0	0	0	0	0	0	0	0	285	0	0	0	0	59	11	61	6	137	0	0	618	2352			
2018-10-09 08:15:00	0	203	37	0	240	0	0	0	0	0	0	0	0	0	201	0	0	0	0	64	18	72	11	165	0	0	606	2399			
2018-10-09 08:30:00	0	180	30	0	210	0	0	0	0	0	0	0	0	0	215	0	0	0	0	68	16	67	7	158	0	0	583	2450			
2018-10-09 08:45:00	0	174	31	0	205	0	0	0	0	0	0	0	0	0	197	0	0	0	0	55	17	66	5	143	0	0	545	2571			
2018-10-09 14:00:00	0	170	45	0	215	0	0	0	0	0	0	0	0	0	244	0	0	0	0	76	34	85	11	206	0	0	665	2693			
2018-10-09 14:15:00	0	147	35	0	182	0	0	0	0	0	0	0	0	0	258	0	0	0	0	88	26	92	11	217	0	2	657	2756			
2018-10-09 14:30:00	0	158	39	0	197	0	0	0	0	0	0	0	0	0	280	0	0	0	0	101	32	87	7	227	0	0	704	2811			
2018-10-09 14:45:00	0	166	29	0	195	0	0	0	0	0	0	0	0	0	250	0	0	0	0	85	29	102	6	222	0	2	667	2851			
2018-10-09 15:00:00	0	171	44	0	215	0	0	0	0	0	0	0	0	0	270	0	0	0	0	99	37	92	15	243	0	0	728	3018			
2018-10-09 15:15:00	0	169	40	0	209	0	0	0	0	0	0	0	0	0	293	0	0	0	0	79	23	96	12	210	0	0	712	3116			
2018-10-09 15:30:00	0	157	41	0	198	0	0	0	0	0	0	0	0	0	299	0	0	0	0	80	41	116	10	247	0	0	744	3348			
2018-10-09 15:45:00	0	171	52	0	223	0	0	0	0	0	0	0	0	0	360	0	0	0	0	97	35	112	7	251	0	0	834	3585			
2018-10-09 16:00:00	0	191	57	0	248	0	0	0	0	0	0	0	0	0	326	0	0	0	0	112	27	104	9	252	0	0	826	3689			
2018-10-09 16:15:00	0	239	65	0	304	0	0	0	0	0	0	0	0	0	328	0	0	0	0	116	52	129	15	312	0	0	944	3751			
2018-10-09 17:30:00	0	264	78	0	342	0	0	0	0	0	0	0	0	0	313	0	0	0	0	103	39	169	15	326	0	5	981	3695			
2018-10-09 17:45:00	0	191	44	0	235	0	0	0	0	0	0	0	0	0	390	0	0	0	0	117	43	145	8	313	0	3	938	3475			
2018-10-09 18:00:00	0	142	40	0	182	0	0	0	0	0	0	0	0	0	368	0	0	0	0	117	54	148	19	338	0	0	888	3254			
2018-10-09 18:15:00	0	190	56	0	246	0	0	0	0	0	0	0	0	0	356	0	0	0	0	95	39	124	28	286	0	0	888	3099			
2018-10-09 18:30:00	0	160	49	0	209	0	0	0	0	0	0	0	1	0	322	0	0	0	0	93	36	83	18	230	0	0	761	2810			
2018-10-09 18:45:00	0	146	40	0	186	0	0	0	0	0	0	0	0	0	302	0	0	0	0	113	31	63	22	229	0	0	717				
2018-10-09 19:00:00	0	143	55	0	198	0	0	0	0	0	0	0	1	0	262	0	0	0	0	116	52	85	20	273	0	0	733				
2018-10-09 19:15:00	0	143	22	0	165	0	0	0	0	0	0	0	0	0	219	0	0	0	0	103	33	70	9	215	0	0	599				
<b>Grand Total</b>	0	5048	1147	0	6195	0	0	0	0	0	0	0	1	1	8089	0	0	0	0	2425	850	2749	344	6368	0	12	20652				
<b>% Approach</b>	0.0%	81.5%	18.5%	0.0%				0.0%	0.0%	0.0%	0.0%			26.4%	73.6%	0.0%	0.0%			38.1%	13.3%	43.2%	5.4%								
<b>% Total</b>	0.0%	24.4%	5.6%	0.0%	30.0%			0.0%	0.0%	0.0%	0.0%	0.0%		10.3%	28.8%	0.0%	0.0%	39.2%		11.7%	4.1%	13.3%	1.7%	30.8%							
<b>Lights</b>	0	4441	1028	0	5469			0	0	0	0	0		1826	5452	0	0	7278		2266	732	2421	314	5733			18480				
<b>% Lights</b>	0.0%	88.0%	89.6%	0.0%	88.3%			0.0%	0.0%	0.0%	0.0%			85.5%	91.6%	0.0%	0.0%	90.0%		93.4%	86.1%	88.1%	91.3%	90.0%			89.5%				
<b>Articulated Trucks</b>	0	474	71	0	545			0	0	0	0	0		246	350	0	0	596		91	72	262	18	443			1584				
<b>% Articulated Trucks</b>	0.0%	9.4%	6.2%	0.0%	8.8%			0.0%	0.0%	0.0%	0.0%			11.5%	5.9%	0.0%	0.0%	7.4%		3.8%	8.5%	9.5%	5.2%	7.0%			7.7%				
<b>Buses and Single-Unit Truc</b>	0	133	48	0	181			0	0	0	0	0		64	151	0	0	215		68	46	66	12	192			588				
<b>% Buses and Single-Unit T</b>	0.0%	2.6%	4.2%	0.0%	2.9%			0.0%	0.0%	0.0%	0.0%			3.0%	2.5%	0.0%	0.0%	2.7%		2.8%	5.4%	2.4%	3.5%	3.0%			2.8%				
<b>Pedestrians</b>						0	0						1	1					0	0					0	12					
<b>% Pedestrians</b>						0.0%	0.0%						100.0%	100.0%					0.0%	0.0%					0.0%	100.0%					

Leg Direction Start Time	SH 146 Southbound				I-10 WBFR Westbound				SH 146 Northbound				I-10 WBFR Eastbound				Int Total	Total												
	Right	Thru	Left	U-Turn	App Tot	Peds	CV	Peds	CC	Right	Thru	Left	U-Turn	App Tot	Peds	CV			Peds	CC	Right	Thru	Left	U-Turn	App Tot	Peds	CV	Peds	CC	
2018-10-09 06:30:00	108	148	0	0	256	0	0	0	59	14	54	16	143	0	0	0	0	0	315	76	0	0	0	0	0	0	0	790	2972	
2018-10-09 06:45:00	112	148	0	0	260	0	0	0	50	12	80	23	165	0	0	0	0	0	250	98	0	0	0	0	0	0	0	773	2842	
2018-10-09 07:00:00	105	145	0	0	250	0	0	0	37	9	53	22	121	0	0	0	0	0	213	113	0	0	0	0	0	0	697	2739		
2018-10-09 07:15:00	142	127	0	0	269	0	0	0	36	12	79	18	145	0	0	0	0	0	174	124	0	0	0	0	0	0	712	2658		
2018-10-09 07:30:00	144	162	0	0	306	0	0	0	29	8	53	22	112	0	0	0	0	0	143	99	0	0	0	0	0	0	660	2506		
2018-10-09 07:45:00	112	157	0	0	269	0	0	0	35	12	52	7	106	0	0	0	0	0	179	116	0	0	0	0	0	0	670	2438		
2018-10-09 08:00:00	103	98	0	0	201	0	0	0	32	10	78	27	147	0	0	0	0	0	157	111	0	0	0	0	0	0	616	2357		
2018-10-09 08:15:00	100	125	0	0	225	0	0	0	26	10	78	17	131	0	0	0	0	0	134	70	0	0	0	0	0	0	560	2311		
2018-10-09 08:30:00	103	132	0	0	235	0	0	0	40	13	62	22	137	0	0	0	0	0	149	71	0	0	0	0	0	0	592	2353		
2018-10-09 08:45:00	105	139	0	0	244	1	0	0	25	11	61	21	118	0	0	0	0	0	160	67	0	0	0	0	0	0	589	2348		
2018-10-09 14:00:00	73	132	0	0	205	0	1	0	14	5	86	21	126	0	1	0	0	0	181	58	0	0	0	0	0	0	570	2354		
2018-10-09 14:15:00	77	119	0	0	196	0	0	0	24	7	63	15	109	1	0	0	0	0	206	91	0	0	0	0	0	0	602	2435		
2018-10-09 14:30:00	76	98	0	0	174	0	0	0	17	14	77	23	131	0	0	0	0	0	202	80	0	0	0	0	0	0	587	2508		
2018-10-09 14:45:00	75	130	0	0	205	0	0	0	13	11	68	17	109	0	0	0	0	0	210	71	0	0	0	0	0	2	595	2605		
2018-10-09 15:00:00	90	137	0	1	228	0	0	0	29	7	70	17	123	0	1	0	0	0	214	84	2	0	0	0	0	0	651	2809		
2018-10-09 15:15:00	80	134	0	0	214	0	1	0	18	8	80	34	140	0	0	0	0	0	249	72	0	0	0	0	0	0	675	2901		
2018-10-09 15:30:00	81	130	0	0	211	0	0	0	22	5	63	24	114	0	0	0	0	0	265	94	0	0	0	0	0	0	684	3153		
2018-10-09 15:45:00	105	163	0	0	268	0	0	0	31	15	66	21	133	0	0	0	0	0	301	95	2	0	0	0	0	0	799	3480		
2018-10-09 16:00:00	99	148	0	0	247	0	0	0	35	15	80	21	151	0	0	0	0	0	254	91	0	0	0	0	0	0	743	3513		
2018-10-09 16:15:00	155	221	0	0	376	0	1	0	22	7	81	33	143	0	1	0	0	0	308	100	0	0	0	0	0	0	927	3519		
2018-10-09 17:30:00	145	273	0	0	418	0	0	0	48	15	77	37	177	0	0	0	0	0	310	106	0	0	0	0	0	0	1011	3376		
2018-10-09 17:45:00	63	138	0	0	201	1	0	0	39	8	92	48	187	1	0	0	0	0	323	121	0	0	0	0	0	0	832	3074		
2018-10-09 18:00:00	64	119	0	0	183	0	0	0	38	11	71	39	159	0	0	0	0	0	321	86	0	1	0	0	0	0	749	2865		
2018-10-09 18:15:00	71	162	0	0	233	0	0	0	25	13	78	25	141	0	0	0	0	0	301	109	0	0	0	0	0	0	784	2706		
2018-10-09 18:30:00	82	136	0	0	218	0	0	0	39	6	57	31	133	0	0	0	0	0	250	108	0	0	0	0	0	0	709	2457		
2018-10-09 18:45:00	76	91	0	0	167	0	0	0	27	17	85	41	170	0	0	0	0	0	194	92	0	0	0	0	0	0	623			
2018-10-09 19:00:00	56	131	0	0	187	0	0	0	22	11	59	38	130	0	0	0	0	0	186	87	0	0	0	0	0	0	590			
2018-10-09 19:15:00	62	111	0	0	173	0	0	0	20	4	57	27	108	0	0	0	0	0	175	79	0	0	0	0	0	0	535			
<b>Grand Total</b>	2664	3954	0	1	<b>6619</b>	2	3		852	290	1960	707	<b>3809</b>	2	3			0	6324	2569	4	<b>8897</b>	0	1			0	2	2	<b>19325</b>
<b>% Approach</b>	40.2%	59.7%	0.0%	0.0%					22.4%	7.6%	51.5%	18.6%						0.0%	71.1%	28.9%	0.0%					0.0%	0.0%	0.0%	0.0%	
<b>% Total</b>	13.8%	20.5%	0.0%	0.0%	<b>34.3%</b>				4.4%	1.5%	10.1%	3.7%	<b>19.7%</b>					0.0%	32.7%	13.3%	0.0%	<b>46.0%</b>				<b>0.0%</b>				
<b>Lights</b>	2380	3537	0	1	<b>5918</b>				737	234	1672	655	<b>3298</b>					0	5683	2387	2	<b>8072</b>				<b>0</b>				<b>17288</b>
<b>% Lights</b>	89.3%	89.5%	0.0%	100.0%	<b>89.4%</b>				86.5%	80.7%	85.3%	92.6%	<b>86.6%</b>					0.0%	89.9%	92.9%	50.0%	<b>90.7%</b>				<b>0</b>				<b>89.5%</b>
<b>Articulated Trucks</b>	204	295	0	0	<b>499</b>				81	50	236	32	<b>399</b>					0	476	114	0	<b>590</b>				<b>0</b>				<b>1488</b>
<b>% Articulated Trucks</b>	7.7%	7.5%	0.0%	0.0%	<b>7.5%</b>				9.5%	17.2%	12.0%	4.5%	<b>10.5%</b>					0.0%	7.5%	4.4%	0.0%	<b>6.6%</b>				<b>0</b>				<b>7.7%</b>
<b>Buses and Single-Unit Truc</b>	80	122	0	0	<b>202</b>				34	6	52	20	<b>112</b>					0	165	68	2	<b>235</b>				<b>0</b>				<b>549</b>
<b>% Buses and Single-Unit Tr</b>	3.0%	3.1%	0.0%	0.0%	<b>3.1%</b>				4.0%	2.1%	2.7%	2.8%	<b>2.9%</b>					0.0%	2.6%	2.6%	50.0%	<b>2.6%</b>				<b>0</b>				<b>2.8%</b>
<b>Pedestrians</b>						2	3								2	3							0	1			2	2		
<b>% Pedestrians</b>						100.0%	100.0%								100.0%	100.0%							0.0%	100.0%			100.0%	100.0%		

6:30-9:2:00-4:5:30-7:  
6:45-7:3:30-4:5:30-6:  
2842 3153 3376