

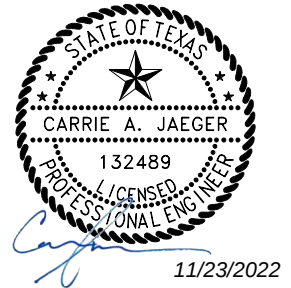
## TECHNICAL MEMORANDUM

Date: November 23, 2022

To: Leon Barba, P.E. City Engineer & Jo Ann Garcia, P.E. Road Bond Program Manager  
City of Kyle  
[Submitted by email to <lbarba@cityofkyle.com> and <jgarcia@cityofkyle.com>]

From: Carrie Jaeger, P.E., PTOE  
Project Manager | Associate  
Texas Licensed Professional Engineer No. 132489

Subject: Traffic Memo – Lehman at Bunton Creek Rd Intersection Traffic Signal Warrant and Traffic Analysis



### 1.0 INTRODUCTION

Cobb, Fendley and Associates, Inc. was asked to perform a warrant analysis and traffic study for the intersection of Lehman Road at Bunton Creek Road located in the City of Kyle in Hays County, Texas. This technical memorandum summarizes the findings for this intersection.

### 2.0 PROJECT SITE

The project site is located in Kyle, Texas east of IH 35 in Hays County. Lehman Road is an existing 3-lane (one lane in each direction with a continuous center left turn lane), curb and gutter arterial roadway that runs northeast to southwest. It has a posted speed limit of 35 mph. Bunton Creek Road is an existing 2-lane collector roadway that runs northwest to southeast. It is curb and gutter on the south side of the road that is west of Lehman Road, while the north side and to the east of Lehman Road is open ditch. It has a posted speed limit of 35 mph. At the intersection of Bunton Creek Road and Lehman Road there is a 20 mph school zone on both roads for north-south and east-west. At the south corner of the intersection is Lehman High School, which is part of Hays Consolidated Independent School District. These two roadways meet at a T-intersection that is all-way stop-controlled.



Figure 2.1: Intersection Location



Figure 2.2: Intersection Layout

### Site Visit

A site visit was conducted in November 2022 and photos from that site visit can be seen in **Attachment 1**. It was observed in the AM Peak hour that the westbound queue at this intersection was approximately 2770 feet long and reached the intersection of Bunton Creek Road at Talavera Drive.

### 3.0 TURNING MOVEMENT COUNTS

Turning movement counts (TMC) were performed on September 27, 2022, at the intersection of Lehman Road and Bunton Creek Road for a period of 24 hours starting at 12:00 AM (see **Attachment 2**). The TMC at the intersection was recorded in 15-minute intervals. Traffic counts were performed by C.J. Hensch & Associates Inc. in September 2022 with a video camera that records the intersection for 24 hours. The data is then processed by C.J. Hensch & Associates Inc. to determine vehicle and pedestrian counts for each movement at that intersection.

### 4.0 TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was performed at the study intersection based on procedures outlined in the latest edition of the *Texas Manual on Uniform Traffic Control Devices (TMUTCD)*. In this analysis, the traffic data collected in September 2022 was used to evaluate the warrant analysis. Three crashes were reported to the TxDOT Crash Records Information System (CRIS) in the last year. One on August 7, 2022, August 11, 2022, and one on September 6, 2022. One was from the driver failure to control speed, and two were from a driver failure to yield the right of way. The warrant analysis results are summarized below based on the 24-hour TMC data collection at the intersection:

#### Warrant 1: Eight-Hour Vehicular Volume

The highest eight-hour vehicular counts at the intersection are ranked and shown in **Table 4.1**.

Table 4.1: Highest Eight Hour Vehicle Volumes

| Time Ends | Major St. - Both App. |            | Minor St. - Hi. Vol. App. |            |
|-----------|-----------------------|------------|---------------------------|------------|
|           | Bunton Creek Road     |            | Lehman Road               |            |
|           | Veh. Total            | Ped. Total | Veh. Total                | Ped. Total |
| 7:00 PM   | 932                   |            | 438                       |            |
| 8:00 PM   | 902                   |            | 415                       |            |
| 6:00 PM   | 852                   |            | 424                       |            |
| 9:00 AM   | 804                   |            | 446                       |            |
| 10:00 AM  | 864                   |            | 319                       |            |
| 9:00 PM   | 850                   |            | 304                       |            |
| 5:00 PM   | 868                   |            | 236                       |            |
| 4:00 PM   | 792                   |            | 190                       |            |

**Table 4.2** below shows the results of the eight-hour vehicular volume warrant analysis. In order to meet the criteria in Warrant 1, the eight-hour volume needs to meet 100% of Condition A or B, or 80% of both Condition A and Condition B. As shown in **Table 4.2**, Warrant 1 is satisfied with the 2022 collected volume.

Table 4.2: Warrant 1 Eight-Hour Vehicular Volume Warrant Analysis (Table 4C-1, TMUTCD)

**Condition A - Minimum Vehicle Volume**

| Number of Lanes |              | Vehicles per hour on Major St<br>(Total of Both Approaches) |                  |                  |                  |             | Vehicles per hour on higher-volume<br>Minor St approach (One Direction Only) |                  |                  |                  |            |
|-----------------|--------------|-------------------------------------------------------------|------------------|------------------|------------------|-------------|------------------------------------------------------------------------------|------------------|------------------|------------------|------------|
|                 |              | Bunton Creek Road                                           |                  |                  |                  |             | Lehman Road                                                                  |                  |                  |                  |            |
| Major Street    | Minor Street | Required                                                    |                  |                  |                  | Existing    | Required                                                                     |                  |                  |                  | Existing   |
|                 |              | 100% <sup>a</sup>                                           | 80% <sup>b</sup> | 70% <sup>c</sup> | 56% <sup>d</sup> |             | 100% <sup>a</sup>                                                            | 80% <sup>b</sup> | 70% <sup>c</sup> | 56% <sup>d</sup> |            |
| 1               | 1            | 500                                                         | 400              | 350              | 280              | <b>158%</b> | 150                                                                          | 120              | 105              | 84               | <b>95%</b> |
| 2 or more       | 1            | 600                                                         | 480              | 420              | 336              |             | 150                                                                          | 120              | 105              | 84               |            |
| 2 or more       | 2 or more    | 600                                                         | 480              | 420              | 336              |             | 200                                                                          | 160              | 140              | 112              |            |
| 1               | 2 or more    | 500                                                         | 400              | 350              | 280              | <b>792</b>  | 200                                                                          | 160              | 140              | 112              | <b>190</b> |

**Condition B - Interruption of Continuous Traffic**

| Number of Lanes |              | Vehicles per hour on Major St<br>(Total of Both Approaches) |                  |                  |                  |             | Vehicles per hour on higher-volume<br>Minor St approach (One Direction Only) |                  |                  |                  |             |
|-----------------|--------------|-------------------------------------------------------------|------------------|------------------|------------------|-------------|------------------------------------------------------------------------------|------------------|------------------|------------------|-------------|
| Major Street    | Minor Street | Required                                                    |                  |                  |                  | Existing    | Required                                                                     |                  |                  |                  | Existing    |
|                 |              | 100% <sup>a</sup>                                           | 80% <sup>b</sup> | 70% <sup>c</sup> | 56% <sup>d</sup> |             | 100% <sup>a</sup>                                                            | 80% <sup>b</sup> | 70% <sup>c</sup> | 56% <sup>d</sup> |             |
| 1               | 1            | 750                                                         | 600              | 525              | 420              | <b>106%</b> | 75                                                                           | 60               | 53               | 42               | <b>190%</b> |
| 2 or more       | 1            | 900                                                         | 720              | 630              | 504              |             | 75                                                                           | 60               | 53               | 42               |             |
| 2 or more       | 2 or more    | 900                                                         | 720              | 630              | 504              |             | 100                                                                          | 80               | 70               | 56               |             |
| 1               | 2 or more    | 750                                                         | 600              | 525              | 420              | <b>792</b>  | 100                                                                          | 80               | 70               | 56               | <b>190</b>  |

<sup>a</sup>Basic minimum hourly volume.

<sup>b</sup>Used for combination of Conditions A and B after adequate trial of other remedial measures.

<sup>c</sup>May be used when the major-street speed exceeds 40 mph or in a community with a population of less than 10,000.

<sup>d</sup>May be used for combination of Conditions A and B after adequate trial of other remedial measures when major street exceeds 40 mph or in an isolated community with a population of less than 10,000.

### Warrant 2: Four-Hour Vehicular Volume

As shown in **Figure 4.1**, the Warrant 2 – Four-Hour Vehicular Volume is satisfied.

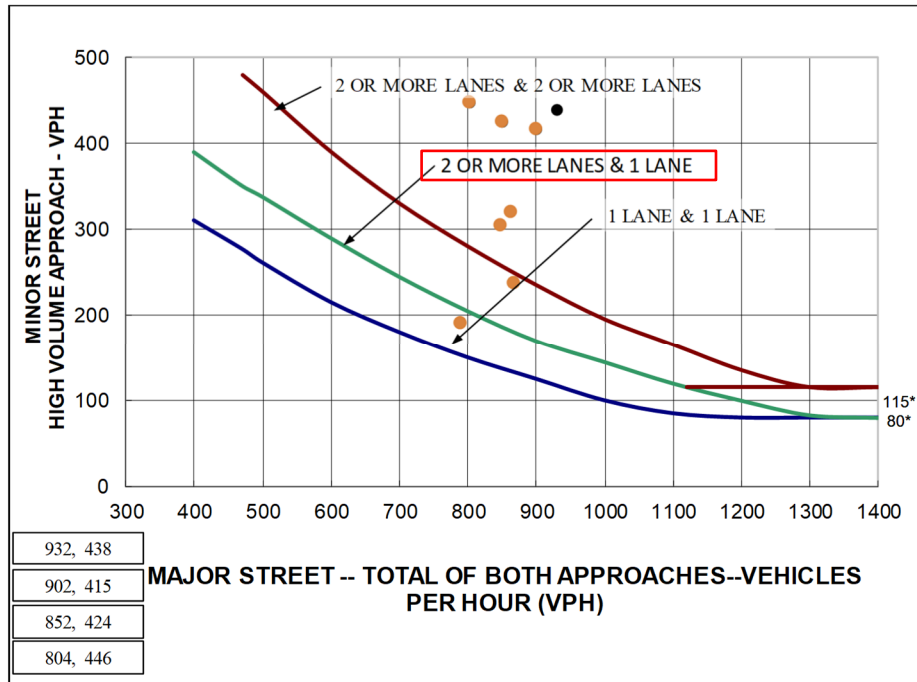


Figure 4.1: Warrant 2, Four-Hour Vehicular Volume, Figure 4C-1 TMUTCD

### Warrant 3: Peak-Hour Vehicular Volume

As shown in **Figure 4.2**, the Warrant 3 – Peak Hour Vehicular Volume is satisfied.

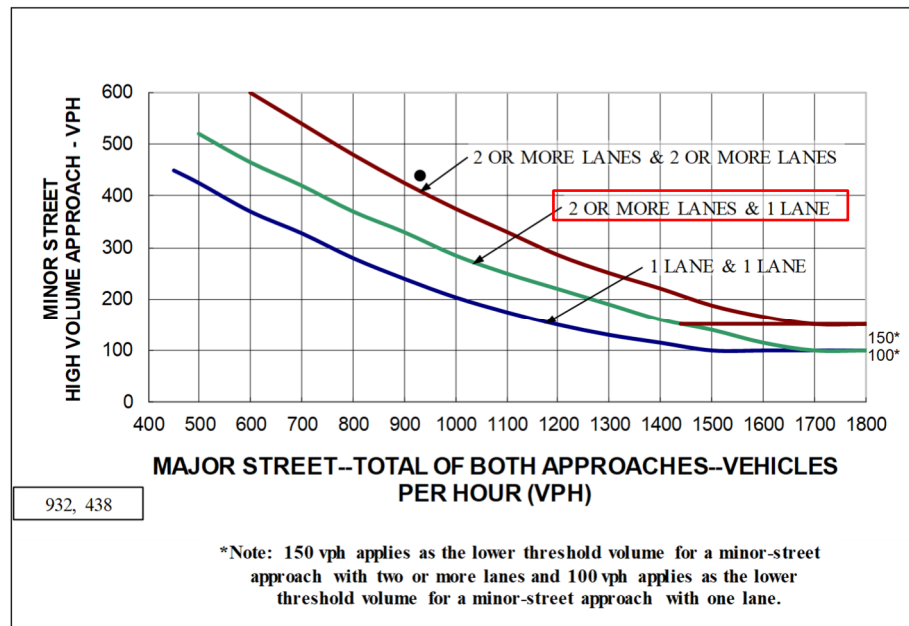


Figure 4.2: Warrant 3, Peak Hour Vehicular Volume, Figure 4C-3 TMUTCD

## 5.0 TRAFFIC ANALYSIS

### Peak Hour Determination

The peak hours for the analysis were determined for this project. For the AM peak hour, 7:15 to 8:15 AM will be used and for the PM peak hour, 5:15 to 6:15 PM will be used as shown in **Table 5.1**.

Table 5.1 - Peak Hour Determination

| Locations                          | AM Peak Hour          | PM Peak Hour          |
|------------------------------------|-----------------------|-----------------------|
| Dacy Lane at Kyle Parkway          | 7:15 - 8:15 AM        | 5:15- 6:15 PM         |
| Dacy Lane at Bunton Creek Road     | 7:15 - 8:15 AM        | 5:00- 6:00 PM         |
| Bunton Creek Road at Lehman Road   | 7:15 - 8:15 AM        | 5:15- 6:15 PM         |
| <b>Peak Hour Used for Analysis</b> | <b>7:15 - 8:15 AM</b> | <b>5:15 - 6:15 PM</b> |

### Adjustment Factor for COVID19 Pandemic

At the time of the data collection, it is assumed that traffic volumes have normalized after the COVID19 pandemic and therefore no adjustment factor will be applied.

### Level of Service and Capacity Analysis

An intersection level of service (LOS) analysis was performed for the intersections of Lehman Road at Bunton Creek Road. The traffic volumes for each scenario were analyzed according to the Highway Capacity Manual (6th Edition) and LOS were determined for each movement for each scenario. The intersections of Lehman Road at Bunton Creek Road and Dacy Lane at Bunton Creek Road are all-way stop-controlled intersections, while Dacy Lane at Kyle Parkway is a two-way stop-controlled intersection. Bunton Creek Road at Philomena Drive is a signalized intersection. All intersections were included in the same synchro file for the analysis. SimTraffic was used for the analysis. The SimTraffic file was adjusted to match as close as possible to field conditions and these adjustments were keep the same for all analysis scenarios.

Levels of service are based on delay (seconds per vehicle) and vary based on intersection control. **Table 5.2** shows the analysis scenarios that were included in this report. **Table 5.3** and **Table 5.4** below depict the control delay thresholds for signalized and unsignalized intersections respectively.

Table 5.2: Analysis Scenarios

| Analysis Scenarios                              |
|-------------------------------------------------|
| 2022 Existing – All-way stop-controlled         |
| 2022 Existing - Signalized                      |
| 2022 Existing – Signalized w/Widening to 5 Lane |
| 2022 Existing - Roundabout                      |

Table 5.3: Signalized Intersection LOS

| LOS | Control Delay/Vehicle (s/veh) |
|-----|-------------------------------|
| A   | $\leq 10$                     |
| B   | $> 10$ and $\leq 20$          |
| C   | $> 20$ and $\leq 35$          |
| D   | $> 35$ and $\leq 55$          |
| E   | $> 55$ and $\leq 80$          |
| F   | $> 80$                        |

Table 5.4: Unsignalized Intersection LOS

| LOS | Control Delay/Vehicle (s/veh) |
|-----|-------------------------------|
| A   | $< 10$                        |
| B   | $> 10$ and $\leq 15$          |
| C   | $> 15$ and $\leq 25$          |
| D   | $> 25$ and $\leq 35$          |
| E   | $> 35$ and $\leq 50$          |
| F   | $> 50$                        |

Tables 5.5 show the results of the capacity analysis for several scenarios with the existing volumes for 2022.

Table 5.5: Level of Service Analysis for Lehman Road at Bunton Creek Road

| Scenario                                                | Analysis       | Delay (s/veh) and Level of Service by Movement |      |       |            |      |       |                   |        |        |           |       |       | Int   |
|---------------------------------------------------------|----------------|------------------------------------------------|------|-------|------------|------|-------|-------------------|--------|--------|-----------|-------|-------|-------|
|                                                         |                | Lehman Road                                    |      |       |            |      |       | Bunton Creek Road |        |        |           |       |       |       |
|                                                         |                | Northbound                                     |      |       | Southbound |      |       | Eastbound         |        |        | Westbound |       |       |       |
|                                                         |                | Left                                           | Thru | Right | Left       | Thru | Right | Left              | Thru   | Right  | Left      | Thru  | Right |       |
| Intersection Lehman Road at Bunton Creek Road           |                |                                                |      |       |            |      |       |                   |        |        |           |       |       |       |
| AM Existing<br>2022                                     | Control Delay  | 23.7                                           | -    | 11.4  | -          | -    | -     | -                 | 35.2   | 34.6   | 334.5     | 332.0 | -     | 139.8 |
|                                                         | LOS            | C                                              | -    | B     | -          | -    | -     | -                 | E      | D      | F         | F     | -     | F     |
|                                                         | 95% Queue (ft) | 177                                            | -    | 193   | -          | -    | -     | -                 | 405    | 405    | 2699      | 2699  | -     | -     |
| AM Proposed<br>2022 Signal                              | Control Delay  | 59.4                                           | -    | 27.2  | -          | -    | -     | -                 | 170.6  | 164.8  | 43.7      | 44.2  | -     | 83.3  |
|                                                         | LOS            | E                                              | -    | C     | -          | -    | -     | -                 | F      | F      | D         | D     | -     | F     |
|                                                         | 95% Queue (ft) | 198.0                                          | -    | 570.0 | -          | -    | -     | -                 | 1100.0 | 1100.0 | 507.0     | 507.0 | -     | -     |
| AM Proposed<br>2022 - Signal with<br>Widening to 5 lane | Control Delay  | 27.3                                           | -    | 6.6   | -          | -    | -     | -                 | 26.6   | 21.1   | 22.8      | 21.5  | -     | 33.9  |
|                                                         | LOS            | C                                              | -    | A     | -          | -    | -     | -                 | C      | C      | C         | C     | -     | C     |
|                                                         | 95% Queue (ft) | 194                                            | -    | 789   | -          | -    | -     | -                 | 152    | 189    | 159       | 144   | -     | -     |
| AM Proposed<br>2022 - Roundabout                        | Control Delay  | 13.4                                           | -    | 9.1   | -          | -    | -     | -                 | 13.4   | 9.1    | 19.8      | 19.5  | -     | 12.9  |
|                                                         | LOS            | B                                              | -    | A     | -          | -    | -     | -                 | B      | A      | C         | C     | -     | B     |
|                                                         | 95% Queue (ft) | 145.0                                          | -    | 140.0 | -          | -    | -     | -                 | 120.0  | 120.0  | 288.0     | 288.0 | -     | -     |
| PM Existing<br>2022                                     | Control Delay  | 23.6                                           | -    | 34.6  | -          | -    | -     | -                 | 35.3   | 42.1   | 57.8      | 57.4  | -     | 41.9  |
|                                                         | LOS            | C                                              | -    | D     | -          | -    | -     | -                 | E      | E      | F         | F     | -     | E     |
|                                                         | 95% Queue (ft) | 196                                            | -    | 417   | -          | -    | -     | -                 | 501    | 501    | 653       | 653   | -     | -     |
| PM Proposed<br>2022 Signal                              | Control Delay  | 38.1                                           | -    | 157.5 | -          | -    | -     | -                 | 137.8  | 157.5  | 47.5      | 47.3  | -     | 74.2  |
|                                                         | LOS            | D                                              | -    | F     | -          | -    | -     | -                 | F      | F      | D         | D     | -     | E     |
|                                                         | 95% Queue (ft) | 97.0                                           | -    | 150.0 | -          | -    | -     | -                 | 1133.0 | 1133.0 | 646.0     | 646.0 | -     | -     |
| PM Proposed<br>2022 - Signal with<br>Widening to 5 lane | Control Delay  | 37.0                                           | -    | 14.0  | -          | -    | -     | -                 | 19.4   | 20.6   | 21.5      | 19.5  | -     | 19.7  |
|                                                         | LOS            | D                                              | -    | B     | -          | -    | -     | -                 | B      | C      | C         | B     | -     | B     |
|                                                         | 95% Queue (ft) | 164                                            | 215  | -     | -          | -    | -     | -                 | 169    | 191    | 145       | 129   | -     | -     |
| PM Proposed<br>2022 - Roundabout                        | Control Delay  | 9.2                                            | -    | 10.6  | -          | -    | -     | -                 | 5.5    | 6.8    | 12.0      | 13.0  | -     | 9.4   |
|                                                         | LOS            | A                                              | -    | B     | -          | -    | -     | -                 | A      | A      | B         | B     | -     | A     |
|                                                         | 95% Queue (ft) | 100.0                                          | -    | 167.0 | -          | -    | -     | -                 | 133.0  | 133.0  | 183.0     | 183.0 | -     | -     |

## 6.0 PRELIMINARY COSTS ESTIMATES – SIGNALIZATION

Preliminary cost estimate breakdown for a traffic signal with wooden poles and span wires (Option 1) can be found in **Attachment 4**. Preliminary cost estimate breakdown for a traffic signal with metal poles and mast arms (Option 2) can be found in **Attachment 4**. **Table 6.1** shows the preliminary estimated construction costs for the two options. Both options include radar presence detection and battery backup. Texas Department of Transportation (TxDOT) bid tabs for new construction from September 2022 were used for the preliminary cost estimate.

Table 6.1: Preliminary Estimated Costs

| ESTIMATED COSTS                      | OPTION 1      | OPTION 2      |
|--------------------------------------|---------------|---------------|
| <b>SIGNAL SUBTOTAL</b>               | \$ 121,520.78 | \$ 236,971.82 |
| <b>SIGNING AND STRIPING</b>          | \$ 5,000.00   | \$ 5,000.00   |
| <b>TRAFFIC CONTROL</b>               | \$ 20,000.00  | \$ 20,000.00  |
| <b>EROSION CONTROL AND SW3P (2%)</b> | \$ 2,430.42   | \$ 4,739.44   |
| <b>SUBTOTAL</b>                      | \$ 148,951.20 | \$ 266,711.26 |
| <b>MOBILIZATION (5%)</b>             | \$ 7,447.56   | \$ 13,335.56  |
| <b>CONTINGENCY (30%)</b>             | \$ 46,919.63  | \$ 84,014.05  |
| <b>PROJECT TOTAL</b>                 | \$ 203,318.38 | \$ 364,060.86 |

## 7.0 PRELIMINARY SCHEDULES - SIGNALIZATION

### Option 1 – Signal with Wooden Poles

**Figure 7.1** shows the estimated schedule for the design, bidding, and construction of a traffic signal with wooden poles and span wires. This assumes all materials including the cabinet and controller can be obtained in 2 months. The estimated time frame is 13 months.

| Task                      | M1 | M2 | M3 | M4 | M5 | M6 | M7 | M8 | M9 | M10 | M11 | M12 | M13 | M14 | M15 | M16 | M17 | M18 |
|---------------------------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <b>Design Phase</b>       |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| Notice to Proceed         |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| 75% Design with Survey    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| 75% Design Review         |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| 100% Design               |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| 100% Design Review        |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| <b>Bidding Phase</b>      |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| <b>Construction Phase</b> |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| Notice to Proceed         |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| Material Acquisition      |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| Construction              |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |
| Substantial Completion    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |

Figure 7.1: Design and Construction Schedule for a Signal with Wooden Poles and Span Wire

### Option 2 – Signal with Metal Poles

**Figure 7.2** shows the estimated schedule for the design, bidding, and construction of a traffic signal with metal poles and underground conduit. This assumes all materials including the poles with mast arms, cabinet, and controller can be obtained in 7 months. The estimated time frame is 18 months.

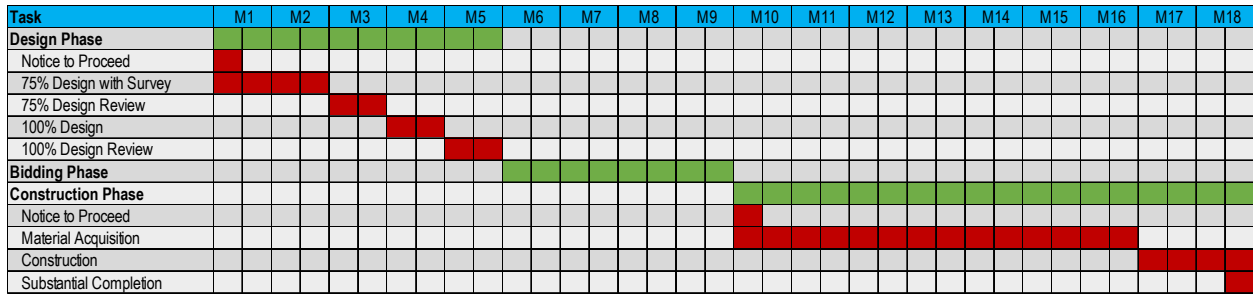


Figure 7.2: Design and Construction Schedule for a Signal with Metal Poles and Conduit

The schedules above are for information purposes, and they can be adjusted with shorter review times, purchasing materials prior to bidding out construction, etc. Each intersection has its own characteristics, including pole number and location, length of mast arms, location of existing utilities, and the construction schedule can vary based on these characteristics. If multiple intersections are constructed at the same time, the schedule can be adjusted to reduce the effect of the material acquisition time on the construction schedule.

## 8.0 RECOMMENDATIONS & CONCLUSIONS

The analysis of the intersection of Lehman Road and Bunton Creek Road included the signal warrant analysis for existing conditions. As the intersection meets warrants 1, 2, and 3, it is recommended that a signal be installed at this location. While the signalization did improve certain movements, Bunton Creek Road is over capacity and additional capacity is recommended for this area. It is recommended to separate the thru movement from the left turning movements for the westbound approach at this intersection due to the additional time that this movement will take when signalized. This can be done by either additional thru lanes that are signalized or an additional lane that would serve as a bypass lane to this signal. If it is signalized in its current layout, a split phasing would be used due to the non-separation of the thru and left turning movements for the westbound approach. This is not the most efficient phasing, and a protected left with concurrent thru movements for the westbound and eastbound approaches could be used if additional thru capacity is added to the westbound approach.

It is also recommended that any improvement at Lehman Road at Bunton Creek Road be included with improvements at Bunton Creek Road at Dacy Lane. Improving the operations at this intersection without improving the intersection at Dacy Lane at Bunton Creek Road is expected to cause additional congestion at that intersection.

## 9.0 ATTACHMENTS

Included for your use and review with this memorandum are the following:

- Attachment 1 – Site Visit Photos
- Attachment 2 – Turning Movement Counts
- Attachment 3 – Synchro Reports
- Attachment 4 – Preliminary Cost Estimates

**Attachment 1 – Site Visit Photos**



Photo 1: Looking West at Bunton Creek Road and Lehman Road



Photo 2: Looking East at Bunton Creek Road and Lehman Road



Photo 3: Looking West at Bunton Creek Road and Lehman Road



Photo 4: Looking East at Bunton Creek Road and Lehman Road



Photo 5: Looking North at Bunton Creek Road and Lehman Road



Photo 6: Looking South at Bunton Creek Road and Lehman Road



Photo 7: Looking West at Bunton Creek Road and Lehman Road



Photo 8: Looking East at Bunton Creek Road and Lehman Road

**Attachment 2 – Turning Movement Counts**

# Dacy Lane at Bunton Creek Rd - TMC

Tue Sep 27, 2022

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

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

All Movements

ID: 993666, Location: 30.003809, -97.855585



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

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

| Leg Direction      | Dacy Ln Southbound |     |   |     |      | Bunton Creek Rd Westbound |     |   |     |      | Bunton Creek Rd Eastbound |     |     |      |      |
|--------------------|--------------------|-----|---|-----|------|---------------------------|-----|---|-----|------|---------------------------|-----|-----|------|------|
| Time               | R                  | L   | U | App | Ped* | R                         | T   | U | App | Ped* | T                         | L   | App | Ped* | Int  |
| 2022-09-27 12:00AM | 2                  | 11  | 0 | 13  | 0    | 3                         | 6   | 0 | 9   | 0    | 9                         | 7   | 16  | -    | 38   |
| 12:15AM            | 2                  | 9   | 0 | 11  | 0    | 3                         | 3   | 0 | 6   | 0    | 8                         | 3   | 11  | -    | 28   |
| 12:30AM            | 0                  | 9   | 0 | 9   | 0    | 5                         | 3   | 0 | 8   | 0    | 6                         | 2   | 8   | -    | 25   |
| 12:45AM            | 0                  | 4   | 0 | 4   | 0    | 0                         | 2   | 0 | 2   | 0    | 3                         | 2   | 5   | -    | 11   |
| Hourly Total       | 4                  | 33  | 0 | 37  | 0    | 11                        | 14  | 0 | 25  | 0    | 26                        | 14  | 40  | -    | 102  |
| 1:00AM             | 0                  | 12  | 0 | 12  | 0    | 2                         | 4   | 0 | 6   | 0    | 1                         | 1   | 2   | -    | 20   |
| 1:15AM             | 0                  | 4   | 0 | 4   | 0    | 1                         | 1   | 0 | 2   | 0    | 4                         | 1   | 5   | -    | 11   |
| 1:30AM             | 0                  | 6   | 0 | 6   | 0    | 1                         | 3   | 0 | 4   | 0    | 2                         | 1   | 3   | -    | 13   |
| 1:45AM             | 2                  | 3   | 0 | 5   | 0    | 2                         | 5   | 0 | 7   | 0    | 2                         | 1   | 3   | -    | 15   |
| Hourly Total       | 2                  | 25  | 0 | 27  | 0    | 6                         | 13  | 0 | 19  | 0    | 9                         | 4   | 13  | -    | 59   |
| 2:00AM             | 1                  | 5   | 0 | 6   | 0    | 2                         | 3   | 0 | 5   | 0    | 6                         | 1   | 7   | -    | 18   |
| 2:15AM             | 1                  | 3   | 0 | 4   | 0    | 1                         | 2   | 0 | 3   | 0    | 0                         | 0   | 0   | -    | 7    |
| 2:30AM             | 2                  | 4   | 0 | 6   | 0    | 3                         | 4   | 0 | 7   | 0    | 0                         | 2   | 2   | -    | 15   |
| 2:45AM             | 2                  | 2   | 0 | 4   | 0    | 1                         | 3   | 0 | 4   | 0    | 0                         | 0   | 0   | -    | 8    |
| Hourly Total       | 6                  | 14  | 0 | 20  | 0    | 7                         | 12  | 0 | 19  | 0    | 6                         | 3   | 9   | -    | 48   |
| 3:00AM             | 1                  | 3   | 0 | 4   | 0    | 2                         | 3   | 0 | 5   | 0    | 1                         | 1   | 2   | -    | 11   |
| 3:15AM             | 2                  | 3   | 0 | 5   | 0    | 1                         | 5   | 0 | 6   | 0    | 1                         | 0   | 1   | -    | 12   |
| 3:30AM             | 2                  | 2   | 0 | 4   | 0    | 1                         | 9   | 0 | 10  | 0    | 3                         | 0   | 3   | -    | 17   |
| 3:45AM             | 0                  | 1   | 0 | 1   | 0    | 4                         | 3   | 0 | 7   | 0    | 3                         | 3   | 6   | -    | 14   |
| Hourly Total       | 5                  | 9   | 0 | 14  | 0    | 8                         | 20  | 0 | 28  | 0    | 8                         | 4   | 12  | -    | 54   |
| 4:00AM             | 4                  | 4   | 0 | 8   | 0    | 1                         | 6   | 0 | 7   | 0    | 4                         | 0   | 4   | -    | 19   |
| 4:15AM             | 3                  | 3   | 0 | 6   | 0    | 5                         | 15  | 0 | 20  | 0    | 1                         | 0   | 1   | -    | 27   |
| 4:30AM             | 5                  | 3   | 0 | 8   | 0    | 16                        | 42  | 0 | 58  | 0    | 3                         | 2   | 5   | -    | 71   |
| 4:45AM             | 3                  | 4   | 0 | 7   | 0    | 13                        | 36  | 0 | 49  | 0    | 2                         | 2   | 4   | -    | 60   |
| Hourly Total       | 15                 | 14  | 0 | 29  | 0    | 35                        | 99  | 0 | 134 | 0    | 10                        | 4   | 14  | -    | 177  |
| 5:00AM             | 2                  | 10  | 0 | 12  | 0    | 15                        | 40  | 0 | 55  | 0    | 3                         | 4   | 7   | -    | 74   |
| 5:15AM             | 3                  | 11  | 0 | 14  | 0    | 28                        | 50  | 0 | 78  | 0    | 8                         | 0   | 8   | -    | 100  |
| 5:30AM             | 12                 | 21  | 0 | 33  | 0    | 28                        | 39  | 0 | 67  | 0    | 8                         | 8   | 16  | -    | 116  |
| 5:45AM             | 11                 | 32  | 0 | 43  | 0    | 39                        | 72  | 0 | 111 | 0    | 16                        | 8   | 24  | -    | 178  |
| Hourly Total       | 28                 | 74  | 0 | 102 | 0    | 110                       | 201 | 0 | 311 | 0    | 35                        | 20  | 55  | -    | 468  |
| 6:00AM             | 11                 | 22  | 0 | 33  | 0    | 63                        | 82  | 0 | 145 | 0    | 14                        | 9   | 23  | -    | 201  |
| 6:15AM             | 17                 | 23  | 0 | 40  | 0    | 79                        | 71  | 0 | 150 | 0    | 14                        | 13  | 27  | -    | 217  |
| 6:30AM             | 19                 | 19  | 0 | 38  | 0    | 77                        | 73  | 0 | 150 | 0    | 12                        | 18  | 30  | -    | 218  |
| 6:45AM             | 37                 | 35  | 0 | 72  | 0    | 78                        | 73  | 0 | 151 | 0    | 15                        | 33  | 48  | -    | 271  |
| Hourly Total       | 84                 | 99  | 0 | 183 | 0    | 297                       | 299 | 0 | 596 | 0    | 55                        | 73  | 128 | -    | 907  |
| 7:00AM             | 57                 | 26  | 0 | 83  | 0    | 72                        | 78  | 0 | 150 | 0    | 22                        | 28  | 50  | -    | 283  |
| 7:15AM             | 64                 | 50  | 0 | 114 | 0    | 86                        | 64  | 0 | 150 | 0    | 31                        | 41  | 72  | -    | 336  |
| 7:30AM             | 40                 | 48  | 0 | 88  | 0    | 84                        | 54  | 0 | 138 | 0    | 34                        | 67  | 101 | -    | 327  |
| 7:45AM             | 29                 | 64  | 0 | 93  | 0    | 60                        | 64  | 0 | 124 | 0    | 36                        | 65  | 101 | -    | 318  |
| Hourly Total       | 190                | 188 | 0 | 378 | 0    | 302                       | 260 | 0 | 562 | 0    | 123                       | 201 | 324 | -    | 1264 |
| 8:00AM             | 29                 | 77  | 0 | 106 | 0    | 66                        | 62  | 0 | 128 | 0    | 43                        | 39  | 82  | -    | 316  |
| 8:15AM             | 15                 | 97  | 0 | 112 | 0    | 63                        | 66  | 0 | 129 | 0    | 42                        | 20  | 62  | -    | 303  |
| 8:30AM             | 19                 | 61  | 0 | 80  | 0    | 73                        | 67  | 0 | 140 | 0    | 30                        | 19  | 49  | -    | 269  |
| 8:45AM             | 25                 | 35  | 0 | 60  | 0    | 48                        | 62  | 0 | 110 | 0    | 29                        | 28  | 57  | -    | 227  |
| Hourly Total       | 88                 | 270 | 0 | 358 | 0    | 250                       | 257 | 0 | 507 | 0    | 144                       | 106 | 250 | -    | 1115 |
| 9:00AM             | 14                 | 45  | 0 | 59  | 0    | 42                        | 54  | 0 | 96  | 0    | 33                        | 20  | 53  | -    | 208  |
| 9:15AM             | 18                 | 39  | 0 | 57  | 0    | 40                        | 64  | 0 | 104 | 0    | 27                        | 13  | 40  | -    | 201  |
| 9:30AM             | 15                 | 38  | 0 | 53  | 0    | 36                        | 47  | 0 | 83  | 0    | 29                        | 13  | 42  | -    | 178  |
| 9:45AM             | 17                 | 47  | 0 | 64  | 0    | 34                        | 56  | 0 | 90  | 0    | 34                        | 16  | 50  | -    | 204  |
| Hourly Total       | 64                 | 169 | 0 | 233 | 0    | 152                       | 221 | 0 | 373 | 0    | 123                       | 62  | 185 | -    | 791  |
| 10:00AM            | 19                 | 29  | 0 | 48  | 0    | 40                        | 55  | 0 | 95  | 0    | 37                        | 12  | 49  | -    | 192  |
| 10:15AM            | 24                 | 38  | 0 | 62  | 0    | 37                        | 56  | 0 | 93  | 0    | 29                        | 15  | 44  | -    | 199  |

| Leg Direction | Dacy Ln Southbound |     |   |     |      | Bunton Creek Rd Westbound |     |   |     |      | Bunton Creek Rd Eastbound |     |     |      |      |  |
|---------------|--------------------|-----|---|-----|------|---------------------------|-----|---|-----|------|---------------------------|-----|-----|------|------|--|
| Time          | R                  | L   | U | App | Ped* | R                         | T   | U | App | Ped* | T                         | L   | App | Ped* | Int  |  |
| 10:30AM       | 20                 | 43  | 0 | 63  | 0    | 39                        | 47  | 0 | 86  | 0    | 35                        | 14  | 49  | -    | 198  |  |
| 10:45AM       | 13                 | 55  | 0 | 68  | 0    | 34                        | 52  | 0 | 86  | 0    | 26                        | 16  | 42  | -    | 196  |  |
| Hourly Total  | 76                 | 165 | 0 | 241 | 0    | 150                       | 210 | 0 | 360 | 0    | 127                       | 57  | 184 | -    | 785  |  |
| 11:00AM       | 13                 | 40  | 0 | 53  | 0    | 44                        | 45  | 0 | 89  | 0    | 37                        | 14  | 51  | -    | 193  |  |
| 11:15AM       | 22                 | 43  | 0 | 65  | 0    | 38                        | 47  | 0 | 85  | 0    | 27                        | 13  | 40  | -    | 190  |  |
| 11:30AM       | 19                 | 61  | 0 | 80  | 0    | 41                        | 41  | 0 | 82  | 0    | 25                        | 19  | 44  | -    | 206  |  |
| 11:45AM       | 20                 | 55  | 0 | 75  | 0    | 48                        | 42  | 0 | 90  | 0    | 43                        | 17  | 60  | -    | 225  |  |
| Hourly Total  | 74                 | 199 | 0 | 273 | 0    | 171                       | 175 | 0 | 346 | 0    | 132                       | 63  | 195 | -    | 814  |  |
| 12:00PM       | 18                 | 43  | 0 | 61  | 0    | 34                        | 37  | 0 | 71  | 0    | 49                        | 26  | 75  | -    | 207  |  |
| 12:15PM       | 12                 | 58  | 0 | 70  | 0    | 49                        | 58  | 0 | 107 | 0    | 33                        | 11  | 44  | -    | 221  |  |
| 12:30PM       | 15                 | 65  | 0 | 80  | 0    | 48                        | 49  | 0 | 97  | 0    | 37                        | 11  | 48  | -    | 225  |  |
| 12:45PM       | 19                 | 44  | 0 | 63  | 0    | 46                        | 44  | 0 | 90  | 0    | 36                        | 18  | 54  | -    | 207  |  |
| Hourly Total  | 64                 | 210 | 0 | 274 | 0    | 177                       | 188 | 0 | 365 | 0    | 155                       | 66  | 221 | -    | 860  |  |
| 1:00PM        | 18                 | 57  | 0 | 75  | 0    | 44                        | 52  | 0 | 96  | 0    | 36                        | 15  | 51  | -    | 222  |  |
| 1:15PM        | 10                 | 52  | 0 | 62  | 0    | 45                        | 50  | 0 | 95  | 0    | 41                        | 23  | 64  | -    | 221  |  |
| 1:30PM        | 18                 | 61  | 0 | 79  | 0    | 45                        | 53  | 0 | 98  | 0    | 43                        | 21  | 64  | -    | 241  |  |
| 1:45PM        | 18                 | 66  | 0 | 84  | 0    | 22                        | 53  | 0 | 75  | 0    | 46                        | 24  | 70  | -    | 229  |  |
| Hourly Total  | 64                 | 236 | 0 | 300 | 0    | 156                       | 208 | 0 | 364 | 0    | 166                       | 83  | 249 | -    | 913  |  |
| 2:00PM        | 35                 | 65  | 0 | 100 | 0    | 37                        | 44  | 0 | 81  | 0    | 45                        | 15  | 60  | -    | 241  |  |
| 2:15PM        | 19                 | 63  | 0 | 82  | 0    | 43                        | 47  | 0 | 90  | 0    | 46                        | 17  | 63  | -    | 235  |  |
| 2:30PM        | 23                 | 69  | 0 | 92  | 0    | 39                        | 64  | 0 | 103 | 0    | 37                        | 13  | 50  | -    | 245  |  |
| 2:45PM        | 27                 | 60  | 0 | 87  | 0    | 56                        | 76  | 0 | 132 | 1    | 34                        | 21  | 55  | -    | 274  |  |
| Hourly Total  | 104                | 257 | 0 | 361 | 0    | 175                       | 231 | 0 | 406 | 1    | 162                       | 66  | 228 | -    | 995  |  |
| 3:00PM        | 28                 | 77  | 0 | 105 | 0    | 46                        | 65  | 0 | 111 | 0    | 60                        | 26  | 86  | -    | 302  |  |
| 3:15PM        | 40                 | 66  | 0 | 106 | 0    | 40                        | 35  | 0 | 75  | 0    | 58                        | 27  | 85  | -    | 266  |  |
| 3:30PM        | 43                 | 73  | 0 | 116 | 0    | 44                        | 51  | 0 | 95  | 0    | 49                        | 18  | 67  | -    | 278  |  |
| 3:45PM        | 40                 | 93  | 0 | 133 | 0    | 41                        | 55  | 0 | 96  | 0    | 60                        | 37  | 97  | -    | 326  |  |
| Hourly Total  | 151                | 309 | 0 | 460 | 0    | 171                       | 206 | 0 | 377 | 0    | 227                       | 108 | 335 | -    | 1172 |  |
| 4:00PM        | 33                 | 76  | 0 | 109 | 0    | 34                        | 49  | 0 | 83  | 0    | 67                        | 67  | 134 | -    | 326  |  |
| 4:15PM        | 37                 | 74  | 0 | 111 | 0    | 65                        | 48  | 0 | 113 | 0    | 50                        | 73  | 123 | -    | 347  |  |
| 4:30PM        | 27                 | 66  | 0 | 93  | 0    | 52                        | 70  | 0 | 122 | 0    | 59                        | 63  | 122 | -    | 337  |  |
| 4:45PM        | 25                 | 86  | 0 | 111 | 0    | 57                        | 49  | 0 | 106 | 0    | 64                        | 48  | 112 | -    | 329  |  |
| Hourly Total  | 122                | 302 | 0 | 424 | 0    | 208                       | 216 | 0 | 424 | 0    | 240                       | 251 | 491 | -    | 1339 |  |
| 5:00PM        | 34                 | 89  | 0 | 123 | 0    | 43                        | 59  | 0 | 102 | 0    | 61                        | 38  | 99  | -    | 324  |  |
| 5:15PM        | 28                 | 93  | 0 | 121 | 0    | 60                        | 58  | 0 | 118 | 0    | 60                        | 49  | 109 | -    | 348  |  |
| 5:30PM        | 26                 | 101 | 0 | 127 | 0    | 53                        | 50  | 0 | 103 | 0    | 65                        | 42  | 107 | -    | 337  |  |
| 5:45PM        | 37                 | 88  | 0 | 125 | 0    | 59                        | 72  | 0 | 131 | 0    | 63                        | 32  | 95  | -    | 351  |  |
| Hourly Total  | 125                | 371 | 0 | 496 | 0    | 215                       | 239 | 0 | 454 | 0    | 249                       | 161 | 410 | -    | 1360 |  |
| 6:00PM        | 24                 | 88  | 0 | 112 | 0    | 48                        | 64  | 0 | 112 | 0    | 62                        | 24  | 86  | -    | 310  |  |
| 6:15PM        | 28                 | 70  | 0 | 98  | 0    | 41                        | 62  | 0 | 103 | 0    | 56                        | 38  | 94  | -    | 295  |  |
| 6:30PM        | 19                 | 101 | 0 | 120 | 0    | 52                        | 57  | 0 | 109 | 0    | 66                        | 32  | 98  | -    | 327  |  |
| 6:45PM        | 21                 | 78  | 0 | 99  | 0    | 44                        | 57  | 0 | 101 | 0    | 70                        | 35  | 105 | -    | 305  |  |
| Hourly Total  | 92                 | 337 | 0 | 429 | 0    | 185                       | 240 | 0 | 425 | 0    | 254                       | 129 | 383 | -    | 1237 |  |
| 7:00PM        | 15                 | 82  | 0 | 97  | 0    | 45                        | 38  | 0 | 83  | 0    | 54                        | 16  | 70  | -    | 250  |  |
| 7:15PM        | 18                 | 91  | 0 | 109 | 0    | 47                        | 49  | 0 | 96  | 0    | 63                        | 20  | 83  | -    | 288  |  |
| 7:30PM        | 13                 | 56  | 0 | 69  | 0    | 59                        | 70  | 0 | 129 | 0    | 62                        | 19  | 81  | -    | 279  |  |
| 7:45PM        | 19                 | 79  | 0 | 98  | 0    | 53                        | 43  | 0 | 96  | 0    | 45                        | 24  | 69  | -    | 263  |  |
| Hourly Total  | 65                 | 308 | 0 | 373 | 0    | 204                       | 200 | 0 | 404 | 0    | 224                       | 79  | 303 | -    | 1080 |  |
| 8:00PM        | 9                  | 66  | 0 | 75  | 0    | 41                        | 40  | 0 | 81  | 0    | 45                        | 24  | 69  | -    | 225  |  |
| 8:15PM        | 7                  | 70  | 0 | 77  | 0    | 27                        | 42  | 0 | 69  | 0    | 47                        | 19  | 66  | -    | 212  |  |
| 8:30PM        | 13                 | 56  | 0 | 69  | 0    | 28                        | 33  | 0 | 61  | 0    | 45                        | 17  | 62  | -    | 192  |  |
| 8:45PM        | 9                  | 55  | 0 | 64  | 0    | 25                        | 30  | 0 | 55  | 0    | 30                        | 8   | 38  | -    | 157  |  |
| Hourly Total  | 38                 | 247 | 0 | 285 | 0    | 121                       | 145 | 0 | 266 | 0    | 167                       | 68  | 235 | -    | 786  |  |
| 9:00PM        | 10                 | 50  | 0 | 60  | 0    | 15                        | 22  | 0 | 37  | 0    | 33                        | 6   | 39  | -    | 136  |  |
| 9:15PM        | 8                  | 50  | 0 | 58  | 0    | 12                        | 16  | 0 | 28  | 0    | 31                        | 9   | 40  | -    | 126  |  |
| 9:30PM        | 5                  | 30  | 0 | 35  | 0    | 12                        | 27  | 0 | 39  | 0    | 18                        | 8   | 26  | -    | 100  |  |
| 9:45PM        | 7                  | 38  | 0 | 45  | 0    | 17                        | 20  | 0 | 37  | 0    | 27                        | 6   | 33  | -    | 115  |  |
| Hourly Total  | 30                 | 168 | 0 | 198 | 0    | 56                        | 85  | 0 | 141 | 0    | 109                       | 29  | 138 | -    | 477  |  |
| 10:00PM       | 5                  | 27  | 0 | 32  | 0    | 17                        | 13  | 0 | 30  | 0    | 21                        | 7   | 28  | -    | 90   |  |
| 10:15PM       | 5                  | 23  | 0 | 28  | 0    | 11                        | 11  | 0 | 22  | 0    | 17                        | 9   | 26  | -    | 76   |  |

| Leg Direction                         | Dacy Ln Southbound |       |    |       |      | Bunton Creek Rd Westbound |       |    |       |      | Bunton Creek Rd Eastbound |       |       |      |       |  |
|---------------------------------------|--------------------|-------|----|-------|------|---------------------------|-------|----|-------|------|---------------------------|-------|-------|------|-------|--|
| Time                                  | R                  | L     | U  | App   | Ped* | R                         | T     | U  | App   | Ped* | T                         | L     | App   | Ped* | Int   |  |
| 10:30PM                               | 4                  | 28    | 0  | 32    | 0    | 12                        | 13    | 0  | 25    | 0    | 13                        | 6     | 19    | -    | 76    |  |
| 10:45PM                               | 5                  | 18    | 0  | 23    | 0    | 3                         | 14    | 0  | 17    | 0    | 17                        | 7     | 24    | -    | 64    |  |
| Hourly Total                          | 19                 | 96    | 0  | 115   | 0    | 43                        | 51    | 0  | 94    | 0    | 68                        | 29    | 97    | -    | 306   |  |
| 11:00PM                               | 3                  | 24    | 0  | 27    | 0    | 3                         | 10    | 0  | 13    | 0    | 7                         | 11    | 18    | -    | 58    |  |
| 11:15PM                               | 0                  | 15    | 0  | 15    | 0    | 3                         | 13    | 0  | 16    | 0    | 9                         | 2     | 11    | -    | 42    |  |
| 11:30PM                               | 2                  | 12    | 0  | 14    | 0    | 4                         | 8     | 0  | 12    | 0    | 5                         | 3     | 8     | -    | 34    |  |
| 11:45PM                               | 3                  | 17    | 0  | 20    | 0    | 0                         | 3     | 0  | 3     | 0    | 14                        | 4     | 18    | -    | 41    |  |
| Hourly Total                          | 8                  | 68    | 0  | 76    | 0    | 10                        | 34    | 0  | 44    | 0    | 35                        | 20    | 55    | -    | 175   |  |
| <b>Total</b>                          | 1518               | 4168  | 0  | 5686  | 0    | 3220                      | 3824  | 0  | 7044  | 1    | 2854                      | 1700  | 4554  | -    | 17284 |  |
| <b>% Approach</b>                     | 26.7%              | 73.3% | 0% | -     | -    | 45.7%                     | 54.3% | 0% | -     | -    | 62.7%                     | 37.3% | -     | -    | -     |  |
| <b>% Total</b>                        | 8.8%               | 24.1% | 0% | 32.9% | -    | 18.6%                     | 22.1% | 0% | 40.8% | -    | 16.5%                     | 9.8%  | 26.3% | -    | -     |  |
| <b>Lights</b>                         | 1489               | 4079  | 0  | 5568  | -    | 3131                      | 3731  | 0  | 6862  | -    | 2784                      | 1676  | 4460  | -    | 16890 |  |
| <b>% Lights</b>                       | 98.1%              | 97.9% | 0% | 97.9% | -    | 97.2%                     | 97.6% | 0% | 97.4% | -    | 97.5%                     | 98.6% | 97.9% | -    | 97.7% |  |
| <b>Articulated Trucks</b>             | 6                  | 24    | 0  | 30    | -    | 34                        | 37    | 0  | 71    | -    | 25                        | 2     | 27    | -    | 128   |  |
| <b>% Articulated Trucks</b>           | 0.4%               | 0.6%  | 0% | 0.5%  | -    | 1.1%                      | 1.0%  | 0% | 1.0%  | -    | 0.9%                      | 0.1%  | 0.6%  | -    | 0.7%  |  |
| <b>Buses and Single-Unit Trucks</b>   | 23                 | 65    | 0  | 88    | -    | 55                        | 56    | 0  | 111   | -    | 45                        | 22    | 67    | -    | 266   |  |
| <b>% Buses and Single-Unit Trucks</b> | 1.5%               | 1.6%  | 0% | 1.5%  | -    | 1.7%                      | 1.5%  | 0% | 1.6%  | -    | 1.6%                      | 1.3%  | 1.5%  | -    | 1.5%  |  |
| Pedestrians                           | -                  | -     | -  | -     | 0    | -                         | -     | -  | -     | 1    | -                         | -     | -     | 0    |       |  |
| % Pedestrians                         | -                  | -     | -  | -     | -    | -                         | -     | -  | -     | 100% | -                         | -     | -     | -    | -     |  |
| Bicycles on Crosswalk                 | -                  | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -                         | -     | -     | 0    |       |  |
| % Bicycles on Crosswalk               | -                  | -     | -  | -     | -    | -                         | -     | -  | -     | 0%   | -                         | -     | -     | -    | -     |  |

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

# Dacy Lane at Bunton Creek Rd - TMC

Tue Sep 27, 2022

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

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

All Movements

ID: 993666, Location: 30.003809, -97.855585



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

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

## [N] Dacy Ln

Total: 10606

In: 5686

Out: 4920

1518

4168

## [W] Bunton Creek Rd

Total: 9896

In: 4554 Out: 5342

1700

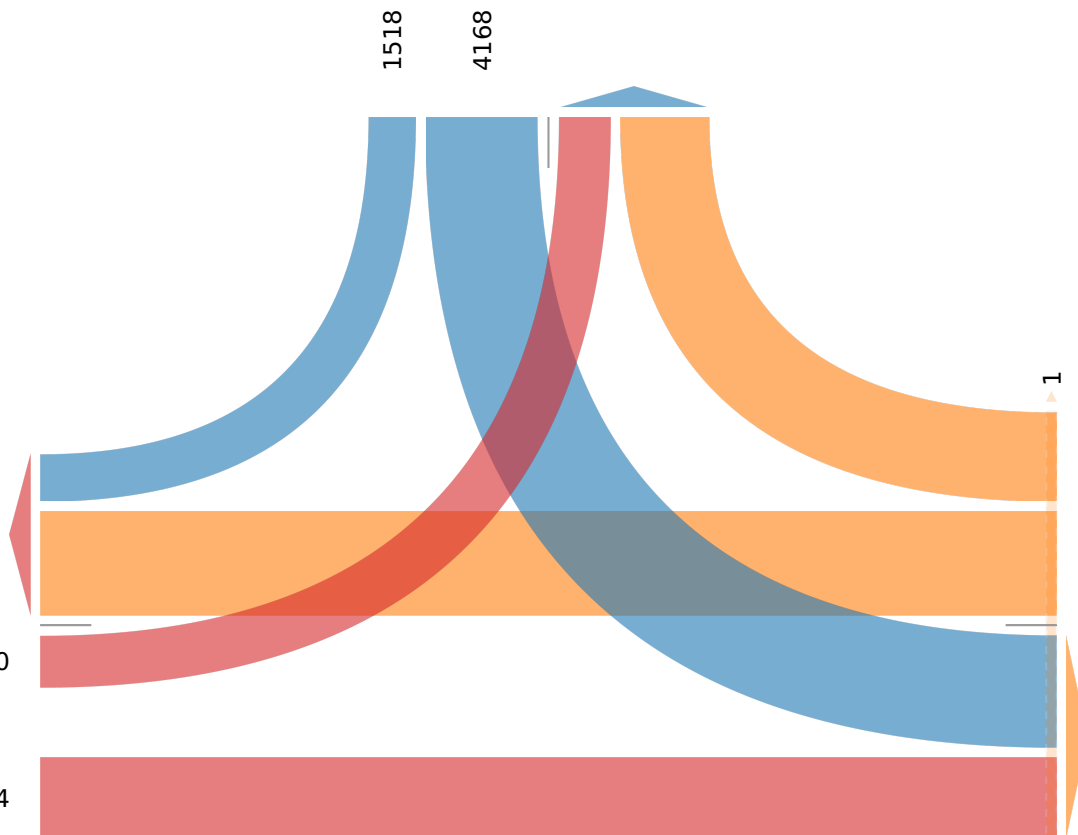
2854

3220  
3824

Out: 7022 In: 7044

Total: 14066

## [E] Bunton Creek Rd



# Dacy Lane at Bunton Creek Rd - TMC

Tue Sep 27, 2022

AM Peak (Sep 27 2022 7:15AM - 8:15 AM)

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

All Movements

ID: 993666, Location: 30.003809, -97.855585



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

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

| Leg Direction                         | Dacy Ln Southbound |       |    |       |      | Bunton Creek Rd Westbound |       |    |       |      | Bunton Creek Rd Eastbound |       |       |      |       |  |
|---------------------------------------|--------------------|-------|----|-------|------|---------------------------|-------|----|-------|------|---------------------------|-------|-------|------|-------|--|
| Time                                  | R                  | L     | U  | App   | Ped* | R                         | T     | U  | App   | Ped* | T                         | L     | App   | Ped* | Int   |  |
| 2022-09-27 7:15AM                     | 64                 | 50    | 0  | 114   | 0    | 86                        | 64    | 0  | 150   | 0    | 31                        | 41    | 72    | -    | 336   |  |
| 7:30AM                                | 40                 | 48    | 0  | 88    | 0    | 84                        | 54    | 0  | 138   | 0    | 34                        | 67    | 101   | -    | 327   |  |
| 7:45AM                                | 29                 | 64    | 0  | 93    | 0    | 60                        | 64    | 0  | 124   | 0    | 36                        | 65    | 101   | -    | 318   |  |
| 8:00AM                                | 29                 | 77    | 0  | 106   | 0    | 66                        | 62    | 0  | 128   | 0    | 43                        | 39    | 82    | -    | 316   |  |
| <b>Total</b>                          | 162                | 239   | 0  | 401   | 0    | 296                       | 244   | 0  | 540   | 0    | 144                       | 212   | 356   | -    | 1297  |  |
| <b>% Approach</b>                     | 40.4%              | 59.6% | 0% | -     | -    | 54.8%                     | 45.2% | 0% | -     | -    | 40.4%                     | 59.6% | -     | -    | -     |  |
| <b>% Total</b>                        | 12.5%              | 18.4% | 0% | 30.9% | -    | 22.8%                     | 18.8% | 0% | 41.6% | -    | 11.1%                     | 16.3% | 27.4% | -    | -     |  |
| <b>PHF</b>                            | 0.633              | 0.776 | -  | 0.879 | -    | 0.860                     | 0.953 | -  | 0.900 | -    | 0.837                     | 0.791 | 0.881 | -    | 0.965 |  |
| <b>Lights</b>                         | 160                | 233   | 0  | 393   | -    | 291                       | 241   | 0  | 532   | -    | 142                       | 209   | 351   | -    | 1276  |  |
| <b>% Lights</b>                       | 98.8%              | 97.5% | 0% | 98.0% | -    | 98.3%                     | 98.8% | 0% | 98.5% | -    | 98.6%                     | 98.6% | 98.6% | -    | 98.4% |  |
| <b>Articulated Trucks</b>             | 1                  | 2     | 0  | 3     | -    | 1                         | 1     | 0  | 2     | -    | 1                         | 0     | 1     | -    | 6     |  |
| <b>% Articulated Trucks</b>           | 0.6%               | 0.8%  | 0% | 0.7%  | -    | 0.3%                      | 0.4%  | 0% | 0.4%  | -    | 0.7%                      | 0%    | 0.3%  | -    | 0.5%  |  |
| <b>Buses and Single-Unit Trucks</b>   | 1                  | 4     | 0  | 5     | -    | 4                         | 2     | 0  | 6     | -    | 1                         | 3     | 4     | -    | 15    |  |
| <b>% Buses and Single-Unit Trucks</b> | 0.6%               | 1.7%  | 0% | 1.2%  | -    | 1.4%                      | 0.8%  | 0% | 1.1%  | -    | 0.7%                      | 1.4%  | 1.1%  | -    | 1.2%  |  |
| Pedestrians                           | -                  | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -                         | -     | -     | 0    | -     |  |
| % Pedestrians                         | -                  | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -                         | -     | -     | -    | -     |  |
| Bicycles on Crosswalk                 | -                  | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -                         | -     | -     | 0    | -     |  |
| % Bicycles on Crosswalk               | -                  | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -                         | -     | -     | -    | -     |  |

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

## Dacy Lane at Bunton Creek Rd - TMC

Tue Sep 27, 2022

AM Peak (Sep 27 2022 7:15AM - 8:15 AM)

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

All Movements

ID: 993666, Location: 30.003809, -97.855585



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

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

### [N] Dacy Ln

Total: 909

In: 401

Out: 508

162

239

### [W] Bunton Creek Rd

Total: 762

In: 356 Out: 406

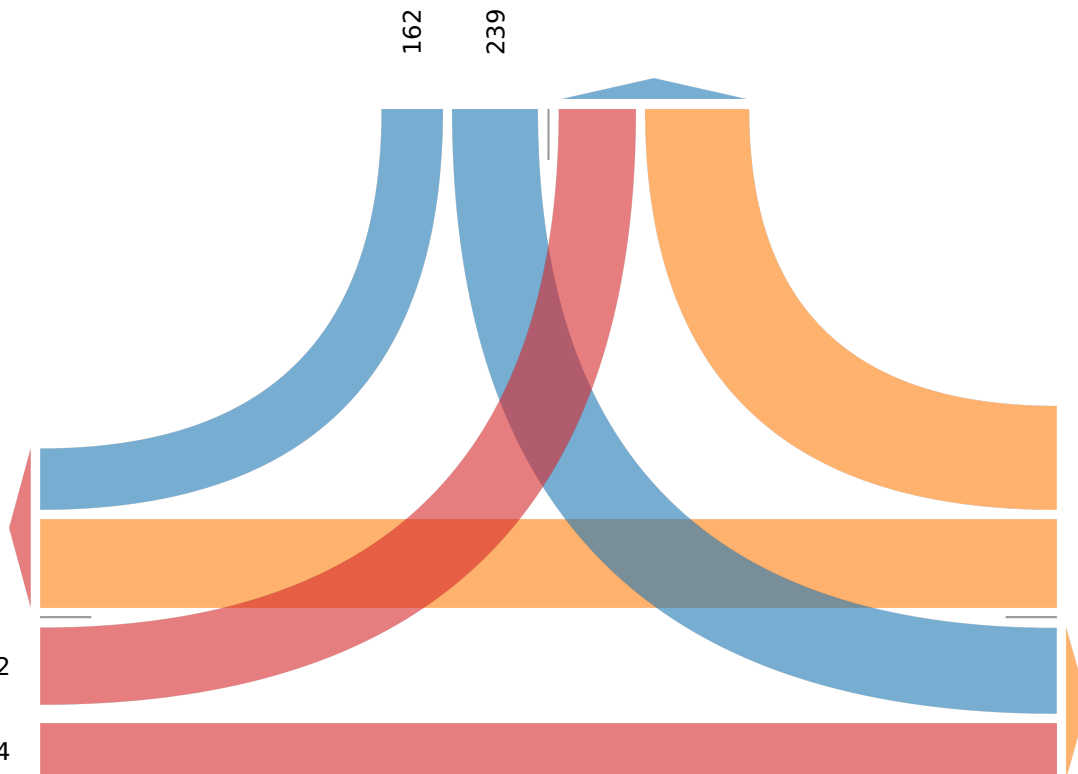
212  
144

296  
244

Out: 383 In: 540

Total: 923

### [E] Bunton Creek Rd



# Dacy Lane at Bunton Creek Rd - TMC

Tue Sep 27, 2022

Midday Peak (Sep 27 2022 1PM - 2 PM)

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

All Movements

ID: 993666, Location: 30.003809, -97.855585



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

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

| Leg Direction                         | Dacy Ln Southbound |       |    |       |      | Bunton Creek Rd Westbound |       |    |       |      | Bunton Creek Rd Eastbound |       |       |      |       |  |
|---------------------------------------|--------------------|-------|----|-------|------|---------------------------|-------|----|-------|------|---------------------------|-------|-------|------|-------|--|
| Time                                  | R                  | L     | U  | App   | Ped* | R                         | T     | U  | App   | Ped* | T                         | L     | App   | Ped* | Int   |  |
| 2022-09-27 1:00PM                     | 18                 | 57    | 0  | 75    | 0    | 44                        | 52    | 0  | 96    | 0    | 36                        | 15    | 51    | -    | 222   |  |
| 1:15PM                                | 10                 | 52    | 0  | 62    | 0    | 45                        | 50    | 0  | 95    | 0    | 41                        | 23    | 64    | -    | 221   |  |
| 1:30PM                                | 18                 | 61    | 0  | 79    | 0    | 45                        | 53    | 0  | 98    | 0    | 43                        | 21    | 64    | -    | 241   |  |
| 1:45PM                                | 18                 | 66    | 0  | 84    | 0    | 22                        | 53    | 0  | 75    | 0    | 46                        | 24    | 70    | -    | 229   |  |
| <b>Total</b>                          | 64                 | 236   | 0  | 300   | 0    | 156                       | 208   | 0  | 364   | 0    | 166                       | 83    | 249   | -    | 913   |  |
| <b>% Approach</b>                     | 21.3%              | 78.7% | 0% | -     | -    | 42.9%                     | 57.1% | 0% | -     | -    | 66.7%                     | 33.3% | -     | -    | -     |  |
| <b>% Total</b>                        | 7.0%               | 25.8% | 0% | 32.9% | -    | 17.1%                     | 22.8% | 0% | 39.9% | -    | 18.2%                     | 9.1%  | 27.3% | -    | -     |  |
| <b>PHF</b>                            | 0.889              | 0.894 | -  | 0.893 | -    | 0.867                     | 0.981 | -  | 0.929 | -    | 0.902                     | 0.865 | 0.889 | -    | 0.947 |  |
| <b>Lights</b>                         | 63                 | 230   | 0  | 293   | -    | 148                       | 198   | 0  | 346   | -    | 154                       | 83    | 237   | -    | 876   |  |
| <b>% Lights</b>                       | 98.4%              | 97.5% | 0% | 97.7% | -    | 94.9%                     | 95.2% | 0% | 95.1% | -    | 92.8%                     | 100%  | 95.2% | -    | 95.9% |  |
| <b>Articulated Trucks</b>             | 0                  | 1     | 0  | 1     | -    | 6                         | 3     | 0  | 9     | -    | 6                         | 0     | 6     | -    | 16    |  |
| <b>% Articulated Trucks</b>           | 0%                 | 0.4%  | 0% | 0.3%  | -    | 3.8%                      | 1.4%  | 0% | 2.5%  | -    | 3.6%                      | 0%    | 2.4%  | -    | 1.8%  |  |
| <b>Buses and Single-Unit Trucks</b>   | 1                  | 5     | 0  | 6     | -    | 2                         | 7     | 0  | 9     | -    | 6                         | 0     | 6     | -    | 21    |  |
| <b>% Buses and Single-Unit Trucks</b> | 1.6%               | 2.1%  | 0% | 2.0%  | -    | 1.3%                      | 3.4%  | 0% | 2.5%  | -    | 3.6%                      | 0%    | 2.4%  | -    | 2.3%  |  |
| Pedestrians                           | -                  | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -                         | -     | -     | 0    |       |  |
| % Pedestrians                         | -                  | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -                         | -     | -     | -    | -     |  |
| Bicycles on Crosswalk                 | -                  | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -                         | -     | -     | 0    |       |  |
| % Bicycles on Crosswalk               | -                  | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -                         | -     | -     | -    | -     |  |

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

## Dacy Lane at Bunton Creek Rd - TMC

Tue Sep 27, 2022

Midday Peak (Sep 27 2022 1PM - 2 PM)

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

All Movements

ID: 993666, Location: 30.003809, -97.855585



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

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

### [N] Dacy Ln

Total: 539

In: 300 Out: 239

64

236

### [W] Bunton Creek Rd

Total: 521

In: 249 Out: 272

83

166

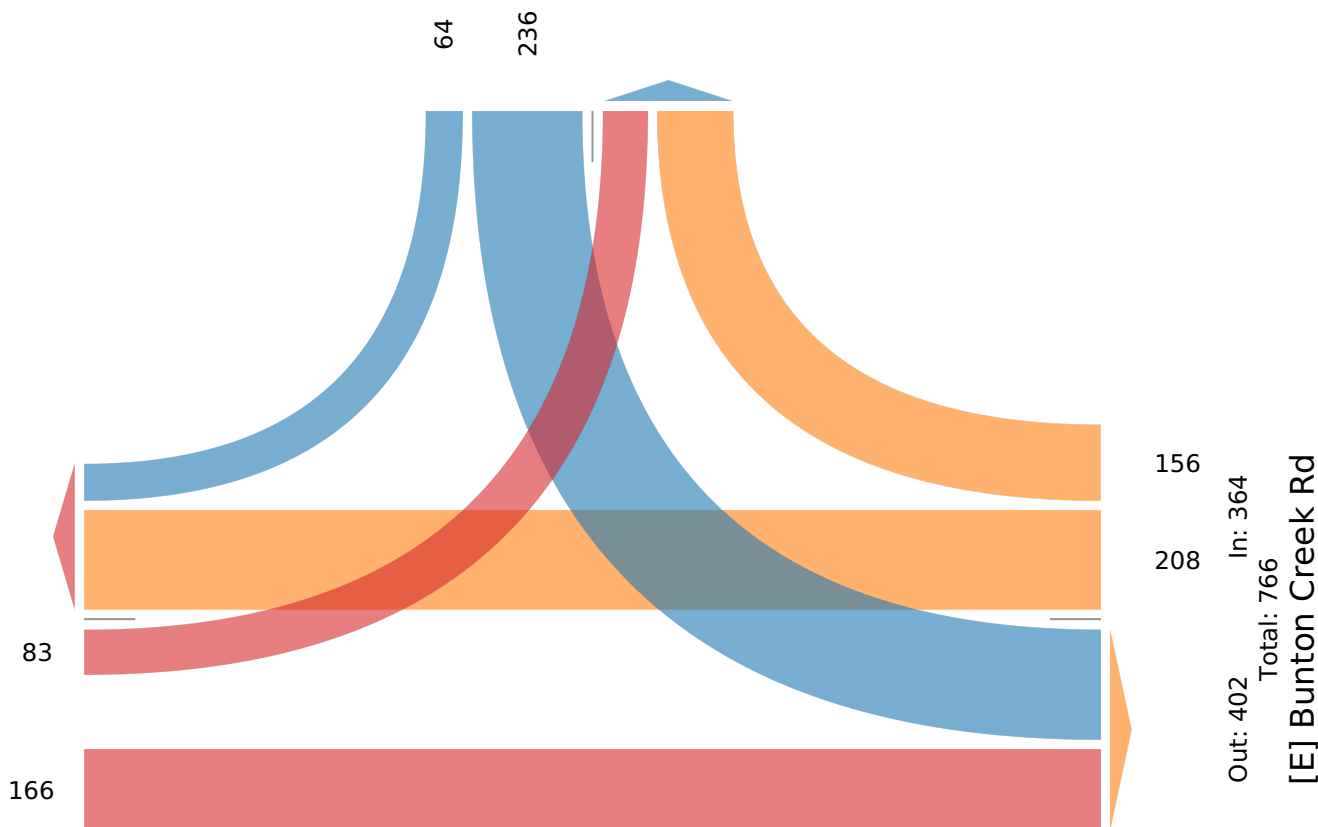
156

208

Out: 402 In: 364

Total: 766

### [E] Bunton Creek Rd



# Dacy Lane at Bunton Creek Rd - TMC

Tue Sep 27, 2022

PM Peak (Sep 27 2022 5PM - 6 PM) - Overall Peak Hour

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

All Movements

ID: 993666, Location: 30.003809, -97.855585



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

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

| Leg Direction                         | Dacy Ln Southbound |       |    |       |      | Bunton Creek Rd Westbound |       |    |       |      | Bunton Creek Rd Eastbound |       |       |      |       |
|---------------------------------------|--------------------|-------|----|-------|------|---------------------------|-------|----|-------|------|---------------------------|-------|-------|------|-------|
| Time                                  | R                  | L     | U  | App   | Ped* | R                         | T     | U  | App   | Ped* | T                         | L     | App   | Ped* | Int   |
| 2022-09-27 5:00PM                     | 34                 | 89    | 0  | 123   | 0    | 43                        | 59    | 0  | 102   | 0    | 61                        | 38    | 99    | -    | 324   |
| 5:15PM                                | 28                 | 93    | 0  | 121   | 0    | 60                        | 58    | 0  | 118   | 0    | 60                        | 49    | 109   | -    | 348   |
| 5:30PM                                | 26                 | 101   | 0  | 127   | 0    | 53                        | 50    | 0  | 103   | 0    | 65                        | 42    | 107   | -    | 337   |
| 5:45PM                                | 37                 | 88    | 0  | 125   | 0    | 59                        | 72    | 0  | 131   | 0    | 63                        | 32    | 95    | -    | 351   |
| <b>Total</b>                          | 125                | 371   | 0  | 496   | 0    | 215                       | 239   | 0  | 454   | 0    | 249                       | 161   | 410   | -    | 1360  |
| <b>% Approach</b>                     | 25.2%              | 74.8% | 0% | -     | -    | 47.4%                     | 52.6% | 0% | -     | -    | 60.7%                     | 39.3% | -     | -    | -     |
| <b>% Total</b>                        | 9.2%               | 27.3% | 0% | 36.5% | -    | 15.8%                     | 17.6% | 0% | 33.4% | -    | 18.3%                     | 11.8% | 30.1% | -    | -     |
| <b>PHF</b>                            | 0.845              | 0.918 | -  | 0.976 | -    | 0.896                     | 0.830 | -  | 0.866 | -    | 0.958                     | 0.821 | 0.940 | -    | 0.969 |
| <b>Lights</b>                         | 124                | 367   | 0  | 491   | -    | 214                       | 236   | 0  | 450   | -    | 245                       | 159   | 404   | -    | 1345  |
| <b>% Lights</b>                       | 99.2%              | 98.9% | 0% | 99.0% | -    | 99.5%                     | 98.7% | 0% | 99.1% | -    | 98.4%                     | 98.8% | 98.5% | -    | 98.9% |
| <b>Articulated Trucks</b>             | 0                  | 0     | 0  | 0     | -    | 0                         | 2     | 0  | 2     | -    | 0                         | 0     | 0     | -    | 2     |
| <b>% Articulated Trucks</b>           | 0%                 | 0%    | 0% | 0%    | -    | 0%                        | 0.8%  | 0% | 0.4%  | -    | 0%                        | 0%    | 0%    | -    | 0.1%  |
| <b>Buses and Single-Unit Trucks</b>   | 1                  | 4     | 0  | 5     | -    | 1                         | 1     | 0  | 2     | -    | 4                         | 2     | 6     | -    | 13    |
| <b>% Buses and Single-Unit Trucks</b> | 0.8%               | 1.1%  | 0% | 1.0%  | -    | 0.5%                      | 0.4%  | 0% | 0.4%  | -    | 1.6%                      | 1.2%  | 1.5%  | -    | 1.0%  |
| Pedestrians                           | -                  | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -                         | -     | -     | 0    |       |
| % Pedestrians                         | -                  | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -                         | -     | -     | -    | -     |
| Bicycles on Crosswalk                 | -                  | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -                         | -     | -     | 0    |       |
| % Bicycles on Crosswalk               | -                  | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -                         | -     | -     | -    | -     |

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

## Dacy Lane at Bunton Creek Rd - TMC

Tue Sep 27, 2022

PM Peak (Sep 27 2022 5PM - 6 PM) - Overall Peak Hour

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

All Movements

ID: 993666, Location: 30.003809, -97.855585



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

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

### [N] Dacy Ln

Total: 872

In: 496

Out: 376

125

371

### [W] Bunton Creek Rd

Total: 774

In: 410 Out: 364

161

249

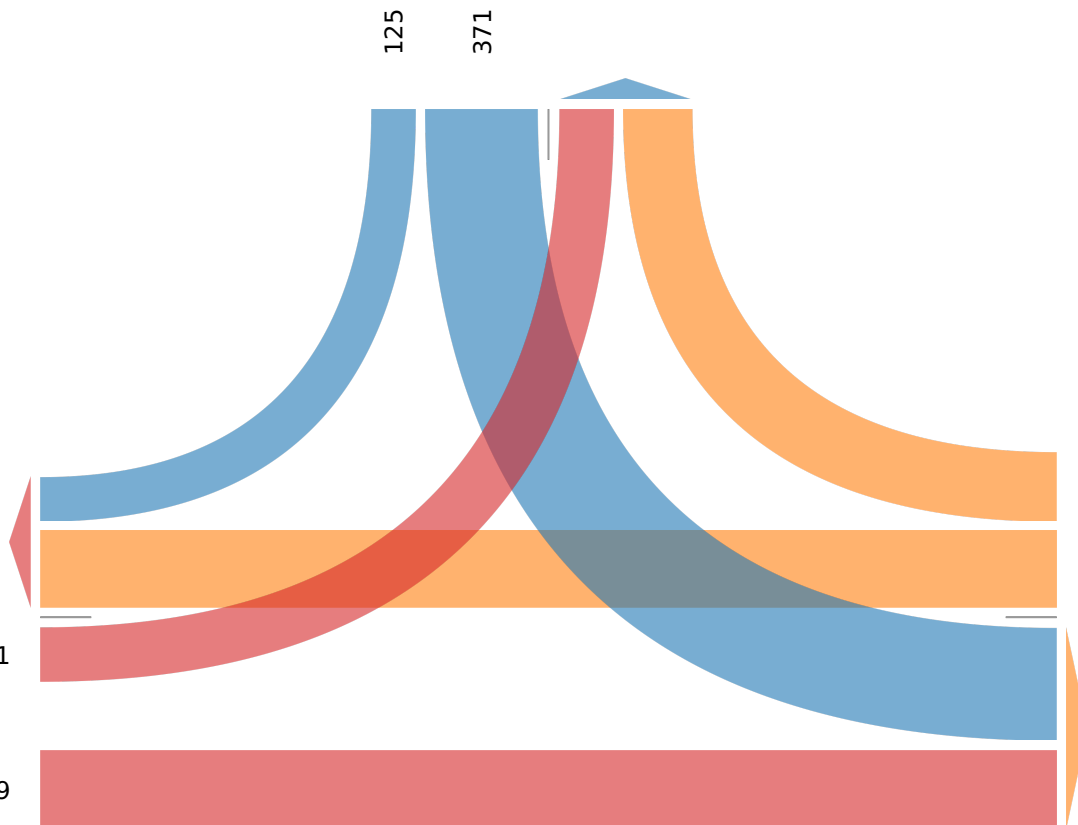
215

239

Out: 620 In: 454

Total: 1074

### [E] Bunton Creek Rd



# Dacy Ln at Kyle Pkwy - TMC

Tue Jun 7, 2022

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

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

All Movements

ID: 960752, Location: 30.005613, -97.853568



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

| Leg<br>Direction   | Dacy Ln<br>Southbound |     |   |     |      | Dacy Ln<br>Northbound |     |   |     |      | Kyle Pkwy<br>Eastbound |     |   |     |      |     |
|--------------------|-----------------------|-----|---|-----|------|-----------------------|-----|---|-----|------|------------------------|-----|---|-----|------|-----|
| Time               | R                     | T   | U | App | Ped* | T                     | L   | U | App | Ped* | R                      | L   | U | App | Ped* | Int |
| 2022-06-07 12:00AM | 5                     | 1   | 0 | 6   | 0    | 3                     | 3   | 0 | 6   | 0    | 11                     | 4   | 0 | 15  | 0    | 27  |
| 12:15AM            | 6                     | 2   | 0 | 8   | 0    | 1                     | 0   | 0 | 1   | 0    | 15                     | 4   | 0 | 19  | 0    | 28  |
| 12:30AM            | 6                     | 4   | 0 | 10  | 0    | 2                     | 4   | 0 | 6   | 0    | 2                      | 6   | 0 | 8   | 0    | 24  |
| 12:45AM            | 5                     | 1   | 0 | 6   | 0    | 0                     | 0   | 0 | 0   | 0    | 8                      | 4   | 0 | 12  | 0    | 18  |
| Hourly Total       | 22                    | 8   | 0 | 30  | 0    | 6                     | 7   | 0 | 13  | 0    | 36                     | 18  | 0 | 54  | 0    | 97  |
| 1:00AM             | 2                     | 2   | 0 | 4   | 0    | 1                     | 0   | 0 | 1   | 0    | 5                      | 2   | 0 | 7   | 0    | 12  |
| 1:15AM             | 2                     | 1   | 0 | 3   | 0    | 0                     | 0   | 0 | 0   | 0    | 3                      | 2   | 0 | 5   | 0    | 8   |
| 1:30AM             | 2                     | 3   | 0 | 5   | 0    | 4                     | 0   | 0 | 4   | 0    | 2                      | 3   | 0 | 5   | 0    | 14  |
| 1:45AM             | 1                     | 0   | 0 | 1   | 0    | 1                     | 2   | 0 | 3   | 0    | 1                      | 4   | 0 | 5   | 0    | 9   |
| Hourly Total       | 7                     | 6   | 0 | 13  | 0    | 6                     | 2   | 0 | 8   | 0    | 11                     | 11  | 0 | 22  | 0    | 43  |
| 2:00AM             | 3                     | 2   | 0 | 5   | 0    | 1                     | 1   | 0 | 2   | 0    | 10                     | 4   | 0 | 14  | 0    | 21  |
| 2:15AM             | 0                     | 1   | 0 | 1   | 0    | 3                     | 2   | 0 | 5   | 0    | 4                      | 0   | 0 | 4   | 0    | 10  |
| 2:30AM             | 1                     | 1   | 0 | 2   | 0    | 2                     | 1   | 0 | 3   | 0    | 4                      | 3   | 0 | 7   | 0    | 12  |
| 2:45AM             | 2                     | 1   | 0 | 3   | 0    | 1                     | 1   | 0 | 2   | 0    | 5                      | 1   | 0 | 6   | 0    | 11  |
| Hourly Total       | 6                     | 5   | 0 | 11  | 0    | 7                     | 5   | 0 | 12  | 0    | 23                     | 8   | 0 | 31  | 0    | 54  |
| 3:00AM             | 5                     | 1   | 0 | 6   | 0    | 3                     | 2   | 0 | 5   | 0    | 6                      | 2   | 0 | 8   | 0    | 19  |
| 3:15AM             | 4                     | 2   | 0 | 6   | 0    | 0                     | 3   | 0 | 3   | 0    | 4                      | 2   | 0 | 6   | 0    | 15  |
| 3:30AM             | 2                     | 1   | 0 | 3   | 0    | 0                     | 5   | 0 | 5   | 0    | 2                      | 1   | 0 | 3   | 0    | 11  |
| 3:45AM             | 4                     | 5   | 0 | 9   | 0    | 2                     | 4   | 0 | 6   | 0    | 3                      | 3   | 0 | 6   | 0    | 21  |
| Hourly Total       | 15                    | 9   | 0 | 24  | 0    | 5                     | 14  | 0 | 19  | 0    | 15                     | 8   | 0 | 23  | 0    | 66  |
| 4:00AM             | 4                     | 2   | 0 | 6   | 0    | 1                     | 4   | 0 | 5   | 0    | 1                      | 0   | 0 | 1   | 0    | 12  |
| 4:15AM             | 6                     | 5   | 0 | 11  | 0    | 2                     | 5   | 0 | 7   | 0    | 3                      | 1   | 0 | 4   | 0    | 22  |
| 4:30AM             | 10                    | 8   | 0 | 18  | 0    | 6                     | 11  | 0 | 17  | 0    | 0                      | 2   | 0 | 2   | 0    | 37  |
| 4:45AM             | 11                    | 7   | 0 | 18  | 0    | 10                    | 9   | 0 | 19  | 0    | 7                      | 3   | 0 | 10  | 0    | 47  |
| Hourly Total       | 31                    | 22  | 0 | 53  | 0    | 19                    | 29  | 0 | 48  | 0    | 11                     | 6   | 0 | 17  | 0    | 118 |
| 5:00AM             | 11                    | 3   | 0 | 14  | 0    | 2                     | 12  | 0 | 14  | 0    | 1                      | 1   | 0 | 2   | 0    | 30  |
| 5:15AM             | 17                    | 10  | 0 | 27  | 0    | 6                     | 19  | 0 | 25  | 0    | 4                      | 2   | 0 | 6   | 0    | 58  |
| 5:30AM             | 22                    | 10  | 0 | 32  | 0    | 5                     | 25  | 0 | 30  | 0    | 8                      | 3   | 0 | 11  | 0    | 73  |
| 5:45AM             | 40                    | 15  | 0 | 55  | 0    | 5                     | 28  | 0 | 33  | 0    | 21                     | 3   | 0 | 24  | 0    | 112 |
| Hourly Total       | 90                    | 38  | 0 | 128 | 0    | 18                    | 84  | 0 | 102 | 0    | 34                     | 9   | 0 | 43  | 0    | 273 |
| 6:00AM             | 29                    | 15  | 0 | 44  | 0    | 13                    | 30  | 0 | 43  | 0    | 17                     | 6   | 0 | 23  | 0    | 110 |
| 6:15AM             | 50                    | 8   | 0 | 58  | 0    | 14                    | 55  | 0 | 69  | 0    | 17                     | 5   | 0 | 22  | 0    | 149 |
| 6:30AM             | 52                    | 21  | 0 | 73  | 0    | 11                    | 63  | 0 | 74  | 0    | 14                     | 8   | 0 | 22  | 0    | 169 |
| 6:45AM             | 67                    | 23  | 0 | 90  | 0    | 23                    | 62  | 0 | 85  | 1    | 22                     | 8   | 0 | 30  | 0    | 205 |
| Hourly Total       | 198                   | 67  | 0 | 265 | 0    | 61                    | 210 | 0 | 271 | 1    | 70                     | 27  | 0 | 97  | 0    | 633 |
| 7:00AM             | 58                    | 32  | 0 | 90  | 0    | 23                    | 47  | 0 | 70  | 0    | 15                     | 11  | 0 | 26  | 0    | 186 |
| 7:15AM             | 66                    | 35  | 0 | 101 | 0    | 37                    | 55  | 0 | 92  | 0    | 25                     | 13  | 0 | 38  | 0    | 231 |
| 7:30AM             | 84                    | 48  | 0 | 132 | 0    | 45                    | 51  | 0 | 96  | 0    | 18                     | 13  | 0 | 31  | 0    | 259 |
| 7:45AM             | 85                    | 39  | 0 | 124 | 0    | 44                    | 65  | 0 | 109 | 0    | 26                     | 16  | 0 | 42  | 0    | 275 |
| Hourly Total       | 293                   | 154 | 0 | 447 | 0    | 149                   | 218 | 0 | 367 | 0    | 84                     | 53  | 0 | 137 | 0    | 951 |
| 8:00AM             | 75                    | 23  | 0 | 98  | 0    | 38                    | 44  | 0 | 82  | 0    | 33                     | 29  | 0 | 62  | 0    | 242 |
| 8:15AM             | 69                    | 18  | 0 | 87  | 0    | 23                    | 44  | 0 | 67  | 0    | 35                     | 11  | 0 | 46  | 0    | 200 |
| 8:30AM             | 58                    | 24  | 0 | 82  | 0    | 35                    | 35  | 0 | 70  | 0    | 24                     | 16  | 0 | 40  | 0    | 192 |
| 8:45AM             | 76                    | 36  | 0 | 112 | 0    | 28                    | 37  | 0 | 65  | 0    | 18                     | 21  | 0 | 39  | 0    | 216 |
| Hourly Total       | 278                   | 101 | 0 | 379 | 0    | 124                   | 160 | 0 | 284 | 0    | 110                    | 77  | 0 | 187 | 0    | 850 |
| 9:00AM             | 61                    | 23  | 0 | 84  | 0    | 24                    | 19  | 0 | 43  | 0    | 22                     | 23  | 0 | 45  | 0    | 172 |
| 9:15AM             | 74                    | 21  | 0 | 95  | 0    | 16                    | 38  | 0 | 54  | 0    | 28                     | 25  | 0 | 53  | 0    | 202 |
| 9:30AM             | 65                    | 16  | 0 | 81  | 0    | 28                    | 33  | 0 | 61  | 0    | 26                     | 25  | 0 | 51  | 0    | 193 |
| 9:45AM             | 56                    | 30  | 0 | 86  | 0    | 28                    | 34  | 0 | 62  | 0    | 46                     | 29  | 0 | 75  | 0    | 223 |
| Hourly Total       | 256                   | 90  | 0 | 346 | 0    | 96                    | 124 | 0 | 220 | 0    | 122                    | 102 | 0 | 224 | 0    | 790 |
| 10:00AM            | 55                    | 36  | 0 | 91  | 0    | 28                    | 32  | 0 | 60  | 0    | 25                     | 22  | 0 | 47  | 0    | 198 |
| 10:15AM            | 63                    | 24  | 0 | 87  | 0    | 22                    | 36  | 0 | 58  | 0    | 26                     | 26  | 0 | 52  | 0    | 197 |
| 10:30AM            | 62                    | 27  | 0 | 89  | 0    | 25                    | 45  | 0 | 70  | 0    | 30                     | 22  | 0 | 52  | 0    | 211 |
| 10:45AM            | 55                    | 21  | 0 | 76  | 0    | 24                    | 22  | 0 | 46  | 0    | 44                     | 22  | 0 | 66  | 0    | 188 |

| Leg Direction | Dacy Ln Southbound |     |   |     |      | Dacy Ln Northbound |     |   |     |      | Kyle Pkwy Eastbound |     |   |     |      |      |
|---------------|--------------------|-----|---|-----|------|--------------------|-----|---|-----|------|---------------------|-----|---|-----|------|------|
| Time          | R                  | T   | U | App | Ped* | T                  | L   | U | App | Ped* | R                   | L   | U | App | Ped* | Int  |
| Hourly Total  | 235                | 108 | 0 | 343 | 0    | 99                 | 135 | 0 | 234 | 0    | 125                 | 92  | 0 | 217 | 0    | 794  |
| 11:00AM       | 46                 | 24  | 0 | 70  | 0    | 31                 | 35  | 0 | 66  | 0    | 45                  | 22  | 0 | 67  | 0    | 203  |
| 11:15AM       | 62                 | 27  | 0 | 89  | 0    | 26                 | 31  | 0 | 57  | 0    | 43                  | 21  | 0 | 64  | 0    | 210  |
| 11:30AM       | 67                 | 32  | 0 | 99  | 0    | 18                 | 25  | 0 | 43  | 0    | 53                  | 31  | 0 | 84  | 0    | 226  |
| 11:45AM       | 47                 | 40  | 0 | 87  | 0    | 25                 | 42  | 0 | 67  | 0    | 47                  | 30  | 0 | 77  | 0    | 231  |
| Hourly Total  | 222                | 123 | 0 | 345 | 0    | 100                | 133 | 0 | 233 | 0    | 188                 | 104 | 0 | 292 | 0    | 870  |
| 12:00PM       | 65                 | 28  | 0 | 93  | 0    | 36                 | 36  | 0 | 72  | 0    | 53                  | 37  | 1 | 91  | 0    | 256  |
| 12:15PM       | 64                 | 32  | 0 | 96  | 0    | 29                 | 35  | 0 | 64  | 0    | 63                  | 47  | 0 | 110 | 0    | 270  |
| 12:30PM       | 70                 | 24  | 0 | 94  | 0    | 51                 | 29  | 0 | 80  | 0    | 48                  | 26  | 0 | 74  | 0    | 248  |
| 12:45PM       | 59                 | 29  | 0 | 88  | 0    | 41                 | 36  | 0 | 77  | 0    | 53                  | 32  | 0 | 85  | 0    | 250  |
| Hourly Total  | 258                | 113 | 0 | 371 | 0    | 157                | 136 | 0 | 293 | 0    | 217                 | 142 | 1 | 360 | 0    | 1024 |
| 1:00PM        | 67                 | 29  | 0 | 96  | 0    | 49                 | 36  | 0 | 85  | 0    | 48                  | 26  | 0 | 74  | 0    | 255  |
| 1:15PM        | 55                 | 29  | 0 | 84  | 0    | 37                 | 37  | 0 | 74  | 0    | 44                  | 27  | 0 | 71  | 0    | 229  |
| 1:30PM        | 72                 | 34  | 0 | 106 | 0    | 40                 | 31  | 0 | 71  | 0    | 49                  | 42  | 0 | 91  | 0    | 268  |
| 1:45PM        | 59                 | 43  | 0 | 102 | 0    | 29                 | 32  | 0 | 61  | 0    | 50                  | 34  | 0 | 84  | 0    | 247  |
| Hourly Total  | 253                | 135 | 0 | 388 | 0    | 155                | 136 | 0 | 291 | 0    | 191                 | 129 | 0 | 320 | 0    | 999  |
| 2:00PM        | 54                 | 41  | 0 | 95  | 0    | 51                 | 22  | 0 | 73  | 0    | 36                  | 28  | 0 | 64  | 0    | 232  |
| 2:15PM        | 48                 | 24  | 0 | 72  | 0    | 39                 | 31  | 0 | 70  | 0    | 57                  | 27  | 0 | 84  | 0    | 226  |
| 2:30PM        | 47                 | 38  | 0 | 85  | 0    | 32                 | 32  | 0 | 64  | 0    | 41                  | 35  | 0 | 76  | 0    | 225  |
| 2:45PM        | 72                 | 38  | 0 | 110 | 0    | 33                 | 40  | 0 | 73  | 0    | 61                  | 33  | 0 | 94  | 0    | 277  |
| Hourly Total  | 221                | 141 | 0 | 362 | 0    | 155                | 125 | 0 | 280 | 0    | 195                 | 123 | 0 | 318 | 0    | 960  |
| 3:00PM        | 57                 | 18  | 0 | 75  | 0    | 34                 | 22  | 0 | 56  | 0    | 59                  | 31  | 0 | 90  | 0    | 221  |
| 3:15PM        | 61                 | 29  | 0 | 90  | 0    | 41                 | 20  | 0 | 61  | 0    | 60                  | 47  | 0 | 107 | 0    | 258  |
| 3:30PM        | 51                 | 26  | 0 | 77  | 0    | 28                 | 37  | 0 | 65  | 0    | 70                  | 42  | 0 | 112 | 0    | 254  |
| 3:45PM        | 79                 | 41  | 0 | 120 | 0    | 30                 | 42  | 0 | 72  | 0    | 47                  | 33  | 0 | 80  | 0    | 272  |
| Hourly Total  | 248                | 114 | 0 | 362 | 0    | 133                | 121 | 0 | 254 | 0    | 236                 | 153 | 0 | 389 | 0    | 1005 |
| 4:00PM        | 46                 | 32  | 0 | 78  | 0    | 38                 | 42  | 0 | 80  | 0    | 45                  | 33  | 0 | 78  | 0    | 236  |
| 4:15PM        | 68                 | 33  | 0 | 101 | 0    | 36                 | 24  | 0 | 60  | 0    | 64                  | 43  | 0 | 107 | 0    | 268  |
| 4:30PM        | 56                 | 24  | 0 | 80  | 0    | 43                 | 35  | 0 | 78  | 0    | 85                  | 46  | 0 | 131 | 0    | 289  |
| 4:45PM        | 50                 | 43  | 0 | 93  | 0    | 41                 | 48  | 0 | 89  | 0    | 81                  | 34  | 0 | 115 | 0    | 297  |
| Hourly Total  | 220                | 132 | 0 | 352 | 0    | 158                | 149 | 0 | 307 | 0    | 275                 | 156 | 0 | 431 | 0    | 1090 |
| 5:00PM        | 55                 | 35  | 0 | 90  | 0    | 41                 | 37  | 0 | 78  | 0    | 81                  | 43  | 0 | 124 | 0    | 292  |
| 5:15PM        | 63                 | 38  | 0 | 101 | 0    | 51                 | 38  | 0 | 89  | 0    | 71                  | 34  | 0 | 105 | 0    | 295  |
| 5:30PM        | 65                 | 40  | 0 | 105 | 0    | 55                 | 35  | 0 | 90  | 0    | 99                  | 49  | 0 | 148 | 0    | 343  |
| 5:45PM        | 53                 | 43  | 0 | 96  | 0    | 42                 | 42  | 0 | 84  | 0    | 67                  | 37  | 0 | 104 | 0    | 284  |
| Hourly Total  | 236                | 156 | 0 | 392 | 0    | 189                | 152 | 0 | 341 | 0    | 318                 | 163 | 0 | 481 | 0    | 1214 |
| 6:00PM        | 62                 | 49  | 0 | 111 | 0    | 40                 | 37  | 0 | 77  | 0    | 78                  | 46  | 0 | 124 | 0    | 312  |
| 6:15PM        | 68                 | 37  | 0 | 105 | 0    | 37                 | 27  | 0 | 64  | 0    | 60                  | 42  | 0 | 102 | 0    | 271  |
| 6:30PM        | 58                 | 34  | 0 | 92  | 0    | 33                 | 33  | 0 | 66  | 0    | 72                  | 41  | 0 | 113 | 0    | 271  |
| 6:45PM        | 61                 | 33  | 0 | 94  | 0    | 34                 | 27  | 0 | 61  | 0    | 89                  | 42  | 0 | 131 | 0    | 286  |
| Hourly Total  | 249                | 153 | 0 | 402 | 0    | 144                | 124 | 0 | 268 | 0    | 299                 | 171 | 0 | 470 | 0    | 1140 |
| 7:00PM        | 49                 | 30  | 0 | 79  | 0    | 33                 | 30  | 0 | 63  | 0    | 79                  | 41  | 0 | 120 | 0    | 262  |
| 7:15PM        | 62                 | 16  | 0 | 78  | 0    | 35                 | 26  | 0 | 61  | 0    | 71                  | 49  | 0 | 120 | 0    | 259  |
| 7:30PM        | 56                 | 26  | 0 | 82  | 0    | 30                 | 32  | 0 | 62  | 0    | 65                  | 34  | 0 | 99  | 0    | 243  |
| 7:45PM        | 40                 | 25  | 0 | 65  | 0    | 30                 | 28  | 0 | 58  | 0    | 63                  | 40  | 0 | 103 | 1    | 226  |
| Hourly Total  | 207                | 97  | 0 | 304 | 0    | 128                | 116 | 0 | 244 | 0    | 278                 | 164 | 0 | 442 | 1    | 990  |
| 8:00PM        | 48                 | 28  | 0 | 76  | 0    | 36                 | 33  | 0 | 69  | 0    | 50                  | 49  | 0 | 99  | 0    | 244  |
| 8:15PM        | 50                 | 21  | 0 | 71  | 0    | 32                 | 23  | 0 | 55  | 0    | 64                  | 36  | 0 | 100 | 1    | 226  |
| 8:30PM        | 43                 | 25  | 0 | 68  | 0    | 28                 | 22  | 0 | 50  | 0    | 57                  | 31  | 0 | 88  | 0    | 206  |
| 8:45PM        | 35                 | 20  | 0 | 55  | 0    | 18                 | 17  | 0 | 35  | 0    | 49                  | 30  | 0 | 79  | 0    | 169  |
| Hourly Total  | 176                | 94  | 0 | 270 | 0    | 114                | 95  | 0 | 209 | 0    | 220                 | 146 | 0 | 366 | 1    | 845  |
| 9:00PM        | 33                 | 20  | 0 | 53  | 0    | 28                 | 10  | 0 | 38  | 0    | 45                  | 30  | 0 | 75  | 0    | 166  |
| 9:15PM        | 31                 | 16  | 0 | 47  | 0    | 27                 | 18  | 0 | 45  | 0    | 39                  | 19  | 0 | 58  | 0    | 150  |
| 9:30PM        | 30                 | 15  | 0 | 45  | 0    | 27                 | 14  | 0 | 41  | 0    | 39                  | 32  | 0 | 71  | 0    | 157  |
| 9:45PM        | 30                 | 17  | 0 | 47  | 0    | 12                 | 10  | 0 | 22  | 0    | 35                  | 27  | 0 | 62  | 0    | 131  |
| Hourly Total  | 124                | 68  | 0 | 192 | 0    | 94                 | 52  | 0 | 146 | 0    | 158                 | 108 | 0 | 266 | 0    | 604  |
| 10:00PM       | 27                 | 14  | 0 | 41  | 0    | 11                 | 9   | 0 | 20  | 0    | 27                  | 26  | 0 | 53  | 0    | 114  |
| 10:15PM       | 21                 | 2   | 0 | 23  | 0    | 12                 | 8   | 0 | 20  | 0    | 29                  | 18  | 0 | 47  | 0    | 90   |
| 10:30PM       | 14                 | 11  | 0 | 25  | 0    | 10                 | 6   | 0 | 16  | 0    | 31                  | 24  | 0 | 55  | 0    | 96   |
| 10:45PM       | 16                 | 13  | 0 | 29  | 0    | 11                 | 5   | 0 | 16  | 0    | 26                  | 20  | 0 | 46  | 0    | 91   |

| Leg Direction                  | Dacy Ln Southbound |       |    |       |      | Dacy Ln Northbound |       |    |       |      | Kyle Pkwy Eastbound |       |      |       |      |       |
|--------------------------------|--------------------|-------|----|-------|------|--------------------|-------|----|-------|------|---------------------|-------|------|-------|------|-------|
| Time                           | R                  | T     | U  | App   | Ped* | T                  | L     | U  | App   | Ped* | R                   | L     | U    | App   | Ped* | Int   |
| Hourly Total                   | 78                 | 40    | 0  | 118   | 0    | 44                 | 28    | 0  | 72    | 0    | 113                 | 88    | 0    | 201   | 0    | 391   |
| 11:00PM                        | 10                 | 10    | 0  | 20    | 0    | 13                 | 2     | 0  | 15    | 0    | 19                  | 5     | 0    | 24    | 0    | 59    |
| 11:15PM                        | 8                  | 7     | 0  | 15    | 0    | 9                  | 1     | 0  | 10    | 0    | 18                  | 10    | 0    | 28    | 0    | 53    |
| 11:30PM                        | 5                  | 1     | 0  | 6     | 0    | 1                  | 5     | 0  | 6     | 0    | 17                  | 6     | 0    | 23    | 0    | 35    |
| 11:45PM                        | 13                 | 3     | 0  | 16    | 0    | 4                  | 0     | 0  | 4     | 0    | 5                   | 9     | 0    | 14    | 0    | 34    |
| Hourly Total                   | 36                 | 21    | 0  | 57    | 0    | 27                 | 8     | 0  | 35    | 0    | 59                  | 30    | 0    | 89    | 0    | 181   |
| Total                          | 3959               | 1995  | 0  | 5954  | 0    | 2188               | 2363  | 0  | 4551  | 1    | 3388                | 2088  | 1    | 5477  | 2    | 15982 |
| % Approach                     | 66.5%              | 33.5% | 0% | -     | -    | 48.1%              | 51.9% | 0% | -     | -    | 61.9%               | 38.1% | 0%   | -     | -    | -     |
| % Total                        | 24.8%              | 12.5% | 0% | 37.3% | -    | 13.7%              | 14.8% | 0% | 28.5% | -    | 21.2%               | 13.1% | 0%   | 34.3% | -    | -     |
| Lights                         | 3898               | 1935  | 0  | 5833  | -    | 2115               | 2295  | 0  | 4410  | -    | 3312                | 2076  | 1    | 5389  | -    | 15632 |
| % Lights                       | 98.5%              | 97.0% | 0% | 98.0% | -    | 96.7%              | 97.1% | 0% | 96.9% | -    | 97.8%               | 99.4% | 100% | 98.4% | -    | 97.8% |
| Articulated Trucks             | 30                 | 9     | 0  | 39    | -    | 13                 | 45    | 0  | 58    | -    | 47                  | 4     | 0    | 51    | -    | 148   |
| % Articulated Trucks           | 0.8%               | 0.5%  | 0% | 0.7%  | -    | 0.6%               | 1.9%  | 0% | 1.3%  | -    | 1.4%                | 0.2%  | 0%   | 0.9%  | -    | 0.9%  |
| Buses and Single-Unit Trucks   | 31                 | 51    | 0  | 82    | -    | 60                 | 23    | 0  | 83    | -    | 29                  | 8     | 0    | 37    | -    | 202   |
| % Buses and Single-Unit Trucks | 0.8%               | 2.6%  | 0% | 1.4%  | -    | 2.7%               | 1.0%  | 0% | 1.8%  | -    | 0.9%                | 0.4%  | 0%   | 0.7%  | -    | 1.3%  |
| Pedestrians                    | -                  | -     | -  | -     | 0    | -                  | -     | -  | -     | 1    | -                   | -     | -    | -     | 2    |       |
| % Pedestrians                  | -                  | -     | -  | -     | -    | -                  | -     | -  | -     | 100% | -                   | -     | -    | -     | 100% | -     |

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

# Dacy Ln at Kyle Pkwy - TMC

Tue Jun 7, 2022

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

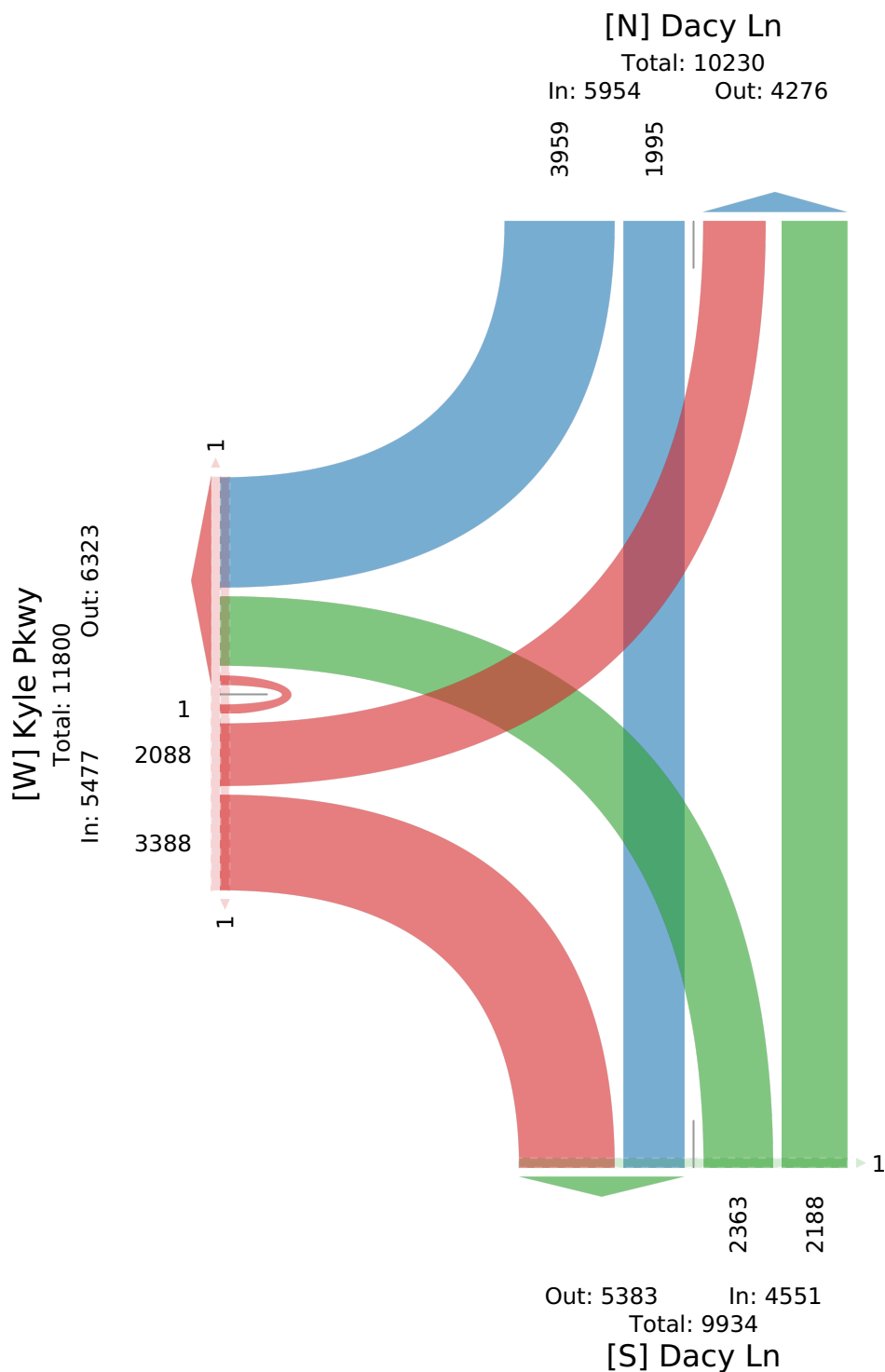
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 960752, Location: 30.005613, -97.853568



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



# Dacy Ln at Kyle Pkwy - TMC

Tue Jun 7, 2022

AM Peak (Jun 07 2022 7:15AM - 8:15 AM)

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

All Movements

ID: 960752, Location: 30.005613, -97.853568



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

| Leg<br>Direction                      | Dacy Ln<br>Southbound |       |    |       |      | Dacy Ln<br>Northbound |       |    |       |      | Kyle Pkwy<br>Eastbound |       |    |       |      |       |
|---------------------------------------|-----------------------|-------|----|-------|------|-----------------------|-------|----|-------|------|------------------------|-------|----|-------|------|-------|
| Time                                  | R                     | T     | U  | App   | Ped* | T                     | L     | U  | App   | Ped* | R                      | L     | U  | App   | Ped* | Int   |
| 2022-06-07 7:15AM                     | 66                    | 35    | 0  | 101   | 0    | 37                    | 55    | 0  | 92    | 0    | 25                     | 13    | 0  | 38    | 0    | 231   |
| 7:30AM                                | 84                    | 48    | 0  | 132   | 0    | 45                    | 51    | 0  | 96    | 0    | 18                     | 13    | 0  | 31    | 0    | 259   |
| 7:45AM                                | 85                    | 39    | 0  | 124   | 0    | 44                    | 65    | 0  | 109   | 0    | 26                     | 16    | 0  | 42    | 0    | 275   |
| 8:00AM                                | 75                    | 23    | 0  | 98    | 0    | 38                    | 44    | 0  | 82    | 0    | 33                     | 29    | 0  | 62    | 0    | 242   |
| <b>Total</b>                          | 310                   | 145   | 0  | 455   | 0    | 164                   | 215   | 0  | 379   | 0    | 102                    | 71    | 0  | 173   | 0    | 1007  |
| <b>% Approach</b>                     | 68.1%                 | 31.9% | 0% | -     | -    | 43.3%                 | 56.7% | 0% | -     | -    | 59.0%                  | 41.0% | 0% | -     | -    | -     |
| <b>% Total</b>                        | 30.8%                 | 14.4% | 0% | 45.2% | -    | 16.3%                 | 21.4% | 0% | 37.6% | -    | 10.1%                  | 7.1%  | 0% | 17.2% | -    | -     |
| <b>PHF</b>                            | 0.912                 | 0.755 | -  | 0.862 | -    | 0.911                 | 0.827 | -  | 0.869 | -    | 0.773                  | 0.612 | -  | 0.698 | -    | 0.915 |
| <b>Lights</b>                         | 305                   | 141   | 0  | 446   | -    | 158                   | 211   | 0  | 369   | -    | 95                     | 68    | 0  | 163   | -    | 978   |
| <b>% Lights</b>                       | 98.4%                 | 97.2% | 0% | 98.0% | -    | 96.3%                 | 98.1% | 0% | 97.4% | -    | 93.1%                  | 95.8% | 0% | 94.2% | -    | 97.1% |
| <b>Articulated Trucks</b>             | 1                     | 0     | 0  | 1     | -    | 0                     | 2     | 0  | 2     | -    | 7                      | 1     | 0  | 8     | -    | 11    |
| <b>% Articulated Trucks</b>           | 0.3%                  | 0%    | 0% | 0.2%  | -    | 0%                    | 0.9%  | 0% | 0.5%  | -    | 6.9%                   | 1.4%  | 0% | 4.6%  | -    | 1.1%  |
| <b>Buses and Single-Unit Trucks</b>   | 4                     | 4     | 0  | 8     | -    | 6                     | 2     | 0  | 8     | -    | 0                      | 2     | 0  | 2     | -    | 18    |
| <b>% Buses and Single-Unit Trucks</b> | 1.3%                  | 2.8%  | 0% | 1.8%  | -    | 3.7%                  | 0.9%  | 0% | 2.1%  | -    | 0%                     | 2.8%  | 0% | 1.2%  | -    | 1.8%  |
| <b>Pedestrians</b>                    | -                     | -     | -  | -     | 0    | -                     | -     | -  | -     | 0    | -                      | -     | -  | -     | 0    | -     |
| <b>% Pedestrians</b>                  | -                     | -     | -  | -     | -    | -                     | -     | -  | -     | -    | -                      | -     | -  | -     | -    | -     |

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

# Dacy Ln at Kyle Pkwy - TMC

Tue Jun 7, 2022

AM Peak (Jun 07 2022 7:15AM - 8:15 AM)

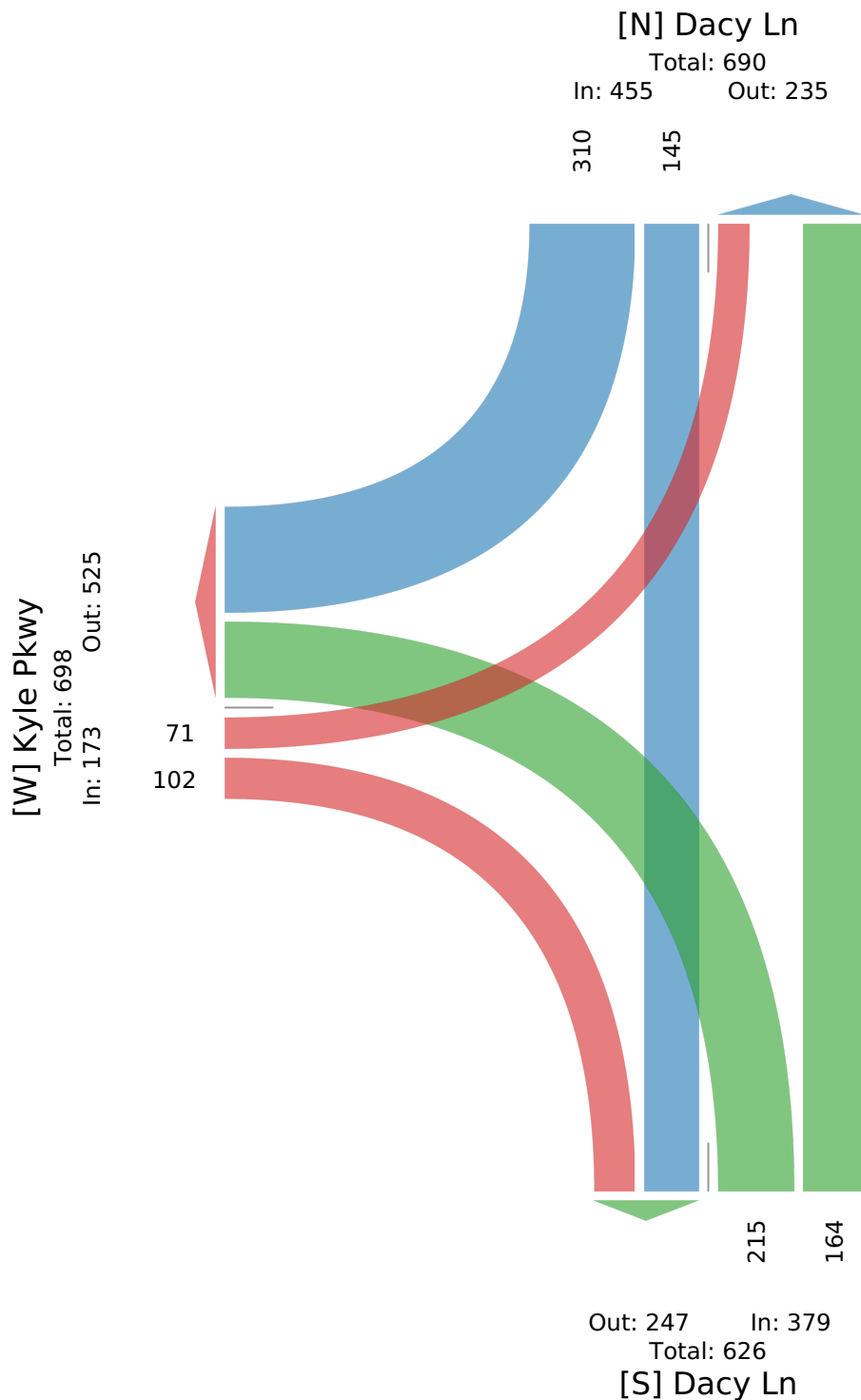
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 960752, Location: 30.005613, -97.853568



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



# Dacy Ln at Kyle Pkwy - TMC

Tue Jun 7, 2022

Midday Peak (Jun 07 2022 12PM - 1 PM)

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

All Movements

ID: 960752, Location: 30.005613, -97.853568



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

| Leg Direction                         | Dacy Ln Southbound |       |    |       |      | Dacy Ln Northbound |       |    |       |      | Kyle Pkwy Eastbound |       |       |       |      |       |
|---------------------------------------|--------------------|-------|----|-------|------|--------------------|-------|----|-------|------|---------------------|-------|-------|-------|------|-------|
| Time                                  | R                  | T     | U  | App   | Ped* | T                  | L     | U  | App   | Ped* | R                   | L     | U     | App   | Ped* | Int   |
| 2022-06-07 12:00PM                    | 65                 | 28    | 0  | 93    | 0    | 36                 | 36    | 0  | 72    | 0    | 53                  | 37    | 1     | 91    | 0    | 256   |
| 12:15PM                               | 64                 | 32    | 0  | 96    | 0    | 29                 | 35    | 0  | 64    | 0    | 63                  | 47    | 0     | 110   | 0    | 270   |
| 12:30PM                               | 70                 | 24    | 0  | 94    | 0    | 51                 | 29    | 0  | 80    | 0    | 48                  | 26    | 0     | 74    | 0    | 248   |
| 12:45PM                               | 59                 | 29    | 0  | 88    | 0    | 41                 | 36    | 0  | 77    | 0    | 53                  | 32    | 0     | 85    | 0    | 250   |
| <b>Total</b>                          | 258                | 113   | 0  | 371   | 0    | 157                | 136   | 0  | 293   | 0    | 217                 | 142   | 1     | 360   | 0    | 1024  |
| <b>% Approach</b>                     | 69.5%              | 30.5% | 0% | -     | -    | 53.6%              | 46.4% | 0% | -     | -    | 60.3%               | 39.4% | 0.3%  | -     | -    | -     |
| <b>% Total</b>                        | 25.2%              | 11.0% | 0% | 36.2% | -    | 15.3%              | 13.3% | 0% | 28.6% | -    | 21.2%               | 13.9% | 0.1%  | 35.2% | -    | -     |
| <b>PHF</b>                            | 0.921              | 0.883 | -  | 0.966 | -    | 0.770              | 0.944 | -  | 0.916 | -    | 0.861               | 0.755 | 0.250 | 0.818 | -    | 0.948 |
| <b>Lights</b>                         | 257                | 112   | 0  | 369   | -    | 147                | 131   | 0  | 278   | -    | 207                 | 141   | 1     | 349   | -    | 996   |
| <b>% Lights</b>                       | 99.6%              | 99.1% | 0% | 99.5% | -    | 93.6%              | 96.3% | 0% | 94.9% | -    | 95.4%               | 99.3% | 100%  | 96.9% | -    | 97.3% |
| <b>Articulated Trucks</b>             | 0                  | 0     | 0  | 0     | -    | 1                  | 4     | 0  | 5     | -    | 6                   | 1     | 0     | 7     | -    | 12    |
| <b>% Articulated Trucks</b>           | 0%                 | 0%    | 0% | 0%    | -    | 0.6%               | 2.9%  | 0% | 1.7%  | -    | 2.8%                | 0.7%  | 0%    | 1.9%  | -    | 1.2%  |
| <b>Buses and Single-Unit Trucks</b>   | 1                  | 1     | 0  | 2     | -    | 9                  | 1     | 0  | 10    | -    | 4                   | 0     | 0     | 4     | -    | 16    |
| <b>% Buses and Single-Unit Trucks</b> | 0.4%               | 0.9%  | 0% | 0.5%  | -    | 5.7%               | 0.7%  | 0% | 3.4%  | -    | 1.8%                | 0%    | 0%    | 1.1%  | -    | 1.6%  |
| <b>Pedestrians</b>                    | -                  | -     | -  | -     | 0    | -                  | -     | -  | -     | 0    | -                   | -     | -     | -     | 0    | -     |
| <b>% Pedestrians</b>                  | -                  | -     | -  | -     | -    | -                  | -     | -  | -     | -    | -                   | -     | -     | -     | -    | -     |

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

# Dacy Ln at Kyle Pkwy - TMC

Tue Jun 7, 2022

Midday Peak (Jun 07 2022 12PM - 1 PM)

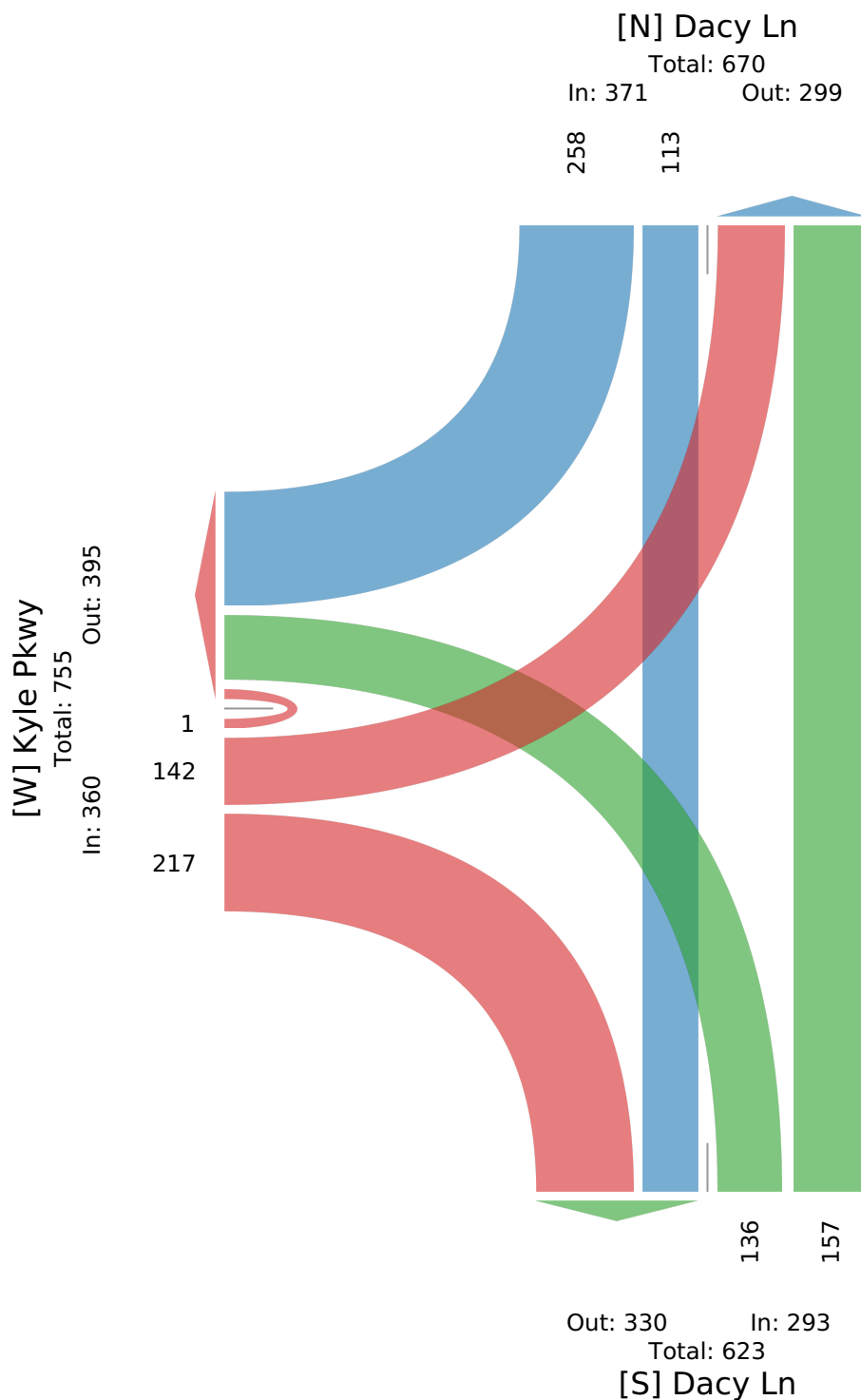
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 960752, Location: 30.005613, -97.853568



Provided by: C. J. Hensch & Associates Inc.  
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# Dacy Ln at Kyle Pkwy - TMC

Tue Jun 7, 2022

PM Peak (Jun 07 2022 5:15PM - 6:15 PM) - Overall Peak Hour

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

All Movements

ID: 960752, Location: 30.005613, -97.853568



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

| Leg<br>Direction                      | Dacy Ln<br>Southbound |       |    |       |      | Dacy Ln<br>Northbound |       |    |       |      | Kyle Pkwy<br>Eastbound |       |    |       |      |       |
|---------------------------------------|-----------------------|-------|----|-------|------|-----------------------|-------|----|-------|------|------------------------|-------|----|-------|------|-------|
| Time                                  | R                     | T     | U  | App   | Ped* | T                     | L     | U  | App   | Ped* | R                      | L     | U  | App   | Ped* | Int   |
| 2022-06-07 5:15PM                     | 63                    | 38    | 0  | 101   | 0    | 51                    | 38    | 0  | 89    | 0    | 71                     | 34    | 0  | 105   | 0    | 295   |
| 5:30PM                                | 65                    | 40    | 0  | 105   | 0    | 55                    | 35    | 0  | 90    | 0    | 99                     | 49    | 0  | 148   | 0    | 343   |
| 5:45PM                                | 53                    | 43    | 0  | 96    | 0    | 42                    | 42    | 0  | 84    | 0    | 67                     | 37    | 0  | 104   | 0    | 284   |
| 6:00PM                                | 62                    | 49    | 0  | 111   | 0    | 40                    | 37    | 0  | 77    | 0    | 78                     | 46    | 0  | 124   | 0    | 312   |
| <b>Total</b>                          | 243                   | 170   | 0  | 413   | 0    | 188                   | 152   | 0  | 340   | 0    | 315                    | 166   | 0  | 481   | 0    | 1234  |
| <b>% Approach</b>                     | 58.8%                 | 41.2% | 0% | -     | -    | 55.3%                 | 44.7% | 0% | -     | -    | 65.5%                  | 34.5% | 0% | -     | -    | -     |
| <b>% Total</b>                        | 19.7%                 | 13.8% | 0% | 33.5% | -    | 15.2%                 | 12.3% | 0% | 27.6% | -    | 25.5%                  | 13.5% | 0% | 39.0% | -    | -     |
| <b>PHF</b>                            | 0.935                 | 0.867 | -  | 0.930 | -    | 0.855                 | 0.905 | -  | 0.944 | -    | 0.795                  | 0.847 | -  | 0.813 | -    | 0.899 |
| <b>Lights</b>                         | 239                   | 168   | 0  | 407   | -    | 185                   | 151   | 0  | 336   | -    | 315                    | 166   | 0  | 481   | -    | 1224  |
| <b>% Lights</b>                       | 98.4%                 | 98.8% | 0% | 98.5% | -    | 98.4%                 | 99.3% | 0% | 98.8% | -    | 100%                   | 100%  | 0% | 100%  | -    | 99.2% |
| <b>Articulated Trucks</b>             | 2                     | 0     | 0  | 2     | -    | 1                     | 0     | 0  | 1     | -    | 0                      | 0     | 0  | 0     | -    | 3     |
| <b>% Articulated Trucks</b>           | 0.8%                  | 0%    | 0% | 0.5%  | -    | 0.5%                  | 0%    | 0% | 0.3%  | -    | 0%                     | 0%    | 0% | 0%    | -    | 0.2%  |
| <b>Buses and Single-Unit Trucks</b>   | 2                     | 2     | 0  | 4     | -    | 2                     | 1     | 0  | 3     | -    | 0                      | 0     | 0  | 0     | -    | 7     |
| <b>% Buses and Single-Unit Trucks</b> | 0.8%                  | 1.2%  | 0% | 1.0%  | -    | 1.1%                  | 0.7%  | 0% | 0.9%  | -    | 0%                     | 0%    | 0% | 0%    | -    | 0.6%  |
| <b>Pedestrians</b>                    | -                     | -     | -  | -     | 0    | -                     | -     | -  | -     | 0    | -                      | -     | -  | -     | 0    | -     |
| <b>% Pedestrians</b>                  | -                     | -     | -  | -     | -    | -                     | -     | -  | -     | -    | -                      | -     | -  | -     | -    | -     |

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

# Dacy Ln at Kyle Pkwy - TMC

Tue Jun 7, 2022

PM Peak (Jun 07 2022 5:15PM - 6:15 PM) - Overall Peak Hour

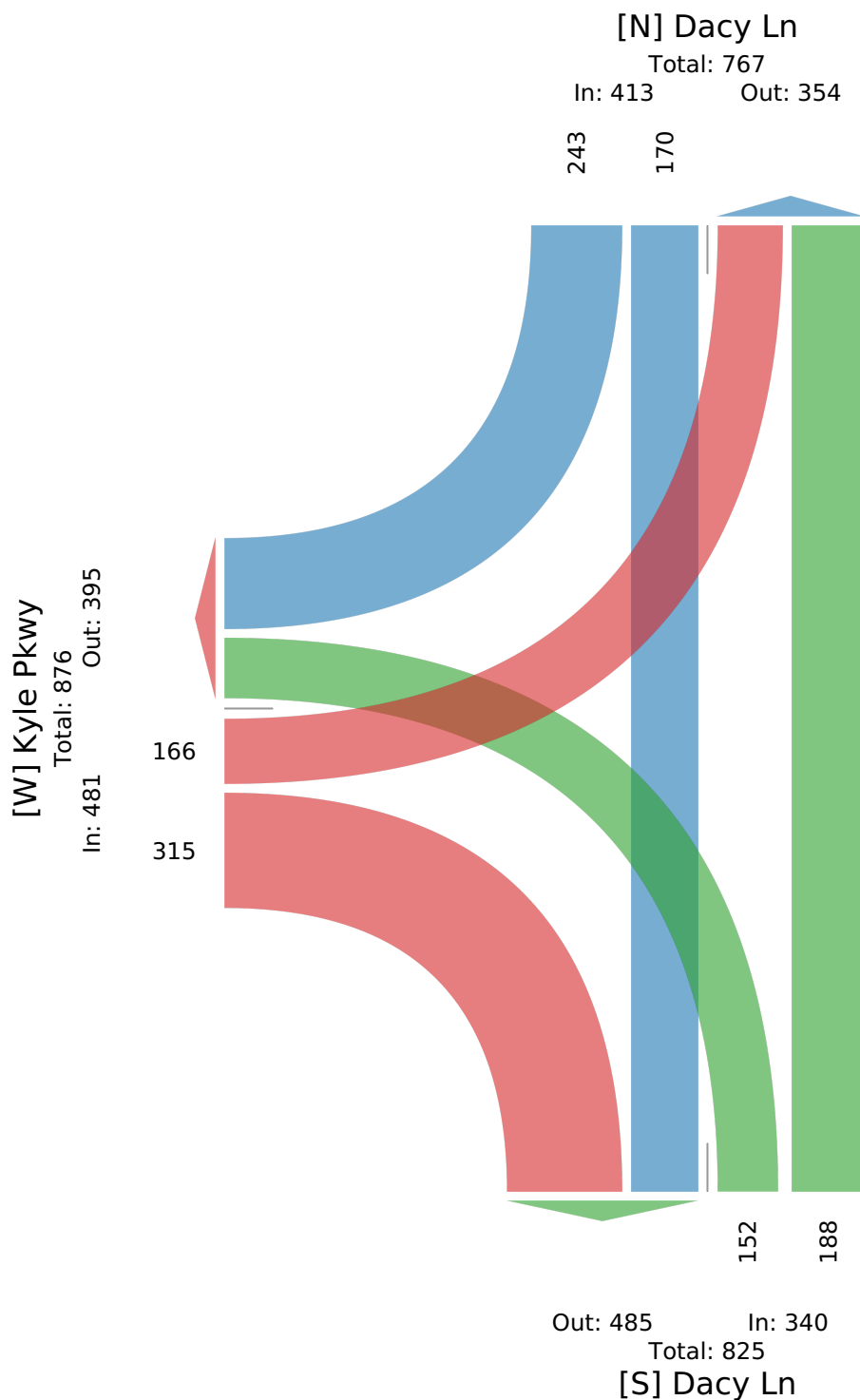
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)

All Movements

ID: 960752, Location: 30.005613, -97.853568



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



# Lehman at Bunton Creek - TMC

Tue Sep 27, 2022

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

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

All Movements

ID: 993665, Location: 29.998038, -97.850499



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

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

| Leg Direction      | Bunton Creek Westbound |     |   |     |      | Lehman Rd Northbound |     |   |     |      | Bunton Creek Rd Eastbound |     |   |     |      |      |
|--------------------|------------------------|-----|---|-----|------|----------------------|-----|---|-----|------|---------------------------|-----|---|-----|------|------|
| Time               | T                      | L   | U | App | Ped* | R                    | L   | U | App | Ped* | R                         | T   | U | App | Ped* | Int  |
| 2022-09-27 12:00AM | 8                      | 0   | 0 | 8   | 0    | 2                    | 0   | 0 | 2   | 0    | 5                         | 13  | 0 | 18  | 0    | 28   |
| 12:15AM            | 7                      | 0   | 0 | 7   | 0    | 1                    | 0   | 0 | 1   | 0    | 5                         | 16  | 0 | 21  | 0    | 29   |
| 12:30AM            | 7                      | 1   | 0 | 8   | 0    | 0                    | 2   | 0 | 2   | 0    | 0                         | 14  | 0 | 14  | 0    | 24   |
| 12:45AM            | 3                      | 1   | 0 | 4   | 0    | 2                    | 0   | 0 | 2   | 0    | 0                         | 6   | 0 | 6   | 0    | 12   |
| Hourly Total       | 25                     | 2   | 0 | 27  | 0    | 5                    | 2   | 0 | 7   | 0    | 10                        | 49  | 0 | 59  | 0    | 93   |
| 1:00AM             | 4                      | 1   | 0 | 5   | 0    | 0                    | 2   | 0 | 2   | 0    | 0                         | 12  | 0 | 12  | 0    | 19   |
| 1:15AM             | 2                      | 1   | 0 | 3   | 0    | 1                    | 0   | 0 | 1   | 0    | 0                         | 8   | 0 | 8   | 0    | 12   |
| 1:30AM             | 2                      | 0   | 0 | 2   | 0    | 0                    | 0   | 0 | 0   | 0    | 0                         | 10  | 0 | 10  | 0    | 12   |
| 1:45AM             | 7                      | 1   | 0 | 8   | 0    | 2                    | 0   | 0 | 2   | 0    | 0                         | 4   | 0 | 4   | 0    | 14   |
| Hourly Total       | 15                     | 3   | 0 | 18  | 0    | 3                    | 2   | 0 | 5   | 0    | 0                         | 34  | 0 | 34  | 0    | 57   |
| 2:00AM             | 4                      | 1   | 1 | 6   | 0    | 2                    | 1   | 0 | 3   | 0    | 1                         | 11  | 0 | 12  | 0    | 21   |
| 2:15AM             | 4                      | 0   | 0 | 4   | 0    | 1                    | 0   | 0 | 1   | 0    | 0                         | 2   | 0 | 2   | 0    | 7    |
| 2:30AM             | 7                      | 2   | 0 | 9   | 0    | 2                    | 1   | 0 | 3   | 0    | 0                         | 4   | 0 | 4   | 0    | 16   |
| 2:45AM             | 4                      | 2   | 0 | 6   | 0    | 0                    | 0   | 0 | 0   | 0    | 1                         | 1   | 0 | 2   | 0    | 8    |
| Hourly Total       | 19                     | 5   | 1 | 25  | 0    | 5                    | 2   | 0 | 7   | 0    | 2                         | 18  | 0 | 20  | 0    | 52   |
| 3:00AM             | 4                      | 1   | 0 | 5   | 0    | 2                    | 1   | 0 | 3   | 0    | 1                         | 3   | 0 | 4   | 0    | 12   |
| 3:15AM             | 4                      | 0   | 0 | 4   | 0    | 1                    | 0   | 0 | 1   | 0    | 1                         | 1   | 0 | 2   | 0    | 7    |
| 3:30AM             | 10                     | 0   | 0 | 10  | 0    | 0                    | 1   | 0 | 1   | 0    | 1                         | 6   | 0 | 7   | 0    | 18   |
| 3:45AM             | 6                      | 0   | 0 | 6   | 0    | 0                    | 0   | 0 | 0   | 0    | 2                         | 1   | 0 | 3   | 0    | 9    |
| Hourly Total       | 24                     | 1   | 0 | 25  | 0    | 3                    | 2   | 0 | 5   | 0    | 5                         | 11  | 0 | 16  | 0    | 46   |
| 4:00AM             | 7                      | 1   | 0 | 8   | 0    | 1                    | 1   | 0 | 2   | 0    | 0                         | 6   | 0 | 6   | 0    | 16   |
| 4:15AM             | 18                     | 0   | 0 | 18  | 0    | 1                    | 1   | 0 | 2   | 0    | 3                         | 2   | 0 | 5   | 0    | 25   |
| 4:30AM             | 34                     | 2   | 0 | 36  | 0    | 6                    | 3   | 0 | 9   | 0    | 1                         | 10  | 0 | 11  | 0    | 56   |
| 4:45AM             | 39                     | 6   | 0 | 45  | 0    | 3                    | 2   | 0 | 5   | 0    | 3                         | 3   | 0 | 6   | 0    | 56   |
| Hourly Total       | 98                     | 9   | 0 | 107 | 0    | 11                   | 7   | 0 | 18  | 0    | 7                         | 21  | 0 | 28  | 0    | 153  |
| 5:00AM             | 51                     | 5   | 0 | 56  | 0    | 5                    | 3   | 0 | 8   | 0    | 2                         | 8   | 0 | 10  | 0    | 74   |
| 5:15AM             | 68                     | 5   | 0 | 73  | 0    | 3                    | 8   | 0 | 11  | 0    | 3                         | 14  | 0 | 17  | 0    | 101  |
| 5:30AM             | 55                     | 10  | 0 | 65  | 0    | 5                    | 12  | 0 | 17  | 0    | 5                         | 3   | 0 | 8   | 0    | 90   |
| 5:45AM             | 111                    | 26  | 0 | 137 | 0    | 4                    | 11  | 0 | 15  | 0    | 10                        | 10  | 0 | 20  | 0    | 172  |
| Hourly Total       | 285                    | 46  | 0 | 331 | 0    | 17                   | 34  | 0 | 51  | 0    | 20                        | 35  | 0 | 55  | 0    | 437  |
| 6:00AM             | 121                    | 16  | 0 | 137 | 0    | 8                    | 20  | 0 | 28  | 1    | 11                        | 17  | 0 | 28  | 0    | 193  |
| 6:15AM             | 131                    | 18  | 0 | 149 | 0    | 7                    | 18  | 0 | 25  | 1    | 5                         | 24  | 0 | 29  | 0    | 203  |
| 6:30AM             | 137                    | 23  | 0 | 160 | 0    | 13                   | 22  | 0 | 35  | 0    | 11                        | 23  | 0 | 34  | 0    | 229  |
| 6:45AM             | 110                    | 40  | 0 | 150 | 0    | 16                   | 46  | 0 | 62  | 0    | 15                        | 23  | 0 | 38  | 0    | 250  |
| Hourly Total       | 499                    | 97  | 0 | 596 | 0    | 44                   | 106 | 0 | 150 | 2    | 42                        | 87  | 0 | 129 | 0    | 875  |
| 7:00AM             | 105                    | 32  | 0 | 137 | 0    | 21                   | 77  | 0 | 98  | 0    | 15                        | 26  | 0 | 41  | 0    | 276  |
| 7:15AM             | 91                     | 35  | 0 | 126 | 0    | 40                   | 87  | 0 | 127 | 0    | 18                        | 62  | 0 | 80  | 0    | 333  |
| 7:30AM             | 82                     | 42  | 0 | 124 | 0    | 46                   | 79  | 0 | 125 | 0    | 18                        | 65  | 0 | 83  | 0    | 332  |
| 7:45AM             | 98                     | 35  | 0 | 133 | 0    | 46                   | 50  | 0 | 96  | 1    | 17                        | 63  | 0 | 80  | 0    | 309  |
| Hourly Total       | 376                    | 144 | 0 | 520 | 0    | 153                  | 293 | 0 | 446 | 1    | 68                        | 216 | 0 | 284 | 0    | 1250 |
| 8:00AM             | 85                     | 38  | 0 | 123 | 0    | 42                   | 50  | 0 | 92  | 0    | 36                        | 78  | 0 | 114 | 0    | 329  |
| 8:15AM             | 58                     | 54  | 0 | 112 | 0    | 33                   | 57  | 0 | 90  | 3    | 66                        | 45  | 0 | 111 | 0    | 313  |
| 8:30AM             | 78                     | 46  | 0 | 124 | 0    | 33                   | 57  | 0 | 90  | 0    | 45                        | 53  | 0 | 98  | 0    | 312  |
| 8:45AM             | 82                     | 39  | 0 | 121 | 0    | 29                   | 18  | 0 | 47  | 1    | 15                        | 46  | 0 | 61  | 0    | 229  |
| Hourly Total       | 303                    | 177 | 0 | 480 | 0    | 137                  | 182 | 0 | 319 | 4    | 162                       | 222 | 0 | 384 | 0    | 1183 |
| 9:00AM             | 83                     | 21  | 0 | 104 | 0    | 18                   | 13  | 0 | 31  | 0    | 20                        | 52  | 0 | 72  | 0    | 207  |
| 9:15AM             | 82                     | 25  | 0 | 107 | 0    | 14                   | 12  | 0 | 26  | 0    | 13                        | 47  | 0 | 60  | 0    | 193  |
| 9:30AM             | 60                     | 17  | 0 | 77  | 0    | 15                   | 16  | 0 | 31  | 0    | 16                        | 47  | 0 | 63  | 0    | 171  |
| 9:45AM             | 74                     | 31  | 0 | 105 | 0    | 14                   | 12  | 0 | 26  | 0    | 13                        | 59  | 0 | 72  | 0    | 203  |
| Hourly Total       | 299                    | 94  | 0 | 393 | 0    | 61                   | 53  | 0 | 114 | 0    | 62                        | 205 | 0 | 267 | 0    | 774  |
| 10:00AM            | 69                     | 24  | 0 | 93  | 0    | 8                    | 14  | 0 | 22  | 1    | 12                        | 51  | 0 | 63  | 0    | 178  |
| 10:15AM            | 68                     | 13  | 0 | 81  | 0    | 15                   | 18  | 0 | 33  | 0    | 20                        | 39  | 0 | 59  | 0    | 173  |

| Leg Direction | Bunton Creek Westbound |     |   |     |      | Lehman Rd Northbound |     |   |     |      | Bunton Creek Rd Eastbound |     |   |     |      |      |
|---------------|------------------------|-----|---|-----|------|----------------------|-----|---|-----|------|---------------------------|-----|---|-----|------|------|
| Time          | T                      | L   | U | App | Ped* | R                    | L   | U | App | Ped* | R                         | T   | U | App | Ped* | Int  |
| 10:30AM       | 64                     | 16  | 0 | 80  | 0    | 17                   | 16  | 0 | 33  | 0    | 20                        | 43  | 0 | 63  | 0    | 176  |
| 10:45AM       | 69                     | 20  | 0 | 89  | 0    | 14                   | 11  | 0 | 25  | 0    | 20                        | 72  | 0 | 92  | 0    | 206  |
| Hourly Total  | 270                    | 73  | 0 | 343 | 0    | 54                   | 59  | 0 | 113 | 1    | 72                        | 205 | 0 | 277 | 0    | 733  |
| 11:00AM       | 71                     | 13  | 0 | 84  | 0    | 24                   | 15  | 0 | 39  | 1    | 16                        | 53  | 0 | 69  | 0    | 192  |
| 11:15AM       | 67                     | 13  | 0 | 80  | 0    | 16                   | 12  | 0 | 28  | 0    | 15                        | 52  | 0 | 67  | 0    | 175  |
| 11:30AM       | 63                     | 19  | 0 | 82  | 0    | 18                   | 15  | 0 | 33  | 0    | 20                        | 62  | 0 | 82  | 0    | 197  |
| 11:45AM       | 67                     | 13  | 0 | 80  | 0    | 21                   | 15  | 0 | 36  | 0    | 18                        | 80  | 0 | 98  | 0    | 214  |
| Hourly Total  | 268                    | 58  | 0 | 326 | 0    | 79                   | 57  | 0 | 136 | 1    | 69                        | 247 | 0 | 316 | 0    | 778  |
| 12:00PM       | 57                     | 19  | 0 | 76  | 0    | 11                   | 12  | 0 | 23  | 0    | 22                        | 49  | 0 | 71  | 0    | 170  |
| 12:15PM       | 70                     | 16  | 0 | 86  | 0    | 27                   | 22  | 0 | 49  | 0    | 22                        | 76  | 0 | 98  | 0    | 233  |
| 12:30PM       | 77                     | 15  | 0 | 92  | 0    | 22                   | 20  | 0 | 42  | 0    | 17                        | 70  | 0 | 87  | 0    | 221  |
| 12:45PM       | 68                     | 15  | 0 | 83  | 0    | 32                   | 15  | 0 | 47  | 0    | 18                        | 55  | 0 | 73  | 0    | 203  |
| Hourly Total  | 272                    | 65  | 0 | 337 | 0    | 92                   | 69  | 0 | 161 | 0    | 79                        | 250 | 0 | 329 | 0    | 827  |
| 1:00PM        | 70                     | 13  | 0 | 83  | 0    | 29                   | 17  | 0 | 46  | 0    | 12                        | 76  | 0 | 88  | 0    | 217  |
| 1:15PM        | 70                     | 18  | 0 | 88  | 0    | 25                   | 17  | 0 | 42  | 0    | 22                        | 66  | 0 | 88  | 0    | 218  |
| 1:30PM        | 71                     | 18  | 0 | 89  | 0    | 12                   | 17  | 0 | 29  | 0    | 16                        | 84  | 0 | 100 | 0    | 218  |
| 1:45PM        | 55                     | 18  | 0 | 73  | 0    | 23                   | 16  | 0 | 39  | 0    | 25                        | 73  | 0 | 98  | 0    | 210  |
| Hourly Total  | 266                    | 67  | 0 | 333 | 0    | 89                   | 67  | 0 | 156 | 0    | 75                        | 299 | 0 | 374 | 0    | 863  |
| 2:00PM        | 54                     | 21  | 0 | 75  | 0    | 18                   | 19  | 0 | 37  | 0    | 32                        | 70  | 0 | 102 | 0    | 214  |
| 2:15PM        | 80                     | 18  | 0 | 98  | 0    | 33                   | 13  | 0 | 46  | 0    | 22                        | 75  | 0 | 97  | 0    | 241  |
| 2:30PM        | 75                     | 25  | 0 | 100 | 0    | 24                   | 23  | 0 | 47  | 1    | 24                        | 85  | 0 | 109 | 0    | 256  |
| 2:45PM        | 100                    | 30  | 0 | 130 | 0    | 35                   | 25  | 0 | 60  | 0    | 17                        | 64  | 0 | 81  | 0    | 271  |
| Hourly Total  | 309                    | 94  | 0 | 403 | 0    | 110                  | 80  | 0 | 190 | 1    | 95                        | 294 | 0 | 389 | 0    | 982  |
| 3:00PM        | 79                     | 23  | 0 | 102 | 0    | 34                   | 23  | 0 | 57  | 0    | 23                        | 105 | 0 | 128 | 0    | 287  |
| 3:15PM        | 51                     | 22  | 0 | 73  | 0    | 29                   | 19  | 0 | 48  | 0    | 29                        | 108 | 0 | 137 | 0    | 258  |
| 3:30PM        | 74                     | 22  | 0 | 96  | 0    | 35                   | 17  | 0 | 52  | 0    | 25                        | 90  | 0 | 115 | 0    | 263  |
| 3:45PM        | 77                     | 23  | 0 | 100 | 0    | 61                   | 18  | 0 | 79  | 0    | 10                        | 107 | 0 | 117 | 0    | 296  |
| Hourly Total  | 281                    | 90  | 0 | 371 | 0    | 159                  | 77  | 0 | 236 | 0    | 87                        | 410 | 0 | 497 | 0    | 1104 |
| 4:00PM        | 66                     | 37  | 0 | 103 | 0    | 53                   | 17  | 0 | 70  | 0    | 24                        | 101 | 0 | 125 | 0    | 298  |
| 4:15PM        | 67                     | 27  | 0 | 94  | 0    | 92                   | 70  | 0 | 162 | 8    | 11                        | 76  | 0 | 87  | 0    | 343  |
| 4:30PM        | 66                     | 28  | 0 | 94  | 0    | 81                   | 19  | 0 | 100 | 0    | 13                        | 107 | 0 | 120 | 0    | 314  |
| 4:45PM        | 74                     | 33  | 0 | 107 | 0    | 66                   | 26  | 0 | 92  | 0    | 11                        | 111 | 0 | 122 | 0    | 321  |
| Hourly Total  | 273                    | 125 | 0 | 398 | 0    | 292                  | 132 | 0 | 424 | 8    | 59                        | 395 | 0 | 454 | 0    | 1276 |
| 5:00PM        | 73                     | 40  | 0 | 113 | 0    | 71                   | 24  | 0 | 95  | 0    | 10                        | 98  | 0 | 108 | 0    | 316  |
| 5:15PM        | 79                     | 45  | 0 | 124 | 0    | 72                   | 27  | 0 | 99  | 0    | 11                        | 103 | 0 | 114 | 0    | 337  |
| 5:30PM        | 82                     | 47  | 0 | 129 | 0    | 86                   | 25  | 0 | 111 | 0    | 15                        | 100 | 0 | 115 | 0    | 355  |
| 5:45PM        | 91                     | 31  | 0 | 122 | 0    | 100                  | 33  | 0 | 133 | 0    | 12                        | 95  | 0 | 107 | 0    | 362  |
| Hourly Total  | 325                    | 163 | 0 | 488 | 0    | 329                  | 109 | 0 | 438 | 0    | 48                        | 396 | 0 | 444 | 0    | 1370 |
| 6:00PM        | 78                     | 38  | 0 | 116 | 0    | 101                  | 29  | 0 | 130 | 0    | 11                        | 97  | 0 | 108 | 0    | 354  |
| 6:15PM        | 79                     | 24  | 0 | 103 | 0    | 85                   | 21  | 0 | 106 | 0    | 11                        | 107 | 0 | 118 | 0    | 327  |
| 6:30PM        | 86                     | 37  | 0 | 123 | 0    | 69                   | 24  | 0 | 93  | 0    | 15                        | 100 | 0 | 115 | 0    | 331  |
| 6:45PM        | 75                     | 20  | 0 | 95  | 0    | 68                   | 18  | 0 | 86  | 0    | 17                        | 107 | 0 | 124 | 0    | 305  |
| Hourly Total  | 318                    | 119 | 0 | 437 | 0    | 323                  | 92  | 0 | 415 | 0    | 54                        | 411 | 0 | 465 | 0    | 1317 |
| 7:00PM        | 62                     | 33  | 0 | 95  | 0    | 47                   | 14  | 0 | 61  | 0    | 17                        | 104 | 0 | 121 | 0    | 277  |
| 7:15PM        | 74                     | 29  | 0 | 103 | 0    | 40                   | 20  | 0 | 60  | 0    | 21                        | 107 | 0 | 128 | 0    | 291  |
| 7:30PM        | 75                     | 29  | 0 | 104 | 0    | 52                   | 54  | 0 | 106 | 0    | 14                        | 96  | 0 | 110 | 0    | 320  |
| 7:45PM        | 51                     | 16  | 0 | 67  | 0    | 43                   | 34  | 0 | 77  | 0    | 15                        | 107 | 0 | 122 | 0    | 266  |
| Hourly Total  | 262                    | 107 | 0 | 369 | 0    | 182                  | 122 | 0 | 304 | 0    | 67                        | 414 | 0 | 481 | 0    | 1154 |
| 8:00PM        | 59                     | 28  | 0 | 87  | 0    | 35                   | 19  | 0 | 54  | 0    | 15                        | 88  | 0 | 103 | 0    | 244  |
| 8:15PM        | 59                     | 16  | 0 | 75  | 0    | 24                   | 9   | 0 | 33  | 0    | 19                        | 104 | 0 | 123 | 0    | 231  |
| 8:30PM        | 53                     | 11  | 0 | 64  | 0    | 17                   | 11  | 0 | 28  | 0    | 13                        | 80  | 0 | 93  | 0    | 185  |
| 8:45PM        | 35                     | 11  | 0 | 46  | 0    | 29                   | 17  | 0 | 46  | 0    | 19                        | 68  | 0 | 87  | 0    | 179  |
| Hourly Total  | 206                    | 66  | 0 | 272 | 0    | 105                  | 56  | 0 | 161 | 0    | 66                        | 340 | 0 | 406 | 0    | 839  |
| 9:00PM        | 35                     | 10  | 0 | 45  | 0    | 16                   | 8   | 0 | 24  | 0    | 17                        | 69  | 0 | 86  | 0    | 155  |
| 9:15PM        | 20                     | 5   | 0 | 25  | 0    | 17                   | 5   | 0 | 22  | 0    | 9                         | 73  | 0 | 82  | 0    | 129  |
| 9:30PM        | 29                     | 5   | 0 | 34  | 0    | 10                   | 8   | 0 | 18  | 0    | 11                        | 38  | 0 | 49  | 0    | 101  |
| 9:45PM        | 23                     | 11  | 0 | 34  | 0    | 14                   | 7   | 0 | 21  | 1    | 19                        | 44  | 0 | 63  | 0    | 118  |
| Hourly Total  | 107                    | 31  | 0 | 138 | 0    | 57                   | 28  | 0 | 85  | 1    | 56                        | 224 | 0 | 280 | 0    | 503  |
| 10:00PM       | 16                     | 2   | 0 | 18  | 0    | 20                   | 15  | 0 | 35  | 0    | 11                        | 37  | 0 | 48  | 0    | 101  |
| 10:15PM       | 16                     | 4   | 0 | 20  | 0    | 8                    | 7   | 0 | 15  | 0    | 9                         | 33  | 0 | 42  | 0    | 77   |

| Leg Direction                         | Bunton Creek Westbound |       |      |       |      | Lehman Rd Northbound |       |    |       |       | Bunton Creek Rd Eastbound |       |    |       |      |       |
|---------------------------------------|------------------------|-------|------|-------|------|----------------------|-------|----|-------|-------|---------------------------|-------|----|-------|------|-------|
| Time                                  | T                      | L     | U    | App   | Ped* | R                    | L     | U  | App   | Ped*  | R                         | T     | U  | App   | Ped* | Int   |
| 10:30PM                               | 20                     | 2     | 0    | 22    | 0    | 4                    | 3     | 0  | 7     | 0     | 5                         | 40    | 0  | 45    | 0    | 74    |
| 10:45PM                               | 12                     | 2     | 0    | 14    | 0    | 5                    | 1     | 0  | 6     | 0     | 3                         | 30    | 0  | 33    | 0    | 53    |
| Hourly Total                          | 64                     | 10    | 0    | 74    | 0    | 37                   | 26    | 0  | 63    | 0     | 28                        | 140   | 0  | 168   | 0    | 305   |
| 11:00PM                               | 12                     | 6     | 0    | 18    | 0    | 4                    | 0     | 0  | 4     | 0     | 5                         | 24    | 0  | 29    | 0    | 51    |
| 11:15PM                               | 11                     | 1     | 0    | 12    | 0    | 2                    | 4     | 0  | 6     | 0     | 7                         | 21    | 0  | 28    | 0    | 46    |
| 11:30PM                               | 9                      | 2     | 0    | 11    | 0    | 2                    | 4     | 0  | 6     | 0     | 0                         | 20    | 0  | 20    | 0    | 37    |
| 11:45PM                               | 3                      | 3     | 0    | 6     | 0    | 1                    | 1     | 0  | 2     | 0     | 4                         | 24    | 0  | 28    | 0    | 36    |
| Hourly Total                          | 35                     | 12    | 0    | 47    | 0    | 9                    | 9     | 0  | 18    | 0     | 16                        | 89    | 0  | 105   | 0    | 170   |
| <b>Total</b>                          | 5199                   | 1658  | 1    | 6858  | 0    | 2356                 | 1666  | 0  | 4022  | 19    | 1249                      | 5012  | 0  | 6261  | 0    | 17141 |
| <b>% Approach</b>                     | 75.8%                  | 24.2% | 0%   | -     | -    | 58.6%                | 41.4% | 0% | -     | -     | 19.9%                     | 80.1% | 0% | -     | -    | -     |
| <b>% Total</b>                        | 30.3%                  | 9.7%  | 0%   | 40.0% | -    | 13.7%                | 9.7%  | 0% | 23.5% | -     | 7.3%                      | 29.2% | 0% | 36.5% | -    | -     |
| <b>Lights</b>                         | 5119                   | 1614  | 1    | 6734  | -    | 2281                 | 1628  | 0  | 3909  | -     | 1222                      | 4921  | 0  | 6143  | -    | 16786 |
| <b>% Lights</b>                       | 98.5%                  | 97.3% | 100% | 98.2% | -    | 96.8%                | 97.7% | 0% | 97.2% | -     | 97.8%                     | 98.2% | 0% | 98.1% | -    | 97.9% |
| <b>Articulated Trucks</b>             | 21                     | 5     | 0    | 26    | -    | 6                    | 10    | 0  | 16    | -     | 7                         | 11    | 0  | 18    | -    | 60    |
| <b>% Articulated Trucks</b>           | 0.4%                   | 0.3%  | 0%   | 0.4%  | -    | 0.3%                 | 0.6%  | 0% | 0.4%  | -     | 0.6%                      | 0.2%  | 0% | 0.3%  | -    | 0.4%  |
| <b>Buses and Single-Unit Trucks</b>   | 59                     | 39    | 0    | 98    | -    | 69                   | 28    | 0  | 97    | -     | 20                        | 80    | 0  | 100   | -    | 295   |
| <b>% Buses and Single-Unit Trucks</b> | 1.1%                   | 2.4%  | 0%   | 1.4%  | -    | 2.9%                 | 1.7%  | 0% | 2.4%  | -     | 1.6%                      | 1.6%  | 0% | 1.6%  | -    | 1.7%  |
| Pedestrians                           | -                      | -     | -    | -     | 0    | -                    | -     | -  | -     | 18    | -                         | -     | -  | -     | 0    |       |
| % Pedestrians                         | -                      | -     | -    | -     | -    | -                    | -     | -  | -     | 94.7% | -                         | -     | -  | -     | -    | -     |
| Bicycles on Crosswalk                 | -                      | -     | -    | -     | 0    | -                    | -     | -  | -     | 1     | -                         | -     | -  | -     | 0    |       |
| % Bicycles on Crosswalk               | -                      | -     | -    | -     | -    | -                    | -     | -  | -     | 5.3%  | -                         | -     | -  | -     | -    | -     |

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

# Lehman at Bunton Creek - TMC

Tue Sep 27, 2022

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

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

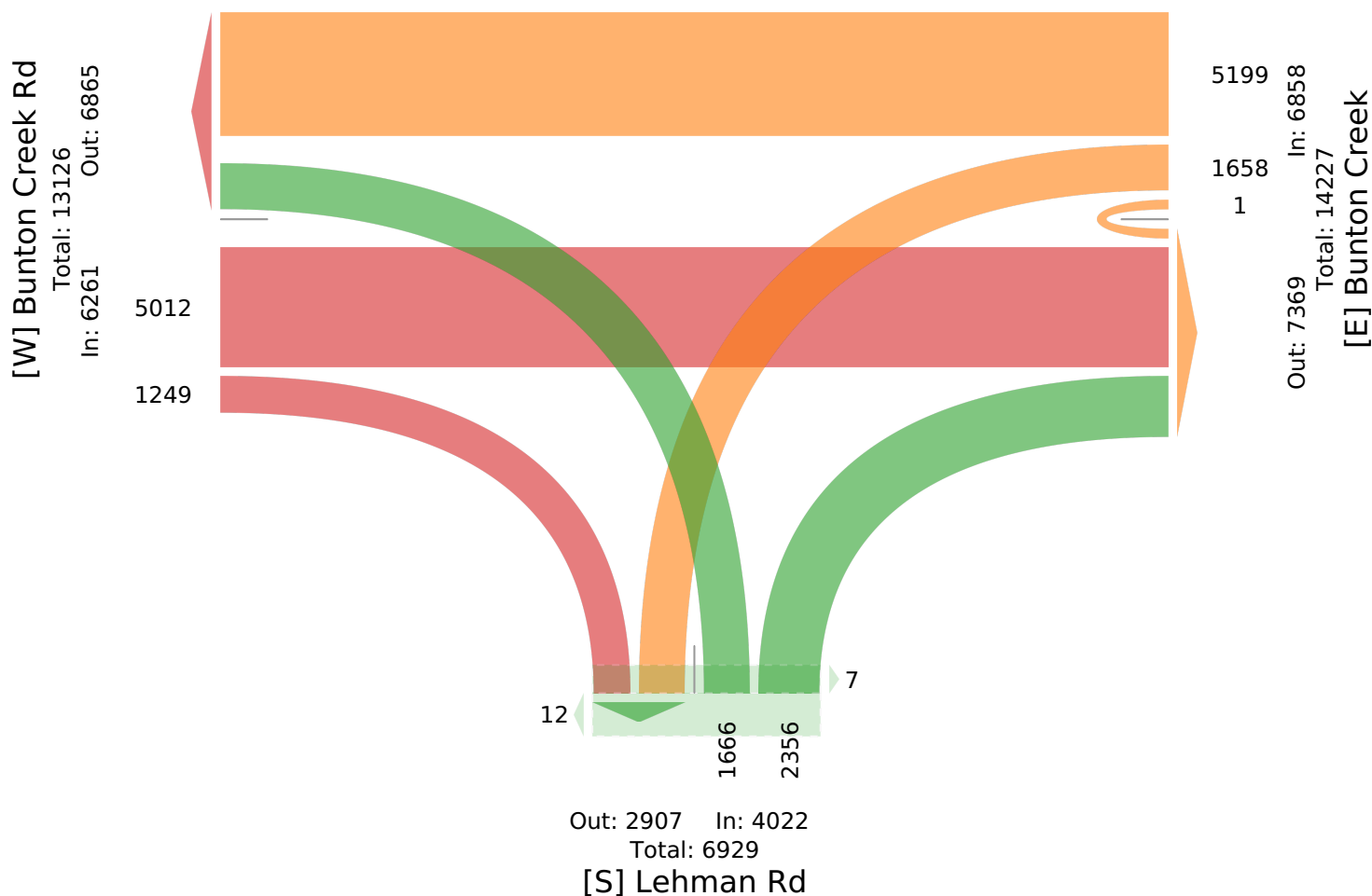
All Movements

ID: 993665, Location: 29.998038, -97.850499



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# Lehman at Bunton Creek - TMC

Tue Sep 27, 2022

AM Peak (Sep 27 2022 7:15AM - 8:15 AM)

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

All Movements

ID: 993665, Location: 29.998038, -97.850499



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

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Pasadena, TX, 77503, US

| Leg Direction                         | Bunton Creek Westbound |       |    |       |      | Lehman Rd Northbound |       |    |       |      | Bunton Creek Rd Eastbound |       |    |       |      |       |
|---------------------------------------|------------------------|-------|----|-------|------|----------------------|-------|----|-------|------|---------------------------|-------|----|-------|------|-------|
| Time                                  | T                      | L     | U  | App   | Ped* | R                    | L     | U  | App   | Ped* | R                         | T     | U  | App   | Ped* | Int   |
| 2022-09-27 7:15AM                     | 91                     | 35    | 0  | 126   | 0    | 40                   | 87    | 0  | 127   | 0    | 18                        | 62    | 0  | 80    | 0    | 333   |
| 7:30AM                                | 82                     | 42    | 0  | 124   | 0    | 46                   | 79    | 0  | 125   | 0    | 18                        | 65    | 0  | 83    | 0    | 332   |
| 7:45AM                                | 98                     | 35    | 0  | 133   | 0    | 46                   | 50    | 0  | 96    | 1    | 17                        | 63    | 0  | 80    | 0    | 309   |
| 8:00AM                                | 85                     | 38    | 0  | 123   | 0    | 42                   | 50    | 0  | 92    | 0    | 36                        | 78    | 0  | 114   | 0    | 329   |
| <b>Total</b>                          | 356                    | 150   | 0  | 506   | 0    | 174                  | 266   | 0  | 440   | 1    | 89                        | 268   | 0  | 357   | 0    | 1303  |
| <b>% Approach</b>                     | 70.4%                  | 29.6% | 0% | -     | -    | 39.5%                | 60.5% | 0% | -     | -    | 24.9%                     | 75.1% | 0% | -     | -    | -     |
| <b>% Total</b>                        | 27.3%                  | 11.5% | 0% | 38.8% | -    | 13.4%                | 20.4% | 0% | 33.8% | -    | 6.8%                      | 20.6% | 0% | 27.4% | -    | -     |
| <b>PHF</b>                            | 0.908                  | 0.893 | -  | 0.951 | -    | 0.946                | 0.764 | -  | 0.866 | -    | 0.618                     | 0.859 | -  | 0.783 | -    | 0.978 |
| <b>Lights</b>                         | 354                    | 145   | 0  | 499   | -    | 169                  | 262   | 0  | 431   | -    | 89                        | 263   | 0  | 352   | -    | 1282  |
| <b>% Lights</b>                       | 99.4%                  | 96.7% | 0% | 98.6% | -    | 97.1%                | 98.5% | 0% | 98.0% | -    | 100%                      | 98.1% | 0% | 98.6% | -    | 98.4% |
| <b>Articulated Trucks</b>             | 0                      | 0     | 0  | 0     | -    | 0                    | 2     | 0  | 2     | -    | 0                         | 0     | 0  | 0     | -    | 2     |
| <b>% Articulated Trucks</b>           | 0%                     | 0%    | 0% | 0%    | -    | 0%                   | 0.8%  | 0% | 0.5%  | -    | 0%                        | 0%    | 0% | 0%    | -    | 0.2%  |
| <b>Buses and Single-Unit Trucks</b>   | 2                      | 5     | 0  | 7     | -    | 5                    | 2     | 0  | 7     | -    | 0                         | 5     | 0  | 5     | -    | 19    |
| <b>% Buses and Single-Unit Trucks</b> | 0.6%                   | 3.3%  | 0% | 1.4%  | -    | 2.9%                 | 0.8%  | 0% | 1.6%  | -    | 0%                        | 1.9%  | 0% | 1.4%  | -    | 1.5%  |
| Pedestrians                           | -                      | -     | -  | -     | 0    | -                    | -     | -  | -     | 1    | -                         | -     | -  | -     | 0    | -     |
| % Pedestrians                         | -                      | -     | -  | -     | -    | -                    | -     | -  | -     | 100% | -                         | -     | -  | -     | -    | -     |
| Bicycles on Crosswalk                 | -                      | -     | -  | -     | 0    | -                    | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -     |
| % Bicycles on Crosswalk               | -                      | -     | -  | -     | -    | -                    | -     | -  | -     | 0%   | -                         | -     | -  | -     | -    | -     |

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

# Lehman at Bunton Creek - TMC

Tue Sep 27, 2022

AM Peak (Sep 27 2022 7:15AM - 8:15 AM)

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

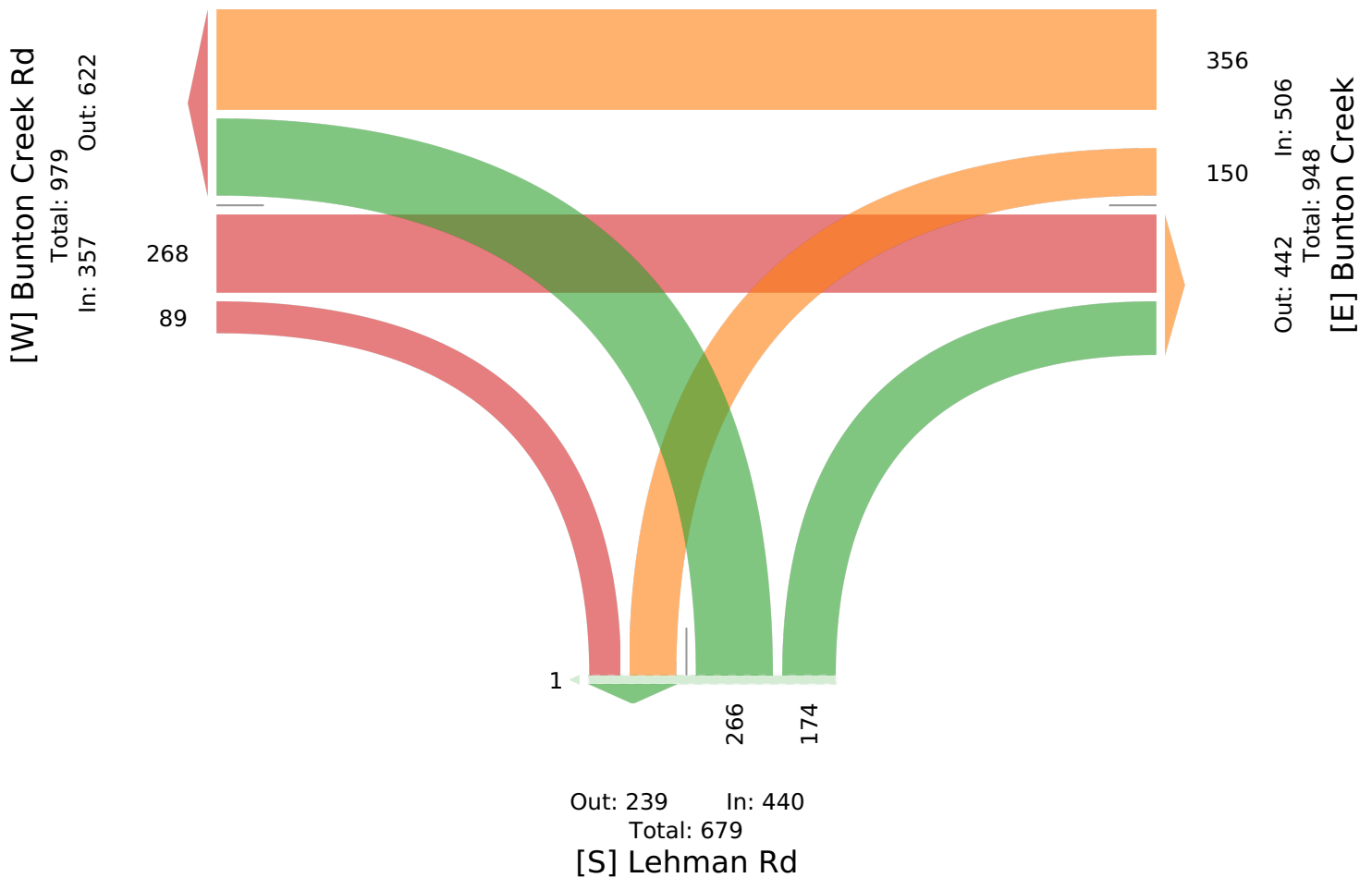
All Movements

ID: 993665, Location: 29.998038, -97.850499



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# Lehman at Bunton Creek - TMC

Tue Sep 27, 2022

Midday Peak (Sep 27 2022 12:15PM - 1:15 PM)

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

All Movements

ID: 993665, Location: 29.998038, -97.850499



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

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

| Leg Direction                         | Bunton Creek Westbound |       |    |       |      | Lehman Rd Northbound |       |    |       |      | Bunton Creek Rd Eastbound |       |    |       |      |       |
|---------------------------------------|------------------------|-------|----|-------|------|----------------------|-------|----|-------|------|---------------------------|-------|----|-------|------|-------|
| Time                                  | T                      | L     | U  | App   | Ped* | R                    | L     | U  | App   | Ped* | R                         | T     | U  | App   | Ped* | Int   |
| 2022-09-27 12:15PM                    | 70                     | 16    | 0  | 86    | 0    | 27                   | 22    | 0  | 49    | 0    | 22                        | 76    | 0  | 98    | 0    | 233   |
| 12:30PM                               | 77                     | 15    | 0  | 92    | 0    | 22                   | 20    | 0  | 42    | 0    | 17                        | 70    | 0  | 87    | 0    | 221   |
| 12:45PM                               | 68                     | 15    | 0  | 83    | 0    | 32                   | 15    | 0  | 47    | 0    | 18                        | 55    | 0  | 73    | 0    | 203   |
| 1:00PM                                | 70                     | 13    | 0  | 83    | 0    | 29                   | 17    | 0  | 46    | 0    | 12                        | 76    | 0  | 88    | 0    | 217   |
| <b>Total</b>                          | 285                    | 59    | 0  | 344   | 0    | 110                  | 74    | 0  | 184   | 0    | 69                        | 277   | 0  | 346   | 0    | 874   |
| <b>% Approach</b>                     | 82.8%                  | 17.2% | 0% | -     | -    | 59.8%                | 40.2% | 0% | -     | -    | 19.9%                     | 80.1% | 0% | -     | -    | -     |
| <b>% Total</b>                        | 32.6%                  | 6.8%  | 0% | 39.4% | -    | 12.6%                | 8.5%  | 0% | 21.1% | -    | 7.9%                      | 31.7% | 0% | 39.6% | -    | -     |
| <b>PHF</b>                            | 0.925                  | 0.922 | -  | 0.935 | -    | 0.859                | 0.841 | -  | 0.939 | -    | 0.784                     | 0.911 | -  | 0.883 | -    | 0.938 |
| <b>Lights</b>                         | 282                    | 57    | 0  | 339   | -    | 106                  | 71    | 0  | 177   | -    | 66                        | 265   | 0  | 331   | -    | 847   |
| <b>% Lights</b>                       | 98.9%                  | 96.6% | 0% | 98.5% | -    | 96.4%                | 95.9% | 0% | 96.2% | -    | 95.7%                     | 95.7% | 0% | 95.7% | -    | 96.9% |
| <b>Articulated Trucks</b>             | 0                      | 0     | 0  | 0     | -    | 0                    | 0     | 0  | 0     | -    | 0                         | 1     | 0  | 1     | -    | 1     |
| <b>% Articulated Trucks</b>           | 0%                     | 0%    | 0% | 0%    | -    | 0%                   | 0%    | 0% | 0%    | -    | 0%                        | 0.4%  | 0% | 0.3%  | -    | 0.1%  |
| <b>Buses and Single-Unit Trucks</b>   | 3                      | 2     | 0  | 5     | -    | 4                    | 3     | 0  | 7     | -    | 3                         | 11    | 0  | 14    | -    | 26    |
| <b>% Buses and Single-Unit Trucks</b> | 1.1%                   | 3.4%  | 0% | 1.5%  | -    | 3.6%                 | 4.1%  | 0% | 3.8%  | -    | 4.3%                      | 4.0%  | 0% | 4.0%  | -    | 3.0%  |
| Pedestrians                           | -                      | -     | -  | -     | 0    | -                    | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -     |
| % Pedestrians                         | -                      | -     | -  | -     | -    | -                    | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -     |
| Bicycles on Crosswalk                 | -                      | -     | -  | -     | 0    | -                    | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -     |
| % Bicycles on Crosswalk               | -                      | -     | -  | -     | -    | -                    | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -     |

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

# Lehman at Bunton Creek - TMC

Tue Sep 27, 2022

Midday Peak (Sep 27 2022 12:15PM - 1:15 PM)

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

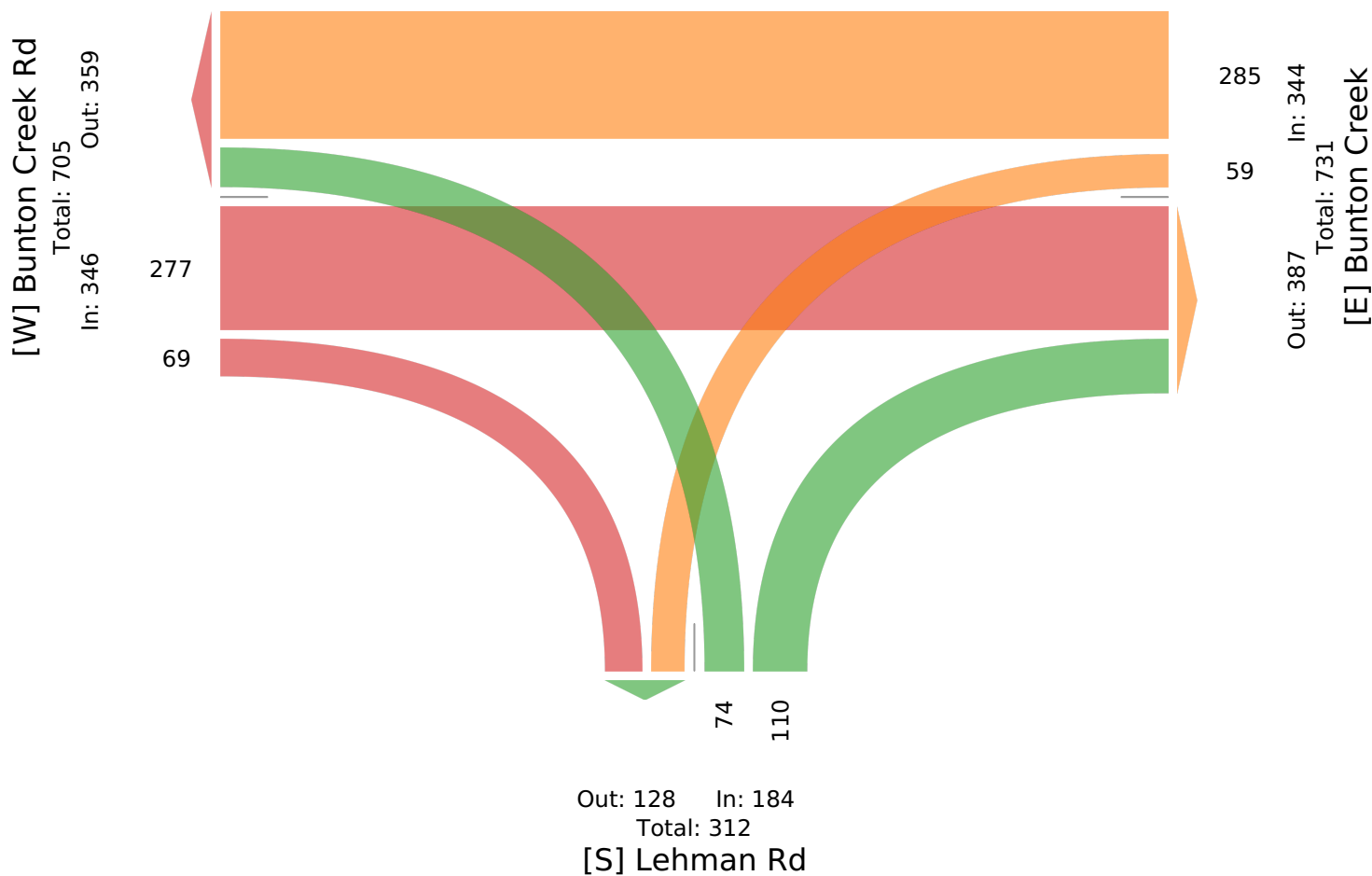
All Movements

ID: 993665, Location: 29.998038, -97.850499



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# Lehman at Bunton Creek - TMC

Tue Sep 27, 2022

PM Peak (Sep 27 2022 5:15PM - 6:15 PM) - Overall Peak Hour

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

All Movements

ID: 993665, Location: 29.998038, -97.850499



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

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

| Leg Direction                         | Bunton Creek Westbound |       |    |       |      | Lehman Rd Northbound |       |    |       |      | Bunton Creek Rd Eastbound |       |    |       |      |       |
|---------------------------------------|------------------------|-------|----|-------|------|----------------------|-------|----|-------|------|---------------------------|-------|----|-------|------|-------|
| Time                                  | T                      | L     | U  | App   | Ped* | R                    | L     | U  | App   | Ped* | R                         | T     | U  | App   | Ped* | Int   |
| 2022-09-27 5:15PM                     | 79                     | 45    | 0  | 124   | 0    | 72                   | 27    | 0  | 99    | 0    | 11                        | 103   | 0  | 114   | 0    | 337   |
| 5:30PM                                | 82                     | 47    | 0  | 129   | 0    | 86                   | 25    | 0  | 111   | 0    | 15                        | 100   | 0  | 115   | 0    | 355   |
| 5:45PM                                | 91                     | 31    | 0  | 122   | 0    | 100                  | 33    | 0  | 133   | 0    | 12                        | 95    | 0  | 107   | 0    | 362   |
| 6:00PM                                | 78                     | 38    | 0  | 116   | 0    | 101                  | 29    | 0  | 130   | 0    | 11                        | 97    | 0  | 108   | 0    | 354   |
| <b>Total</b>                          | 330                    | 161   | 0  | 491   | 0    | 359                  | 114   | 0  | 473   | 0    | 49                        | 395   | 0  | 444   | 0    | 1408  |
| <b>% Approach</b>                     | 67.2%                  | 32.8% | 0% | -     | -    | 75.9%                | 24.1% | 0% | -     | -    | 11.0%                     | 89.0% | 0% | -     | -    | -     |
| <b>% Total</b>                        | 23.4%                  | 11.4% | 0% | 34.9% | -    | 25.5%                | 8.1%  | 0% | 33.6% | -    | 3.5%                      | 28.1% | 0% | 31.5% | -    | -     |
| <b>PHF</b>                            | 0.907                  | 0.856 | -  | 0.952 | -    | 0.889                | 0.864 | -  | 0.889 | -    | 0.817                     | 0.959 | -  | 0.965 | -    | 0.972 |
| <b>Lights</b>                         | 328                    | 159   | 0  | 487   | -    | 356                  | 113   | 0  | 469   | -    | 49                        | 392   | 0  | 441   | -    | 1397  |
| <b>% Lights</b>                       | 99.4%                  | 98.8% | 0% | 99.2% | -    | 99.2%                | 99.1% | 0% | 99.2% | -    | 100%                      | 99.2% | 0% | 99.3% | -    | 99.2% |
| <b>Articulated Trucks</b>             | 0                      | 0     | 0  | 0     | -    | 0                    | 0     | 0  | 0     | -    | 0                         | 1     | 0  | 1     | -    | 1     |
| <b>% Articulated Trucks</b>           | 0%                     | 0%    | 0% | 0%    | -    | 0%                   | 0%    | 0% | 0%    | -    | 0%                        | 0.3%  | 0% | 0.2%  | -    | 0.1%  |
| <b>Buses and Single-Unit Trucks</b>   | 2                      | 2     | 0  | 4     | -    | 3                    | 1     | 0  | 4     | -    | 0                         | 2     | 0  | 2     | -    | 10    |
| <b>% Buses and Single-Unit Trucks</b> | 0.6%                   | 1.2%  | 0% | 0.8%  | -    | 0.8%                 | 0.9%  | 0% | 0.8%  | -    | 0%                        | 0.5%  | 0% | 0.5%  | -    | 0.7%  |
| Pedestrians                           | -                      | -     | -  | -     | 0    | -                    | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -     |
| % Pedestrians                         | -                      | -     | -  | -     | -    | -                    | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -     |
| Bicycles on Crosswalk                 | -                      | -     | -  | -     | 0    | -                    | -     | -  | -     | 0    | -                         | -     | -  | -     | 0    | -     |
| % Bicycles on Crosswalk               | -                      | -     | -  | -     | -    | -                    | -     | -  | -     | -    | -                         | -     | -  | -     | -    | -     |

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

# Lehman at Bunton Creek - TMC

Tue Sep 27, 2022

PM Peak (Sep 27 2022 5:15PM - 6:15 PM) - Overall Peak Hour

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

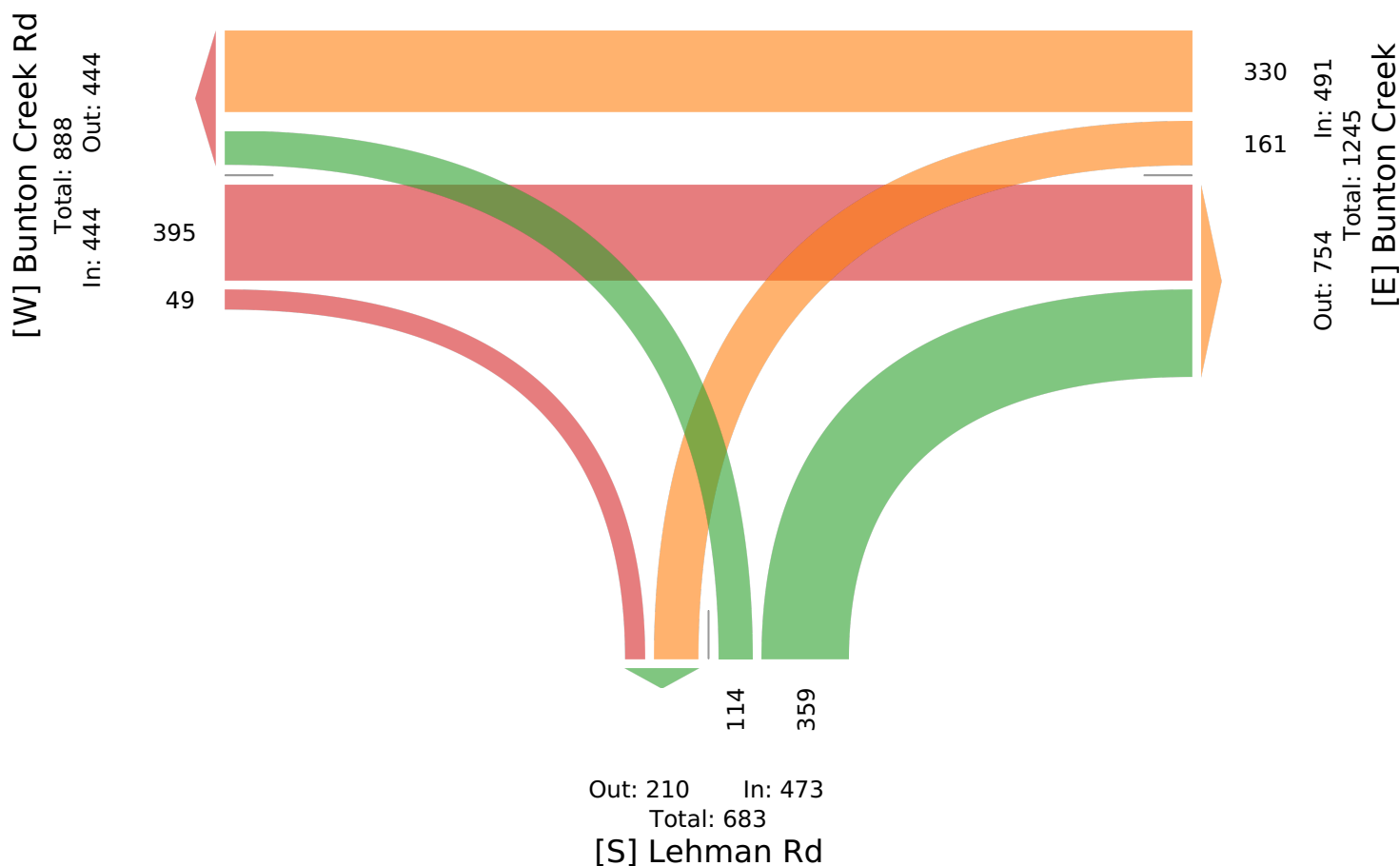
All Movements

ID: 993665, Location: 29.998038, -97.850499



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**Attachment 3 – Synchro Reports**

### 3: Lehman Rd & Bunton Creek Rd Performance by movement

| Movement           | SET  | SER  | NWL   | NWT   | NEL  | NER  | All   |
|--------------------|------|------|-------|-------|------|------|-------|
| Denied Delay (hr)  | 0.0  | 0.0  | 0.0   | 0.1   | 0.1  | 0.0  | 0.3   |
| Denied Del/Veh (s) | 0.0  | 0.0  | 0.4   | 0.5   | 1.4  | 0.7  | 0.6   |
| Total Delay (hr)   | 3.5  | 1.7  | 19.4  | 41.3  | 2.5  | 0.6  | 69.1  |
| Total Del/Veh (s)  | 35.2 | 34.6 | 334.5 | 332.0 | 23.7 | 11.4 | 139.8 |

### 5: Bunton Creek Rd & Dacy Lane Performance by movement

| Movement           | SEL  | SET  | NWT   | NWR   | SWL  | SWR  | All  |
|--------------------|------|------|-------|-------|------|------|------|
| Denied Delay (hr)  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0  | 0.1  |
| Denied Del/Veh (s) | 0.5  | 0.1  | 0.0   | 0.0   | 0.2  | 0.1  | 0.1  |
| Total Delay (hr)   | 1.7  | 0.6  | 12.9  | 14.7  | 2.4  | 0.9  | 33.2 |
| Total Del/Veh (s)  | 20.1 | 11.2 | 113.5 | 145.6 | 25.7 | 11.1 | 62.2 |

### 7: Philomena Drive & Bunton Creek Rd Performance by movement

| Movement           | SEL  | SET  | SER | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr)  | 0.1  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0 |
| Denied Del/Veh (s) | 3.7  | 0.4  | 0.5 | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0 |
| Total Delay (hr)   | 0.3  | 0.7  | 0.1 | 0.2  | 2.0  | 0.3  | 0.4  | 1.2  | 0.8  | 0.3  | 1.2  | 0.2 |
| Total Del/Veh (s)  | 16.9 | 14.1 | 8.0 | 15.6 | 16.4 | 13.1 | 22.1 | 23.5 | 12.6 | 23.1 | 25.1 | 8.7 |

### 7: Philomena Drive & Bunton Creek Rd Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Delay (hr)  | 0.1  |
| Denied Del/Veh (s) | 0.2  |
| Total Delay (hr)   | 7.7  |
| Total Del/Veh (s)  | 17.2 |

### 10: Dacy Lane Performance by movement

| Movement           | SEL  | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.0  | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 |
| Total Delay (hr)   | 1.1  | 0.1 | 0.3 | 0.1 | 0.1 | 0.3 | 2.0 |
| Total Del/Veh (s)  | 27.1 | 3.4 | 4.4 | 0.8 | 1.6 | 2.0 | 4.4 |

### Total Zone Performance

| Movement           | All   |
|--------------------|-------|
| Denied Delay (hr)  | 0.5   |
| Denied Del/Veh (s) | 0.6   |
| Total Delay (hr)   | 112.0 |
| Total Del/Veh (s)  | 698.9 |

Arterial Level of Service: NW Bunton Creek Rd

| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Dacy Lane       | 5    | 113.5            | 135.5              | 0.2          | 6                 |
| Philomena Drive | 7    | 17.1             | 29.9               | 0.1          | 14                |
| Total           |      | 130.6            | 165.4              | 0.3          | 7                 |

Arterial Level of Service: SE Bunton Creek Rd

| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Philomena Drive | 7    | 14.1             | 30.3               | 0.1          | 17                |
| Dacy Lane       | 5    | 11.8             | 23.7               | 0.1          | 17                |
| Total           |      | 25.9             | 54.0               | 0.3          | 17                |

Intersection: 3: Lehman Rd & Bunton Creek Rd

| Movement              | SE  | NW   | NE  | NE   |
|-----------------------|-----|------|-----|------|
| Directions Served     | TR  | LT   | L   | R    |
| Maximum Queue (ft)    | 502 | 2210 | 174 | 312  |
| Average Queue (ft)    | 189 | 1561 | 108 | 75   |
| 95th Queue (ft)       | 405 | 2699 | 177 | 193  |
| Link Distance (ft)    | 870 | 4140 |     | 1934 |
| Upstream Blk Time (%) |     |      |     |      |
| Queuing Penalty (veh) |     |      |     |      |
| Storage Bay Dist (ft) |     |      | 150 |      |
| Storage Blk Time (%)  |     |      | 8   | 0    |
| Queuing Penalty (veh) |     |      | 18  | 0    |

Intersection: 5: Bunton Creek Rd & Dacy Lane

| Movement              | SE  | SE  | NW   | B12 | SW  | SW  |
|-----------------------|-----|-----|------|-----|-----|-----|
| Directions Served     | L   | T   | TR   | T   | L   | R   |
| Maximum Queue (ft)    | 191 | 151 | 1142 | 153 | 260 | 192 |
| Average Queue (ft)    | 94  | 56  | 763  | 37  | 111 | 74  |
| 95th Queue (ft)       | 158 | 107 | 1298 | 189 | 210 | 135 |
| Link Distance (ft)    |     | 521 | 1137 | 558 | 861 | 861 |
| Upstream Blk Time (%) |     |     | 17   |     |     |     |
| Queuing Penalty (veh) |     |     | 126  |     |     |     |
| Storage Bay Dist (ft) | 175 |     |      |     |     |     |
| Storage Blk Time (%)  | 1   | 0   |      |     |     |     |
| Queuing Penalty (veh) | 2   | 0   |      |     |     |     |

Intersection: 7: Philomena Drive & Bunton Creek Rd

| Movement              | SE  | SE  | NW  | NW  | NE   | NE   | SW  | SW  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | LT   | TR   | LT  | TR  |
| Maximum Queue (ft)    | 98  | 173 | 158 | 257 | 187  | 231  | 155 | 134 |
| Average Queue (ft)    | 36  | 71  | 29  | 132 | 72   | 94   | 78  | 51  |
| 95th Queue (ft)       | 76  | 134 | 87  | 219 | 129  | 166  | 127 | 105 |
| Link Distance (ft)    |     | 686 |     | 521 | 2782 | 2782 | 180 | 180 |
| Upstream Blk Time (%) |     |     |     |     |      |      | 0   | 0   |
| Queuing Penalty (veh) |     |     |     |     |      |      | 0   | 0   |
| Storage Bay Dist (ft) | 150 |     | 190 |     |      |      |     |     |
| Storage Blk Time (%)  |     | 1   |     | 2   |      |      |     |     |
| Queuing Penalty (veh) |     | 0   |     | 1   |      |      |     |     |

Intersection: 10: Dacy Lane

| Movement              | SE  | SE  | NE  | SW  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | TR  |
| Maximum Queue (ft)    | 173 | 77  | 82  | 26  |
| Average Queue (ft)    | 66  | 37  | 37  | 1   |
| 95th Queue (ft)       | 128 | 58  | 71  | 14  |
| Link Distance (ft)    | 218 | 218 |     | 504 |
| Upstream Blk Time (%) | 0   |     |     |     |
| Queuing Penalty (veh) | 0   |     |     |     |
| Storage Bay Dist (ft) |     |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |

Zone Summary

|                                |
|--------------------------------|
| Zone wide Queuing Penalty: 147 |
|--------------------------------|

### 3: Lehman Rd & Bunton Creek Rd Performance by movement

| Movement           | SET   | SER   | NWL  | NWT  | NEL  | NER  | All  |
|--------------------|-------|-------|------|------|------|------|------|
| Denied Delay (hr)  | 0.0   | 0.0   | 0.0  | 0.1  | 0.2  | 0.0  | 0.3  |
| Denied Del/Veh (s) | 0.0   | 0.0   | 0.5  | 0.5  | 1.7  | 0.8  | 0.6  |
| Total Delay (hr)   | 17.4  | 7.6   | 2.4  | 5.5  | 6.1  | 1.5  | 40.6 |
| Total Del/Veh (s)  | 170.6 | 164.8 | 43.7 | 44.2 | 59.4 | 27.2 | 83.3 |

### 5: Bunton Creek Rd & Dacy Lane Performance by movement

| Movement           | SEL  | SET | NWT  | NWR  | SWL  | SWR | All  |
|--------------------|------|-----|------|------|------|-----|------|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0 | 0.1  |
| Denied Del/Veh (s) | 0.5  | 0.1 | 0.0  | 0.0  | 0.1  | 0.2 | 0.1  |
| Total Delay (hr)   | 1.4  | 0.3 | 3.2  | 3.6  | 2.6  | 0.7 | 11.8 |
| Total Del/Veh (s)  | 16.2 | 6.1 | 27.2 | 34.2 | 27.7 | 8.9 | 21.9 |

### 7: Philomena Drive & Bunton Creek Rd Performance by movement

| Movement           | SEL  | SET  | SER | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr)  | 0.1  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0 |
| Denied Del/Veh (s) | 3.7  | 0.4  | 0.4 | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0 |
| Total Delay (hr)   | 0.3  | 0.7  | 0.1 | 0.2  | 2.2  | 0.3  | 0.5  | 1.1  | 0.8  | 0.3  | 1.2  | 0.2 |
| Total Del/Veh (s)  | 18.3 | 15.3 | 9.4 | 16.3 | 17.7 | 15.8 | 25.1 | 22.8 | 13.3 | 25.3 | 24.7 | 9.0 |

### 7: Philomena Drive & Bunton Creek Rd Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Delay (hr)  | 0.1  |
| Denied Del/Veh (s) | 0.2  |
| Total Delay (hr)   | 8.1  |
| Total Del/Veh (s)  | 18.0 |

### 10: Dacy Lane Performance by movement

| Movement           | SEL  | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.0  | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 |
| Total Delay (hr)   | 0.8  | 0.1 | 0.4 | 0.1 | 0.1 | 0.3 | 1.7 |
| Total Del/Veh (s)  | 20.9 | 3.3 | 4.5 | 0.6 | 1.6 | 2.0 | 3.7 |

### Total Zone Performance

| Movement           | All   |
|--------------------|-------|
| Denied Delay (hr)  | 0.5   |
| Denied Del/Veh (s) | 0.6   |
| Total Delay (hr)   | 62.2  |
| Total Del/Veh (s)  | 419.1 |

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Arterial Level of Service: NW Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Dacy Lane       | 5    | 27.2             | 49.7               | 0.2          | 17                |
| Philomena Drive | 7    | 17.6             | 30.4               | 0.1          | 14                |
| Total           |      | 44.7             | 80.0               | 0.3          | 15                |

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Arterial Level of Service: SE Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Philomena Drive | 7    | 15.3             | 31.4               | 0.1          | 16                |
| Dacy Lane       | 5    | 6.9              | 19.0               | 0.1          | 22                |
| Total           |      | 22.2             | 50.4               | 0.3          | 18                |

Intersection: 3: Lehman Rd & Bunton Creek Rd

| Movement              | SE   | B13 | B12  | NW   | NE  | NE   |
|-----------------------|------|-----|------|------|-----|------|
| Directions Served     | TR   | T   | T    | LT   | L   | R    |
| Maximum Queue (ft)    | 924  | 269 | 38   | 550  | 174 | 633  |
| Average Queue (ft)    | 708  | 107 | 9    | 320  | 160 | 253  |
| 95th Queue (ft)       | 1100 | 417 | 70   | 507  | 198 | 570  |
| Link Distance (ft)    | 870  | 558 | 1137 | 4140 |     | 1934 |
| Upstream Blk Time (%) | 31   | 6   |      |      |     |      |
| Queuing Penalty (veh) | 151  | 31  |      |      |     |      |
| Storage Bay Dist (ft) |      |     |      |      | 150 |      |
| Storage Blk Time (%)  |      |     |      |      | 34  | 0    |
| Queuing Penalty (veh) |      |     |      |      | 67  | 0    |

Intersection: 5: Bunton Creek Rd & Dacy Lane

| Movement              | SE  | SE  | NW   | SW  | SW  |
|-----------------------|-----|-----|------|-----|-----|
| Directions Served     | L   | T   | TR   | L   | R   |
| Maximum Queue (ft)    | 182 | 161 | 573  | 301 | 137 |
| Average Queue (ft)    | 94  | 42  | 286  | 144 | 72  |
| 95th Queue (ft)       | 162 | 111 | 503  | 241 | 120 |
| Link Distance (ft)    |     | 521 | 1137 | 861 | 861 |
| Upstream Blk Time (%) |     |     |      |     |     |
| Queuing Penalty (veh) |     |     |      |     |     |
| Storage Bay Dist (ft) | 175 |     |      |     |     |
| Storage Blk Time (%)  | 1   |     |      |     |     |
| Queuing Penalty (veh) | 2   |     |      |     |     |

Intersection: 7: Philomena Drive & Bunton Creek Rd

| Movement              | SE  | SE  | NW  | NW  | NE   | NE   | SW  | SW  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | LT   | TR   | LT  | TR  |
| Maximum Queue (ft)    | 114 | 179 | 182 | 322 | 192  | 288  | 174 | 144 |
| Average Queue (ft)    | 33  | 68  | 33  | 149 | 72   | 93   | 82  | 52  |
| 95th Queue (ft)       | 77  | 128 | 97  | 266 | 129  | 181  | 134 | 102 |
| Link Distance (ft)    |     | 686 |     | 521 | 2782 | 2782 | 180 | 180 |
| Upstream Blk Time (%) |     |     |     |     |      |      | 0   |     |
| Queuing Penalty (veh) |     |     |     |     |      |      | 0   |     |
| Storage Bay Dist (ft) | 150 |     | 190 |     |      |      |     |     |
| Storage Blk Time (%)  |     | 0   |     | 4   |      |      |     |     |
| Queuing Penalty (veh) |     | 0   |     | 2   |      |      |     |     |

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Intersection: 10: Dacy Lane

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| Movement              | SE  | SE  | NE  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | R   | L   |
| Maximum Queue (ft)    | 129 | 71  | 102 |
| Average Queue (ft)    | 59  | 39  | 38  |
| 95th Queue (ft)       | 105 | 60  | 75  |
| Link Distance (ft)    | 218 | 218 |     |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) |     |     | 225 |
| Storage Blk Time (%)  |     |     |     |
| Queuing Penalty (veh) |     |     |     |

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Zone Summary

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Zone wide Queuing Penalty: 253

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### 3: Lehman Rd & Bunton Creek Rd Performance by movement

| Movement           | SET  | SER  | NWL  | NWT  | NEL  | NER  | All  |
|--------------------|------|------|------|------|------|------|------|
| Denied Delay (hr)  | 0.0  | 0.0  | 0.0  | 0.0  | 0.2  | 0.0  | 0.2  |
| Denied Del/Veh (s) | 0.0  | 0.0  | 0.2  | 0.1  | 1.7  | 0.8  | 0.5  |
| Total Delay (hr)   | 2.7  | 1.0  | 1.3  | 2.7  | 7.2  | 1.9  | 16.8 |
| Total Del/Veh (s)  | 26.6 | 21.1 | 22.8 | 21.5 | 67.7 | 32.6 | 33.9 |

### 5: Bunton Creek Rd & Dacy Lane Performance by movement

| Movement           | SEL  | SET | NWT  | NWR  | SWL  | SWR | All  |
|--------------------|------|-----|------|------|------|-----|------|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0 | 0.1  |
| Denied Del/Veh (s) | 0.5  | 0.0 | 0.0  | 0.0  | 0.2  | 0.1 | 0.1  |
| Total Delay (hr)   | 1.1  | 0.3 | 1.2  | 1.4  | 2.6  | 0.5 | 7.1  |
| Total Del/Veh (s)  | 14.3 | 5.5 | 10.2 | 12.7 | 27.3 | 6.6 | 13.3 |

### 7: Philomena Drive & Bunton Creek Rd Performance by movement

| Movement           | SEL  | SET  | SER | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr)  | 0.1  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0 |
| Denied Del/Veh (s) | 3.6  | 0.2  | 0.1 | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0 |
| Total Delay (hr)   | 0.2  | 0.7  | 0.0 | 0.2  | 1.6  | 0.2  | 0.4  | 1.1  | 0.6  | 0.3  | 1.2  | 0.1 |
| Total Del/Veh (s)  | 14.9 | 14.2 | 3.1 | 14.2 | 12.8 | 10.0 | 20.5 | 21.9 | 10.1 | 22.9 | 22.9 | 6.5 |

### 7: Philomena Drive & Bunton Creek Rd Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Delay (hr)  | 0.1  |
| Denied Del/Veh (s) | 0.2  |
| Total Delay (hr)   | 6.6  |
| Total Del/Veh (s)  | 15.0 |

### 10: Dacy Lane Performance by movement

| Movement           | SEL  | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0  | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 |
| Total Delay (hr)   | 0.8  | 0.2 | 0.3 | 0.1 | 0.1 | 0.2 | 1.6 |
| Total Del/Veh (s)  | 20.9 | 3.5 | 4.2 | 0.6 | 1.6 | 1.9 | 3.7 |

### Total Zone Performance

| Movement           | All   |
|--------------------|-------|
| Denied Delay (hr)  | 0.4   |
| Denied Del/Veh (s) | 0.6   |
| Total Delay (hr)   | 32.2  |
| Total Del/Veh (s)  | 235.3 |

Arterial Level of Service: NW Bunton Creek Rd

| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Dacy Lane       | 5    | 10.2             | 33.0               | 0.2          | 25                |
| Philomena Drive | 7    | 12.5             | 25.4               | 0.1          | 16                |
| Total           |      | 22.6             | 58.4               | 0.3          | 21                |

Arterial Level of Service: SE Bunton Creek Rd

| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Philomena Drive | 7    | 14.2             | 30.2               | 0.1          | 17                |
| Dacy Lane       | 5    | 6.6              | 18.5               | 0.1          | 22                |
| Total           |      | 20.8             | 48.6               | 0.3          | 19                |

Intersection: 3: Lehman Rd & Bunton Creek Rd

| Movement              | SE  | SE  | NW  | NW   | NW   | NE  | NE   |
|-----------------------|-----|-----|-----|------|------|-----|------|
| Directions Served     | T   | TR  | L   | T    | T    | L   | R    |
| Maximum Queue (ft)    | 175 | 198 | 181 | 146  | 166  | 174 | 746  |
| Average Queue (ft)    | 95  | 127 | 90  | 83   | 94   | 164 | 278  |
| 95th Queue (ft)       | 152 | 189 | 159 | 135  | 144  | 194 | 789  |
| Link Distance (ft)    | 866 | 866 |     | 4140 | 4140 |     | 1916 |
| Upstream Blk Time (%) |     |     |     |      |      |     |      |
| Queuing Penalty (veh) |     |     |     |      |      |     |      |
| Storage Bay Dist (ft) |     |     | 200 |      |      | 150 |      |
| Storage Blk Time (%)  |     |     | 0   |      |      | 35  | 0    |
| Queuing Penalty (veh) |     |     | 0   |      |      | 69  | 0    |

Intersection: 5: Bunton Creek Rd & Dacy Lane

| Movement              | SE  | SE  | SE  | NW   | NW   | SW  | SW  |
|-----------------------|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | T   | T   | T    | TR   | L   | R   |
| Maximum Queue (ft)    | 175 | 109 | 67  | 172  | 288  | 287 | 132 |
| Average Queue (ft)    | 82  | 23  | 24  | 66   | 128  | 146 | 63  |
| 95th Queue (ft)       | 145 | 71  | 57  | 128  | 229  | 236 | 101 |
| Link Distance (ft)    |     | 520 | 520 | 1134 | 1134 | 849 | 849 |
| Upstream Blk Time (%) |     |     |     |      |      |     |     |
| Queuing Penalty (veh) |     |     |     |      |      |     |     |
| Storage Bay Dist (ft) | 175 |     |     |      |      |     |     |
| Storage Blk Time (%)  | 1   |     |     |      |      |     |     |
| Queuing Penalty (veh) | 1   |     |     |      |      |     |     |

Intersection: 7: Philomena Drive & Bunton Creek Rd

| Movement              | SE  | SE  | SE  | NW  | NW  | NW  | NE   | NE   | SW  | SW  |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | T   | TR  | L   | T   | TR  | LT   | TR   | LT  | TR  |
| Maximum Queue (ft)    | 81  | 140 | 60  | 77  | 139 | 152 | 155  | 186  | 165 | 110 |
| Average Queue (ft)    | 29  | 57  | 16  | 26  | 55  | 79  | 66   | 84   | 86  | 50  |
| 95th Queue (ft)       | 63  | 110 | 43  | 59  | 108 | 131 | 113  | 139  | 136 | 96  |
| Link Distance (ft)    |     | 686 | 686 |     | 520 | 520 | 2770 | 2770 | 168 | 168 |
| Upstream Blk Time (%) |     |     |     |     |     |     |      |      | 0   |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |      |      | 0   |     |
| Storage Bay Dist (ft) | 150 |     |     | 190 |     |     |      |      |     |     |
| Storage Blk Time (%)  |     | 0   |     |     | 0   |     |      |      |     |     |
| Queuing Penalty (veh) |     | 0   |     |     | 0   |     |      |      |     |     |

Intersection: 10: Dacy Lane

| Movement              | SE  | SE  | NE  | SW  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | TR  |
| Maximum Queue (ft)    | 150 | 86  | 94  | 6   |
| Average Queue (ft)    | 57  | 40  | 37  | 0   |
| 95th Queue (ft)       | 107 | 63  | 77  | 4   |
| Link Distance (ft)    | 218 | 218 |     | 504 |
| Upstream Blk Time (%) |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |
| Storage Bay Dist (ft) |     |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |

Zone Summary

|                               |
|-------------------------------|
| Zone wide Queuing Penalty: 71 |
|-------------------------------|

### 3: Lehman Rd & Bunton Creek Rd Performance by movement

| Movement           | SET | SER | NWL  | NWT  | NEL  | NER | All  |
|--------------------|-----|-----|------|------|------|-----|------|
| Denied Delay (hr)  | 0.0 | 0.0 | 0.0  | 0.1  | 0.1  | 0.0 | 0.3  |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.5  | 0.5  | 1.4  | 0.7 | 0.6  |
| Total Delay (hr)   | 0.6 | 0.3 | 1.1  | 2.3  | 1.4  | 0.5 | 6.3  |
| Total Del/Veh (s)  | 6.3 | 6.1 | 19.8 | 19.5 | 13.4 | 9.1 | 12.9 |

### 5: Bunton Creek Rd & Dacy Lane Performance by movement

| Movement           | SEL | SET | NWT | NWR | SWL | SWR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.4 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr)   | 0.7 | 0.3 | 0.7 | 0.9 | 0.5 | 0.4 | 3.5 |
| Total Del/Veh (s)  | 7.6 | 6.2 | 6.1 | 8.2 | 5.8 | 5.0 | 6.6 |

### 7: Philomena Drive & Bunton Creek Rd Performance by movement

| Movement           | SEL  | SET  | SER | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr)  | 0.1  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0 |
| Denied Del/Veh (s) | 3.6  | 0.4  | 0.6 | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0 |
| Total Delay (hr)   | 0.3  | 0.8  | 0.1 | 0.2  | 1.9  | 0.3  | 0.4  | 1.3  | 0.9  | 0.3  | 1.3  | 0.2 |
| Total Del/Veh (s)  | 16.6 | 15.5 | 7.4 | 16.6 | 15.6 | 12.7 | 24.4 | 24.6 | 14.5 | 24.3 | 25.7 | 8.6 |

### 7: Philomena Drive & Bunton Creek Rd Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Delay (hr)  | 0.1  |
| Denied Del/Veh (s) | 0.2  |
| Total Delay (hr)   | 8.1  |
| Total Del/Veh (s)  | 17.7 |

### 10: Dacy Lane Performance by movement

| Movement           | SEL  | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0  | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 |
| Total Delay (hr)   | 1.0  | 0.1 | 0.4 | 0.1 | 0.1 | 0.2 | 1.9 |
| Total Del/Veh (s)  | 25.4 | 3.3 | 4.4 | 1.0 | 1.4 | 1.8 | 4.2 |

### Total Zone Performance

| Movement           | All   |
|--------------------|-------|
| Denied Delay (hr)  | 0.5   |
| Denied Del/Veh (s) | 0.6   |
| Total Delay (hr)   | 19.8  |
| Total Del/Veh (s)  | 145.8 |

Arterial Level of Service: NW Bunton Creek Rd

| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Dacy Lane       | 5    | 6.1              | 28.5               | 0.2          | 29                |
| Philomena Drive | 7    | 15.0             | 30.5               | 0.1          | 13                |
| Total           |      | 21.1             | 59.0               | 0.3          | 21                |

Arterial Level of Service: SE Bunton Creek Rd

| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Philomena Drive | 7    | 15.5             | 31.7               | 0.1          | 16                |
| Dacy Lane       | 5    | 6.8              | 18.7               | 0.1          | 22                |
| Total           |      | 22.3             | 50.3               | 0.3          | 18                |

Intersection: 3: Lehman Rd & Bunton Creek Rd

| Movement              | SE  | NW   | NE  | NE   |
|-----------------------|-----|------|-----|------|
| Directions Served     | TR  | LT   | L   | R    |
| Maximum Queue (ft)    | 191 | 409  | 172 | 235  |
| Average Queue (ft)    | 47  | 123  | 76  | 46   |
| 95th Queue (ft)       | 120 | 288  | 145 | 140  |
| Link Distance (ft)    | 850 | 4121 |     | 1911 |
| Upstream Blk Time (%) |     |      |     |      |
| Queuing Penalty (veh) |     |      |     |      |
| Storage Bay Dist (ft) |     |      | 150 |      |
| Storage Blk Time (%)  |     |      | 3   | 0    |
| Queuing Penalty (veh) |     |      | 7   | 2    |

Intersection: 5: Bunton Creek Rd & Dacy Lane

| Movement              | SE  | SE  | NW   | SW  | SW  |
|-----------------------|-----|-----|------|-----|-----|
| Directions Served     | L   | T   | TR   | L   | R   |
| Maximum Queue (ft)    | 156 | 105 | 186  | 129 | 107 |
| Average Queue (ft)    | 48  | 27  | 75   | 44  | 39  |
| 95th Queue (ft)       | 105 | 64  | 137  | 90  | 80  |
| Link Distance (ft)    |     | 509 | 1137 | 847 | 847 |
| Upstream Blk Time (%) |     |     |      |     |     |
| Queuing Penalty (veh) |     |     |      |     |     |
| Storage Bay Dist (ft) | 175 |     |      |     |     |
| Storage Blk Time (%)  | 1   |     |      |     |     |
| Queuing Penalty (veh) | 1   |     |      |     |     |

Intersection: 7: Philomena Drive & Bunton Creek Rd

| Movement              | SE  | SE  | NW  | NW  | NE   | NE   | SW  | SW  | B15 |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | LT   | TR   | LT  | TR  | T   |
| Maximum Queue (ft)    | 136 | 205 | 190 | 307 | 189  | 263  | 170 | 133 | 9   |
| Average Queue (ft)    | 35  | 73  | 37  | 140 | 74   | 98   | 84  | 58  | 0   |
| 95th Queue (ft)       | 80  | 141 | 106 | 235 | 133  | 175  | 136 | 110 | 7   |
| Link Distance (ft)    |     | 686 |     | 509 | 2782 | 2782 | 180 | 180 | 654 |
| Upstream Blk Time (%) |     |     |     |     |      |      | 0   | 0   |     |
| Queuing Penalty (veh) |     |     |     |     |      |      | 0   | 0   |     |
| Storage Bay Dist (ft) | 150 |     | 190 |     |      |      |     |     |     |
| Storage Blk Time (%)  |     | 1   | 0   | 3   |      |      |     |     |     |
| Queuing Penalty (veh) |     | 1   | 0   | 2   |      |      |     |     |     |

Intersection: 10: Dacy Lane

| Movement              | SE  | SE  | NE  | SW  |
|-----------------------|-----|-----|-----|-----|
| Directions Served     | L   | R   | L   | TR  |
| Maximum Queue (ft)    | 172 | 64  | 87  | 15  |
| Average Queue (ft)    | 64  | 38  | 38  | 1   |
| 95th Queue (ft)       | 121 | 58  | 72  | 9   |
| Link Distance (ft)    | 218 | 218 |     | 504 |
| Upstream Blk Time (%) | 0   |     |     |     |
| Queuing Penalty (veh) | 0   |     |     |     |
| Storage Bay Dist (ft) |     |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |

Zone Summary

|                               |
|-------------------------------|
| Zone wide Queuing Penalty: 13 |
|-------------------------------|

**3: Lehman Rd & Bunton Creek Rd Performance by movement**

| Movement           | SET  | SER  | NWL  | NWT  | NEL  | NER  | All  |
|--------------------|------|------|------|------|------|------|------|
| Denied Delay (hr)  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.1  | 0.2  |
| Denied Del/Veh (s) | 0.0  | 0.0  | 0.5  | 0.4  | 1.3  | 0.5  | 0.4  |
| Total Delay (hr)   | 6.4  | 0.8  | 3.2  | 7.1  | 0.9  | 4.5  | 22.9 |
| Total Del/Veh (s)  | 35.3 | 42.1 | 57.8 | 57.4 | 23.6 | 34.6 | 41.9 |

**5: Bunton Creek Rd & Dacy Lane Performance by movement**

| Movement           | SEL  | SET  | NWT   | NWR   | SWL   | SWT  | SWR  | All   |
|--------------------|------|------|-------|-------|-------|------|------|-------|
| Denied Delay (hr)  | 0.0  | 0.0  | 2.5   | 1.8   | 0.0   | 0.0  | 0.0  | 4.4   |
| Denied Del/Veh (s) | 0.2  | 0.0  | 30.0  | 25.6  | 0.0   | 0.0  | 0.0  | 9.2   |
| Total Delay (hr)   | 1.2  | 1.5  | 20.3  | 17.3  | 22.4  | 0.4  | 0.7  | 63.8  |
| Total Del/Veh (s)  | 20.1 | 18.8 | 239.8 | 236.9 | 181.4 | 28.7 | 15.1 | 132.0 |

**7: Philomena Drive & Bunton Creek Rd Performance by movement**

| Movement           | SEL  | SET  | SER | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr)  | 0.1  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0 |
| Denied Del/Veh (s) | 3.6  | 0.4  | 0.4 | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0 |
| Total Delay (hr)   | 0.3  | 0.8  | 0.1 | 0.2  | 1.6  | 0.2  | 0.4  | 1.2  | 0.9  | 0.3  | 1.2  | 0.2 |
| Total Del/Veh (s)  | 17.5 | 15.6 | 9.1 | 17.2 | 17.3 | 12.8 | 21.4 | 22.2 | 12.9 | 23.4 | 23.5 | 8.3 |

**7: Philomena Drive & Bunton Creek Rd Performance by movement**

| Movement           | All  |
|--------------------|------|
| Denied Delay (hr)  | 0.1  |
| Denied Del/Veh (s) | 0.2  |
| Total Delay (hr)   | 7.5  |
| Total Del/Veh (s)  | 17.3 |

**10: Dacy Lane Performance by movement**

| Movement           | SEL  | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0  | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 |
| Total Delay (hr)   | 1.5  | 0.8 | 0.2 | 0.1 | 0.2 | 0.1 | 2.9 |
| Total Del/Veh (s)  | 23.1 | 6.9 | 3.9 | 0.8 | 3.7 | 1.4 | 6.3 |

**Total Zone Performance**

| Movement           | All   |
|--------------------|-------|
| Denied Delay (hr)  | 4.7   |
| Denied Del/Veh (s) | 6.6   |
| Total Delay (hr)   | 97.1  |
| Total Del/Veh (s)  | 739.0 |

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Arterial Level of Service: NW Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Dacy Lane       | 5    | 239.8            | 294.6              | 0.2          | 3                 |
| Philomena Drive | 7    | 17.6             | 30.8               | 0.1          | 13                |
| Total           |      | 257.4            | 325.4              | 0.3          | 4                 |

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Arterial Level of Service: SE Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Philomena Drive | 7    | 15.6             | 31.6               | 0.1          | 16                |
| Dacy Lane       | 5    | 19.2             | 32.0               | 0.1          | 13                |
| Total           |      | 34.9             | 63.6               | 0.3          | 14                |

## Intersection: 3: Lehman Rd &amp; Bunton Creek Rd

| Movement              | SE  | NW   | NE  | NE   |
|-----------------------|-----|------|-----|------|
| Directions Served     | TR  | LT   | L   | R    |
| Maximum Queue (ft)    | 457 | 729  | 175 | 484  |
| Average Queue (ft)    | 235 | 318  | 92  | 192  |
| 95th Queue (ft)       | 501 | 653  | 196 | 417  |
| Link Distance (ft)    | 870 | 4140 |     | 1934 |
| Upstream Blk Time (%) |     |      |     |      |
| Queuing Penalty (veh) |     |      |     |      |
| Storage Bay Dist (ft) |     |      | 150 |      |
| Storage Blk Time (%)  |     |      | 0   | 25   |
| Queuing Penalty (veh) |     |      | 1   | 37   |

## Intersection: 5: Bunton Creek Rd &amp; Dacy Lane

| Movement              | SE  | SE  | NW   | B12 | B13 | SW  | SW  |
|-----------------------|-----|-----|------|-----|-----|-----|-----|
| Directions Served     | L   | T   | TR   | T   | T   | L   | R   |
| Maximum Queue (ft)    | 195 | 262 | 1142 | 381 | 332 | 766 | 670 |
| Average Queue (ft)    | 80  | 87  | 959  | 203 | 87  | 582 | 312 |
| 95th Queue (ft)       | 151 | 184 | 1429 | 631 | 382 | 990 | 842 |
| Link Distance (ft)    |     | 521 | 1137 | 558 | 870 | 861 | 861 |
| Upstream Blk Time (%) |     |     | 45   | 23  |     | 5   | 3   |
| Queuing Penalty (veh) |     |     | 241  | 122 |     | 15  | 8   |
| Storage Bay Dist (ft) | 175 |     |      |     |     |     |     |
| Storage Blk Time (%)  | 1   | 2   |      |     |     |     |     |
| Queuing Penalty (veh) | 2   | 4   |      |     |     |     |     |

## Intersection: 7: Philomena Drive &amp; Bunton Creek Rd

| Movement              | SE  | SE  | NW  | NW  | NE   | NE   | SW  | SW  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | LT   | TR   | LT  | TR  |
| Maximum Queue (ft)    | 67  | 164 | 93  | 242 | 194  | 266  | 151 | 130 |
| Average Queue (ft)    | 32  | 74  | 24  | 114 | 74   | 98   | 80  | 51  |
| 95th Queue (ft)       | 61  | 131 | 72  | 190 | 131  | 182  | 127 | 99  |
| Link Distance (ft)    |     | 686 |     | 521 | 2782 | 2782 | 180 | 180 |
| Upstream Blk Time (%) |     |     |     |     |      |      | 0   |     |
| Queuing Penalty (veh) |     |     |     |     |      |      | 0   |     |
| Storage Bay Dist (ft) | 150 |     | 190 |     |      |      |     |     |
| Storage Blk Time (%)  |     | 1   |     | 1   |      |      |     |     |
| Queuing Penalty (veh) |     | 0   |     | 0   |      |      |     |     |

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Intersection: 10: Dacy Lane

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| Movement              | SE  | SE  | B8  | NE  | SW  | SW  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | T   | L   | T   | TR  |
| Maximum Queue (ft)    | 249 | 166 | 26  | 62  | 54  | 32  |
| Average Queue (ft)    | 86  | 74  | 1   | 27  | 7   | 4   |
| 95th Queue (ft)       | 168 | 132 | 12  | 56  | 52  | 38  |
| Link Distance (ft)    | 218 | 218 | 581 |     | 504 | 504 |
| Upstream Blk Time (%) | 2   | 0   |     |     |     |     |
| Queuing Penalty (veh) | 0   | 0   |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     | 225 |     |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |

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Zone Summary

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Zone wide Queuing Penalty: 430

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**3: Lehman Rd & Bunton Creek Rd Performance by movement**

| Movement           | SET   | SER   | NWL  | NWT  | NEL  | NER  | All  |
|--------------------|-------|-------|------|------|------|------|------|
| Denied Delay (hr)  | 0.0   | 0.0   | 0.0  | 0.1  | 0.1  | 0.1  | 0.2  |
| Denied Del/Veh (s) | 0.0   | 0.0   | 0.5  | 0.4  | 1.6  | 0.6  | 0.4  |
| Total Delay (hr)   | 25.3  | 3.2   | 2.6  | 5.9  | 1.5  | 2.6  | 41.2 |
| Total Del/Veh (s)  | 137.8 | 157.5 | 47.5 | 47.3 | 38.1 | 19.9 | 74.2 |

**5: Bunton Creek Rd & Dacy Lane Performance by movement**

| Movement           | SEL  | SET | NWT  | NWR  | SWL  | SWT | SWR | All  |
|--------------------|------|-----|------|------|------|-----|-----|------|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0 | 0.0 | 0.0  |
| Denied Del/Veh (s) | 0.2  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0 | 0.0 | 0.0  |
| Total Delay (hr)   | 1.0  | 0.7 | 3.1  | 2.1  | 3.2  | 0.0 | 0.3 | 10.3 |
| Total Del/Veh (s)  | 15.9 | 7.8 | 33.8 | 28.2 | 27.0 | 0.5 | 7.1 | 21.2 |

**7: Philomena Drive & Bunton Creek Rd Performance by movement**

| Movement           | SEL  | SET  | SER | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr)  | 0.1  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0 |
| Denied Del/Veh (s) | 3.7  | 0.4  | 0.5 | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0 |
| Total Delay (hr)   | 0.3  | 0.8  | 0.1 | 0.3  | 1.9  | 0.3  | 0.4  | 1.2  | 1.0  | 0.4  | 1.3  | 0.2 |
| Total Del/Veh (s)  | 17.0 | 15.3 | 9.8 | 18.8 | 18.1 | 13.8 | 22.8 | 22.1 | 14.1 | 24.7 | 25.3 | 9.0 |

**7: Philomena Drive & Bunton Creek Rd Performance by movement**

| Movement           | All  |
|--------------------|------|
| Denied Delay (hr)  | 0.1  |
| Denied Del/Veh (s) | 0.2  |
| Total Delay (hr)   | 8.1  |
| Total Del/Veh (s)  | 18.1 |

**10: Dacy Lane Performance by movement**

| Movement           | SEL  | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0  | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 |
| Total Delay (hr)   | 1.4  | 0.6 | 0.2 | 0.1 | 0.0 | 0.1 | 2.4 |
| Total Del/Veh (s)  | 23.0 | 4.9 | 4.0 | 0.6 | 0.8 | 1.2 | 5.3 |

**Total Zone Performance**

| Movement           | All   |
|--------------------|-------|
| Denied Delay (hr)  | 0.4   |
| Denied Del/Veh (s) | 0.5   |
| Total Delay (hr)   | 62.1  |
| Total Del/Veh (s)  | 518.6 |

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Arterial Level of Service: NW Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Dacy Lane       | 5    | 33.8             | 59.8               | 0.2          | 14                |
| Philomena Drive | 7    | 18.1             | 31.2               | 0.1          | 13                |
| Total           |      | 51.9             | 91.1               | 0.3          | 14                |

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Arterial Level of Service: SE Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Philomena Drive | 7    | 15.3             | 31.3               | 0.1          | 16                |
| Dacy Lane       | 5    | 8.8              | 21.9               | 0.1          | 19                |
| Total           |      | 24.1             | 53.2               | 0.3          | 17                |

## Intersection: 3: Lehman Rd &amp; Bunton Creek Rd

| Movement              | SE   | B13 | B12  | NW   | NE  | NE   |
|-----------------------|------|-----|------|------|-----|------|
| Directions Served     | TR   | T   | T    | LT   | L   | R    |
| Maximum Queue (ft)    | 969  | 572 | 256  | 792  | 174 | 329  |
| Average Queue (ft)    | 828  | 234 | 38   | 336  | 97  | 150  |
| 95th Queue (ft)       | 1133 | 618 | 226  | 646  | 180 | 257  |
| Link Distance (ft)    | 870  | 558 | 1137 | 4140 |     | 1934 |
| Upstream Blk Time (%) | 46   | 11  |      |      |     |      |
| Queuing Penalty (veh) | 312  | 76  |      |      |     |      |
| Storage Bay Dist (ft) |      |     |      |      | 150 |      |
| Storage Blk Time (%)  |      |     |      |      | 1   | 8    |
| Queuing Penalty (veh) |      |     |      |      | 4   | 13   |

## Intersection: 5: Bunton Creek Rd &amp; Dacy Lane

| Movement              | SE  | SE  | NW   | SW  | SW  |
|-----------------------|-----|-----|------|-----|-----|
| Directions Served     | L   | T   | TR   | L   | R   |
| Maximum Queue (ft)    | 155 | 151 | 562  | 301 | 122 |
| Average Queue (ft)    | 73  | 66  | 251  | 166 | 48  |
| 95th Queue (ft)       | 130 | 119 | 457  | 261 | 87  |
| Link Distance (ft)    |     | 521 | 1137 | 861 | 861 |
| Upstream Blk Time (%) |     |     |      |     |     |
| Queuing Penalty (veh) |     |     |      |     |     |
| Storage Bay Dist (ft) | 175 |     |      |     |     |
| Storage Blk Time (%)  | 0   | 0   |      |     |     |
| Queuing Penalty (veh) | 0   | 0   |      |     |     |

## Intersection: 7: Philomena Drive &amp; Bunton Creek Rd

| Movement              | SE  | SE  | NW  | NW  | NE   | NE   | SW  | SW  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | LT   | TR   | LT  | TR  |
| Maximum Queue (ft)    | 113 | 229 | 182 | 273 | 184  | 268  | 177 | 162 |
| Average Queue (ft)    | 35  | 77  | 30  | 128 | 73   | 104  | 89  | 57  |
| 95th Queue (ft)       | 83  | 158 | 92  | 215 | 127  | 188  | 143 | 120 |
| Link Distance (ft)    |     | 686 |     | 521 | 2782 | 2782 | 180 | 180 |
| Upstream Blk Time (%) |     |     |     |     |      |      | 0   | 0   |
| Queuing Penalty (veh) |     |     |     |     |      |      | 0   | 0   |
| Storage Bay Dist (ft) | 150 |     | 190 |     |      |      |     |     |
| Storage Blk Time (%)  |     | 1   | 0   | 2   |      |      |     |     |
| Queuing Penalty (veh) |     | 1   | 0   | 1   |      |      |     |     |

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Intersection: 10: Dacy Lane

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| Movement              | SE  | SE  | B8  | NE |
|-----------------------|-----|-----|-----|----|
| Directions Served     | L   | R   | T   | L  |
| Maximum Queue (ft)    | 235 | 114 | 4   | 80 |
| Average Queue (ft)    | 85  | 63  | 0   | 30 |
| 95th Queue (ft)       | 166 | 95  | 3   | 63 |
| Link Distance (ft)    | 218 | 218 | 581 |    |
| Upstream Blk Time (%) | 1   |     |     |    |
| Queuing Penalty (veh) | 0   |     |     |    |
| Storage Bay Dist (ft) |     |     | 225 |    |
| Storage Blk Time (%)  |     |     |     |    |
| Queuing Penalty (veh) |     |     |     |    |

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Zone Summary

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Zone wide Queuing Penalty: 407

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**3: Lehman Rd & Bunton Creek Rd Performance by movement**

| Movement           | SET  | SER  | NWL  | NWT  | NEL  | NER  | All  |
|--------------------|------|------|------|------|------|------|------|
| Denied Delay (hr)  | 0.0  | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.2  |
| Denied Del/Veh (s) | 0.0  | 0.0  | 0.2  | 0.1  | 1.5  | 0.5  | 0.3  |
| Total Delay (hr)   | 3.6  | 0.4  | 1.2  | 2.5  | 1.5  | 1.8  | 11.0 |
| Total Del/Veh (s)  | 19.4 | 20.6 | 21.5 | 19.5 | 37.0 | 14.0 | 19.7 |

**5: Bunton Creek Rd & Dacy Lane Performance by movement**

| Movement           | SEL  | SET | NWT  | NWR  | SWL  | SWT | SWR | All  |
|--------------------|------|-----|------|------|------|-----|-----|------|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0 | 0.0 | 0.0  |
| Denied Del/Veh (s) | 0.2  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0 | 0.0 | 0.0  |
| Total Delay (hr)   | 0.8  | 0.5 | 1.3  | 0.8  | 3.8  | 0.0 | 0.2 | 7.5  |
| Total Del/Veh (s)  | 12.9 | 6.2 | 14.0 | 11.0 | 31.0 | 0.5 | 4.7 | 15.0 |

**7: Philomena Drive & Bunton Creek Rd Performance by movement**

| Movement           | SEL  | SET  | SER | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr)  | 0.1  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0 |
| Denied Del/Veh (s) | 3.6  | 0.2  | 0.2 | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0 |
| Total Delay (hr)   | 0.3  | 0.8  | 0.1 | 0.2  | 1.6  | 0.2  | 0.4  | 1.1  | 0.8  | 0.3  | 1.2  | 0.1 |
| Total Del/Veh (s)  | 16.9 | 14.5 | 4.5 | 14.9 | 14.6 | 11.0 | 21.3 | 21.6 | 10.7 | 22.6 | 23.5 | 6.7 |

**7: Philomena Drive & Bunton Creek Rd Performance by movement**

| Movement           | All  |
|--------------------|------|
| Denied Delay (hr)  | 0.1  |
| Denied Del/Veh (s) | 0.2  |
| Total Delay (hr)   | 7.0  |
| Total Del/Veh (s)  | 15.7 |

**10: Dacy Lane Performance by movement**

| Movement           | SEL  | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0  | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 |
| Total Delay (hr)   | 1.4  | 0.7 | 0.2 | 0.1 | 0.0 | 0.1 | 2.5 |
| Total Del/Veh (s)  | 23.2 | 5.6 | 3.9 | 0.7 | 0.8 | 1.2 | 5.5 |

**Total Zone Performance**

| Movement           | All   |
|--------------------|-------|
| Denied Delay (hr)  | 0.3   |
| Denied Del/Veh (s) | 0.4   |
| Total Delay (hr)   | 28.0  |
| Total Del/Veh (s)  | 229.3 |

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Arterial Level of Service: NW Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Dacy Lane       | 5    | 14.0             | 40.5               | 0.2          | 20                |
| Philomena Drive | 7    | 14.5             | 27.7               | 0.1          | 15                |
| Total           |      | 28.5             | 68.3               | 0.3          | 18                |

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Arterial Level of Service: SE Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Philomena Drive | 7    | 14.5             | 30.5               | 0.1          | 16                |
| Dacy Lane       | 5    | 7.1              | 20.1               | 0.1          | 20                |
| Total           |      | 21.6             | 50.6               | 0.3          | 18                |

## Intersection: 3: Lehman Rd &amp; Bunton Creek Rd

| Movement              | SE  | SE  | NW  | NW   | NW   | NE  | NE   |
|-----------------------|-----|-----|-----|------|------|-----|------|
| Directions Served     | T   | TR  | L   | T    | T    | L   | R    |
| Maximum Queue (ft)    | 213 | 221 | 190 | 169  | 174  | 174 | 347  |
| Average Queue (ft)    | 112 | 126 | 78  | 78   | 86   | 92  | 114  |
| 95th Queue (ft)       | 169 | 191 | 145 | 129  | 143  | 164 | 215  |
| Link Distance (ft)    | 866 | 866 |     | 4140 | 4140 |     | 1916 |
| Upstream Blk Time (%) |     |     |     |      |      |     |      |
| Queuing Penalty (veh) |     |     |     |      |      |     |      |
| Storage Bay Dist (ft) |     |     | 200 |      |      | 150 |      |
| Storage Blk Time (%)  |     |     | 0   | 0    |      | 1   | 4    |
| Queuing Penalty (veh) |     |     | 1   | 0    |      | 3   | 6    |

## Intersection: 5: Bunton Creek Rd &amp; Dacy Lane

| Movement              | SE  | SE  | SE  | NW   | NW   | SW  | SW  |
|-----------------------|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | T   | T   | T    | TR   | L   | R   |
| Maximum Queue (ft)    | 154 | 78  | 83  | 154  | 243  | 408 | 96  |
| Average Queue (ft)    | 67  | 31  | 37  | 77   | 128  | 184 | 41  |
| 95th Queue (ft)       | 120 | 68  | 71  | 138  | 217  | 324 | 72  |
| Link Distance (ft)    |     | 520 | 520 | 1134 | 1134 | 849 | 849 |
| Upstream Blk Time (%) |     |     |     |      |      |     |     |
| Queuing Penalty (veh) |     |     |     |      |      |     |     |
| Storage Bay Dist (ft) | 175 |     |     |      |      |     |     |
| Storage Blk Time (%)  | 0   |     |     |      |      |     |     |
| Queuing Penalty (veh) | 0   |     |     |      |      |     |     |

## Intersection: 7: Philomena Drive &amp; Bunton Creek Rd

| Movement              | SE  | SE  | SE  | NW  | NW  | NW  | NE   | NE   | SW  | SW  |
|-----------------------|-----|-----|-----|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | T   | TR  | L   | T   | TR  | LT   | TR   | LT  | TR  |
| Maximum Queue (ft)    | 94  | 135 | 87  | 65  | 139 | 174 | 136  | 212  | 190 | 164 |
| Average Queue (ft)    | 34  | 58  | 24  | 24  | 57  | 78  | 65   | 91   | 85  | 50  |
| 95th Queue (ft)       | 67  | 108 | 61  | 57  | 111 | 135 | 109  | 162  | 142 | 110 |
| Link Distance (ft)    |     | 686 | 686 |     | 520 | 520 | 2770 | 2770 | 168 | 168 |
| Upstream Blk Time (%) |     |     |     |     |     |     |      |      | 0   | 0   |
| Queuing Penalty (veh) |     |     |     |     |     |     |      |      | 0   | 0   |
| Storage Bay Dist (ft) | 150 |     |     | 190 |     |     |      |      |     |     |
| Storage Blk Time (%)  | 0   | 0   |     |     | 0   |     |      |      |     |     |
| Queuing Penalty (veh) | 0   | 0   |     |     | 0   |     |      |      |     |     |

## Intersection: 10: Dacy Lane

| Movement              | SE  | SE  | B8  | NE  | SW  | SW  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | T   | L   | T   | TR  |
| Maximum Queue (ft)    | 206 | 166 | 16  | 75  | 4   | 4   |
| Average Queue (ft)    | 85  | 69  | 1   | 29  | 0   | 0   |
| 95th Queue (ft)       | 163 | 120 | 14  | 63  | 3   | 3   |
| Link Distance (ft)    | 218 | 218 | 581 |     | 504 | 504 |
| Upstream Blk Time (%) | 2   | 0   |     |     |     |     |
| Queuing Penalty (veh) | 0   | 0   |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     | 225 |     |     |
| Storage Blk Time (%)  |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |

## Zone Summary

Zone wide Queuing Penalty: 10

**3: Lehman Rd & Bunton Creek Rd Performance by movement**

| Movement           | SET | SER | NWL  | NWT  | NEL | NER  | All |
|--------------------|-----|-----|------|------|-----|------|-----|
| Denied Delay (hr)  | 0.0 | 0.0 | 0.0  | 0.1  | 0.1 | 0.1  | 0.2 |
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.5  | 0.5  | 1.3 | 0.6  | 0.4 |
| Total Delay (hr)   | 1.0 | 0.1 | 0.7  | 1.6  | 0.4 | 1.3  | 5.1 |
| Total Del/Veh (s)  | 5.5 | 6.8 | 12.0 | 13.0 | 9.2 | 10.6 | 9.4 |

**5: Bunton Creek Rd & Dacy Lane Performance by movement**

| Movement           | SEL | SET | NWT | NWR | SWL | SWT | SWR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr)   | 0.5 | 0.6 | 0.7 | 0.5 | 1.1 | 0.0 | 0.2 | 3.6 |
| Total Del/Veh (s)  | 7.9 | 6.8 | 7.9 | 6.9 | 9.3 | 0.4 | 4.8 | 7.4 |

**7: Philomena Drive & Bunton Creek Rd Performance by movement**

| Movement           | SEL  | SET  | SER | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Delay (hr)  | 0.1  | 0.0  | 0.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0 |
| Denied Del/Veh (s) | 3.6  | 0.4  | 0.5 | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0 |
| Total Delay (hr)   | 0.3  | 0.8  | 0.1 | 0.2  | 1.8  | 0.3  | 0.4  | 1.3  | 1.0  | 0.3  | 1.3  | 0.2 |
| Total Del/Veh (s)  | 17.2 | 15.9 | 8.6 | 18.1 | 17.1 | 13.6 | 23.6 | 23.5 | 13.4 | 25.1 | 24.3 | 9.8 |

**7: Philomena Drive & Bunton Creek Rd Performance by movement**

| Movement           | All  |
|--------------------|------|
| Denied Delay (hr)  | 0.1  |
| Denied Del/Veh (s) | 0.2  |
| Total Delay (hr)   | 8.1  |
| Total Del/Veh (s)  | 17.9 |

**10: Dacy Lane Performance by movement**

| Movement           | SEL  | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr)  | 0.0  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.0  | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 |
| Total Delay (hr)   | 1.8  | 0.6 | 0.2 | 0.1 | 0.0 | 0.1 | 2.9 |
| Total Del/Veh (s)  | 28.1 | 5.2 | 4.2 | 0.9 | 0.8 | 1.3 | 6.2 |

**Total Zone Performance**

| Movement           | All   |
|--------------------|-------|
| Denied Delay (hr)  | 0.4   |
| Denied Del/Veh (s) | 0.5   |
| Total Delay (hr)   | 19.7  |
| Total Del/Veh (s)  | 170.0 |

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Arterial Level of Service: NW Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Dacy Lane       | 5    | 7.9              | 34.3               | 0.2          | 24                |
| Philomena Drive | 7    | 16.8             | 32.5               | 0.1          | 13                |
| Total           |      | 24.7             | 66.8               | 0.3          | 19                |

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Arterial Level of Service: SE Bunton Creek Rd

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| Cross Street    | Node | Delay<br>(s/veh) | Travel<br>time (s) | Dist<br>(mi) | Arterial<br>Speed |
|-----------------|------|------------------|--------------------|--------------|-------------------|
| Philomena Drive | 7    | 15.9             | 32.0               | 0.1          | 16                |
| Dacy Lane       | 5    | 7.6              | 20.3               | 0.1          | 20                |
| Total           |      | 23.5             | 52.3               | 0.3          | 17                |

**Intersection: 3: Lehman Rd & Bunton Creek Rd**

| Movement              | SE  | NW   | NE  | NE   |
|-----------------------|-----|------|-----|------|
| Directions Served     | TR  | LT   | L   | R    |
| Maximum Queue (ft)    | 154 | 243  | 151 | 224  |
| Average Queue (ft)    | 57  | 62   | 39  | 80   |
| 95th Queue (ft)       | 133 | 183  | 100 | 167  |
| Link Distance (ft)    | 850 | 4121 |     | 1911 |
| Upstream Blk Time (%) |     |      |     |      |
| Queuing Penalty (veh) |     |      |     |      |
| Storage Bay Dist (ft) |     |      | 150 |      |
| Storage Blk Time (%)  |     |      |     | 2    |
| Queuing Penalty (veh) |     |      |     | 3    |

**Intersection: 5: Bunton Creek Rd & Dacy Lane**

| Movement              | SE  | SE  | NW   | SW  | SW  |
|-----------------------|-----|-----|------|-----|-----|
| Directions Served     | L   | T   | TR   | L   | R   |
| Maximum Queue (ft)    | 126 | 102 | 156  | 218 | 72  |
| Average Queue (ft)    | 42  | 40  | 60   | 65  | 27  |
| 95th Queue (ft)       | 90  | 80  | 124  | 155 | 58  |
| Link Distance (ft)    |     | 509 | 1137 | 847 | 847 |
| Upstream Blk Time (%) |     |     |      |     |     |
| Queuing Penalty (veh) |     |     |      |     |     |
| Storage Bay Dist (ft) | 175 |     |      |     |     |
| Storage Blk Time (%)  | 0   |     |      |     |     |
| Queuing Penalty (veh) | 0   |     |      |     |     |

**Intersection: 7: Philomena Drive & Bunton Creek Rd**

| Movement              | SE  | SE  | NW  | NW  | NE   | NE   | SW  | SW  |
|-----------------------|-----|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | LT   | TR   | LT  | TR  |
| Maximum Queue (ft)    | 97  | 193 | 185 | 286 | 193  | 268  | 168 | 151 |
| Average Queue (ft)    | 33  | 76  | 32  | 134 | 76   | 100  | 85  | 56  |
| 95th Queue (ft)       | 71  | 143 | 105 | 240 | 136  | 190  | 138 | 113 |
| Link Distance (ft)    |     | 686 |     | 509 | 2782 | 2782 | 180 | 180 |
| Upstream Blk Time (%) |     |     |     |     |      |      | 0   | 0   |
| Queuing Penalty (veh) |     |     |     |     |      |      | 0   | 0   |
| Storage Bay Dist (ft) | 150 |     | 190 |     |      |      |     |     |
| Storage Blk Time (%)  |     | 1   | 0   | 3   |      |      |     |     |
| Queuing Penalty (veh) |     | 1   | 0   | 2   |      |      |     |     |

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Intersection: 10: Dacy Lane

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| Movement              | SE  | SE  | B8  | NE  | SW  |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | T   | L   | TR  |
| Maximum Queue (ft)    | 252 | 121 | 16  | 74  | 4   |
| Average Queue (ft)    | 97  | 65  | 1   | 29  | 0   |
| 95th Queue (ft)       | 195 | 100 | 16  | 62  | 3   |
| Link Distance (ft)    | 218 | 218 | 581 |     | 504 |
| Upstream Blk Time (%) | 3   |     |     |     |     |
| Queuing Penalty (veh) | 0   |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     | 225 |     |
| Storage Blk Time (%)  |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |

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Zone Summary

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Zone wide Queuing Penalty: 6

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**Attachment 4 – Preliminary Cost Estimates**

Lehman Rd at Bunton Creek Rd  
Option 1  
Engineer's Opinion of Probable Cost  
PRELIMINARY  
November 11, 2022

| ITEM                                 | CODE | DESCRIPTION                            | UNIT | QUANTITY | UNIT PRICE   | TOTAL COST           |
|--------------------------------------|------|----------------------------------------|------|----------|--------------|----------------------|
| <b>Option 1 - Wooden Poles</b>       |      |                                        |      |          |              |                      |
| 618                                  | 6053 | CONDT (PVC) (SCH 80) (3")              | LF   | 150      | \$ 32.91     | \$ 4,936.50          |
| 620                                  | 6007 | ELEC CONDR (NO.8) BARE                 | LF   | 150      | \$ 1.37      | \$ 1,698.80          |
| 620                                  | 6008 | ELEC CONDR (NO.8) INSULATED            | LF   | 1400     | \$ 1.37      | \$ 1,698.80          |
| 620                                  | 6011 | ELEC CONDR (NO.4) BARE                 | LF   | 50       | \$ 2.63      | \$ 131.50            |
| 620                                  | 6011 | ELEC CONDR (NO.4) INSULATED            | LF   | 100      | \$ 2.92      | \$ 292.00            |
| 624                                  | 6010 | GROUND BOX TY D (162922)W/APRON        | EA   | 1        | \$ 2,328.07  | \$ 2,328.07          |
| 625                                  | 6002 | ZINC-COAT STL WIRE STRAND (3/16")      | LF   | 350      | \$ 4.34      | \$ 1,519.00          |
| 625                                  | 6004 | ZINC-COAT STL WIRE STRAND (5/16")      | LF   | 350      | \$ 4.39      | \$ 1,536.50          |
| 627                                  | 6002 | TIMBER POLE (CL 2) 40 FT               | EA   | 4        | \$ 2,791.50  | \$ 11,166.00         |
| 628                                  | 6165 | ELC SRV TY D 120/240 070(NS)AL(E)SP(O) | EA   | 1        | \$ 7,269.17  | \$ 7,269.17          |
| 644                                  | 6076 | REMOVE SM RD SN SUP&AM                 | EA   | 3        | \$ 167.50    | \$ 502.50            |
| 680                                  | 6002 | INSTALL HWY TRF SIG (ISOLATED)         | EA   | 1        | \$ 13,170.62 | \$ 13,170.62         |
| 682                                  | 6001 | VEH SIG SEC (12")LED(GRN)              | EA   | 6        | \$ 293.99    | \$ 1,763.94          |
| 682                                  | 6002 | VEH SIG SEC (12")LED(GRN ARW)          | EA   | 2        | \$ 310.16    | \$ 620.32            |
| 682                                  | 6003 | VEH SIG SEC (12")LED(YEL)              | EA   | 6        | \$ 313.58    | \$ 1,881.48          |
| 682                                  | 6005 | VEH SIG SEC (12")LED(RED)              | EA   | 6        | \$ 309.56    | \$ 1,857.36          |
| 682                                  | 6018 | PED SIG SEC (LED)(COUNTDOWN)           | EA   | 2        | \$ 743.73    | \$ 1,487.46          |
| 682                                  | 6020 | PED SIG SEC (HOUSING ONLY)             | EA   | 2        | \$ 150.00    | \$ 300.00            |
| 682                                  | 6051 | BACKPLATE W/REFL BRDR(3 SEC)ALUM       | EA   | 4        | \$ 145.56    | \$ 582.24            |
| 682                                  | 6052 | BACKPLATE W/REFL BRDR(4 SEC)ALUM       | EA   | 2        | \$ 186.67    | \$ 373.34            |
| 684                                  | 6031 | TRF SIG CBL (TY A)(14 AWG)(5 CONDR)    | LF   | 1500     | \$ 2.84      | \$ 4,260.00          |
| 684                                  | 6032 | TRF SIG CBL (TY A)(14 AWG)(7 CONDR)    | LF   | 1000     | \$ 2.94      | \$ 2,940.00          |
| 688                                  | 6001 | PED DETECT PUSH BUTTON (APS)           | EA   | 2        | \$ 1,344.47  | \$ 2,688.94          |
| 688                                  | 6003 | PED DETECTOR CONTROLLER UNIT           | EA   | 1        | \$ 3,856.39  | \$ 3,856.39          |
| 690                                  | 6069 | INSTALL OF LUMINAIRE MAST ARMS         | EA   | 2        | \$ 481.00    | \$ 962.00            |
| 690                                  | 6078 | INSTL DOWN GUY W/GUARD                 | EA   | 8        | \$ 1,325.00  | \$ 10,600.00         |
| 6058                                 | 6001 | BBU SYSTEM (EXTERNAL BATT CABINET)     | EA   | 1        | \$ 8,347.36  | \$ 8,347.36          |
| 6119                                 | 6032 | LED RDWY LUMINAIRE (.25KW EQ)          | EA   | 2        | \$ 1,500.00  | \$ 3,000.00          |
| 6292                                 | 6001 | RVDS(PRESENCE DETECTION ONLY)          | EA   | 3        | \$ 9,916.83  | \$ 29,750.49         |
| <b>SIGNAL SUBTOTAL</b>               |      |                                        |      |          |              | <b>\$ 121,520.78</b> |
| <b>SIGNING AND STRIPING</b>          |      |                                        |      |          |              | <b>\$ 5,000.00</b>   |
| <b>TRAFFIC CONTROL</b>               |      |                                        |      |          |              | <b>\$ 20,000.00</b>  |
| <b>EROSION CONTROL AND SW3P (2%)</b> |      |                                        |      |          |              | <b>\$ 2,430.42</b>   |
| <b>SUBTOTAL</b>                      |      |                                        |      |          |              | <b>\$ 148,951.20</b> |
| <b>MOBILIZATION (5%)</b>             |      |                                        |      |          |              | <b>\$ 7,447.56</b>   |
| <b>CONTINGENCY (30%)</b>             |      |                                        |      |          |              | <b>\$ 46,919.63</b>  |
| <b>PROJECT TOTAL</b>                 |      |                                        |      |          |              | <b>\$ 203,318.38</b> |

Lehman Rd at Bunton Creek Rd  
Option 2  
Engineer's Opinion of Probable Cost  
PRELIMINARY  
November 11, 2022

| ITEM                                 | CODE | DESCRIPTION                            | UNIT | QUANTITY | UNIT PRICE   | TOTAL COST           |
|--------------------------------------|------|----------------------------------------|------|----------|--------------|----------------------|
| <b>Option 2 - Metal Poles</b>        |      |                                        |      |          |              |                      |
| 416                                  | 6030 | DRILL SHAFT (TRF SIG POLE) (24 IN)     | LF   | 6        | \$ 109.00    | \$ 654.00            |
| 416                                  | 6032 | DRILL SHAFT (TRF SIG POLE) (36 IN)     | LF   | 39       | \$ 521.45    | \$ 20,336.55         |
| 618                                  | 6046 | CONDT (PVC) (SCH 80) (2")              | LF   | 50       | \$ 27.14     | \$ 1,357.00          |
| 618                                  | 6053 | CONDT (PVC) (SCH 80) (3")              | LF   | 150      | \$ 32.91     | \$ 4,936.50          |
| 618                                  | 6054 | CONDT (PVC) (SCH 80) (3") (BORE)       | LF   | 1000     | \$ 47.17     | \$ 47,170.00         |
| 618                                  | 6058 | CONDT (PVC) (SCH 80) (4")              | LF   | 40       | \$ 76.53     | \$ 3,061.20          |
| 620                                  | 6007 | ELEC CONDR (NO.8) BARE                 | LF   | 1240     | \$ 1.37      | \$ 1,698.80          |
| 620                                  | 6008 | ELEC CONDR (NO.8) INSULATED            | LF   | 1400     | \$ 1.37      | \$ 1,698.80          |
| 620                                  | 6011 | ELEC CONDR (NO.4) BARE                 | LF   | 50       | \$ 2.63      | \$ 131.50            |
| 620                                  | 6011 | ELEC CONDR (NO.4) INSULATED            | LF   | 100      | \$ 2.92      | \$ 292.00            |
| 624                                  | 6010 | GROUND BOX TY D (162922)W/APRON        | EA   | 5        | \$ 2,328.07  | \$ 11,640.35         |
| 628                                  | 6165 | ELC SRV TY D 120/240 070(NS)AL(E)SP(O) | EA   | 1        | \$ 7,269.17  | \$ 7,269.17          |
| 644                                  | 6076 | REMOVE SM RD SN SUP&AM                 | EA   | 3        | \$ 167.50    | \$ 502.50            |
| 680                                  | 6002 | INSTALL HWY TRF SIG (ISOLATED)         | EA   | 1        | \$ 13,170.62 | \$ 13,170.62         |
| 682                                  | 6001 | VEH SIG SEC (12")LED(GRN)              | EA   | 6        | \$ 293.99    | \$ 1,763.94          |
| 682                                  | 6002 | VEH SIG SEC (12")LED(GRN ARW)          | EA   | 2        | \$ 310.16    | \$ 620.32            |
| 682                                  | 6003 | VEH SIG SEC (12")LED(YEL)              | EA   | 6        | \$ 313.58    | \$ 1,881.48          |
| 682                                  | 6005 | VEH SIG SEC (12")LED(RED)              | EA   | 6        | \$ 309.56    | \$ 1,857.36          |
| 682                                  | 6018 | PED SIG SEC (LED)(COUNTDOWN)           | EA   | 2        | \$ 743.73    | \$ 1,487.46          |
| 682                                  | 6020 | PED SIG SEC (HOUSING ONLY)             | EA   | 2        | \$ 150.00    | \$ 300.00            |
| 682                                  | 6051 | BACKPLATE W/REFL BRDR(3 SEC)ALUM       | EA   | 4        | \$ 145.56    | \$ 582.24            |
| 682                                  | 6052 | BACKPLATE W/REFL BRDR(4 SEC)ALUM       | EA   | 2        | \$ 186.67    | \$ 373.34            |
| 684                                  | 6031 | TRF SIG CBL (TY A)(14 AWG)(5 CONDR)    | LF   | 1500     | \$ 2.84      | \$ 4,260.00          |
| 684                                  | 6032 | TRF SIG CBL (TY A)(14 AWG)(7 CONDR)    | LF   | 1000     | \$ 2.94      | \$ 2,940.00          |
| 686                                  | 6043 | INS TRF SIG PL AM(S)1 ARM(40')LUM      | EA   | 3        | \$ 19,072.36 | \$ 57,217.08         |
| 687                                  | 6001 | PED POLE ASSEMBLY                      | EA   | 1        | \$ 2,126.43  | \$ 2,126.43          |
| 688                                  | 6001 | PED DETECT PUSH BUTTON (APS)           | EA   | 2        | \$ 1,344.47  | \$ 2,688.94          |
| 688                                  | 6003 | PED DETECTOR CONTROLLER UNIT           | EA   | 1        | \$ 3,856.39  | \$ 3,856.39          |
| 6058                                 | 6001 | BBU SYSTEM (EXTERNAL BATT CABINET)     | EA   | 1        | \$ 8,347.36  | \$ 8,347.36          |
| 6119                                 | 6032 | LED RDWY LUMINAIRE (.25KW EQ)          | EA   | 2        | \$ 1,500.00  | \$ 3,000.00          |
| 6292                                 | 6001 | RVDS(PRESENCE DETECTION ONLY)          | EA   | 3        | \$ 9,916.83  | \$ 29,750.49         |
| <b>SIGNAL SUBTOTAL</b>               |      |                                        |      |          |              | <b>\$ 236,971.82</b> |
| <b>SIGNING AND STRIPING</b>          |      |                                        |      |          |              | <b>\$ 5,000.00</b>   |
| <b>TRAFFIC CONTROL</b>               |      |                                        |      |          |              | <b>\$ 20,000.00</b>  |
| <b>EROSION CONTROL AND SW3P (2%)</b> |      |                                        |      |          |              | <b>\$ 4,739.44</b>   |
| <b>SUBTOTAL</b>                      |      |                                        |      |          |              | <b>\$ 266,711.26</b> |
| <b>MOBILIZATION (5%)</b>             |      |                                        |      |          |              | <b>\$ 13,335.56</b>  |
| <b>CONTINGENCY (30%)</b>             |      |                                        |      |          |              | <b>\$ 84,014.05</b>  |
| <b>PROJECT TOTAL</b>                 |      |                                        |      |          |              | <b>\$ 364,060.86</b> |