

Marcus Vajdos, Mayor
Steve Bass
David Dominy



Allen Carpenter, Mayor Pro Tem
John Lisenby
Joy McCormack

Notice is Hereby Given of a Regular Meeting of the City Council City of Spring Valley Village, Texas, 1025 Campbell Road, Spring Valley Village, Texas, in the Council Chambers, March 25, 2025, beginning at 6:00 PM. For the Purpose of Considering and Acting upon the Following Items of Business:

A quorum of the Mayor and Council Members will be physically present. Some Council Members may participate by videoconference in accordance with the provisions of Section 551.127 of the Texas Government Code.

The meeting agenda and agenda packet are posted online at www.springvalleytx.com. In accordance with Texas Government Code, Sec. 551.127, on a regular, non-emergency basis, Councilmember may attend and participate in a meeting remotely by video conference. Should such attendance transpire, a quorum of the Council will be physically present at the location noted above on this agenda.

The video link to this meeting is: <https://us02web.zoom.us/j/83614392828>

The public toll-free dial-in numbers to participate in the telephonic meeting are 1-346-248-7799 (Houston), 1-253-215-8782 (US), and 1-301-715-8592 (US); enter the Meeting ID: 836 1439 2828 and #.

The public will be permitted to offer public comments telephonically as provided by the agenda and as permitted by the presiding officer during the meeting.

A recording of the telephonic meeting will be made, and will be available to the public in accordance with the Open Meetings Act upon written request.

1. CALL THE ROLL AND ANNOUNCE A QUORUM IS PRESENT

2. PLEDGE OF ALLEGIANCE

2.1 American Flag

2.2 Texas Flag - Honor the Texas Flag. I pledge allegiance to thee, Texas, one state, under God, one, and indivisible.

3. INTRODUCTIONS

4. PROCLAMATIONS / ANNOUNCEMENTS / SWEARING-IN

4.1 National Public Safety Telecommunicators Week

5. PUBLIC COMMENTS

At this time, any person with City-related business may speak to the Council. In compliance with the Texas Open Meetings Act, the City Council may not deliberate. Comments from the public should be limited to a maximum of three (3) minutes per individual speaker.

6. CONSENT AGENDA

All matters listed under consent agenda, are considered to be routine by the City Council and will be enacted by one motion. There will not be a separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.

6.1 Approval of Minutes for Special Called Meeting of the City Council on June 25, 2024.

6.2 Approval of Minutes for Special Called Meeting of the City Council on August 6, 2024.

6.3 Approval of Minutes for Regular Called Meeting of the City Council on February 25, 2025.

6.4 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Resolution Number 25-XX - A RESOLUTION BY THE CITY OF SPRING VALLEY VILLAGE, TEXAS SUSPENDING THE APRIL 19, 2025 EFFECTIVE DATE OF THE PROPOSAL BY CENTERPOINT ENERGY RESOURCES CORP., D/B/A CENTERPOINT ENERGY ENTEX AND CENTERPOINT ENERGY TEXAS GAS – HOUSTON, TEXAS COAST, SOUTH TEXAS, AND BEAUMONT/EAST TEXAS GEOGRAPHIC RATE AREAS, TO IMPLEMENT INTERIM GRIP RATE ADJUSTMENTS FOR GAS UTILITY INVESTMENT IN 2024 AND REQUIRING DELIVERY OF THIS RESOLUTION TO THE COMPANY AND LEGAL COUNSEL.

6.5 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Approval of Pay Estimate No. 11 Brighton Place Pavement & Utility Improvement Project

6.6 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Approval of Pay Estimate No. 11 Cedarspur (W of Bingle) & Burkhart (E of Bingle) Pavement & Utility Improvement Project

6.7 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Approval of Pay Estimate No. 3 Water Plant Electrical Improvement Project

7. DEPARTMENT REPORTS

7.1 Public Works Staff Update

7.2 Police Department

7.3 Village Fire Department and Board of Commissioners

8. NEW BUSINESS

- 8.1 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Resolution Number 25-XX - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, APPROVING THE TERMS AND CONDITIONS OF AN AGREEMENT FOR PROFESSIONAL SERVICES BY AND BETWEEN THE CITY OF SPRING VALLEY VILLAGE, TEXAS AND SAFEUILT TEXAS, LLC; PROVIDING FOR THE INCORPORATION OF PREAMBLE; AUTHORIZING THE MAYOR TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE SUCH AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.
- 8.2 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Resolution Number 25-XX - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS DESIGNATING A REPRESENTATIVE AND AN ALTERNATE TO THE VILLAGE FIRE DEPARTMENT BOARD OF COMMISSIONERS; AND PROVIDING AN EFFECTIVE DATE.
- 8.3 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Traffic Study of Bingle Road
- 8.4 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Resolution Number 25-XX - A RESOLUTION OF THE CITY OF HUNTERS CREEK VILLAGE, THE CITY OF PINEY POINT VILLAGE, THE CITY OF BUNKER HILL VILLAGE, THE CITY OF HEDWIG VILLAGE, THE CITY OF SPRING VALLEY VILLAGE, AND THE CITY OF HILSHIRE VILLAGE TO FORM A COMMITTEE TO MAKE RECOMMENDATIONS TO THE CITY COUNCILS OF EACH OF THE ABOVE-NAMED CITIES REGARDING THE RESPONSE TO PROPOSED LEGISLATION.
- 8.5 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Resolution Number 25-XX - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, EXPRESSING THE COUNCIL'S OPPOSITION TO SENATE BILL NUMBER 673, AN ACT RELATING TO REGULATION OF ACCESSORY DWELLING UNITS BY POLITICAL SUBDIVISIONS.

9. EXECUTIVE SESSION

The City Council Will Now Hold A Closed Executive Meeting Pursuant To The Provision Of Chapter 551, Government Code, Vernon's Texas Codes Annotated, In Accordance With The Authority Contained In:

- 9.1 Section 551.074 – Personnel Matters to deliberate the annual evaluation and duties of the City Administrator

10. RECONVENE

10.1 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** the annual evaluation of the City Administrator.

11. ADJOURNMENT

Agenda items may not necessarily be considered in the order that they appear. With regard to any item, Council may take various actions, including but not limited to rescheduling an item in its entirety or for particular action at a future date or time.

The City Council reserves the right to convene in executive session from time to time as deemed necessary during this meeting to discuss any of the matters listed in the agenda, as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts & Donations), 551.074 (Personnel Matters), 551.076 (Deliberations Regarding Security Devices) or 551.087 (Deliberations Regarding Economic Development Negotiations).

I certify that a copy of the March 25, 2026 agenda of items to be considered by City Council was posted on or before the 20th day of March, at 5:00 p.m. pursuant to the Open Meetings Act, Chapter 551 of the Texas Government Code.

Attest:


Jasmin Torres
City Secretary



In compliance with the Americans with Disabilities Act, this facility is wheelchair accessible and accessible parking spaces are available. To better serve attendees, requests for accommodations or interpretive services should be made 48 hours prior to this meeting. Please contact the City Secretary's office at 713-465-8308, Fax 713-461-7969, or [Email Jasmin Torres](mailto:Jasmin.Torres@springvalleyvillage.org) for further information.

PROCLAMATION

Whereas, over 1,200 telecommunicators and dispatchers daily serve the residents of Harris and Fort Bend Counties by answering their calls for police, fire, or emergency medical services, and by dispatching the appropriate assistance as quickly as possible; and

Whereas, when an emergency occurs, the prompt response of police officers, firefighters, and paramedics is critical to the protection of life and preservation of property, and the City of Spring Valley Village Safety Telecommunicators are the single vital link between the public safety of citizens and the emergency service they are in need of, whether it be police, fire, or emergency medical assistance; and

Whereas, telecommunicators are professionals whose multi-tasking, behind-the-scenes and often unrecognized actions are responsible for helping protect people and property; and

Whereas, professional telecommunicators work to improve their technology and operational capabilities through their leadership and participation in training programs to improve their skills and prepare for 9-1-1 calls from different devices; and

Whereas, the City of Spring Valley Village wishes to join with the State of Texas, the Senate and the House of Representatives of the United States of America, and other 9-1-1 Entities across the Country in setting aside the second week in April to recognize Telecommunicators for the crucial role they play in the protection of life and property.

NOW, THEREFORE, BE IT RESOLVED, by the City of Spring Valley Village, this 25th day of March 2025 that **NATIONAL PUBLIC SAFETY TELECOMMUNICATORS WEEK** be designated the week of April 13 - 19, 2025 in honor and recognition of our community's 9-1-1 professional telecommunicators for the vital contribution that they make to the safety and well-being of those in need of emergency services.

In Witness Whereof, I have hereunto set my hand and caused the seal of the City of Spring Valley Village to be affixed this 25th day of March 2025

Attest:

Marcus Vajdos, Mayor
City of Spring Valley Village, Texas

Jasmin Torres, City Secretary



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Jasmin Torres, City Secretary
SUBJECT:	Approval of Minutes for Special Called Meeting of the City Council on June 25, 2024.

BACKGROUND:

ATTACHMENTS:	06-25-2024 CC Minutes - Special Called
---------------------	--

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:

**MINUTES OF THE SPECIAL CALLED CITY COUNCIL MEETING
CITY OF SPRING VALLEY VILLAGE, TEXAS
TUESDAY, JUNE 25, 2024 AT 5:00 P.M.
IN THE COUNCIL CHAMBERS OF CITY HALL
1025 CAMPBELL ROAD, HOUSTON, TEXAS**

1. CALL THE ROLL AND ANNOUNCE A QUORUM IS PRESENT

With a quorum of the Council Members present, the Special Called Meeting of the Spring Valley Village City Council was called to order by Mayor Vajdos at 5:05 p.m.

Members Present:

Mayor Marcus Vajdos

Council Member Steve Bass

Council Member Joy McCormack

Council Member David Dominy (arrived at 5:34 p.m.)

Council Member John Lisenby

Members Absent:

Mayor Pro-Tem Allen Carpenter

2. DISCUSSION AND POSSIBLE DIRECTION CONCERNING: Budget Policy Assumptions To Use In Development of Fiscal Year 2024-2025 Budget.

City Administrator John McDonald opened the discussion and presented the budget policy assumptions that City staff are currently using to develop the FY 2025 Budget and requested direction from the Council concerning the individual policy assumptions to ensure that both Staff and the Council are on the same page while development of the budget is underway. The budget policy assumptions were:

Revenues

- To use a conservative approach using trend analysis taking into account factors not yet reflected in data with the evolving changes in the economy. The trend of lower sales tax revenues will continue in 2024.
 - Property Tax Revenues
 - A copy of the 2024 Certified Estimate of Taxable Value from Harris County Appraisal District Dated April 30, 2024, was provided in the packet. The 2024 projected property values show an overall increase of 5.72%.
 - The projected increase for Residential is 6.07% (six-point zero seven percent) and 5.57% (five-point five seven percent) for Commercial.
 - Use the property tax rate of \$0.39500, which is the same as the current tax rate. If financially prudent, evaluate possible property tax rate reduction options.
 - Use a 99% (ninety-nine) collection rate to estimate property tax revenues.
 - For Sales Tax Revenues and all Municipal Court-related Revenues, use an average of the three (3) previous fiscal years' averages to estimate the revenues.

- Continue to evaluate the fee schedules making sure that the charges are enough to cover our expenses because of the continual changes to the cost of doing business. Staff is currently reviewing existing fees and fee structure.

Expenditures/Expenses

- With the exception of Salaries & Benefits and specific line items that are already known, use the FY 2024 Adopted Budget as the FY 2025 base budget. The line items that have already been identified for an increase include Park Maintenance and activities, funding for the Village Fire Department, and Water Treatment.
- To forecast expenditures/expenses, use a conservative approach including trend analysis, and account for factors that may not be reflected in data yet such as unfunded mandates, and specific needs of Departments to maintain and/or improve service levels to the residents.
- The Group Health Insurance with Village Mutual Group changed medical insurance companies last year and it is expected that the increases for this year's renewal will be covered with the current budgeted amounts, but estimates should be available in July.
- The Budget Proposal for salaries has been set at an estimated 4% (four percent) Cost-of Living in adjustments.
- Replacement of three (3) Police Department vehicles. Chief Schulze proposing to replace two (2) patrol vehicles and one (1) administrative vehicle for the FY 2025 Budget.
- Replacement of one (1) Utility Pickup and addition of one (1) Medium Duty Dump Truck for the Public Works Department. The current 1990 Peterbilt Dump Truck will be retained for storm backup and heavy hauling.
- At this time, staff is still awaiting our IT contractor's proposal for recommended upgrades for the next fiscal year.

Capital Improvement Projects

- Continue with the 5-Year Capital Improvement Projects list approved on March 28, 2023, a copy of which was provided with this agenda item.

Following the discussion, it was the consensus of the Council for Staff to proceed with the development of the FY 2024 Budget using the Budget Policy Assumptions as presented. The Council also for there to be a continued look at dive into the sales tax revenue trends and compare with surrounding villages as well as our retailers to see if they are experiencing and seeing the same trends. Continue to look at the landscaping and City monument signs near the sound wall and throughout the City. Council Member McCormack and Mayor Vajdos asked for staff to include the neighboring villages and other cities that are comparable in size in the salary survey and for staff to also look at TMRS for City employees and changing from a 25 (twenty-five) to a 20 (twenty) year city, updated services credits, and COLA (Cost-of Living adjustment). City Administrator McDonald continued the discussion and presented the Council with changes to the vacation policy specifically for shift officers to include additional leave for them and allowing for an extra week of leave at 12 (twelve) years. He continued the discussion regarding staff holidays and the three most popular that other cities have that the City currently doesn't have are Martin Luther King Day, Juneteenth, and Veteran's Day. It was noted that most other cities offer 12 (twelve) days between federal and personal holidays. Lastly, the discussion continued regarding 3 (three) weeks of parental leave.

4. ADJOURNMENT

Council Member Dominy made a motion to adjourn the meeting at 5:55 p.m., and Council Member Bass seconded the motion. Motion carried 4-0.

Signed: _____
Marcus Vajdos
Mayor

Attest: _____
Jasmin Torres
City Secretary

**MINUTES OF THE SPECIAL CALLED CITY COUNCIL MEETING
CITY OF SPRING VALLEY VILLAGE, TEXAS
TUESDAY, AUGUST 6, 2024 AT 6:00 P.M.
IN THE COUNCIL CHAMBERS OF CITY HALL
1025 CAMPBELL ROAD, HOUSTON, TEXAS**

1. CALL THE ROLL AND ANNOUNCE A QUORUM IS PRESENT

With a quorum of the Council Members present, the Special Called Meeting of the Spring Valley Village City Council was called to order by Mayor Pro-Tem Carpenter at 6:09 p.m.

Members Present:

Mayor Marcus Vajdos

Mayor Pro-Tem Allen Carpenter

Council Member Joy McCormack

Council Member John Lisenby

Members Absent:

Council Member Steve Bass

Council Member David Dominy

2. PRESENTATION, DISCUSSION, AND DIRECTION CONCERNING: Draft Budget for Fiscal Year 2024-2025.

City Administrator John McDonald presented the Fiscal Year 2024-2025 Draft Budget. The tax rate used for producing the budget was the same as the current tax rate which is \$0.39500 per \$100 valuation. The FY 2024 Proposed Budget has been developed using the anticipated Proposed Tax Rate. Based on the Truth-in-Taxation Worksheets provided by the Tax Assessor/Collector, the Proposed FY 2024 Tax Rate is lower than the NNR (No-New-Revenue) Tax Rate. There have not been changes made since the presented budget at the June budget workshop meeting. The No Net Revenue Tax Rate came up higher than the existing tax rate meaning that based on the numbers, there could be an increase of 2 (two) cents and not raise taxes, but the proposal at this time is to stay at the same \$0.39500.

The hope is that any day soon, the report on the street study will be completed to give a better picture of what will be used from the general fund. Those projects and streets outlined in that street study will be set to be paid as they are completed. With the combination of continued road work and the tightening of the tax base, there will need to be a careful watch that the general fund is down to the minimum fund balance and the tax rate is lowered where the City is limited or then that it must be higher forcibly. There is a plan for a street study, a rate study on the utility side, and a hydraulic study to have a better idea of what our longer-term needs are to better structuralize those going forward.

The City has clarified with TCEQ how the numbers are calculated so at this time, there is no need for the additional water tower. Every single-family residence is counted as one connection, no matter what.

3. CONSIDERATION AND POSSIBLE ACTION CONCERNING: Proposing a Tax Rate Of \$0.39500 Per \$100 Valuation for The Fiscal Year Beginning October 1, 2024, And Ending September 30, 2025.

Following discussion, Council Member McCormack made a motion to propose a tax rate of \$0.39500 per \$100 valuation for the fiscal year beginning October 1, 2024, and ending September 30, 2025 and Council Member Carpenter seconded that motion. City Secretary Jasmin Torres recorded individual votes from each council member. The voting was as follows:

Council Members Bass –
Council Member Carpenter – ‘Aye’
Council Member Dominy –
Council Member Lisenby – ‘Aye’
Council Member McCormack – ‘Aye’
No ‘Nay’ votes were given.
Motion carried 3-0.

4. CONSIDERATION AND POSSIBLE ACTION CONCERNING: Approval of Proposed Public Works Reorganization to Include restructuring of department, removal of the Public Works Supervisor position and the creation of a New Full-Time Public Works Superintendent

Council Member McCormack made a motion to approve the reorganization of the Public Works Department, removing the Public Works Supervisor position and creating a new full-time Public Works Superintendent, and Council Member Carpenter seconded the motion. Motion carried 4-0.

At this time, City Staff and City Council returned to agenda item 2 (two) to continue the discussion further regarding the FY 2024-2025 draft budget. City Administrator McDonald began the discussion with the 4% (four percent) COLA (Cost-of-Living Adjustment) that was included in this budget, the salary study as well as the 20 (twenty) year retirement limitation with TMRS. And, that change would make 12 (twelve) current employees eligible for retirement. There was an increase in the funds for the park and park maintenance specifically for tree maintenance, community events, and Christmas lights. The Capital Replacement Fund includes items such as the input of a second generator and a moving trailer to allow for more flexibility during critical weather events, the dump truck for the Public Work Department, and a utility truck. There was also a discussion of IT, computer, and server upgrades. There will be a purchase of software for the finance department to provide more detailed reports and analysis to Council regarding the budget. The discussion continued regarding finding ways to improve internet connectivity and messaging during emergencies.

Council Member McCormack asked for clarification on the Council Chamber construction and City Administrator McDonald went into detail regarding plans to upgrade the dais for better functionality and use for the City Council during meetings. Some of those upgrades would include better use for the monitors to be able to share items so all can see during a presentation, changing monitors, and making the table dais shorter to be able to be closer. Lastly, the discussion concluded with much conversation regarding the building out of the Public Works building. It was the consensus of all the Council that there needs to be a build-out of that area providing for better and true office space as well as better area for when Public Works employees are here during an emergency.

5. ADJOURNMENT

Council Member Carpenter made a motion to adjourn the meeting at 7:19 p.m., and Council Member McCormack seconded the motion. Motion carried 3-0.

Signed: _____

Marcus Vajdos
Mayor

Attest: _____

Jasmin Torres
City Secretary

**MINUTES OF THE REGULAR CITY COUNCIL MEETING
CITY OF SPRING VALLEY VILLAGE, TEXAS
TUESDAY, FEBRUARY 25, 2025, AT 6:00 P.M.
IN THE COUNCIL CHAMBERS OF CITY HALL
1025 CAMPBELL ROAD, HOUSTON, TEXAS**

1. CALL THE ROLL AND ANNOUNCE A QUORUM IS PRESENT

With a quorum of the Council Members present, the Regular Meeting of the Spring Valley Village City Council was called to order by Mayor Vajdos at 6:00 p.m.

Members Present:

Mayor Marcus Vajdos
Council Member Bass
Council Member David Dominy
Council Member John Lisenby
Council Member Joy McCormack

Members Absent:

Mayor Pro Tem Allen Carpenter

2. PLEDGE OF ALLEGIANCE

- 2.1 American Flag
- 2.2 Texas Flag

During the Regular City Council Meeting, Mayor Vajdos led the City Council, City staff, and visitors in the Pledge of Allegiance.

3. INTRODUCTIONS

John McDonald, City Administrator
Loren Smith, City Attorney
Jasmin Torres, City Secretary
Abbey Anderson, Assistant to City Administrator
Brent Walker, City Treasurer
Susan Thornhill, Assistant City Treasurer
Kristina Watson, Public Works Director
Jose Gomez, Development Services Manager
Mark Schulze, Chief of Police
Justin Lane, Assistant Chief of Police
Carlos Menchaca, Captain
David Dixon, Police Commissioner

4. PROCLAMATIONS / ANNOUNCEMENTS / SWEARING-IN

- 4.1 Police Department Merit Award Presentation
 - Will be presented at the February Council meeting.

5. PUBLIC COMMENTS

5.1 PUBLIC COMMENTS (THREE MINUTE LIMIT)

At this time, any person with City-related business may speak to the Council. In compliance with the Texas Open Meetings Act, the City Council may not deliberate. **Comments from the public should be limited to a maximum of three (3) minutes per individual speaker.**

5.1.1 Neil Dykman of the Spring Branch Presbyterian Church spoke regarding their plans for a cub scout hut behind the church at the end of the property.

5.1.2 Scott Tackett at 8412 North Green the Cub Master of the PAC 5512 regarding growing the PAC and having a scout hut behind the Spring Branch Presbyterian Church.

6. **CONSENT AGENDA**

All matters listed under consent agenda, are considered to be routine by the City Council and will be enacted by one motion. There will not be a separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.

6.1 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Approval of Minutes for City Council Meeting on January 28,2025.

6.2 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Approval of Pay Estimate No. 10, Cedarspur & Burkhart Pavement and Utility Improvement Project.

6.3 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Approval of Pay Estimate No. 10 Brighton Place Pavement and Utility Improvement Project

6.4 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Approval of Pay Estimate No. 2 for the Water Plant Electrical Improvement Project

6.5 **CONSIDERATION AND POSSIBLE ACTION CONCERNING:** Authorizing the City Administrator to reclassify a Public Works Department System Operator I position

Council Member Dominy made a motion to approve all items on the Consent Agenda, and Council Member Bass seconded the motion. Motion carried 4-0.

7. **DEPARTMENT REPORTS**

7.1 Public Works Update

1. Brighton Place Pavement and Utility Improvement Project

Public Works Director Kristina Watson briefed the Council that the in-line detention boxes are being placed and weather permitting will be completed by the end of the month. Conrad Construction will begin demoing on Pech Road after the boxes and pavement along the current phase of Winningham have been completed. TCH is nearing completion of the installation of the water main on Winningham and will soon begin individual service line connections.

2. Cedarspur (West of Bingle) & Burkhart (East of Bingle)

Public Works Director Watson informed the Council that On Par is still working toward the completion of the project and is still working on final connections which will be followed by restoration work.

3. Water Plant Electrical Improvement Project

Director Watson notified the Council that materials and equipment have begun arriving on site and the temporary power panels are being built.

4. CIP Project Design Update – Merlin & Spring Oaks Circle / Croes (East & West of Fries)

Director Watson recalled to the Council that at the November 19, 2024, City Council meeting, City Council approved CobbFendley to begin design work on the next two Capital Improvement Projects. Croes (East & West of Fries) & Merlin Court / Spring Oak Circle. During the discussion council requested CobbFendley investigate the ability to add a cul-de-sac on Croes and the possibility of minimizing the cul-de-sac on Merlin Court. Jennifer Steen of CobbFendley has provided exhibits demonstrating the options available for design. Director Watson and City Administrator John McDonald met with the Fire Marshall, Mr. Brian Croft, and discussed radius requirements. Mr. Croft offered to have a fire engine drive the current 30 (thirty) foot radius cul-de-sac and ensure the apparatus could properly utilize it. While a 40 (forty) foot radius is preferred, the 30 (thirty) foot radius is the minimum that will work for the fire engines. Jennifer Steen of CobbFendley is present and can answer any questions about the exhibits presented.

At this time, Jennifer Steen of CobbFendley went over the CIP Project Design update, answered questions of the City Council, and requested direction to move forward with the project design. After much discussion, the direction given by the Council was as follows:

Merlin Court Reconstruction – The recommendation from CobbFendley was that the existing cul-de-sac stay the same and the only design change during the reconstruction be the City required rollover curb requirement versus the 6x6 (six by six) inch curb because the current slopes and drainage of Merlin Court are working properly. For this reason, CobbFendley is not looking to change any roadway profile or plan view of Merlin Court. The City Council agreed with Ms. Steen's recommendation.

Croes Drive Reconstruction (Southeast Cul-de-sac) – There is currently a 30 (thirty) foot radius, but it is not centered in the right-of-way and is shifted north. The options provided by CobbFendley include designs at a 40 (forty) foot radius like what is at Burkhart Circle and Burkhart Court, that would still give a 10 (ten) foot wide outline between the back of the curb and the right-of-way. The next option would be a 30 (thirty) foot-radius cul-de-sac that is centered inside of the right-of-way. Lastly, is the option of a 30 (thirty) foot radius cul-de-sac exactly where it is and not center it, in the right-of-way. Ms. Steen didn't have a specific preference of recommendation but did state that if there was a change to the larger cul-de-sac, then there is a need for it to be centered so that utilities could fit inside of the right-of-way in that paving. The City Council's recommendation was for a 30 (thirty) foot radius cul-de-sac and

centered in the right-of-way.

Croes Drive Reconstruction (North Cul-de-sac) – This area is already platted for a cul-de-sac at this location, but one has not been built. The first presented option would be to center a 30 (thirty) foot radius cul-de-sac in the middle of the existing right of way. The second would be centering a 40 (forty) foot-radius cul-de-sac in the middle of the existing right of way. City Administrator John McDonald informed the Council that once the designs were farther along, the City would hold public meetings for residents on all streets affected. Ms. Steen also mentioned that to have a better idea of the changes, they will have a surveyor back out to reflect better on the plans.

Spring Oaks Circle Reconstruction – In this case, this area does not have the right-of-way. Ms. Steen explained that this is a dead-end street that has a very small cul-de-sac and is not even 30 (thirty) feet wide. She then presented the different views and options for a 30 (thirty) foot radius and a 40 (forty) foot radius. To go with a 30 (thirty) foot radius, the City would need to obtain additional right-of-way for the utilities to go around the road and the request would be the same for a 40 (forty) foot radius. Ms. Steen also advised the Council that both Spring Oaks Circle and Croes Drive on the west side of Fries Road that both roads would be significantly lowered than what they currently are to make sure that the roads sit lower than the foundations for those homes. The recommendation for the Spring Oak Circle reconstruction was to look at setbacks and right-of-way, and for it to be brought back before the Council again.

Croes Drive Reconstruction Road Exhibit – Croes is not centered in the existing right-of-way but goes through the right-of-way and is a narrower road than the standard. The designs presented show a big difference if the road is centered in the right-of-way versus centering on the existing road and would be shifting all the width on to one property. The recommendation for Croes Drive was to center it on the existing right-of-way.

7.2 Police Department Update

1. Number of calls for service – 3,465
2. Number of traffic violations – 798

7.3 Village Fire Department Report and updates from the City's representative to the Village Fire Department Board of Commissioners

Deputy Chief Miller presented the Village Fire Department updates for January 2025 to include updates on staffing, equipment, major calls, and ongoing projects.

8. RECESS REGULAR CITY COUNCIL MEETING

8.1 Regular Meeting of the Board of Directors of the Spring Valley Legacy Fund, Inc.

The Regular meeting of the City Council recessed at 7:02 p.m.

9. RECONVENE MEETING OF CITY COUNCIL

The Regular meeting of the City Council reconvened at 7:08 p.m.

10. OLD BUSINESS

10.1 CONSIDERATION AND POSSIBLE ACTION CONCERNING ORDINANCE RELATED TO CHAPTER 12 ZONING: ORDINANCE NO. 2025-XX AN ORDINANCE OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS PROVIDING FOR THE AMENDMENT OF SECTION 3, DEFINITIONS, TO CHAPTER 12, PLANNING AND ZONING, OF THE CITY'S CODE OF ORDINANCES BY ADDING A DEFINITION OF GATE; RENUMBERING OTHER PROVISIONS IN SECTION 3, DEFINITIONS, TO CHAPTER 12, PLANNING AND ZONING; ADDING SECTION 11:01.11. GATES TO PROVIDE FOR HEIGHT AND EGRESS PROVISIONS TO SECTION 11 FENCES, CHAPTER 12, PLANNING AND ZONING, PROVIDING FOR SEVERABILITY; AND PROVIDING A PENALTY IN AN AMOUNT NOT TO EXCEED \$2,000.00 PER DAY WITH EACH DAY CONSTITUTING A NEW VIOLATION.

Mayor Vajdos read the ordinance by caption only. Council Member Dominy motioned to approve Ordinance 2025-05, which approves the amendment of Section 3, Definition, to Chapter 12, Planning and Zoning, of the City's code of ordinances regarding the definition of gate and height and egress provisions, and Council Member Lisenby seconded the motion. The motion carried 3-1 with Council Member Bass voting against the approval of the ordinance.

11. NEW BUSINESS

11.1 CONSIDERATION AND POSSIBLE ACTION CONCERNING: APPROVAL OF RESOLUTION TO SIGN NEW DEPOSITORY AGREEMENT WITH WELLS FARGO

Council Member McCormack motioned to approve the new depository agreement with Wells Fargo, and Council Member Bass seconded the motion. Motion carried 4-0.

11.2 CONSIDERATION AND POSSIBLE ACTION CONCERNING: Ordinance No. 2025-XX – AN ORDINANCE OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, DECLARING UNOPPOSED CANDIDATES IN THE MAY 3, 2025, GENERAL CITY ELECTION ELECTED TO OFFICE; PROVIDING FOR THE INCORPORATION OF PREAMBLE; CANCELING THE MAY 3, 2025, GENERAL CITY ELECTION; PROVIDING A SEVERABILITY CLAUSE, AND AN EFFECTIVE DATE.

Council Member McCormack motioned to approve Ordinance 2025-06 canceling the May 3, 2025, General Election and declaration of unopposed candidates, and Council Member Bass seconded the motion. Motion carried 4-0.

12. ADJOURNMENT

Council Member Bass motioned to adjourn the meeting at 7:25 p.m., and Council Member Dominy seconded the motion. Motion carried 4-0.

Signed: _____
Marcus Vajdos
Mayor

Attest: _____
Jasmin Torres
City Secretary



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Jasmin Torres, City Secretary
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Resolution Number 25-XX - A RESOLUTION BY THE CITY OF SPRING VALLEY VILLAGE, TEXAS SUSPENDING THE APRIL 19, 2025 EFFECTIVE DATE OF THE PROPOSAL BY CENTERPOINT ENERGY RESORUCES CORP., D/B/A CENTERPOINT ENERGY ENTEX AND CENTERPOINT ENERGY TEXAS GAS – HOUSTON, TEXAS COAST, SOUTH TEXAS, AND BEAUMONT/EAST TEXAS GEOGRAPHIC RATE AREAS, TO IMPLEMENT INTERIM GRIP RATE ADJUSTMENTS FOR GAS UTILITY INVESTMENT IN 2024 AND REQUIRING DELIVERY OF THIS RESOLUTION TO THE COMPANY AND LEGAL COUNSEL.

BACKGROUND:

ATTACHMENTS:	2025 CenterPoint Energy GRIP Suspension Resolution
---------------------	--

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:

RESOLUTION NO. 25-XX

A RESOLUTION BY THE CITY OF SPRING VALLEY VILLAGE, TEXAS SUSPENDING THE APRIL 19, 2025 EFFECTIVE DATE OF THE PROPOSAL BY CENTERPOINT ENERGY RESOURCES CORP., D/B/A CENTERPOINT ENERGY ENTEX AND CENTERPOINT ENERGY TEXAS GAS – HOUSTON, TEXAS COAST, SOUTH TEXAS, AND BEAUMONT/EAST TEXAS GEOGRAPHIC RATE AREAS, TO IMPLEMENT INTERIM GRIP RATE ADJUSTMENTS FOR GAS UTILITY INVESTMENT IN 2024 AND REQUIRING DELIVERY OF THIS RESOLUTION TO THE COMPANY AND LEGAL COUNSEL.

WHEREAS, the City of Spring Valley Village, Texas (“City”) is a gas utility customer of CenterPoint Energy Resources Corp., d/b/a CenterPoint Energy Entex and CenterPoint Energy Texas Gas – Houston, Texas Coast, South Texas, and Beaumont/East Texas geographic rate areas (CenterPoint or Company) and is a regulatory authority with an interest in the rates and charges of CenterPoint; and

WHEREAS, CenterPoint made filings with the City and the Railroad Commission of Texas (“Railroad Commission”) on February 18, 2025, proposing to implement interim rate adjustments (“GRIP Rate Increases”) pursuant to Texas Utilities Code § 104.301 on all customers served by CenterPoint, effective April 19, 2025; and

WHEREAS, it is incumbent upon the City, as a regulatory authority, to examine the GRIP Rate Increases to determine its compliance with the Texas Utilities Code.

THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, THAT:

1. The April 19, 2025 effective date of the GRIP Rate Increases proposed by CenterPoint is hereby suspended for the maximum period allowed by Texas Utilities Code

§ 104.301(a) to permit adequate time to review the proposed increases, analyze all necessary information, and take appropriate action related to the proposed increases.

2. A copy of this Resolution shall be sent to CenterPoint, care of Keith L. Wall at 1111 Louisiana Street, CNP Tower 19th Floor, Houston, Texas 77002, and to Jamie Mauldin, legal counsel to the City, at Lloyd Gosselink, 816 Congress Ave., Suite 1900, Austin, Texas 78701.

Signed this _____ day of _____, 2025.

MAYOR

ATTEST:



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Kristina Watson, Public Works Director
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Approval of Pay Estimate No. 11 Brighton Place Pavement & Utility Improvement Project

BACKGROUND:	This is the 11th pay estimate to be submitted by Conrad Construction, Ltd., for the Brighton Place Pavement and Utility Improvement Project (2023-12-105) for work completed from January 1 through January 31, 2025, in the amount of \$632,314.40. Pay application No 11 brings the Brighton Place Pavement and Utility Improvement Project to 67% paid of the total contract amount of \$6,369,204.45.
--------------------	--

ATTACHMENTS:	Brighton Place Pay App No. 11
---------------------	-------------------------------

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:	Both CobbFendley and City Staff have reviewed Pay Application No 11 and recommend approval.
------------------------	---

March 6, 2025

City of Spring Valley Village
1025 Campbell Road
Houston, TX 77055

Re: Brighton Place Reconstruction
Payment Application #11
CFA Project No. 2212-056-01

Dear Kristina Watson:

Attached is Payment Application #11 from Conrad Construction Co., LTD for the above-referenced project. We have reviewed the enclosed payment application and find it to be correct with quantities verified to the extent practical in the field. Retainage in the amount of 10% is being held in accordance with the Contract Documents. We recommend approval of payment in the amount of \$632,314.40.

If you have any questions or require additional information, I can be contacted at (713) 462-3242.

Sincerely,

COBB, FENDLEY & ASSOCIATES, INC.



Jenniter Steen, PE
Sr. Project Manager

Application and Certificate for Payment

PROJECT: Brighton Place Reconstruction
OWNER: City of Spring Valley Village
ADDRESS: 1025 Campbell Road
 Houston, TX 77055

Estimate: #11

CONTRACT TIME

Notice to Proceed	4/29/2024	Initial Contract Time	365 days
Substantial Completion Date	8/19/2025	Current Approved Extensions	49 days
Final Completion Date	8/19/2025	Previous Approved Extensions	63 days
		Total Contract Time	477 days
PAY PERIOD:	From: 2/1/2025	Spent Days	305 days
	To: 2/28/2025	Days Remaining	172 days
		Rain Days To Date	0 days
		Percent of Contract Time Completed	64%

CHANGE ORDERS

NO.	Date:	Amount:	Days:
0	3/6/2025	Rain Days to Date	49.0
1	10/9/2024	\$70,637.00	38
2	1/29/2025	47,892.95	25
Total Change Orders:		\$118,529.95	63

SUMMARY OF WORK COMPLETED

Original Contract Sum:	\$	6,250,674.50
Net Change by Change Orders:	\$	118,529.95
Contract Sum to Date:	\$	6,369,204.45
Total Completed and Stored to Date:	\$	4,257,289.42
Percent of Work Installed		67%
Retainage, (% of Completed Work:)		10%
Total Retainage:	\$	425,728.94
Total Earned Less Retainage:	\$	3,831,560.48
Less Previous Certificates of Payment:	\$	3,199,246.08
Current Payment Due:	\$	632,314.40

PAYMENT REVIEW AND APPROVAL

The undersigned Engineer certifies that to the best of his knowledge and belief, the scope of work for which payment is applied for has been satisfactorily completed.

Prepared By:	<u>James R. Bolin</u> Print Name <u>[Signature]</u> Signature Conrad Construction Co., LTD	Date: <u>3.6.25</u>
Approved By:	<u>Jennifer Steen</u> Print Name <u>[Signature]</u> Signature Cobb, Fendley & Associates, Inc.	Date: <u>3/6/2025</u>
Accepted By:	<u>Kristina Watson</u> Print Name <u>[Signature]</u> Signature City of Spring Valley Village	Date: <u>3/6/2025</u>

PAY ESTIMATE: #11											
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT QTY	UNIT PRICE	Pay Estimate #10 QUANTITY INSTALLED		Pay Estimate #11 QUANTITY INSTALLED		YEAR TO DATE		
					Quantity	Amount	Quantity	Amount	Quantity	Amount	Percent Comp.
A. SECTION 1 - GENERAL AND SITE WORK ITEMS - PRIMARY SITE											
1	Mobilization, Bonds, Insurance, Construction Staking, etc. (5% Max)	LS	1	\$ 300,000.00		0.00		0.00	1.00	\$ 300,000.00	100.00%
2	Installation of Project Sign	LS	1	\$ 1,650.00		0.00		0.00	1.00	\$ 1,650.00	100.00%
3	Contractor to Coordinate with Adjacent Property Owners and Public Entities on Advance Notification of Traffic Phasing Changes, Mail, Parking, Driveway Access, etc.	MO	12	\$ 3,750.00	1.00	3,750.00	1.00	3,750.00	10.00	\$ 37,500.00	83.33%
4	Construction photographs	LS	1	\$ 1,400.00		0.00		0.00	0.00	\$ -	0.00%
5	TPDES Submittal	LS	1	\$ 1,000.00		0.00		0.00	1.00	\$ 1,000.00	100.00%
6	Construction Material Testing, approved geotechnical companies include Alpha Testing, Terracon, Riner Engineering, and QC Laboratories, Inc.	LS	1	\$ 105,000.00	0.06	6,300.00	0.03	3,150.00	0.72	\$ 75,600.00	72.00%
7	Bypass Pumping for Sanitary Sewer	LS	1	\$ 4,500.00		0.00		0.00	1.00	\$ 4,500.00	100.00%
8	Control of Ground and Surface Water, Including Bypass Pumping	LS	1	\$ 1.00		0.00		0.00	1.00	\$ 1.00	100.00%
9	Removal of Existing Traffic Signs	EA	10	\$ 100.00		0.00		0.00	0.00	\$ -	0.00%
10	Provide and Install New Signs, Including Stop, Speed, Street Name, Speed Hump Sign and Children at Play	EA	26	\$ 700.00		0.00		0.00	0.00	\$ -	0.00%
11	Provide Traffic Control Throughout Project Duration. Include Mobile Changeable Traffic Signs, Flag Men, Low Profile Barriers, Barrels, Cones, Etc. as Needed for Each Phase of Construction	LS	1	\$ 110,000.00	0.06	6,600.00	0.03	3,300.00	0.87	\$ 95,700.00	87.00%
12	Tree and Plant Protection, Including Root Pruning, Crown Cleaning Prune	LS	1	\$ 50,000.00	0.08	4,000.00	0.03	1,500.00	0.74	\$ 37,000.00	74.00%
13	Removal of Tree 0 – 11.99" (or Palm Tree), species varies.	EA	1	\$ 1,050.00		0.00		0.00	3.00	\$ 3,150.00	300.00%
14	Removal of Tree 12 – 29.99", species varies	EA	8	\$ 1,550.00		0.00		0.00	4.00	\$ 6,200.00	50.00%
15	Removal of Tree 30 – 45", species varies	EA	2	\$ 2,100.00		0.00		0.00	1.00	\$ 2,100.00	50.00%
16	Storm Water Pollution Prevention Including Inlet Protection, Construction Access, Stabilized Entrance, Complete in Place. Replace SWPP as needed during construction. Remove SWPP at construction completion.	LS	1	\$ 8,500.00	0.06	510.00	0.03	255.00	0.75	\$ 6,375.00	75.00%

PAY ESTIMATE: #11											
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT QTY	UNIT PRICE	Pay Estimate #10 QUANTITY INSTALLED		Pay Estimate #11 QUANTITY INSTALLED		YEAR TO DATE		
					Quantity	Amount	Quantity	Amount	Quantity	Amount	Percent Comp.
17	Complete Removal of Sanitary Sewer as Needed for Construction. Sanitary sewer may be abandoned in place, where not in conflict with proposed utilities.	LF	333	\$ 16.50		0.00		0.00	0.00	\$ -	0.00%
18	Purchase and Installation of Temporary Mailboxes, Complete in Place	EA	119	\$ 100.00	4.00	400.00		0.00	70.00	\$ 7,000.00	58.82%
19	Purchase and Installation of St. Augustine Block Sodding, Including Sod, Fertilizer, Topsoil, Watering, Complete in Place	SY	9,440	\$ 6.75		0.00		0.00	3,550.00	\$ 23,962.50	37.61%
20	Purchase and Installation of 4-Foot Precast Concrete Manholes, Complete in Place	EA	2	\$ 7,000.00		0.00		0.00	1.00	\$ 7,000.00	50.00%
21	Rehabilitation of Existing Manhole, Complete in Place	EA	2	\$ 4,500.00		0.00	1.00	4,500.00	1.00	\$ 4,500.00	50.00%
22	Grade and Shape Between Road and ROW	SY	9,440	\$ 1.50		0.00		0.00	3,798.00	\$ 5,697.00	40.23%
23	Remove Existing Mailboxes, Place at Road ROW, Reinstall Existing Mailbox to Permanent Location Upon Completion of Phase, Complete in Place	EA	119	\$ 100.00	8.00	800.00		0.00	78.00	\$ 7,800.00	65.55%
24	Remove and Cap Irrigation Line at Road Right-of-Way. Paid per Each Property that has Irrigation Inside the Road Right-of-Way	Lot	35	\$ 550.00	4.00	2,200.00		0.00	61.00	\$ 33,550.00	174.29%
25	Removal and Proper Disposal of Storm Sewer, Back Fill Void with Select Fill, Complete in Place	LF	2,588	\$ 15.00		0.00		0.00	427.00	\$ 6,405.00	16.50%
26	Removal and Proper Disposal of Storm Sewer Inlets & Manholes, Back Fill Void with Select Fill, Complete in Place	EA	21	\$ 900.00		0.00		0.00	10.00	\$ 9,000.00	47.62%
27	Abandon And Grout Fill Existing Storm Sewer, All Sizes	LF	298	\$ 70.00		0.00		0.00	0.00	\$ -	0.00%
28	Abandon and Fill Existing 8-inch Diameter Sanitary Sewer Line	LF	253	\$ 15.00		0.00		0.00	0.00	\$ -	0.00%
29	Removal of Landscaping Hardscape, Including Blocks, Bricks, Pavers, etc. Located Inside Road ROW and Stockpile at Road ROW	LS	1	\$ 20,000.00	0.06	1,200.00	0.03	600.00	0.57	\$ 11,400.00	57.00%
30	Trench Safety System, Including Storm Sewer, Water Line, Bore Pits, Sanitary Sewer	LF	4,141	\$ 1.00	272.00	272.00	456.00	456.00	1,596.00	\$ 1,596.00	38.54%
31	Complete Removal and Proper Disposal of Pavement (Thickness Varies), Including Driveways, Walkways and Curb	SY	22,256	\$ 6.50	695.62	4,521.53	97.03	630.70	11,662.51	\$ 75,806.32	52.40%
32	Roadway Excavation and Haul-Off	CY	4,650	\$ 1.00	200.00	200.00		0.00	1,881.00	\$ 1,881.00	40.45%

PAY ESTIMATE: #11											
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT QTY	UNIT PRICE	Pay Estimate #10 QUANTITY INSTALLED		Pay Estimate #11 QUANTITY INSTALLED		YEAR TO DATE		
					Quantity	Amount	Quantity	Amount	Quantity	Amount	Percent Comp.
33	Provide and Install 8-Inch Lime Stabilized Subgrade (5%), Including Lime, Manipulation, and Compaction, Complete in Place, per the geotechnical report.	SY	21,335	\$ 12.50	1,207.00	15,087.50		0.00	10,279.28	\$ 128,491.00	48.18%
34	Purchase and Installation of 12-inch Sanitary Sewer, Complete in Place	LF	594	\$ 195.00		0.00		0.00	0.00	\$ -	0.00%
35	Purchase and Installation of 6-Inch Diameter Water Line, by Trenchless Construction, Complete in Place	LF	1,075	\$ 90.00		0.00		0.00	1,075.00	\$ 96,750.00	100.00%
36	Purchase and Installation of 8-Inch Diameter Water Line, by Trenchless Construction, Complete in Place	LF	5,457	\$ 130.00	1,645.00	213,850.00		0.00	5,346.00	\$ 694,980.00	97.97%
37	Purchase and Installation of 8-Inch Diameter Water Line, by open cut Complete in Place	LF	542	\$ 175.00	354.00	61,950.00		0.00	532.00	\$ 93,100.00	98.15%
38	Water Tap and Service Line -Short Connections, Connect to Existing Meter, Complete in Place	EA	60	\$ 1,500.00	11.00	16,500.00		0.00	51.00	\$ 76,500.00	85.00%
39	Water Tap and Service Line -Long Connections, Connect to Existing Meter, Complete in Place	EA	65	\$ 2,500.00		0.00		0.00	48.00	\$ 120,000.00	73.85%
40	Purchase and Installation of 8-Inch Wet Connection, Complete in Place	EA	1	\$ 5,000.00		0.00		0.00	0.00	\$ -	0.00%
41	Cut, Plug, and Abandon Existing Diameter Water Lines size varies 4-Inch to 8-Inch, Complete in Place	LF	5,627	\$ 1.00		0.00		0.00	3,600.00	\$ 3,600.00	63.98%
42	Purchase and Installation of 8-Inch Tapping Sleeve & Valve, Complete in Place	EA	1	\$ 6,500.00		0.00		0.00	1.00	\$ 6,500.00	100.00%
43	Removal of Existing Fire Hydrant Assembly	EA	12	\$ 850.00	2.00	1,700.00		0.00	11.00	\$ 9,350.00	91.67%
44	Purchase and Installation of New Fire Hydrant Assembly, Complete in Place	EA	12	\$ 7,500.00	2.00	15,000.00		0.00	11.00	\$ 82,500.00	91.67%
45	Purchase and Installation of Concrete Junction Box JB01, Complete in Place	LS	1	\$ 54,500.00		0.00		0.00	0.00	\$ -	0.00%
46	Purchase and Installation of Concrete Junction Box JB02, Complete in Place	LS	1	\$ 50,000.00		0.00		0.00	1.00	\$ 50,000.00	100.00%
47	Purchase and Installation of Concrete Junction Box JB03, Complete in Place	LS	1	\$ 40,000.00		0.00		0.00	0.00	\$ -	0.00%
48	Purchase and Installation of 4-Inch Yard Drain with Steel Curb Box, Complete in Place	EA	122	\$ 650.00	4.00	2,600.00	3.00	1,950.00	84.00	\$ 54,600.00	68.85%
49	Purchase and Installation of 24-Inch Storm Sewer (RCP or HP) by Open Cut, Including Cement Stabilized Sand, Complete in Place	LF	1,770	\$ 130.00	14.00	1,820.00		0.00	764.00	\$ 99,320.00	43.16%

PAY ESTIMATE: #11											
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT QTY	UNIT PRICE	Pay Estimate #10 QUANTITY INSTALLED		Pay Estimate #11 QUANTITY INSTALLED		YEAR TO DATE		
					Quantity	Amount	Quantity	Amount	Quantity	Amount	Percent Comp.
50	Purchase and Installation of 36-Inch Storm Sewer (RCP or HP) by Open Cut, Including Cement Stabilized Sand, Complete in Place	LF	378	\$ 200.00		0.00		0.00	100.00	\$ 20,000.00	26.46%
51	Purchase and Installation of 42-Inch Storm Sewer (RCP or HP) by Open Cut, Including Cement Stabilized Sand, Complete in Place	LF	371	\$ 240.00		0.00		0.00	0.00	\$ -	0.00%
52	Purchase and Installation of 10-Foot by 5-Foot Reinforced Concrete Box by Open Cut, Complete in Place	LF	828	\$ 1,350.00	258.00	348,300.00	456.00	615,600.00	732.00	\$ 988,200.00	88.41%
53	Purchase and Installation of Precast Type BB Inlet, Complete in Place	EA	19	\$ 5,000.00	1.00	5,000.00	1.00	5,000.00	14.00	\$ 70,000.00	73.68%
54	Purchase and Installation of Precast Type C Inlet, Complete in Place	EA	6	\$ 5,500.00		0.00		0.00	2.00	\$ 11,000.00	33.33%
55	Purchase and Installation of Precast Type C1 Inlet, Complete in Place	EA	2	\$ 7,300.00		0.00		0.00	0.00	\$ -	0.00%
56	Temporary Pavement, As Needed for Construction Phasing	LS	1	\$ 5,000.00		0.00		0.00	1.00	\$ 5,000.00	100.00%
57	Purchase and Installation of 6-Inch Concrete Pavement and Driveways, Complete in Place	SY	21,365	\$ 68.50	555.65	38,062.03	527.04	36,102.24	10,261.96	\$ 702,944.26	48.03%
58	Blue Reflective Marker Placed at each Fire Hydrant, Complete in Place	EA	12	\$ 15.00		0.00		0.00	0.00	\$ -	0.00%
59	4-Inch Yellow Broken Reflectorized Pavement Markings, Complete in Place	LF	4,750	\$ 1.75		0.00		0.00	0.00	\$ -	0.00%
60	4-Inch Yellow Median Striping Reflectorized Pavement Markings, Complete in Place	LS	1	\$ 2,500.00		0.00		0.00	0.00	\$ -	0.00%
61	12-Inch White Reflectorized Pavement Marking, Complete in Place	LF	100	\$ 15.00		0.00		0.00	0.00	\$ -	0.00%
62	24-Inch White Reflectorized Pavement Marking, Complete in Place	LF	150	\$ 20.00		0.00		0.00	0.00	\$ -	0.00%
63	White Reflectorized Turn Arrows Pavement Marking, Complete in Place	EA	4	\$ 375.00		0.00		0.00	0.00	\$ -	0.00%
64	Purchase and Installation of 4-Inch x 12-Inch Mountable Concrete Curb, Complete in Place	LF	10,574	\$ 4.50		0.00		0.00	3,977.00	\$ 17,896.50	37.61%
65	Purchase and Installation of 6-Inch Concrete Curb, Complete in Place	LF	852	\$ 6.00		0.00	11.00	66.00	11.00	\$ 66.00	1.29%
66	Purchase and Installation of 4 1/2-Inch Concrete Walkway and Steps, Complete in Place	SF	3,951	\$ 9.50	77.62	737.39	490.00	4,655.00	1,939.54	\$ 18,425.63	49.09%
67	Adjust Traffic Signal Timing and Control Cabinet as Needed for Construction	LS	1	\$ 6,000.00		0.00		0.00	0.00	\$ -	0.00%

PAY ESTIMATE: #11											
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT QTY	UNIT PRICE	Pay Estimate #10 QUANTITY INSTALLED		Pay Estimate #11 QUANTITY INSTALLED		YEAR TO DATE		
					Quantity	Amount	Quantity	Amount	Quantity	Amount	Percent Comp.
68	Install New Traffic Loops to Ground Box. Match Existing Loop Size and Type. Revise signal timing to Preconstruction Conditions	LS	1	\$ 10,000.00		0.00		0.00	0.00	\$ -	0.00%
69	Purchase and Installation of Black Speed Cushion including White Pavement Markings, Complete in Place	EA	6	\$ 4,750.00		0.00		0.00	0.00	\$ -	0.00%
B. EXTRA WORK ITEMS											
1	Cure-in-Place Line Existing Storm Manhole, Complete in Place	EA	1	\$ 4,000.00		0.00		0.00	0.00	\$ -	0.00%
C. ALLOWANCE											
1	Construction Allowance for Unforeseen Circumstances Pre-Approved by the City (used for Change Order 1)	LS	1	\$ 25,000.00		0.00		0.00	0.00	\$ -	0.00%
CHANGE ORDER NO. 1											
CO1.1	Cured-in-Place Storm Sewer	LS	1	\$ 72,237.00		0.00		0.00	1.00	\$ 72,237.00	100.00%
CO1.2	Short Side Service Lead (\$1,675 EA) 6 approved on CH 1	EA	6	\$ 1,675.00		0.00		0.00	0.00	\$ -	0.00%
CO1.3	Long Side Service Lead (\$2,225 EA) 6 approved on CH 2	EA	6	\$ 2,225.00	6.00	13,350.00	6.00	13,350.00	12.00	\$ 26,700.00	200.00%
CO1.4	20 additional days for moving mailboxes	LS	1	\$ -		0.00		0.00	0.00	\$ -	0.00%
CO2-1	Replace 62 meter boxes, add valves	LS	1	\$ 16,554.00	1.00	16,554.00			1.00	\$ 16,554.00	100.00%
CO2-2	Additional survey	LS	1	\$ 5,650.25	1.00	5,650.25			1.00	\$ 5,650.25	100.00%
CO2-3	Lower storm sewer, extra excavation	LS	1	\$ 25,688.70	0.50	12,844.35	0.30	7,706.61	0.80	\$ 20,550.96	80.00%
						0.00		0.00	0.00	\$ -	#DIV/0!

Original Contract Amount: \$ 6,250,674.50 Number of requested Rain Days:	Total	799,759.05	Total	702,571.55
		79,975.90	Retainer 10%	70,257.15
	Total	719,783.14	Total	632,314.39
		9		6

Percent Complete Color Code:
In progress, under 100%
Complete, 100%
Over 100%



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Kristina Watson, Public Works Director
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Approval of Pay Estimate No. 11 Cedarspur (W of Bingle) & Burkhart (E of Bingle) Pavement & Utility Improvement Project

BACKGROUND:	This is the 11th pay estimate to be submitted by On Par Civil Services, LLC., for the Cedarspur (West of Bingle) & Burkhart (East of Bingle) Pavement and Utility Improvement Project (2023-09-103) for work completed February 1 through February 28, 2025, in the amount of \$182,691.81. Pay Application No. 11 brings the Cedarspur (West of Bingle) & Burkhart (East of Bingle) Pavement and Utility Improvement Project to 90% paid of the total contract amount of \$3,103,841.35.
--------------------	--

ATTACHMENTS:	Pay Application #11 - Signed
---------------------	------------------------------

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:	Both Gessner Engineering and City Staff have reviewed Pay Application No. 11 and recommend approval.
------------------------	--

Cover Letter: Payment Application #11



GESSNER
ENGINEERING

TO: City of Spring Valley Village
(Owner)

Contract: Paving and Utility Improvements to Serve Cedarspur Drive (West of Bingle) and Burkhardt Road (East of Bingle)

(Insert name of Contract as it appears in the Contract Documents)

Owner's Contract No. 2023-09-103

Engineer: Gessner Engineering

Contractor: On Par Civil Services, LLC

On Par Civil Services, LLC has submitted Payment Application #11 for work through Feb 01, 2025 to Feb 28, 2025, in the amount of \$182,691.81. After review of work complete to date and material stored on-site, Gessner Engineering recommends the payment of \$182,691.81 to On Par Civil Services, LLC.

1. <u>Original Contract Amount:</u>	<u>\$2,978,252.8</u>
2. <u>Change Orders:</u>	<u>\$125,588.55</u>
3. <u>Total Current Contract Amount:</u>	<u>\$3,103,841.35</u>
4. <u>Total Value of Work Completed to Date:</u>	<u>\$2,800,729.35</u>
5. <u>Total Materials Stored to Date:</u>	<u>\$0.00</u>
6. <u>Total Completed & Stored to Date:</u>	<u>\$2,800,729.35</u>
7. <u>Retainage (10%):</u>	<u>\$280,072.94</u>
8. <u>Total Completed, Less Retainage:</u>	<u>\$2,520,656.42</u>
9. <u>Total Amount of Prior Payments:</u>	<u>\$2,337,964.61</u>
10. <u>Current Due Amount:</u>	<u>\$182,691.81</u>
11. <u>Total Balance Remaining:</u>	<u>\$583,184.94</u>
12. <u>Notice to Proceed Date:</u>	<u>March 6, 2024</u>
13. <u>Project Estimated Completion Date:</u>	<u>February 28, 2025</u>

Samantha Beevers, PE

(ENGINEER)

Recommend Payment:
See attached (Pay App)

PROJECT MANAGER

(TITLE)

APPLICATION AND CERTIFICATION FOR PAYMENT

AIA DOCUMENT G702

PAGE 1 OF 2

TO :

Gessner Engineering

Owner:

City of Spring Valley Village

FROM CONTRACTOR:

On Par Civil Services, LLC
1220 Blalock Road Suite 300
Hou, Tx 77055

PROJECT:

Paving and Utility Improvements
Cedarspur Dr and Burkhart Rd

ARCHITECT:

Engineer: Gessner Engineering

APPLICATION NO:

11

APPLICATION DATE:

2/28/25

PERIOD FROM:

2/1/25

PERIOD TO:

2/28/25

PROJECT NO:

20-0109-01

CONTRACT DATE:

March 6, 2024

Distribution to:

☒ OWNER

☒ ARCHITECT

☒ ENGINEER

☒ CONTRACTOR

CONTRACT FOR: Paving Improvements Cedarspur Dr and Berkhart Road

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract Continuation Sheet, AIA Document G703, is attached.

1. ORIGINAL CONTRACT SUM

\$ 2,978,252.80

2. Net Change by Change Orders

\$ 125,588.55

3. CONTRACT SUM TO DATE (LINE 1 + 2)

\$ 3,103,841.35

4. TOTAL COMPLETED & STORED TO DATE

\$ 2,800,729.35

(Column G on G703)

5. RETAINAGE:

a. 10% of Completed Work

\$ 280,072.94

(Column D + E on G703)

b. 0% of Stored Material

\$ 0.00

(Column F on G703)

Total Retainage (Lines 5a + 5b or

Total in Colum I of G703

\$ 280,072.94

6. TOTAL EARNED LESS RETAINAGE

\$ 2,520,656.42

(Line 4 Less Line 5 Total)

7. LESS PREVIOUS CERTIFICATES FOR PAYMENT

\$ 2,337,964.61

(Line 6 from Prior Certificate)

8. CURRENT PAYMENT DUE

\$ 182,691.81

9. BALANCE TO FINISH, INCLUDING RETAINAGE

\$ 583,184.94

(Line 3 Less Line 6)

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by the Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

CONTRACTOR: On Par Civil Services, LLC

By: Eddie G Breedlove
Project Manager

Date: 2/28/25

State of: Texas
County of:
Subscribed and sworn to before me on:
Notary Public:
My Commission expires:

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observations and the data comprising the application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED..... \$

(Attach explanation if amount certified differs from the amount applied. Initial all figures on this Application and on the Continuation Sheet that are changed to conform with the amount certified).

ARCHITECT: 0

By: Date:

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner	\$112,482.65	\$0.00
Total approved this Month	\$0.00	\$0.00
TOTALS	\$112,482.65	\$0.00
NET CHANGES by Change Order	\$112,482.65	

CONTINUATION SHEET

AIA DOCUMENT G703

PROJECT: Paving and Utility Improvements

PAGE 2 OF 2

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing

Contractor's signed Certification is attached

In tabulations below, amounts are stated to the nearest dollar,

Use Column 1 on Contracts where variable retainage for line items may apply

Application No: 10
 Application Date: 02/28/25
 Period To: 02/28/25
 Project No: 20-0109-01

A	B	C			D	E	F	G	H	I
ITEM NO.	DESCRIPTION OF WORK 0.00	Quantity	Cost Per Unit	SCHEDULED VALUE	WORK COMPLETED		MATERIALS PRESENTLY STORED	TOTAL COMPLETED AND STORED TO DATE	BALANCE TO FINISH	RETAINAGE 10%
					FROM PREVIOUS APPLICATIONS	THIS PERIOD				
General Items										
100	Mobilization, Bonds, and Insurance	1.00	\$80,756.00	\$ 80,756.00	\$ 80,756.00	\$ -	\$ -	\$ 80,756.00	\$ -	\$ -
101	Sodding Up to ROW(St Augustine or Zoysia), Complete in Place	4,829.00	\$8.00	\$ 38,632.00		\$ 38,632.00	\$ -	\$ 38,632.00	\$ -	\$ -
102	Erosion Control (Permitting, Maintenance, Inspections and Reporting, and Measures Shown on the Plans	1.00	\$6,000.00	\$ 6,000.00	\$ 6,000.00		\$ -	\$ 6,000.00	\$ -	\$ -
103	Tree Protection, Complete in Place	1.00	\$7,500.00	\$ 7,500.00	\$ 7,500.00		\$ -	\$ 7,500.00	\$ -	\$ -
104	Furnish Construction Materials Testing, in Accordance with the plans and Specifications	1.00	\$16,000.00	\$ 16,000.00	\$ 16,000.00		\$ -	\$ 16,000.00	\$ -	\$ -
105	Relocate, Replace, or Repair Private Irrigation Systems Located within the ROW, for Each Parcel Disturbed, Complete in Place	44.00	\$400.00	\$ 17,600.00	\$ 17,600.00	\$ -	\$ -	\$ 17,600.00	\$ -	\$ -
106	Temporary Store of CenterPoint pole at Public Works Yard and Transport back to site	2.00	\$1,100.00	\$ 2,200.00			\$ -	\$ -	\$ 2,200.00	\$ -
Traffic Control										
200	6" Temporary Asphalt Paving, Type B Black Base	550.00	\$75.00	\$ 41,250.00	\$ 41,250.00	\$ -	\$ -	\$ 41,250.00	\$ -	\$ -
201	Remove and dispose of 8" Temporary Asphalt Paving	550.00	\$20.00	\$ 11,000.00	\$ 11,000.00	\$ -	\$ -	\$ 11,000.00	\$ -	\$ -
202	Temporary Crushed Limestone Driveways, Removal & Disposal as necessary after use	60.00	\$400.00	\$ 24,000.00	\$ 24,000.00	\$ -	\$ -	\$ 24,000.00	\$ -	\$ -
203	Temporary 15" ADS Plastic Culvert, Including Disposal after use	630.00	\$45.00	\$ 28,350.00	\$ 28,350.00	\$ -	\$ -	\$ 28,350.00	\$ -	\$ -
204	Traffic Control for All Phases	1.00	\$50,000.00	\$ 50,000.00	\$ 50,000.00		\$ -	\$ 50,000.00	\$ -	\$ -
	Demolition									
300	Demolition & Disposal of Existing Roadway Pavement including Base and Driveway Pavement including Base Material, and Sidewalks	8,020.00	\$10.00	\$ 80,200.00	\$ 80,200.00	\$ -	\$ -	\$ 80,200.00	\$ -	\$ -
301	Existing Street/Stop Sign to be Salvaged and Reinstalled after Construction	4.00	\$300.00	\$ 1,200.00	\$ 600.00	\$ 600.00	\$ -	\$ 1,200.00	\$ -	\$ -
302	Existing Storm Grate Inlet, Junction Box, and Manhole to be removed.	40.00	\$600.00	\$ 24,000.00	\$ 24,000.00		\$ -	\$ 24,000.00	\$ -	\$ -
303	Existing RCP Storm Sewer to be Removed (18" - 24")	2,476.00	\$25.00	\$ 61,900.00	\$ 61,900.00		\$ -	\$ 61,900.00	\$ -	\$ -
304	Existing RCP Storm Sewer to be Grout Filled	303.00	\$15.00	\$ 4,545.00	\$ 4,545.00	\$ -	\$ -	\$ 4,545.00	\$ -	\$ -
305	Removal of Existing Trees (Sized: 5-14")	17.00	\$700.00	\$ 11,900.00	\$ 11,900.00	\$ -	\$ -	\$ 11,900.00	\$ -	\$ -
306	Removal of Existing Trees (Sized: 15" - 25"))	6.00	\$1,100.00	\$ 6,600.00	\$ 6,600.00	\$ -	\$ -	\$ 6,600.00	\$ -	\$ -
307	Landscaped Areas in ROW to be Cleared	1.00	\$7,000.00	\$ 7,000.00	\$ 7,000.00		\$ -	\$ 7,000.00	\$ -	\$ -
308	Existing Sanitary Sewer Manhole to be Removed	8.00	\$1,000.00	\$ 8,000.00		\$ 8,000.00	\$ -	\$ 8,000.00	\$ -	\$ -

309	Grout Fill Existing 8" PVC Sanitary Sewer	1,720.00	\$10.00	\$ 17,200.00		\$ 17,200.00	\$ -	\$ 17,200.00	\$ -	\$ -
310	Remove Existing 4" PVC Sanitary Sewer	833.00	\$12.00	\$ 9,996.00		\$ 9,996.00	\$ -	\$ 9,996.00	\$ -	\$ -
311	Grout Fill Existing 6" Water Line (PVC) on Burkhardt Road	1,550.00	\$10.00	\$ 15,500.00		\$ 15,500.00	\$ -	\$ 15,500.00	\$ -	\$ -
312	Cut, Cap & Abandon Existing 6" Waterline	5.00	\$500.00	\$ 2,500.00		\$ 2,500.00	\$ -	\$ 2,500.00	\$ -	\$ -
313	Remove Existing Fire Hydrant	5.00	\$1,000.00	\$ 5,000.00		\$ 5,000.00	\$ -	\$ 5,000.00	\$ -	\$ -
314	Remove Existing Gate Valve (Waterline)	8.00	\$200.00	\$ 1,600.00		\$ 1,000.00	\$ -	\$ 1,000.00	\$ 600.00	\$ -
Pavement and Earthwork										
400	Earthwork - Cut to Fill, to Design Grades (In Place)	60.00	\$50.00	\$ 3,000.00	\$ 3,000.00	\$ -	\$ -	\$ 3,000.00	\$ -	\$ -
401	Earthwork - Cut to Haul to Design Grades (In Place)	4,985.00	\$13.00	\$ 64,805.00	\$ 64,805.00	\$ -	\$ -	\$ 64,805.00	\$ -	\$ -
402	Existing Subgrade Compaction (8")	9,275.00	\$9.00	\$ 83,475.00	\$ 83,475.00		\$ -	\$ 83,475.00	\$ -	\$ -
403	6" Concrete Pavement for Roadway, Complete in Place	6,523.00	\$108.00	\$ 704,484.00	\$ 704,484.00	\$ -	\$ -	\$ 704,484.00	\$ -	\$ -
404	6" Concrete Pavement for Driveways	1,471.00	\$108.00	\$ 158,868.00	\$ 158,868.00	\$ -	\$ -	\$ 158,868.00	\$ -	\$ -
405	4" Concrete Sidewalk, Complete in Place	95.00	\$165.00	\$ 15,675.00	\$ 15,675.00	\$ -	\$ -	\$ 15,675.00	\$ -	\$ -
406	4" x 12" Laydown Curb, Complete in Place	3,425.00	\$12.00	\$ 41,100.00		\$ 41,100.00	\$ -	\$ 41,100.00	\$ -	\$ -
407	Thermoplastic Pavement Marking, 24" Wide, Type 1 Solid, White)	52.00	\$6.00	\$ 312.00		\$ -	\$ -	\$ -	\$ 312.00	\$ -
408	4" Curb Drainage Outfalls	5.00	\$350.00	\$ 1,750.00		\$ 1,750.00	\$ -	\$ 1,750.00	\$ -	\$ -
409	6" Concrete Curb, Complete in Place (Including Transition from 4" Laydown Curb)	174.00	\$8.00	\$ 1,392.00		\$ 1,392.00	\$ -	\$ 1,392.00	\$ -	\$ -
Storm and Drainage										
500	Storm Sewer Trench Safety	2,282.00	\$1.00	\$ 2,282.00	\$ 2,282.00		\$ -	\$ 2,282.00	\$ -	\$ -
501	12" RCP Type III (Structural Backfill), Complete in Place	31.00	\$100.00	\$ 3,100.00	\$ 3,100.00	\$ -	\$ -	\$ 3,100.00	\$ -	\$ -
502	18" RCP Type IV (Structural Backfill), Complete in Place	424.00	\$135.00	\$ 57,240.00	\$ 57,240.00	\$ -	\$ -	\$ 57,240.00	\$ -	\$ -
503	24" RCP Type III (Structural Backfill), Complete in Place	570.00	\$115.00	\$ 65,550.00	\$ 65,550.00	\$ -	\$ -	\$ 65,550.00	\$ -	\$ -
504	30" RCP Type III (Structural Backfill), Complete in Place	475.00	\$145.00	\$ 68,875.00	\$ 68,875.00	\$ -	\$ -	\$ 68,875.00	\$ -	\$ -
505	36" RCP Type III (Structural Backfill), Complete in Place	78.00	\$165.00	\$ 12,870.00	\$ 12,870.00	\$ -	\$ -	\$ 12,870.00	\$ -	\$ -
506	5' TXDOT Type C-1 Curb Inlet, Complete in Place	2.00	\$8,000.00	\$ 16,000.00	\$ 16,000.00	\$ -	\$ -	\$ 16,000.00	\$ -	\$ -
507	5' Curb Inlet, Type BB, Complete in Place	13.00	\$7,500.00	\$ 97,500.00	\$ 97,500.00	\$ -	\$ -	\$ 97,500.00	\$ -	\$ -
508	Standard 5' Inside Diameter Storm Sewer Manhole, Complete in Place	5.00	\$4,500.00	\$ 22,500.00	\$ 22,500.00	\$ -	\$ -	\$ 22,500.00	\$ -	\$ -
509	Standard 4' Inside Diameter Storm Sewer Manhole, Complete in Place	6.00	\$4,000.00	\$ 24,000.00	\$ 24,000.00		\$ -	\$ 24,000.00	\$ -	\$ -
510	Standard 2'x2' Concrete Junction Storm Sewer Box, Complete in Place	1.00	\$3,000.00	\$ 3,000.00	\$ 3,000.00		\$ -	\$ 3,000.00	\$ -	\$ -
511	6" NDS Catch Basin Kit	6.00	\$2,200.00	\$ 13,200.00		\$ 13,200.00	\$ -	\$ 13,200.00	\$ -	\$ -
512	Existing Private Storm Systems to be Reconnected from ROW to Proposed Public Storm Sewer (Includes Pipe, Fittings, & Furnishings, 6" PVC	280.00	\$85.00	\$ 23,800.00	\$ 23,800.00	\$ -	\$ -	\$ 23,800.00	\$ -	\$ -

513	Existing Private Storm Systems to be Reconnected from ROW to Proposed Public Storm Sewer (Includes Pipe, Fittings, & Furnishings, 8" PVC	424.00	\$100.00	\$ 42,400.00	\$ 42,400.00	\$ -	\$ -	\$ 42,400.00	\$ -	\$ -
514	Connect to Existing Grate Inlet Plug, 42" Opening	1.00	\$1,800.00	\$ 1,800.00	\$ 1,800.00	\$ -	\$ -	\$ 1,800.00	\$ -	\$ -
Water										
600	Water Line Trench Safety	1,828.00	\$0.10	\$ 182.80	\$ 182.80		\$ -	\$ 182.80	\$ -	\$ -
601	6" PVC C-900 DR 18 Waterline with Structural Backfill Complete in Place	668.00	\$40.00	\$ 26,720.00	\$ 26,720.00	\$ -	\$ -	\$ 26,720.00	\$ -	\$ -
602	6" PVC C-900 DR 18 Waterline, Complete Place	1,160.00	\$50.00	\$ 58,000.00	\$ 58,000.00	\$ -	\$ -	\$ 58,000.00	\$ -	\$ -
603	6" PVC C-900 DR 18 Waterline (By Bore)	227.00	\$105.00	\$ 23,835.00	\$ 23,835.00	\$ -	\$ -	\$ 23,835.00	\$ -	\$ -
604	4" PVC C-900 DR 18 Waterline w/Structural Backfill, Complete in Place	13.00	\$25.00	\$ 325.00	\$ 325.00	\$ -	\$ -	\$ 325.00	\$ -	\$ -
605	2" Waterline Blow Off Valve Assembly	1.00	\$1,800.00	\$ 1,800.00	\$ 1,800.00	\$ -	\$ -	\$ 1,800.00	\$ -	\$ -
606	6" x 4" Reducer, Complete in Place	1.00	\$45.00	\$ 45.00	\$ 45.00	\$ -	\$ -	\$ 45.00	\$ -	\$ -
607	6" x 6" Tee, Complete in Place	7.00	\$100.00	\$ 700.00	\$ 700.00	\$ -	\$ -	\$ 700.00	\$ -	\$ -
608	6" Gate Valve & Box, Complete in Place	14.00	\$1,950.00	\$ 27,300.00	\$ 27,300.00		\$ -	\$ 27,300.00	\$ -	\$ -
609	6" 45 Degree Bend, Complete in Place	13.00	\$65.00	\$ 845.00	\$ 845.00	\$ -	\$ -	\$ 845.00	\$ -	\$ -
610	6" 22.5 Degree Bend, Complete in Place	1.00	\$65.00	\$ 65.00	\$ 65.00	\$ -	\$ -	\$ 65.00	\$ -	\$ -
611	6" 11.25 Degree Bend, Complete in Place	4.00	\$65.00	\$ 260.00	\$ 260.00	\$ -	\$ -	\$ 260.00	\$ -	\$ -
612	Standard Fire Hydrant Assembly with Storz, and Blue Pavement Markers Complete in Place	4.00	\$7,200.00	\$ 28,800.00	\$ 28,800.00	\$ -	\$ -	\$ 28,800.00	\$ -	\$ -
613	Waterline Short Service Reconnection to New Meter Vault (2 - 1" Tap) Complete in Place	17.00	\$900.00	\$ 15,300.00	\$ 15,300.00	\$ -	\$ -	\$ 15,300.00	\$ -	\$ -
614	Waterline Short Service Reconnection to New Meter Vault (1 - 2" Tap) Complete in Place	28.00	\$1,400.00	\$ 39,200.00	\$ 39,200.00	\$ -	\$ -	\$ 39,200.00	\$ -	\$ -
615	New Water Meter Vault w/Removal of Existing Vaults, Sized for Two Meters, Complete in Place	45.00	\$500.00	\$ 22,500.00	\$ 22,500.00	\$ -	\$ -	\$ 22,500.00	\$ -	\$ -
616	Connect to Existing 6" PVC Waterline	4.00	\$1,000.00	\$ 4,000.00	\$ 4,000.00	\$ -	\$ -	\$ 4,000.00	\$ -	\$ -
Sanitary										
700	Sanitary Sewer Trench Safety	2,735.00	\$1.00	\$ 2,735.00	\$ 5,470.00	\$ (2,735.00)	\$ -	\$ 2,735.00	\$ -	\$ -
701	Existing Manhole to be Rehabilitated, Line Interior w/Raven 405 Lining System and Replace Ring and Cover	2.00	\$3,500.00	\$ 7,000.00	\$ 7,000.00	\$ -	\$ -	\$ 7,000.00	\$ -	\$ -
702	Provide 6" Interior Drop Connection at Manhole Per City Details	1.00	\$2,000.00	\$ 2,000.00	\$ 2,000.00		\$ -	\$ 2,000.00	\$ -	\$ -
703	12" PVC, SDR 26 Sanitary Sewer, Complete in Place by Open Cut	1,013.00	\$80.00	\$ 81,040.00	\$ 81,040.00		\$ -	\$ 81,040.00	\$ -	\$ -
704	8" PVC, SDR 26 Sanitary Sewer, Complete in Place	388.00	\$80.00	\$ 31,040.00	\$ 31,040.00	\$ -	\$ -	\$ 31,040.00	\$ -	\$ -
705	6", SDR -26 Sanitary Sewer, Complete	62.00	\$65.00	\$ 4,030.00	\$ 4,030.00	\$ -	\$ -	\$ 4,030.00	\$ -	\$ -
706	8" DIP Sanitary Sewer, Complete in Place by Open Cut	311.00	\$125.00	\$ 38,875.00	\$ 38,875.00	\$ -	\$ -	\$ 38,875.00	\$ -	\$ -
707	Standard 4' Inside Diameter Sanitary Sewer Manhole with City of Spring Valley Ring and Cover, Complete in Place	9.00	\$4,000.00	\$ 36,000.00	\$ 36,000.00		\$ -	\$ 36,000.00	\$ -	\$ -

Deducted from this PayApp as it has been approved twice in #9 & #10

708	4" SDR 26 Sanitary Sewer Connections, Provide Cleanout at ROW and reconnect to existing services	961.00	\$45.00	\$ 43,245.00	\$ 43,245.00	\$ -	\$ -	\$ 43,245.00	\$ -	\$ -
709	Post Construction CCTV Inspection along Burkhart Drive and Burkhart Road	1.00	\$6,500.00	\$ 6,500.00	\$ 6,500.00	\$ -	\$ -	\$ 6,500.00	\$ -	\$ -
710	Vacuum Test Sanitary Sewer Manhole	9.00	\$350.00	\$ 3,150.00	\$ 3,150.00	\$ -	\$ -	\$ 3,150.00	\$ -	\$ -
Street Lights										
800	Stree Light Conduit, Including Installation of Pull Boxes and Warning Tape. Pull boxes and Warning Tape to be Furnished by Centerpoint Energy.	1,350.00	\$25.00	\$ 33,750.00	\$ -	\$ 33,750.00	\$ -	\$ 33,750.00	\$ -	\$ -
Cash Allowance Items										
Item 49	Centerpoint Street Light Allowance - Street Light and Pole Assembly	1.00	\$29,603.00	\$ 29,603.00	\$ 29,603.00	\$ -	\$ -	\$ 29,603.00	\$ -	\$ -
City of Spring Valley Contigence										
Item 49	City of Spring Valley Contigence	1.00	\$300,000.00	\$ 300,000.00	\$ -	\$ -	\$ -	\$ -	\$ 300,000.00	\$ -
				\$ 2,978,252.80	\$ 2,488,255.80	\$ 186,885.00	\$ -	\$ 2,675,140.80	\$ 303,112.00	\$ -

Change Orders										
1	Item # 200 Temporay Asphalt Paving	200.00	\$75.00	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -	\$ 15,000.00	\$ -	\$ 1,500.00
1	Extra Traffic Control Phase 2 Step 1 and Phase 4 Step 2	4.00	\$4,640.00	\$ 18,560.00	\$ 18,560.00	\$ -	\$ -	\$ 18,560.00	\$ -	\$ 1,856.00
1	Initial Fee Move IN/OUT (\$1,500/\$1,500)	4.00	\$1,500.00	\$ 6,000.00	\$ 3,000.00	\$ 3,000.00	\$ -	\$ 6,000.00	\$ -	\$ 600.00
1	Move IN/OUT for Each Phase	2.00	\$1,950.00	\$ 3,900.00	\$ 3,900.00	\$ -	\$ -	\$ 3,900.00	\$ -	\$ 390.00
2	Item #512 - Existing Private Storm Systems to be Reconnected from ROW to Proposed Public Storm Sewer (Includes Pipe, Fittings, & Furnishings, 8" PVC	100.00	\$85.00	\$ 8,500.00	\$ 8,500.00	\$ -	\$ -	\$ 8,500.00	\$ -	\$ 850.00
2	Item #302 Existing Storm Grate Inlet to be Removed	0.00	\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Item #303 Existing Storm Swr Removal	100.00	\$25.00	\$ 2,500.00	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00	\$ -	\$ 250.00
2	Item # 305 Removal of Existing Trees (Sized: 15" - 25")	3.00	\$700.00	\$ 2,100.00	\$ 2,100.00	\$ -	\$ -	\$ 2,100.00	\$ -	\$ 210.00
2	Item #306 Removal of Existing Trees (Sized: 15" - 25")	1.00	\$1,100.00	\$ 1,100.00	\$ 1,100.00	\$ -	\$ -	\$ 1,100.00	\$ -	\$ 110.00
3	Item #49 Centerpoint Street Light Allowance - Street Light and Pole Assembly Increase in Cost	1.00	\$5,287.68	\$ 5,287.68	\$ 5,287.68	\$ -	\$ -	\$ 5,287.68	\$ -	\$ 528.77
4	Cedarspur TS and V	1.00	\$4,105.50	\$ 4,105.50	\$ 4,105.50	\$ -	\$ -	\$ 4,105.50	\$ -	\$ 410.55
5	Change Order #5 (Bingle/Cedarspur Concrete Removal - Por back 10" Paving)	1.00	\$37,336.59	\$ 37,336.59	\$ 37,336.59	\$ -	\$ -	\$ 37,336.59	\$ -	\$ 3,733.66
5	6" PVC C-900 DR 18 Waterline, Complete Place (RFI #18)	1.00	\$9,346.97	\$ 8,092.88	\$ 8,092.88	\$ -	\$ -	\$ 8,092.88	\$ -	\$ 809.29
			\$0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	Extra 6" Gate Valve and Fittings	1.00	\$2,480.90	\$ 2,480.90	\$ -	\$ 2,480.90	\$ -	\$ 2,480.90	\$ -	\$ 248.09

11	Item #512 - Existing Private Storm Systems to be Reconnected from ROW to Proposed Public Storm Sewer (Includes Pipe, Fittings, & Furnishings, 8" PVC	85.00	\$125.00	\$ 10,625.00	\$ -	\$ 10,625.00	\$ -	\$ 10,625.00	\$ -	\$ 1,062.50
Sub Total Change Orders				\$ 125,588.55	\$ 109,482.65	\$ 16,105.90	\$ -	\$ 125,588.55	\$ -	\$ 12,558.86
GRAND TOTAL				\$3,103,841.35	\$ 2,597,738.45	\$ 202,990.90	\$ -	\$ 2,800,729.35	\$ 303,112.00	\$ 12,558.86

Change Orders Pending		
1		\$ -
2		
3		
4		
5		
Total Change Orders Pending		\$ -



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Kristina Watson, Public Works Director
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Approval of Pay Estimate No. 3 Water Plant Electrical Improvement Project

BACKGROUND:	This is the 3rd pay estimate to be submitted by McDonald Municipal and Industrial A division of C.F. McDonald Electric Inc., for the Water Plant Electrical Improvement Project (2024-05-01) for work completed from February 1 through February 28, 2025, in the amount of \$10,800.00. Pay Estimate No. 3 brings the Water Plant Electrical Improvement Project to 15% paid of the total contract amount of \$1,323,469.00.
--------------------	--

ATTACHMENTS:	Pay Estimate No. 3
---------------------	--------------------

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:	Both IDS Engineering and City Staff have reviewed Pay Application No. 3 and recommend approval.
------------------------	---



March 14, 2025

City of Spring Valley Village
1025 Campbell Road
Houston, Texas 77055

Attention: Ms. Kristina Watson

Reference: Water Plant Electrical Project; Competitive Sealed Bid #2024-05-101;
City of Spring Valley Village; IDS Project No. 2316-008-00, Contract No. 1

Dear Ms. Watson:

Enclosed is an Application and Certificate for Payment No. 3 for the above referenced project for the period of **February 1, 2025 to February 28, 2025**. As itemized in this estimate, we recommend payment to **McDonald Municipal and Industrial A division of C.F. McDonald Electric Inc.** in the amount of **\$10,800.00** at this time.

As of February 28, 2025, the project was approximately 15% complete of the contract sum to date. A qualified project representative was assigned to the project to observe the work as it was being performed. To the best of my knowledge, all work has been performed in accordance with the construction plans and contract specifications.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marcel Khouw", is positioned above the printed name.

Marcel Khouw, P.E.
Senior Project Manager

MK/kip X:\2300\231600800 CoSVV Water Plant Electrical Project\CPS\110 Pay Req\Pay Estimate No. 3.docx

cc: Wayne Berkenmeier, McDonald Municipal & Industrial—A Division of C.F. McDonald Electric, Inc.
Todd Laird, McDonald Municipal & Industrial—A Division of C.F. McDonald Electric, Inc.
Adam Cook, E.I.T. / Jim Angelo

APPLICATION AND CERTIFICATE FOR PAYMENT

PAGE ONE OF 1 PAGE

Project: Water Plant Electrical Project
Competitive Sealed Bid #2024-05-101

Project Manager: Marcel Khouw, P.E.
Engineer: IDS Engineering Group

IDS Project No.: 2316-008-00

Contractor: McDonald Municipal and Industrial A division of C.F. McDonald Electric Inc.

Owner: City of Spring Valley Village

Application Date: 2/28/2025 Application No.: 3

Notice to Proceed Date: Contract Duration: 420 Calendar Days

Period From: 2/1/2025 To: 2/28/2025

CHANGE ORDER SUMMARY

Change Orders approved in previous months by Owner		Additions \$	Deletions \$
Subsequent Change Orders Number	Approved (date)		

Net Change by Change Orders

Weather Days Requested To Date: Weather Days Granted:
Liquidated Damages Assessed: None

Application is made for Payment, as shown below, in connection with the attached Contract Continuation Sheet(s).

The present status of the account for this Contract is as follows:

Original Contract Sum	\$ 1,323,469.00
Net Changes by Change Order	\$ -
Contract sum to Date	\$ 1,323,469.00
Total Completed to Date	\$ 199,000.00
Retainage 10 %	\$ 19,900.00
Total Earned Less Retainage	\$ 179,100.00
Less Previous Certificates for Payment	\$ 168,300.00
Current Payment Due	\$ 10,800.00

The undersigned Contractor certifies that the work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by him for Work for which previous Certificates for Payment were issued and payment received from the Owner and that the current payment shown herein is now due.

In accordance with the Contract and this Application for Payment, the Contractor is entitled to payment in the amount shown above.

Contractor: McDonald Municipal and Industrial A division of C.F. McDonald

Engineer: IDS Engineering Group

Signed by: Date: 2/28/2025

Signed By: Date: 3/17/25

This Certificate is not negotiable. It is payable only to the payee named herein and its issuance, payment and acceptance are without prejudice to any rights of the Owner or Contractor under their Contract.

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing
Contractor's signed Certification is attached
In tabulations below, amounts are stated to the nearest dollar,
Use Column 1 on Contracts where variable retainage for line items may apply

Application No: 3
Application Date: 2/28/25
Period To: 2/28/25
Project No: 2024-05-101

Use Column 1 on Contracts where variable retainage for line items may apply									
A	B	C	D	E	F	G	H	I	
ITEM NO.	DESCRIPTION OF WORK 0.00	SCHEDULED VALUE	WORK COMPLETED		MATERIALS PRESENTLY STORED	TOTAL COMPLETED AND STORED TO DATE	PERCENT %	BALANCE TO FINISH	RETAINAGE 10%
			FROM PREVIOUS APPLICATIONS	THIS PERIOD					
BASE CONTRACT									
	GENERAL ITEMS								
1	Mobilization	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	100%	\$ -	\$ 10,000.00
2	Storm Water Pollution Preventative Plan	\$ 100.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 100.00	\$ -
	BOOSTER PUMP STATION IMPROVEMENTS								
3a	Furnish and install new pumps	\$ 60,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 60,000.00	\$ -
3b	Furnish and install new motors	\$ 60,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 60,000.00	\$ -
3c	Furnish and install new power	\$ 30,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 30,000.00	\$ -
3d	Furnish and install new controls	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 50,000.00	\$ -
3e	Furnish and install new valves and piping	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 50,000.00	\$ -
	CONTROL BUILDING #1								
4a	Removal and replacement of 2 doors, 3 vents and CD vent	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 25,000.00	\$ -
4b	Removal and replacement of 1 A/C unit	\$ 5,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 5,000.00	\$ -
4c	Repair of CMU walls, painting of interior and exterior walls	\$ 15,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 15,000.00	\$ -
4d	Relocation of existing air compressor	\$ 10,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 10,000.00	\$ -
4e	Demolition and construction of sidewalk, installation of inlet	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 25,000.00	\$ -
4f	Installation of PVC storm sewer	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 20,000.00	\$ -
5a	Electrical instrumentation and control- removal of existing and complete replacement of utility main, automatic transfer switch and power distribution switchboard	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 200,000.00	\$ -
5b	Removal of existing MCC and replacement with a RVSS and variable speed drives of equipment	\$ 100,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 100,000.00	\$ -
5c	Misc. electrical and control improvements including new panel board, air compressor relocation, ventilation, new A/C power and devices	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 50,000.00	\$ -
5d	Two phase of complete temporary facilities	\$ 40,000.00	\$ 8,000.00	\$ 12,000.00	\$ -	\$ 20,000.00	50%	\$ 20,000.00	\$ 2,000.00
5e	Removal of existing and complete replacement of Well #1 and pump station control system with PLC system	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 150,000.00	\$ -
5f	Existing surface water connection PLC and HMI replacement	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 50,000.00	\$ -
5g	Control bldg. #2 industrial PC and HMI replacement	\$ 49,369.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 49,369.00	\$ -
5h	Bond & Insurance	\$ 79,000.00	\$ 79,000.00	\$ -	\$ -	\$ 79,000.00	100%	\$ -	\$ 7,900.00
	EXTRA WORK ITEMS								
6	3/4" rigid aluminum conduit installed aboveground	\$ 1,500.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 1,500.00	\$ -
7	1" rigid aluminum conduit installed aboveground	\$ 2,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 2,000.00	\$ -
8	1" PVC schedule 40 conduit installed underground	\$ 10,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 10,000.00	\$ -
9	Copper No. 14 AWG conductor with XHHW-2 insulation in conduit	\$ 1,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 1,000.00	\$ -
10	Copper No. 12 AWG conductor with XHHW-2 insulation in conduit	\$ 1,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 1,000.00	\$ -
11	Copper No. 2 AWG conductor with XHHW-2 insulation in conduit	\$ 500.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 500.00	\$ -
12	2/c or 3/c #16 AWG twisted shielded instrument cable in conduit	\$ 2,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 2,000.00	\$ -
	CASH ALLOWANCE								

13	Software engineering by Spring Valley Village service provider	\$ 45,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 45,000.00	\$ -
14	VT scada software license	\$ 15,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 15,000.00	\$ -
ADDITIVE ALTERNATE BID ITEMS									
15	Electrical instrumentation and controls: includes fiber optic cable installed from control bldg. #1 to the PWV maintenance bldg., new PC work station	\$ 35,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 35,000.00	\$ -
16	Furnish all material, labor, equipment and appurtenances for the installation of booster pump #1	\$ 14,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 14,000.00	\$ -
17	Furnish all material, labor, equipment and appurtenances for the installation of booster pump #2	\$ 14,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 14,000.00	\$ -
18	Furnish all material, labor, equipment and appurtenances for the installation of booster pump #3	\$ 14,000.00	\$ -	\$ -	\$ -	\$ -	0%	\$ 14,000.00	\$ -
TOTAL BASE CONTRACT		\$ 1,323,469.00	\$ 187,000.00	\$ 12,000.00	\$ -	\$ 199,000.00	15%	\$ 1,124,469.00	\$ 19,900.00
Change Orders									
1		\$ -	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -
2		\$ -	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -
3		\$ -	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -
4		\$ -	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -
5		\$ -	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -
Sub Total Change Orders		\$ -	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -
GRAND TOTAL		\$ 1,323,469.00	\$ 187,000.00	\$ 12,000.00	\$ -	\$ 199,000.00	15%	\$ 1,124,469.00	\$ 19,900.00

AFFIDAVIT OF BILLS PAID

THE STATE OF TEXAS
COUNTY OF HARRIS

Wayne Berkenmeier Being first duly sworn, state that he is VP Special Projects
of C.F. McDonald Electric, Inc. of Harris County of Texas, hereinafter call "Company", and
The said Company has performed work and/or furnished Water Plant Electrical
hereinafter called "Owner" pursuant to a contract, dated with Owner (hereinafter called "Contract") for
the construction of:

PROJECT: Water Plant Electrical for City of Spring Valley Village

PROJECT NO: 2024-05-101

That all just and lawful invoices against the Company for Labor, materials and expendable equipment
employed in the performance of the Contract and have been paid in full (with the exception of the
attached invoice) prior to acceptance of payments from the Owner, and

That the Company agrees to indemnify and hold the Owner and Engineers harmless from all liability
arising from claims by subcontractors, materialmen and suppliers under Contract, and

That no claims have been made or filed upon the payment bond,

That the Company has not received any claims or notice of claims from the subcontractor, materialmen
and suppliers.

Executed this 28th day of February, 2025.

CONTRACTOR C.F. McDonald Electric, Inc.

By

VP Special Projects

Title

THE STATE OF TEXAS
COUNTY OF HARRIS

BEFORE ME, The undersigned authority, on this day personally appeared Wayne Berkenmeier
of C.F. McDonald Electric, Inc., a Texas Corporation, known to me
to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to
me that the executed the same as the act and deed of such corporation, for the purpose of consideration
therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 28th day of February 2025.

MY COMMISSION EXPIRES: 8/9/25

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS



WAIVER AND LIEN RELEASE UPON PARTIAL PAYMENT

THE STATE OF TEXAS
COUNTY OF HARRIS

The undersigned contracted with C.F. McDonald Electric, Inc. to furnish Labor, Materials and Incidental Items in connection with certain improvements to real property located in Harris County, Texas, and owned by City of Spring Valley Village which improvements are described as follows:

Project Name: Water Plant Electrical

Project Number: 2024-05-101

In consideration of Pay Estimate No. 3 in the amount of Ten Thousand Eight Hundred Dollars
00/100 (\$ 10,800.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and confessed, the undersigned does hereby waive and release any mechanic's lien or materialmen's lien or claims of lien that the undersigned has or hereafter has on the above mentioned real property on account of any labor performed or materials furnished or to be furnished or labor performed and materials furnished by the undersigned pursuant to the above mentioned contract or any constitutional lien that the undersigned may have.

Undersigned hereby guarantees that all bills for labor performed and/or materials furnished in the erection and construction of such improvements on the Property have been fully paid (with the exception of the attached invoice) and satisfied and Undersigned does further guarantee that if for any reason a lien or liens are filed for material or labor against said Property arising out of any bills for material or labor in connection with the erection or construction of said improvements therein, Undersigned will obtain a settlement of such lien or liens and a proper release thereof shall be obtained.

Executed this 18th day of February, 2025.

(Contractor) C.F. McDonald Electric, Inc.

By

VP Special Projects

Title

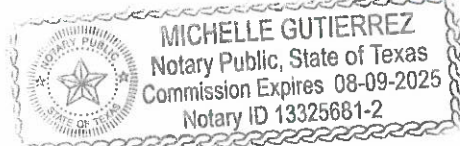
THE STATE OF TEXAS
COUNTY OF HARRIS

BEFORE ME, The undersigned authority, on this day personally appeared Wayne Berkenmeier
of C.F. McDonald Electric, Inc., known to me to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same as the act and deed of such corporation, for the purpose of consideration therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 18th day of February 2025

MY COMMISSION EXPIRES: 8/9/25

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS





REQUEST FOR EXTENSION OF TIME

PROJECT: Water Plant Electrical

OWNER: City of Spring Valley Village

ATTENTION: _____ DATE: 2/18/25

PROJECT NUMBER: 2024-05-101

We request extension of completion time on our Contract in the amount of 0 Calendar Days specified as follows: (Please circle day of the month)

Month: February

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Reasons for Request: _____

C.F. McDonald Electric, Inc.
(Contractor)

By: _____

_____ Recommend approval for extension of _____ calendar days.

_____ Recommend disapproval. (See following comments)

IDS ENGINEERING GROUP

By: _____ Date: _____

INVOICE
 **C.F. McDONALD
ELECTRIC, INC.**
CONTRACTORS • ENGINEERS

5044 Timber Creek • Houston, TX 77017 • (713) 921-1368

Sold To:

City of Spring Valley Village
C/O IDS Engineering
13430 NW Frwy, #700
Houston, TX 77040

Date: 2/18/25

Invoice No.

W028321-3

PO. NO.	PROJECT NAME AND / OR ADDRESS	Water Plant Electrical	SUBCONTACT NO. 2024-05-101
---------	----------------------------------	---------------------------	-------------------------------

*NOTICE: Invoice due upon receipt. A Service charge equal to the maximum legal rate of interest allowable per month will be charged on any payment not received within 30 days after date of this invoice.
"Regulated by The Texas Department of Licensing and Regulations, License #18339, P.O. Box 12157, Austin, TX 78711, 1-800-803-9202, 512-463-6599, website: www.license.state.tx.us/complaints"*

Base Contract Amount ----- \$1,323,469.00

Progress Billing - Tax Exempt - \$199,000.00

Less 10% Retained \$19,900.00

\$179,100.00

Less Previous Billings \$168,300.00

TOTAL THIS INVOICE ----- \$10,800.00

Thank You!



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Jasmin Torres, City Secretary
SUBJECT:	Police Department

BACKGROUND:

ATTACHMENTS:	Calls by Type, Violations
---------------------	---------------------------

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:

SPRING VALLEY POLICE DEPARTMENT

Calls - By Type

02\01\2025
thru 02\28\2025
Zone is: SPRING VALLEY

Type	Description	# Of Calls
6	ACCIDENT	26
145	ACCIDENT - FSGI	1
22	ALARM	20
23	AMBULANCE CALL	18
24	ANIMAL CALL	4
43	ASSIST OUTSIDE AGENCY	3
135	BUSINESS CHECK	2,814
48	CITY CREW REPAIRS	2
53	DEBRIS IN ROADWAY	6
60	FIRE CALL	5
65	GAS LEAK	3
68	HOUSE CHECK	143
70	INFORMATION	51
71	INVESTIGATION	7
159	MOTORIST ASSIST	6
81	OPEN DOOR	6
162	PARKING VIOLATION	5
86	PUBLIC RELATIONS	192
96	SOLICITOR	5
99	STALLED VEHICLE	40
103	SUSPICIOUS ACTIVITY	4
104	SUSPICIOUS PERSON	10
105	SUSPICIOUS VEHICLE	17
11	TRAFFIC STOP	537
111	VEHICLE BLOCKING ROADWAY	9
112	VEHICLE CHECK	7
42	WARRANT SERVICE	1
117	WELFARE CONCERN	6
Total		3,948

Spring Valley Village, TX PD Citation Violation Audit by Offense

Violation Count

February 1, 2025 - February 28, 2025

Official: All

Official Assignment:

Type of Stop: All

Stop Result: All

STEP: NONE

CHANGED LANE WHEN UNSAFE	1
CHILD (4-17) NOT SECURED BY SAFETY BELT	1
CRIMINAL TRESPASSING	2
DECEPTIVELY SIMILAR LICENSE PLATE	1
DEFECTIVE EQUIPMENT - WHITE LIGHT TO THE REAR	1
DEFECTIVE EQUIPMENT / NO LICENSE PLATE LIGHT	75
DEFECTIVE HEAD LAMPS	43
DEFECTIVE HEAD LIGHTS	23
DEFECTIVE STOP LAMP(S)	23
DEFECTIVE TAIL LAMP(S)	12
DISPLAY FICTITIOUS/WRONG/UNCLEAN LICENSE PLATES	9
DISPLAY SUSPENDED DRIVER LICENSE	1
DISPLAY/ EXPIRED REGISTRATION	236
DISREGARD FLASHING RED SIGNAL (AT STOP SIGN, ETC)	1
DRIVING WHILE LICENSE INVALID UNDER PROVISIONS OF DL LAWS	9
DROVE CENTER LANE (NOT PASSING/NOT TURNING LEFT)	2
DROVE WITHOUT LIGHTS (WHEN REQUIRED)	32
EXPIRED BUYER TAG	6
EXPIRED DRIVERS LICENSE	10
FAIL TO CONTROL SPEED	3
FAIL TO DISPLAY DRIVERS LICENSE	11
FAIL TO MAINTAIN FINANCIAL RESPONSIBILITY	139
FAIL TO OBEY TRAFFIC CONTROL DEVICE-MUST TURN RIGHT OR LEFT	2
FAIL TO REPORT CHANGE OF ADDRESS	4
FAILED TO DIM HEADLIGHTS - FOLLOWING	9
FAILED TO DIM HEADLIGHTS - MEETING	11
FAILED TO DRIVE IN A SINGLE LANE	1
FAILED TO SIGNAL INTENT TO TURN	1
FAILED TO SIGNAL TURN	1
FAILED TO SIGNAL TURN / LANE CHANGE	4
FAILED TO STOP AT DESIGNATED POINT (STOP SIGN)	11
FAILED TO STOP AT PROPER PLACE (TRAFFIC LIGHT)	1
FAILED TO STOP FOR SCHOOL BUS (OR REMAIN STOPPED)	5

Spring Valley Village, TX PD Citation Violation Audit by Offense

Violation Count

February 1, 2025 - February 28, 2025

Official: All

Official Assignment:

Type of Stop: All

Stop Result: All

STEP: NONE

FAILED TO YIELD ROW TO EMERGENCY VEHICLE	3
ILLEGAL BUYERS TAGS	4
ILLEGAL LEFT/RIGHT TURN WHERE PROHIBITED	1
ILLEGAL PARKING - NO PARKING ANY TIME	4
ILLEGAL PASS ON RIGHT	1
ILLEGAL WINDOW TINT	1
IMPEDING TRAFFIC	2
NO DRIVERS LICENSE	98
NO FRONT LICENSE PLATE	43
NO LICENSE NUMBER PLATES-TRAILER	2
OPERATE UNREGISTERED MOTOR VEHICLE	6
PARENT/GUARDIAN PERMITTED UNLICENSED MINOR TO DRIVE	1
PARK OR STAND WITHIN 20 FT OF CROSSWALK AT INTERSECTION	1
PARKED IN PROHIBITED AREA	13
PASSING/DISREGARD NO PASSING ZONE	4
PUBLIC INTOXICATION	1
RAN RED LIGHT	9
RAN STOP SIGN	38
SPEEDING - REDUCED SPEED	1
SPEEDING >10% ABOVE POSTED LIMIT	112
SPEEDING IN SCHOOL ZONE	29
TURNED RIGHT FROM WRONG LANE	1
TURNED RIGHT TOO WIDE	1
U-TURN PROHIBITED BY SIGN	3
UNAUTHORIZED USE OF DEALER TEMP TAG (NOT DEALER OR EMPLOYEE)	2
UNRESTRAINED CHILD 5 YEARS OF AGE TO 17	1
VIOLATE DL RESTRICTION B	1
WRONG LICENSE PLATE OR INSIGNIA	1
WRONG/ALTERED/OBSCURED LICENSE PLATE	6
Grand Total	1,081



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Abbey Anderson, Assistant to the City Administrator
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Resolution Number 25-XX - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, APPROVING THE TERMS AND CONDITIONS OF AN AGREEMENT FOR PROFESSIONAL SERVICES BY AND BETWEEN THE CITY OF SPRING VALLEY VILLAGE, TEXAS AND SAFEbuilt TEXAS, LLC; PROVIDING FOR THE INCORPORATION OF PREAMBLE; AUTHORIZING THE MAYOR TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE SUCH AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

BACKGROUND:	On January 8, 2025, the City of Spring Valley Village issued Request for Proposal #2025-01-501 for Plan Review and Inspection Services. The RFP sought proposals to provide various services, including acting as a Building Official and conducting inspections and plan reviews for building, electrical, mechanical, and plumbing systems for both residential and commercial structures, as needed. The bid closed on February 13, 2025, and four proposals were received. Submitting companies were: • Burgess • Bureau Veritas • SAFEbuilt • Willdan After reviewing all proposals, SAFEbuilt's proposal provided the best value to the City (a copy is included with this agenda item). Spring Valley Village has previously collaborated with SAFEbuilt and maintains a positive relationship with them. They are responsive to the City's needs and continue to work with staff to improve the inspection and plan review
--------------------	---

processes. The proposed agreement does increase service costs, but the current pricing model has been in place since 2020. As part of the budget process this year, an updated fee schedule will be included.

This Agreement has an initial three-year term and may be renewed annually. The City can terminate with 30 days written notice. New fees are locked in for two years. After 24 months, rates may increase by up to 4.5% or the annual Department of Labor increase, with supporting documentation.

ATTACHMENTS:	Safebuilt res., Exhibit A to Resolution, Safebuilt Agreement for Professional Services, SVV-SAFEbuiltTX-Scope-Fee2025-TransactionBased
---------------------	--

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:	City Staff recommends awarding Request for Proposals #2025-01-501 for Permit Review and Inspection Services to SAFEbuilt.
------------------------	---

RESOLUTION NUMBER 25-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, APPROVING THE TERMS AND CONDITIONS OF AN AGREEMENT FOR PROFESSIONAL SERVICES BY AND BETWEEN THE CITY OF SPRING VALLEY VILLAGE, TEXAS AND SAFEUILT TEXAS, LLC; PROVIDING FOR THE INCORPORATION OF PREAMBLE; AUTHORIZING THE MAYOR TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE SUCH AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council has been presented an Agreement for Professional Services by and between the City of Spring Valley Village, Texas, and Safeuilt Texas, LLC. (hereinafter called "Agreement"), a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference; and

WHEREAS, upon full review and consideration of the Agreement and all matters attendant and related thereto, the City Council is of the opinion that the terms and conditions thereof should be approved, and that the Mayor should be authorized to execute the Agreement and any and all documents necessary to effectuate such Agreement on behalf of the City of Spring Valley Village.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, THAT:

Section 1. The facts and matters set forth in the preamble of this Resolution are hereby found to be true and correct and are incorporated herein and made a part hereof for all purposes.

Section 2. The terms and conditions of the Agreement, having been reviewed by the City Council of the City of Spring Valley Village and found to be acceptable and in the best interests of the City of Spring Valley Village and its citizens, are hereby in all things approved.

Section 3. The Mayor is hereby authorized to execute the Agreement and empowered, for and on behalf of the City, to take all such actions and to execute, verify, acknowledge, certify to, file and deliver all such instruments and documents required in the Agreement as shall in the judgment of the Mayor be appropriate in order to effect the purposes of the foregoing resolution and Agreement.

Section 4. This Resolution shall become effective immediately upon its passage.

DULY PASSED AND APPROVED on this the ____ day of _____, 2025.

Marcus Vajdos, Mayor
City of Spring Valley Village, Texas

ATTEST:

Jasmin Torres, City Secretary
City of Spring Valley Village, Texas

EXHIBIT "A"

TO

RESOLUTION NUMBER 25-XX

AGREEMENT FOR PROFESSIONAL SERVICES

STATE OF TEXAS HARRIS COUNTY

This Agreement is entered into and executed by the City of Spring Valley Village, Texas, a municipal corporation formed under the laws of the State of Texas (hereinafter "City") and Safebuilt Texas, LLC., a Texas corporation ("Consultant").

WHEREAS, City desires to contract with Consultant for building administration services ("Services"); and

WHEREAS, Consultant desires to provide such Services to City and represents that it is fully qualified to do so; and

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, City and Consultant mutually agree as follows:

SECTION 1 TERM OF AGREEMENT

The term of this Agreement shall be three years beginning on March 25, 2025, and ending on March 25, 2028; provided, however, that this Agreement shall be renewed from year to year for successive one-year periods thereafter for the consideration provided herein until terminated in accordance with this Agreement.

SECTION 2 SERVICES TO BE PROVIDED

2.1. Consultant shall provide City with Services including, but not limited to, serving as Building Official, building permitting, inspection and plan review activities, proactive job site maintenance activities, providing damage assessment services in the event of a declared disaster, making recommendations to the Director of Community Development regarding all aspects of building administration services, and assisting the Director of Community Development with all building administration services-related issues as requested.

2.2 Consultant agrees to perform the Services in accordance with generally accepted standards applicable thereto and shall use that degree of care and skill commensurate with the management consulting profession to comply with all applicable state, federal, and local laws, ordinances, rules, and regulations relating to the services to be provided hereunder and Consultant's performance. The Services provided will be with the best faith and effort with the City's interest in mind. Should any of the Services prove to be inaccurate or otherwise deficient, Consultant agrees to promptly correct all deficiencies at Consultant's expense and deliver the corrected work products to the City.

It is incumbent on the City to provide a level of authority to Consultant in order to perform the Services at the highest standards.

2.3 Consultant agrees that City shall be the absolute and unqualified owner of all studies, exhibits, maps, reports, analyses, determinations and recommendations prepared or acquired pursuant to this Agreement with the same force and effect as if the City had prepared or acquired the same.

2.4 Consultant will perform the Services both on and off site. The City will provide office space with all required office equipment to perform Services when Consultant is on site.

2.5 Both City and Consultant will be responsible for immediately informing the other of any developments found that might impact the success of the Services as it relates to perception, changes to the Services and so forth.

2.6 Consultant shall meet on a weekly basis with City to review and discuss projects and issues.

2.7 Consultant shall provide a monthly report to City of its activities and time spent on such activities.

SECTION 3 COMPENSATION

3.1 Compensation for Services.

For and in consideration of the Services rendered by consultant pursuant to this Agreement, City shall pay to consultant \$40.00 per residential building inspection and \$50.00 per commercial inspection \$40.00 remote virtual inspections. \$150.00 After hours residential inspections and \$250.00 after hours commercial inspections performed and the following residential and commercial plan review fees:

Permit Type	Fee
Building Plan Review for Residential Projects	\$500.00 Per Plan Review (New, Addition, or Remodel) \$250 BMEP/\$250 Zoning)
Miscellaneous (Remodel, Generators, Solar Panels, Pools, Accessory Structures (no Living), etc.)	\$ 375 per plan review (\$200 BMEP / \$175 Zoning)
Certificate of Occupancy Review	\$75 per certificate
Plan Reviews after 3 rounds of plan review comments	\$ 125 per hour

Building Plan Review for Commercial Projects Value.	\$100,001-\$500,000: \$225.00 for the 1st \$100,00 plus \$1.75 for each additional \$1,000 \$500,001 - 1,000,000: \$1,141.00 for the 1st \$500,000 plus \$1.75 for each \$1,000 \$1,000,001 - \$5,000,000: \$2,016 for the 1st \$1,000,000 plus \$1.20 for each additional \$1,000 \$5,000,001 and up: \$6,816 for the 1st \$5,000,000 plus \$1.10 for each additional \$1,000
Zoning	Zoning \$150.00 Per hour

In the event that Consultant performs other Services or attends City meetings at the request of the City, then City shall pay Consultant for such Services based on an hourly rate of \$65.00 Per hour Permit Tech (remote only) Per hour, \$110.00 Per hour Building Official / Jr City Planner / Floodplain Review Services, \$150.00 Per hour Senior City Planner.

3.2 Upon submission of an invoice by consultant and verification of the charges by City, City shall remit payment within 30 days of receipt of the invoice. City shall be under no obligation to pay for Services rendered without prior authorization.

SECTION 4 INDEMNIFICATION AND INSURANCE

4.1 Consultant agrees to indemnify and hold harmless the City, its officers, agents, and employees from any and all claims, losses, expenses, damages, loss or liability of any kind brought by a third-party, whatsoever, by reason of death or injury to property or third persons caused by the negligent act or omission of Consultant, its officers, agents, employees, invitees or other persons for whom it is legally liable, with regard to the performance of this Agreement.

4.2 Consultant shall obtain appropriate insurance coverage for the performance of this Agreement and shall name the City of Spring Valley Village as a certificate holder on such insurance policy. Consultant shall provide City with a copy of such insurance certificate within seven (7) calendar days of the approval of this Agreement.

SECTION 5

TERMINATION

This Agreement may be terminated by either Party upon providing 30 days written notice to the other Party. Consultant shall be compensated for the portion of fees earned up to the time of termination.

SECTION 6 NOTICE

City and Consultant contemplate that they will engage in informal communications with respect to the subject matter of this Agreement. However, any formal notices or other communications ("Notice") required to be given by one party to the other by this Agreement shall be given in writing addressed to the party to be notified at the address set forth below for such party. This shall be done in one of the following methods: (i) by delivering the same in person, (ii) by depositing the same in the United States Mail, certified or registered, return receipt requested, postage prepaid, addressed to the party to be notified, (iii) by depositing the same with Federal Express or another nationally recognized courier service guaranteed "next day delivery," addressed to the party to be notified, or (iv) by email, with receipt, from the sending party or her/his designee. Notice deposited in the United States mail in one of the methods hereinabove described shall be deemed effective from and after the date of such deposit. Notice given in any other method shall be effective only if and when received by the party to be notified. For the purposes of notice, the addresses of the parties, until changed by providing written notice in accordance hereunder, shall be as follows:

CONSULTANT:
Safebuilt Texas, LLC
ATTN: Matt K Causley
444 N Cleveland, Suite 444
Lovland, CO 80537
matt@mtcinspectors.com

CITY:
City of Spring Valley Village
ATTN: City Administrator
1025 Campbell Road
Houston, TX 77055
jmcdonald@springvalleytx.com

SECTION 7 GENERAL PROVISIONS

7.1 Contact with Media. Contact with the media shall be the sole responsibility of the City. Consultant shall not release any material or information developed in the performance of this Agreement without the express written permission of City.

7.2 Safety. Consultant shall be responsible for initiating, maintaining and supervising all safety precautions and programs, including all those required by law, in connection with performance of the Agreement. Consultant shall promptly remedy damages and loss to property caused in whole or in part by the Consultant, its employees,

agents, subcontractors, or by any other third party for whose acts the Consultant may be liable.

7.3 No Waiver. The waiver by either part of a breach or violation of any provision of this Agreement shall not operate as or be construed as a waiver of any subsequent breach of any provision of this Agreement.

7.4 Independent Contractor. Consultant shall perform its obligations under this Agreement as an independent contractor and not as an officer, agent, servant, or employee of the City. No person performing any obligations under this Agreement shall be considered an officer, agent, servant or employee of the city, and no such persons shall be entitled to any benefits available or granted to employees of the City. Nothing in this Agreement shall be construed as creating a partnership or joint venture between the City and Consultant.

7.5 Venue. The laws of the State of Texas shall govern the interpretation, validity, performance and enforcement of this Agreement. The parties agree that this Agreement is performable in Harris County, Texas, and that exclusive venue shall lie in Harris County, Texas.

7.6 Compliance With Chapter 2252.908 Of The Texas Government Code. In accordance with Chapter 2252.908 of the Texas Government Code, Contractor shall electronically file a Form 1295, Certificate of Interested Parties, with the Texas Ethics Commission utilizing the process required by such Commission and provide a completed, printed, and signed Form 1295 bearing the unique certification of filing number to the City along with the signed Contract.

7.7 Iran, Sudan and Foreign Terrorist Organizations. Pursuant to Chapter 2252, Texas Government Code, Consultant represents and certifies that, at the time of execution of this Agreement, neither the Consultant nor any wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate of the same: (i) engages in business with Iran, Sudan, or any foreign terrorist organization as described in Chapters 806 or 807 of the Texas Government Code, or Subchapter F of Chapter 2252 of the Texas Government Code, or (ii) is a company listed by the Texas Comptroller of Public Accounts under Sections 806.051, 807.051, or 2252.153 of the Texas Government Code. The term "foreign terrorist organization" in this paragraph has the meaning assigned to such term in Section 2252.151 of the Texas Government Code.

7.8 Severability. The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause, or phrase of this Agreement is for any reason held to be contrary to the law or contrary to any rule or regulation having the force and effect of the law, such decisions shall not affect the remaining portions of the Agreement.

7.9 Entire Agreement. This Agreement and its attachments embody the entire agreement between the parties and may only be modified in writing if executed by both parties.

7.10 Successors And Assigns. This Agreement shall be binding upon the parties hereto, their successors, heirs, personal representatives and assigns.

7.11 Headings. The headings of this Agreement are for the convenience of reference only and shall not affect in any manner any of the terms and conditions hereof.

IN WITNESS WHEREOF, the parties have executed this Agreement by signing below.

CITY OF SPRING VALLEY VILLAGE, TEXAS

By: _____
Printed Name: Marcus Vajdos
Title: Mayor
Date: _____

ATTEST:

Jasmin Torres, City Secretary
City of Spring Valley Village, Texas

CONSULTANT

By: _____
Printed Name: _____
Title: _____
Date: _____

SCOPE AND FEE SCHEDULE FOR SPRING VALLEY VILLAGE, TEXAS SERVICES

1. FEE SCHEDULE

- 1.1. Beginning 24 months after the execution of this Agreement, and annually thereafter, the flat rates and lump sum rates listed shall be increased by 4.5% or based upon the annual increase in the Department of Labor, Bureau of Labor Statistics or successor thereof, Consumer Price Index (United States City Average, All Items (CPI-U), Not Seasonally adjusted, All Urban Consumers, referred to herein as the "CPI") for the Municipality or, if not reported for the Municipality the CPI for cities of a similar size within the applicable region from the previous calendar year, such increase, however, not to exceed 4.5% per annum. The increase will become effective upon publication of the applicable CPI data. If the index decreases, the rates listed shall remain unchanged.
- 1.2. Consultant fees for Services provided pursuant to this Agreement are on an ***as-requested basis by the Municipality*** and will be as follows:

2. CODE REFERENCE

- 2.1. Plan Review and Inspection of commercial and residential construction to verify compliance with the Municipality's locally adopted codes and amendments to those locally adopted codes and the International Code Council (ICC) series of I-Codes including the International Building Code, International Residential Code and all other ICC series of I-Codes adopted by the Municipality, and the current edition of the National Electrical Code (or later versions as adopted by the Municipality), as published by the National Fire Protection Association.

3. PLAN REVIEW – RESIDENTIAL / COMMERCIAL

- 3.1. Plan Review for residential projects shall be performed within five (5) days of notification by the Municipality, while fire and commercial projects shall be performed within ten (10) days of notification by the Municipality. All reasonable effort shall be made by the Consultant to perform plan reviews when, at the request of the Municipality, there is a need for immediate services.
- 3.2. Plan Review services are invoiced 100% of the listed fee at the time of plan review completion.

Residential Plan Review - Projects (based on flat fees – Includes Zoning)	
Single-Family Home (New, Addition, Accessory Dwelling Units)	\$ 500 per plan review (\$250 BMEP/\$250 Zoning)
Miscellaneous (Remodel, Generators, Solar Panels, Pools, Accessory Structures (no Living), etc.)	\$ 375 per plan review (\$200 BMEP / \$175 Zoning)
Flatwork/Driveways, Irrigation or Fences	\$175 per plan review
Commercial Plan Review - Projects (based on project valuation)	
\$1 to \$100,000 project valuation (p.v.)	\$225
\$100,001 to \$500,000 p.v.	\$225 for 1 st \$ 100,000 plus \$2.29 each add'l \$1,000
\$500,001 to \$1,000,000 p.v.	\$1,141 for 1 st \$ 500,000 plus \$1.75 each add'l \$1,000
\$1,000,001 to \$5,000,000 p.v.	\$2,016 for 1 st \$1,000,000 plus \$1.20 each add'l \$1,000
\$5,000,001 and up	\$6,816 for 1 st \$5,000,000 plus \$1.10 each add'l \$1,000

SCOPE AND FEE SCHEDULE FOR SPRING VALLEY VILLAGE, TEXAS SERVICES

Zoning Review	\$150 per hour
Certificate of Occupancy Review	\$75 per certificate

Miscellaneous Plan Reviews - Projects (based on flat fees)	
Plan Reviews after 3 rounds of plan review comments	\$ 125 per hour

4. INSPECTIONS – RESIDENTIAL / COMMERCIAL

- 4.1. Inspections requested by Municipality before 4pm shall be performed the next business day by Consultant. All reasonable effort shall be made by Consultant to perform inspections when, at the request of Municipality, there is a need for immediate services. Such inspections shall be performed at no additional cost to Municipality.
- 4.2. Residential and Commercial Inspection services will be provided on a per stop basis fee as detailed below. **A stop is defined as all inspections being done at a single address during that timeframe. For example, if plumbing rough, electrical rough and mechanical rough are called for at a single address same day, it will be billed as a single stop.**
- 4.3. Inspection Services when less than \$50,000 will be invoiced 100% at the completion of the first inspection performed for that service. Inspection Services beyond \$50,000 will be invoiced on a percentage basis evenly spread across the duration of the construction schedule.

Residential & Commercial Inspections	
Residential	\$ 40 per inspection
Commercial & Multi-Family	\$ 50 per inspection
Remote Virtual Inspections (Only Allowed for residential)	\$ 40 per inspection
After Hours Residential Inspection (in-person or remote virtual)	\$ 150 per inspection
After Hours Commercial Inspection	\$ 250 per inspection

5. HOURLY RATES – PERSONNEL SPECIFIC SERVICES

- 5.1. Consultant will provide Municipality with qualified Building Department Service or Civil Engineer Professional(s) to perform duties as requested.
- 5.2. Assist the Building Department in implementing procedures to make the building department more effective, advise and assist with engineering reviews, zoning ordinance review and edits, project management, code adoption or other services as requested. Consultant staff shall make a diligent effort to recommend and implement agreed upon improvements.
- 5.3. Municipality from time to time may request building code interpretation or explanation from the Consultant based on their expertise in this field. Even when Consultant is performing Building Official responsibilities for the Municipality, the final interpretive authority rests with the Municipality.
- 5.4. Floodplain Review Services includes assisting with the Municipality floodplain oversight program. Typically, this service includes review of elevation certificate, assist with floodplain documentation required prior to Certificate of Occupancy, and assess

SCOPE AND FEE SCHEDULE FOR SPRING VALLEY VILLAGE, TEXAS SERVICES

Municipality current floodplain review practices and ordinance. For this service all time worked is on an hourly basis per fee schedule below.

- 5.5. Hourly Rate services do not include mileage to perform these services when required for Municipal attendance.
- 5.6. Hourly Rate services will be invoiced at the end of each month based on the hours worked that month.
- 5.7. These services detailed shall be performed at an hourly rate and provided only on an **as-requested basis by the Municipality** and **at the direct request of the Municipality** for a fee as detailed below.

Building Department Professional Services (based on hourly rates)	
Permit Tech Services* (Remote only)	\$ 65 per hour
Building Official / Jr City Planner / Floodplain Review Services	\$ 110 per hour
Senior City Planner	\$ 150 per hour

** **Permit Tech Services** are for building department support only. Permit tech provided to municipality will answer questions related to permit applications, application requirements, workflow for permitting and inspections and answer city phones when forwarded. Permit tech services do not include collection of city permit fees, utility fees, court services or city secretary duties.*



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Jasmin Torres, City Secretary
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Resolution Number 25-XX - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS DESIGNATING A REPRESENTATIVE AND AN ALTERNATE TO THE VILLAGE FIRE DEPARTMENT BOARD OF COMMISSIONERS; AND PROVIDING AN EFFECTIVE DATE.

BACKGROUND:	Council Member Allen Carpenter has indicated that he would like to step down from the Village Fire Board of Commissioners. Member Carpenter is the current representative to the Board, with Council Member John Lisenby designated as our city's Alternate Commissioner. With Member Carpenter's resignation, the Mayor recommends that Member Lisenby be appointed as the city's representative with Council Member Steve Bass now designated as the alternate.
--------------------	---

ATTACHMENTS:	Resolution 25-XX VFD Commissioner & Alternate
---------------------	---

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:	Staff recommends approval of the Resolution designating new representatives to the Village Fire Department's Board of Commissioners.
------------------------	--

RESOLUTION NUMBER 25-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS DESIGNATING A REPRESENTATIVE AND AN ALTERNATE TO THE VILLAGE FIRE DEPARTMENT BOARD OF COMMISSIONERS; AND PROVIDING AN EFFECTIVE DATE.

* * * * *

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, THAT:

Section 1. John Lisenby is hereby designated as the City of Spring Valley Village's Representative to the **BOARD OF COMMISSIONERS** of the Village Fire Department.

Section 2. That the Official Alternate authorized to serve as the voting representative should the hereinabove named representative become ineligible, or should he/she resign, is Steve Bass.

Section 3. The Chair of the Village Fire Department shall be notified of the designation of the hereinabove-named representative and alternate.

Section 4. This Resolution shall become effective upon its passage.

DULY PASSED AND ADOPTED this 25th day of March 2025.

Marcus Vajdos, Mayor
City of Spring Valley Village, Texas

ATTEST:

Jasmin Torres, City Secretary
City of Spring Valley Village, Texas



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Kristina Watson, Public Works Director
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Traffic Study of Bingle Road

BACKGROUND:	CobbFendley Engineering assessed the Bingle Road corridor between Westview and W Memorial Park Drive. During the pavement improvement project on Burkhardt Road, we had the opportunity to capture data with a section of Bingle reduced to mimic a "road diet". CobbFendley captured data while the traffic control was in place and again a few weeks after the traffic control was removed. Their analysis found that a "road diet" would be a favorable option, as noted in the traffic reduction along this corridor during peak hours while the traffic control was in place on Bingle Road. The recommendation from CobbFendley Engineering is to implement Option 1 on Bingle Road between Westview and W Memorial Park Drive. This option would not require any modifications to the pavement. Option 1 would require some changes to the traffic signal timing, but will largely be a re-stripping of the corridor. This option additionally provides the City with the ability to easily revert to the original condition if ever necessary.
--------------------	---

ATTACHMENTS:	Bingle Rd Traffic Study - DRAFT - 031725
---------------------	--

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:	City Staff recommends proceeding with Option 1 as outlined in the traffic study.
------------------------	--

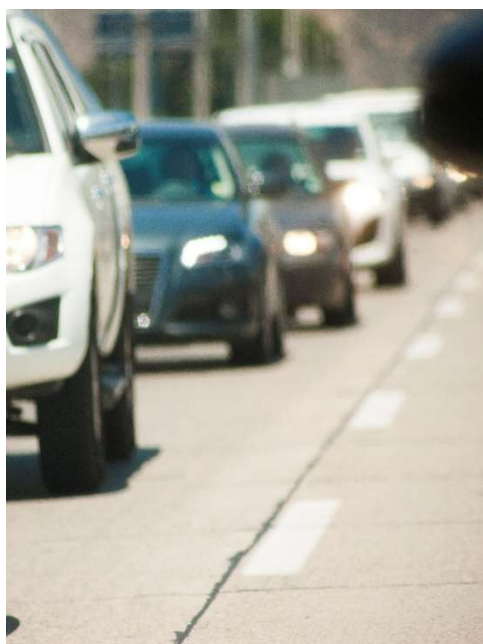
Bingle Road Traffic Study

(DRAFT)

March 2025

Cobb, Fendley & Associates, Inc.
1920 Country Place Parkway, Suite 400
Pearland, Texas 77584
281.993.4952 p | 281.993.8086 f
www.cobb fendley.com

44 Years of Experience | 22 Offices Across 9 States | 16 Comprehensive Service Lines



BINGLE ROAD TRAFFIC STUDY

(DRAFT)

FOR SUBMITTAL TO:



MARCH 2025
BRIAN G. CASTILLE, P.E., PTOE
TEXAS PE NO. 98414

EXECUTIVE SUMMARY

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

Analysis Scenarios:

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

Intersections Analyzed:

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

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

Results Summary:

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

Recommendation:

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

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

TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
LIST OF TABLES	5
LIST OF FIGURES	6
1.0 INTRODUCTION	7
2.0 STUDY AREA	8
EXISTING ROADWAY CONDITIONS	9
TURNING MOVEMENT COUNTS	11
3.0 TRAFFIC VOLUME COMPARISON	11
PEAK HOUR	11
PEAK HOUR DETERMINATION	12
4.0 POTENTIAL TYPICAL SECTIONS	12
5.0 TRAFFIC ANALYSIS	15
6.0 CONCLUSIONS AND RECOMMENDATIONS	20
7.0 APPENDIX	21
Appendix A: Field Observation	22
Appendix B-1: Traffic Volumes (Existing, With Lane Closure)	28
Appendix B-2: Traffic Volumes (Existing, No Lane Closure)	29
Appendix C: Typical Sections	30
Appendix D: Synchro Reports	31

LIST OF TABLES

Table 3.1: AM Peak Hour Volume Comparison (Veh / Hr).....	11
Table 3.2: PM Peak Hour Volume Comparison (Veh / Hr).....	11
Table 3.3: ADT Volume Comparison (Veh / Day)	12
Table 3.4: 2021 vs 2025 ADT Volume Comparison (Veh / Day).....	12
Table 3.5: AM and PM Peak Hour Determination	12
Table 5.1: LOS Thresholds: Signalized Intersections	15
Table 5.2: LOS Thresholds: Unsignalized Intersections	15
Table 5.3 Intersection Bingle Rd and Westview Drive Delay and LOS Results	16
Table 5.4 Intersection Bingle Rd and Merlin Drive Delay and LOS Results.....	16
Table 5.5 Intersection Bingle Rd and Burkhart Rd Delay and LOS Results.....	17
Table 5.6 Intersection Bingle Rd and Winningham Lane Delay and LOS Results	17
Table 5.7 Intersection Bingle Rd and W Memorial Park Drive Delay and LOS Results	18

LIST OF FIGURES

Figure 1.1: Study Location	7
Figure 2.1: Traffic Study Limits	8
Figure 2.2: Study Intersections	9
Figure 2.3: Existing Typical Section	10
Figure 4.1: (Option 1) Proposed 3-Lane Section with Bike Lanes (Existing Pavement Width)	13
Figure 4.2: (Option 2) Proposed 3-Lane Section (Reduce Existing Pavement Width, Add Side Paths)	14
Figure 4.3: (Option 3) Proposed 3-Lane Section (Reduce Existing Pavement Width, Add Landscaping)	14
Figure 7.1 Bingle Rd	22
Figure 7.2 Burkhart Rd Intersection	23
Figure 7.3 Merlin Dr Intersection.....	24
Figure 7.4 W Memorial Park Dr Intersection	25
Figure 7.5 Westview Dr Intersection	26
Figure 7.6 Winningham Ln Intersection	27

1.0 INTRODUCTION

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

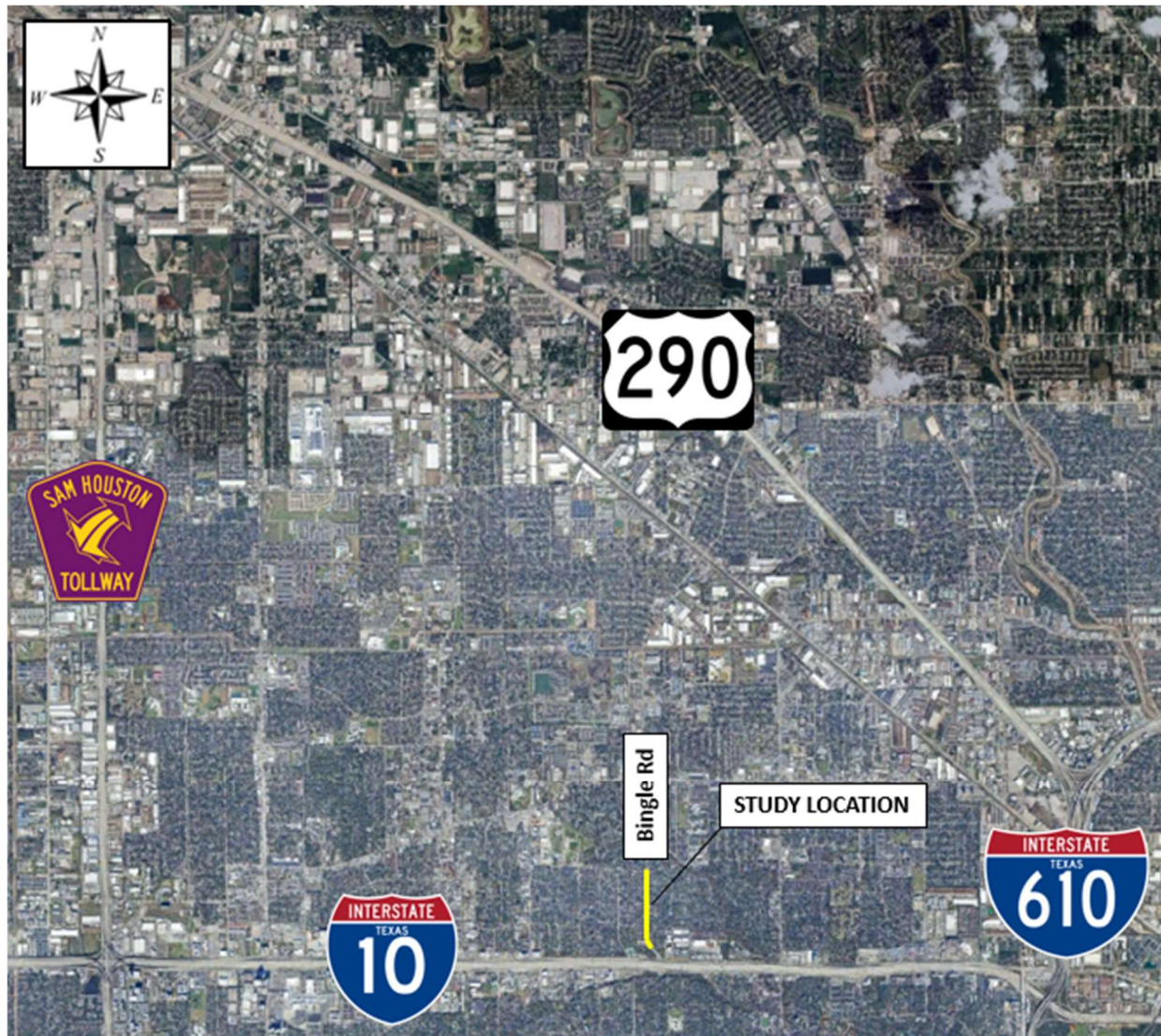


Figure 1.1: Study Location

This traffic engineering study examines the following intersections:

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

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

2.0 STUDY AREA

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



Figure 2.1: Traffic Study Limits

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



Figure 2.2: Study Intersections

EXISTING ROADWAY CONDITIONS

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

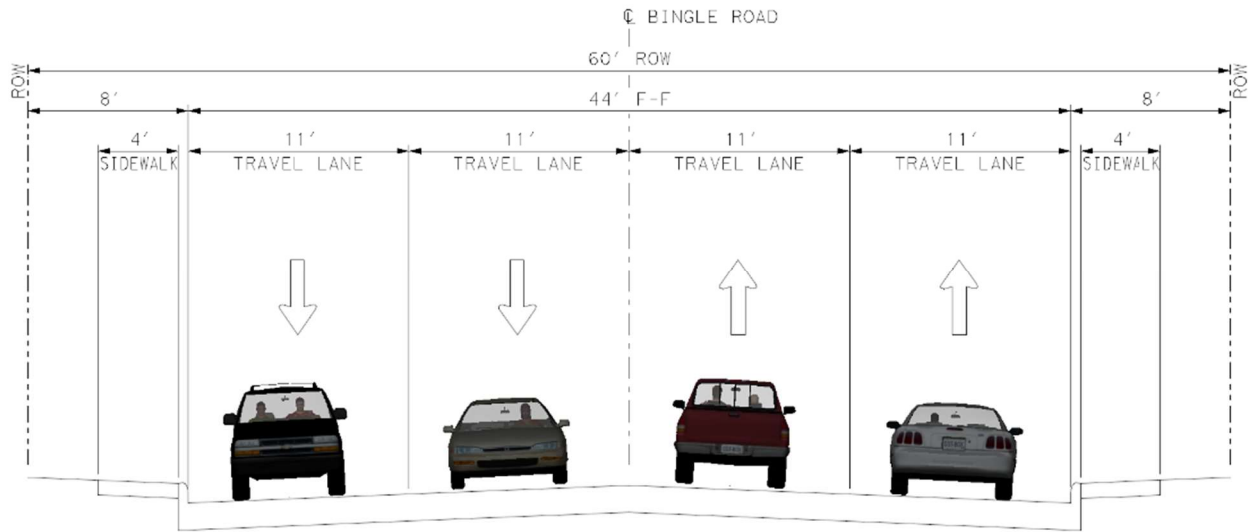


Figure 2.3: Existing Typical Section

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

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

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

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

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

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

TURNING MOVEMENT COUNTS

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

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

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

3.0 TRAFFIC VOLUME COMPARISON

PEAK HOUR

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

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

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

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

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

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

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

Table 3.3: ADT Volume Comparison (Veh / Day)

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

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

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

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

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

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

PEAK HOUR DETERMINATION

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

Table 3.5: AM and PM Peak Hour Determination

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

4.0 POTENTIAL TYPICAL SECTIONS

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

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

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

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

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

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

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

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

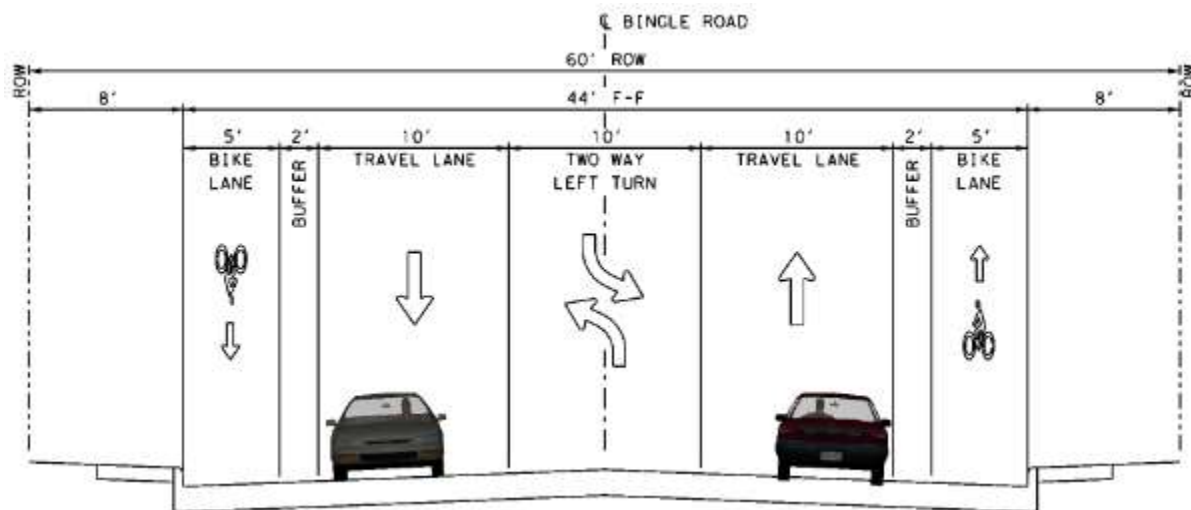


Figure 4.1: (Option 1) Proposed 3-Lane Section with Bike Lanes (Existing Pavement Width)

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

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

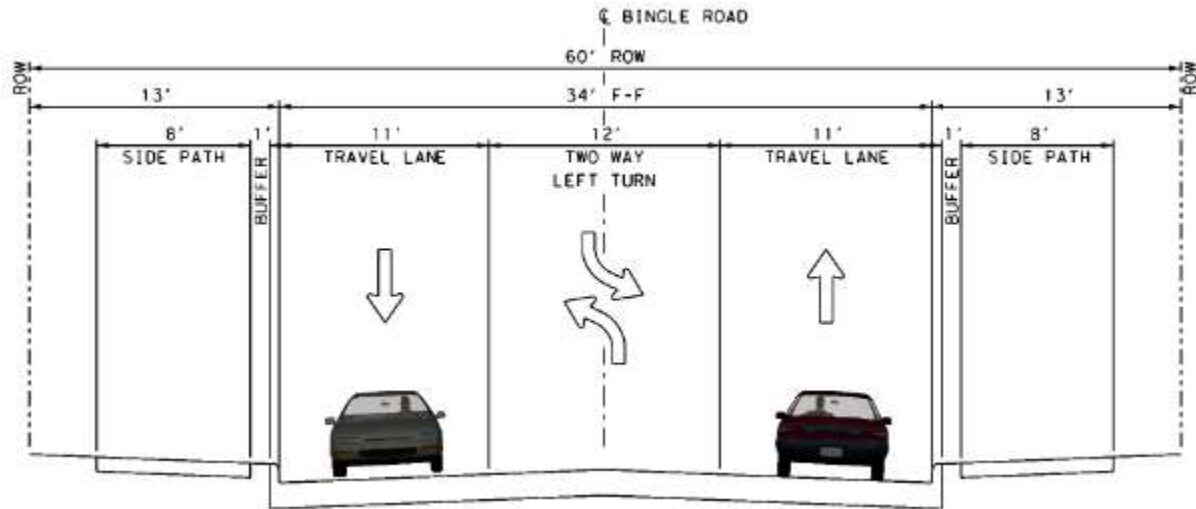


Figure 4.2: (Option 2) Proposed 3-Lane Section (Reduce Existing Pavement Width, Add Side Paths)

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

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

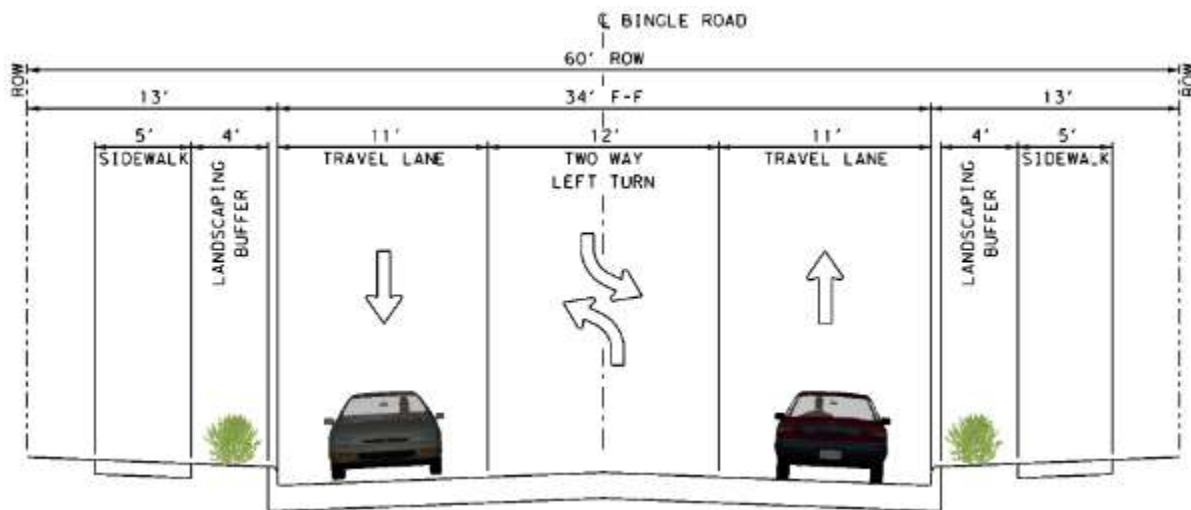


Figure 4.3: (Option 3) Proposed 3-Lane Section (Reduce Existing Pavement Width, Add Landscaping)

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

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

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

5.0 TRAFFIC ANALYSIS

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

Table 5.1: LOS Thresholds: Signalized Intersections

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

Table 5.2: LOS Thresholds: Unsignalized Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

Existing 4-Lane Undivided Scenario

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

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

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

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

Existing 2-Lane Undivided Scenario (Road Closure)

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

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

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

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

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

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

Proposed 3-Lane "Road Diet" Scenario

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

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

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

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

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

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

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

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

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

6.0 CONCLUSIONS AND RECOMMENDATIONS

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

Intersections Analyzed:

2

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

Results Summary:

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

Recommendations:

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

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

7.0 APPENDIX

Appendix A: Field Observation



Figure 7.1 Bingle Rd



Figure 7.2 Burkhardt Rd Intersection



Figure 7.3 Merlin Dr Intersection



Figure 7.4 W Memorial Park Dr Intersection



Figure 7.5 Westview Dr Intersection



Figure 7.6 Winningham Ln Intersection

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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

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

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

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Hourly Total	30	494	28	0	552	2	27	117	93	0	237	0	122	438	26	0	586	0	72	163	24	0	259	0	1634
12:00PM	10	136	10	0	156	0	11	46	36	0	93	0	38	122	11	0	171	1	16	35	9	0	60	0	480
12:15PM	14	109	11	0	134	0	12	38	29	0	79	0	24	123	8	0	155	0	16	26	12	0	54	0	422
12:30PM	8	132	6	0	146	0	4	37	24	0	65	0	37	121	7	0	165	0	21	31	10	0	62	0	438
12:45PM	7	127	2	0	136	0	9	33	19	0	61	0	23	115	14	0	152	0	19	44	8	0	71	1	420
Hourly Total	39	504	29	0	572	0	36	154	108	0	298	0	122	481	40	0	643	1	72	136	39	0	247	1	1760
1:00PM	8	113	8	0	129	0	11	32	28	0	71	0	44	132	14	0	190	0	10	34	6	0	50	0	440
1:15PM	12	121	7	0	140	0	8	28	31	0	67	0	25	123	7	0	155	1	14	35	8	0	57	0	419
1:30PM	10	107	7	0	124	0	4	38	22	0	64	0	34	127	10	0	171	0	16	26	9	0	51	0	410
1:45PM	12	104	5	0	121	1	14	34	26	0	74	0	31	127	6	0	164	0	10	60	13	0	83	0	442
Hourly Total	42	445	27	0	514	1	37	132	107	0	276	0	134	509	37	0	680	1	50	155	36	0	241	0	1711
2:00PM	13	128	2	0	143	0	5	40	26	0	71	0	43	137	8	0	188	0	17	34	6	0	57	0	459
2:15PM	16	128	12	0	156	1	8	38	25	0	71	0	37	133	14	0	184	0	25	48	10	0	83	0	494
2:30PM	14	138	9	0	161	11	14	57	40	0	111	0	48	131	17	0	196	0	11	57	14	0	82	0	550
2:45PM	12	137	13	0	162	0	16	48	47	0	111	1	35	141	11	0	187	0	23	41	11	0	75	0	535
Hourly Total	55	531	36	0	622	12	43	183	138	0	364	1	163	542	50	0	755	0	76	180	41	0	297	0	2038
3:00PM	10	146	6	0	162	0	4	41	41	0	86	0	37	131	13	0	181	0	14	36	13	0	63	0	492
3:15PM	10	139	6	0	155	0	12	55	37	0	104	0	38	112	12	0	162	1	13	53	13	0	79	0	500
3:30PM	16	141	7	0	164	14	7	54	53	0	114	2	41	172	16	0	229	1	22	55	5	0	82	1	589
3:45PM	18	185	7	0	210	4	14	56	34	0	104	0	33	158	9	0	200	0	24	56	9	0	89	0	603
Hourly Total	54	611	26	0	691	18	37	206	165	0	408	2	149	573	50	0	772	2	73	200	40	0	313	1	2184
4:00PM	12	159	7	0	178	2	18	52	41	0	111	2	47	164	12	0	223	0	20	46	12	0	78	0	590
4:15PM	10	189	17	0	216	0	18	59	29	0	106	0	53	159	9	0	221	0	15	70	14	0	99	0	642
4:30PM	7	149	16	0	172	2	12	63	33	0	108	0	32	196	9	0	237	0	19	49	17	0	85	0	602
4:45PM	14	144	12	0	170	0	9	68	31	0	108	0	51	194	12	0	257	1	20	68	13	0	101	0	636
Hourly Total	43	641	52	0	736	4	57	242	134	0	433	2	183	713	42	0	938	1	74	233	56	0	363	0	2470
5:00PM	13	185	3	0	201	0	25	49	35	0	109	0	48	198	9	0	255	0	19	62	20	0	101	0	666
5:15PM	17	195	9	0	221	0	14	76	31	0	121	0	48	227	20	0	295	0	16	64	14	0	94	1	731
5:30PM	16	146	15	0	177	0	22	64	31	0	117	0	48	196	22	0	266	0	20	66	17	0	103	0	663
5:45PM	16	159	9	0	184	0	17	53	26	0	96	0	44	232	20	0	296	0	19	70	15	0	104	0	680
Hourly Total	62	685	36	0	783	0	78	242	123	0	443	0	188	853	71	0	1112	0	74	262	66	0	402	1	2740
6:00PM	10	137	8	0	155	0	22	52	24	0	98	0	60	213	8	0	281	0	25	52	14	0	91	0	625
6:15PM	14	121	10	0	145	0	11	62	33	0	106	0	38	182	18	0	238	0	10	46	12	0	68	0	557
6:30PM	6	96	4	0	106	0	8	30	15	0	53	0	25	167	23	0	215	0	11	39	11	0	61	0	435
6:45PM	12	106	8	0	126	0	10	37	20	0	67	0	27	163	12	0	202	0	8	33	5	0	46	0	441
Hourly Total	42	460	30	0	532	0	51	181	92	0	324	0	150	725	61	0	936	0	54	170	42	0	266	0	2058
7:00PM	8	85	5	0	98	0	11	40	18	0	69	0	28	156	10	0	194	0	11	34	10	0	55	0	416
7:15PM	5	85	4	0	94	0	9	23	10	0	42	0	29	126	12	0	167	0	14	34	4	0	52	0	355
7:30PM	3	68	5	0	76	0	6	20	8	0	34	0	26	83	4	0	113	0	27	38	9	0	74	0	297
7:45PM	4	65	6	0	75	0	10	14	21	0	45	0	32	88	7	0	127	0	15	26	9	0	50	0	297
Hourly Total	20	303	20	0	343	0	36	97	57	0	190	0	115	453	33	0	601	0	67	132	32	0	231	0	1365
8:00PM	3	72	3	0	78	0	5	29	22	0	56	0	18	85	9	0	112	0	10	19	5	0	34	0	280
8:15PM	3	53	4	0	60	0	6	13	10	0	29	0	15	78	8	0	101	0	5	23	2	0	30	0	220
8:30PM	0	49	0	0	49	0	5	17	7	0	29	0	13	66	5	0	84	0	3	16	0	0	19	0	181
8:45PM	2	60	2	0	64	0	5	8	15	0	28	0	19	59	7	0	85	0	3	10	5	0	18	0	195
Hourly Total	8	234	9	0	251	0	21	67	54	0	142	0	65	288	29	0	382	0	21	68	12	0	101	0	876
9:00PM	2	58	3	0	63	0	2	14	10	0	26	0	12	54	3	0	69	0	8	12	7	0	27	0	185
9:15PM	4	38	1	0	43	0	4	9	7	0	20	0	8	56	4	0	68	0	19	16	2	0	37	0	168
9:30PM	2	31	3	0	36	0	2	3	4	0	9	0	6	45	2	0	53	0	4	10	0	0	14	0	112
9:45PM	3	30	3	0	36	0	6	12	2	0	20	0	6	53	2	0	61	0	1	12	5	0	18	0	135
Hourly Total	11	157	10	0	178	0	14	38	23	0	75	0	32	208	11	0	251	0	32	50	14	0	96	0	600
10:00PM	0	22	3	0	25	0	5	2	4	0	11	0	8	40	0	0	48	0	2	6	0	0	8	0	92
10:15PM	0	24	1	0	25	0	4	1	1	0	6	0	7	34	3	0	44	0	1	0	2	0	3	0	78
10:30PM	2	19	1	0	22	0	1	7	3	0	11	0	3	31	1	0	35	0	3	3	3	0	9	0	77
10:45PM	0	18	1	0	19	0	1	2	2	0	5	0	2	23	0	0	25	0	2	1	1	0	4	0	53
Hourly Total	2	83	6	0	91	0	11	12	10	0	33	0	20	128	4	0	152	0	8	10	6	0	24	0	300
11:00PM	0	16	1	0	17	0	3	0	1	0	4	0	4	29	1	0	34	0	1	2	0	0	3	0	58
11:15PM	2	22	0	0	24	0	1	2	3	0	6	0	3	26	0	0	29	0	1	1	0	0	2	0	61
11:30PM	1	19	0	0	20	0	0	1	3	0	4	0	2	18	0	0	20	0	1	0	1	0	2	0	46
11:45PM	0	14	0	0	14	0	0	1	0	0	1	0	1	12	0	0	13	0	0	1	0	0	1	0	29
Hourly Total	3	71	1	0	75	0	4	4	7	0	15	0	10	85	1	0	96	0	3	4	1	0	8	0	194
Total	641	8982	481	0	10104	71	599	2278	1770	0	4647	7	2055	8409	607	0	11071	13	1115	2459	551	0	4125	11	29947
% Approach	6.3%	88.9%	4.8%	0%	-	-	12.9%	49.0%	38.1%	0%	-	-	18.6%	76.0%	5.5%	0%	-	-	27.0%	59.6%	13.4%	0%	-	-	-
% Total	2.1%	30.0%	1.6%	0%	33.7%	-	2.0%	7.6%	5.9%	0%	15.5%	-	6.9%	28.1%	2.0%	0%	37.0%	-	3.7%	8.2%	1.8%	0%	13.8%	-	-
Lights	627	8776	470	0	9873	-	587	2228	1742	0	4557	-	2032	8233	599										

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int

% Articulated Trucks	0%	0.6%	0%	0%	0.5%	-	0%	0.1%	0%	0%	0%	-	0.1%	0.4%	0%	0%	0.3%	-	0.2%	0%	0.4%	0%	0.1%	-	0.3%
Buses and Single-Unit Trucks	14	155	11	0	180	-	12	48	28	0	88	-	21	145	8	0	174	-	11	47	21	0	79	-	521
% Buses and Single-Unit Trucks	2.2%	1.7%	2.3%	0%	1.8%	-	2.0%	2.1%	1.6%	0%	1.9%	-	1.0%	1.7%	1.3%	0%	1.6%	-	1.0%	1.9%	3.8%	0%	1.9%	-	1.7%
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	- 36.6%	-	-	-	-	-	- 71.4%	-	-	-	-	-	- 30.8%	-	-	-	-	-	- 72.7%	-
Bicycles on Crosswalk	-	-	-	-	-	45	-	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	- 63.4%	-	-	-	-	-	- 28.6%	-	-	-	-	-	- 69.2%	-	-	-	-	-	- 27.3%	-

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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

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

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

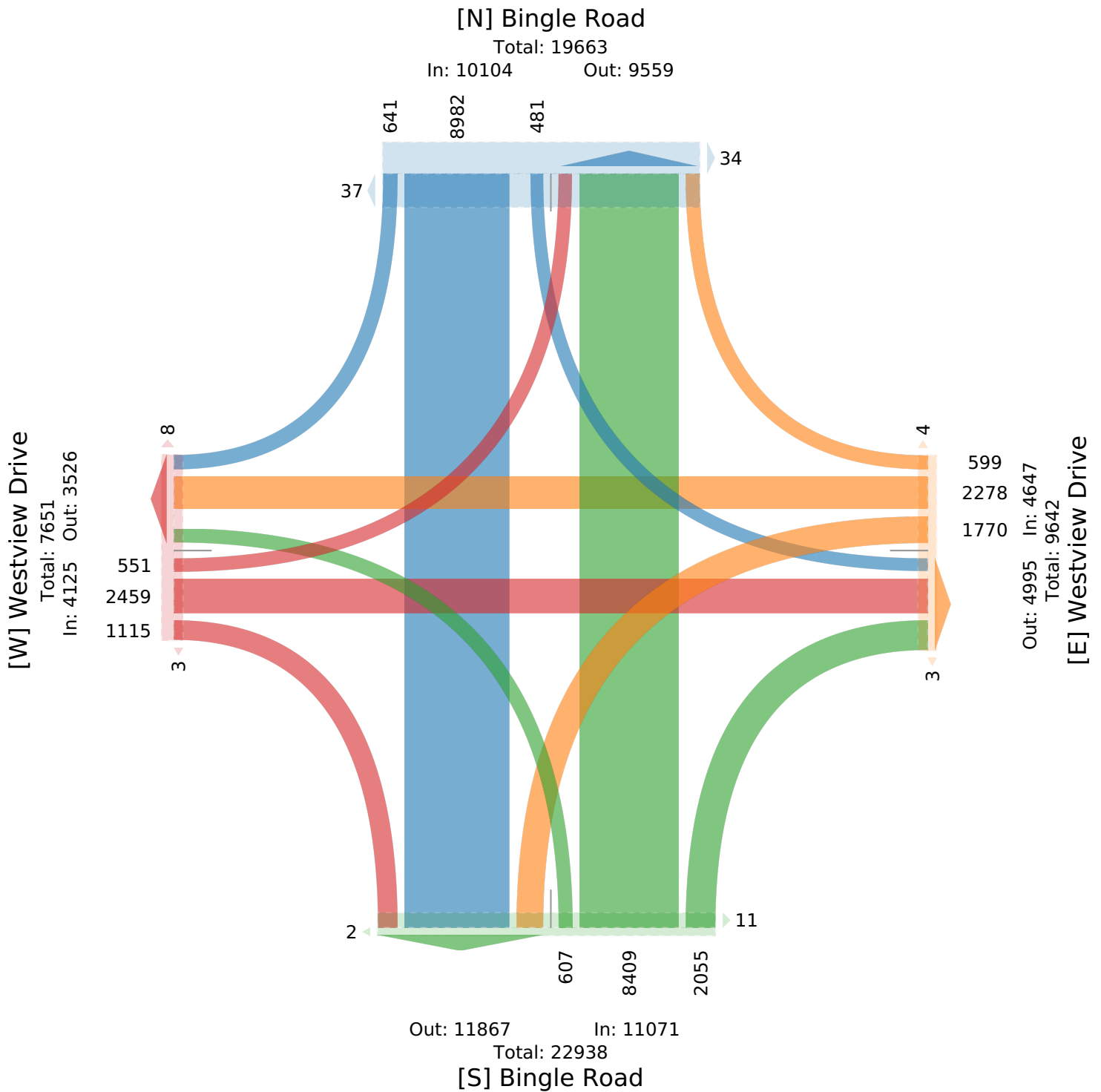
All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

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



1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

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

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

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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

AM Peak (7 AM - 8 AM)

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

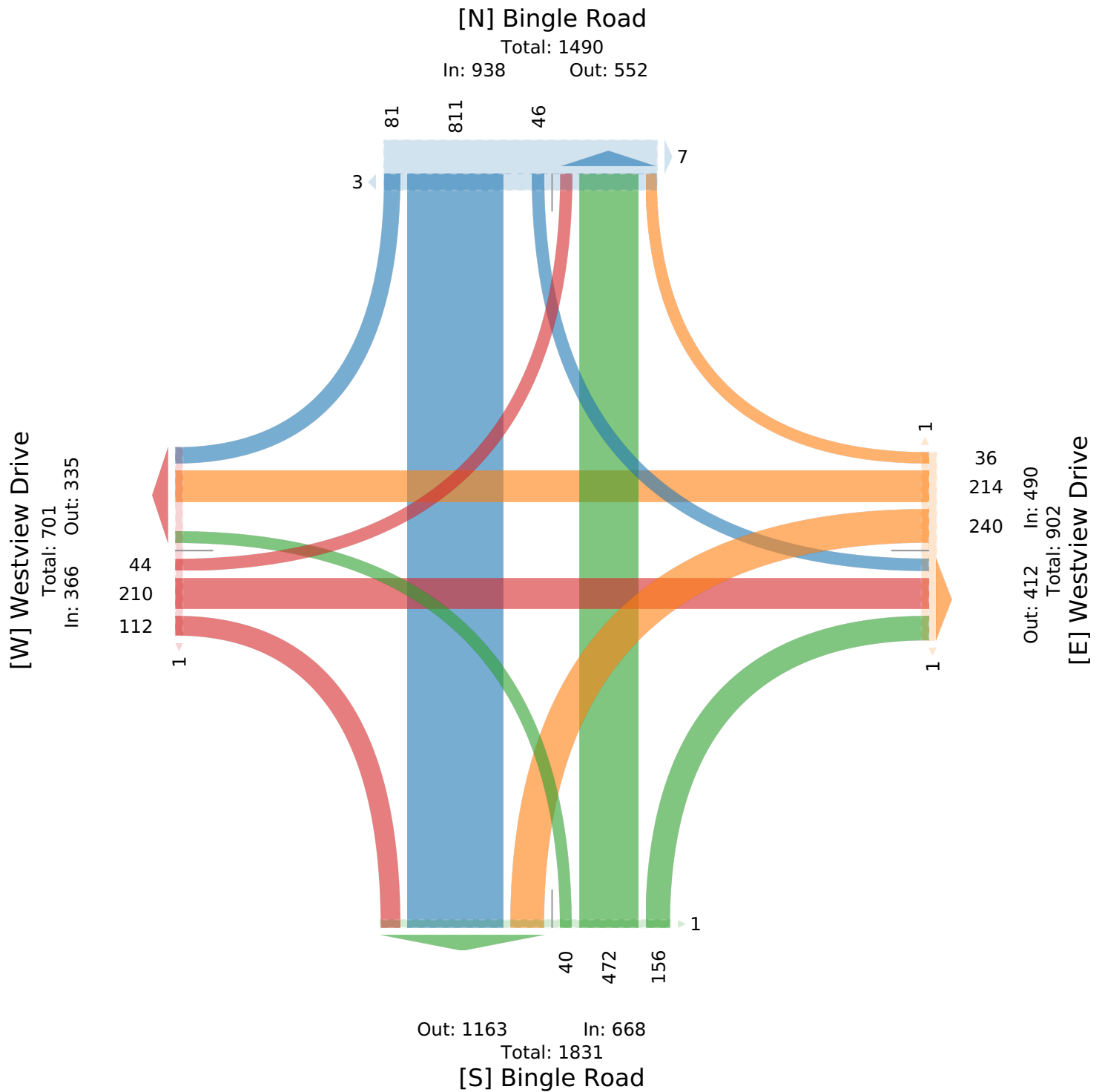
All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

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



1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

Midday Peak (12 PM - 1 PM)

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

All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

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

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

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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

Midday Peak (12 PM - 1 PM)

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

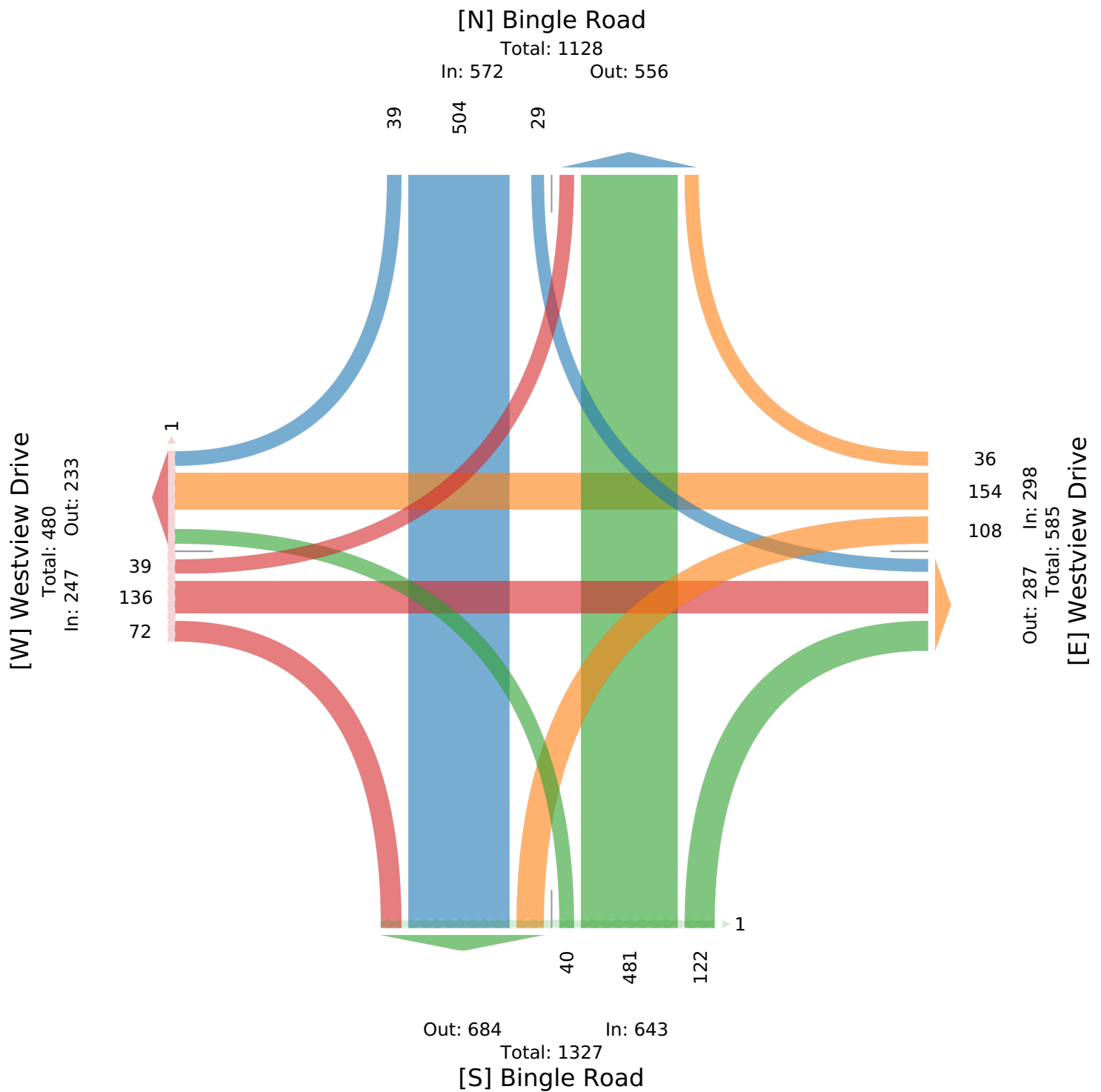
All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

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



1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

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

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

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

1. Bingle Road at Westview Drive - TMC

Tue Dec 3, 2024

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

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

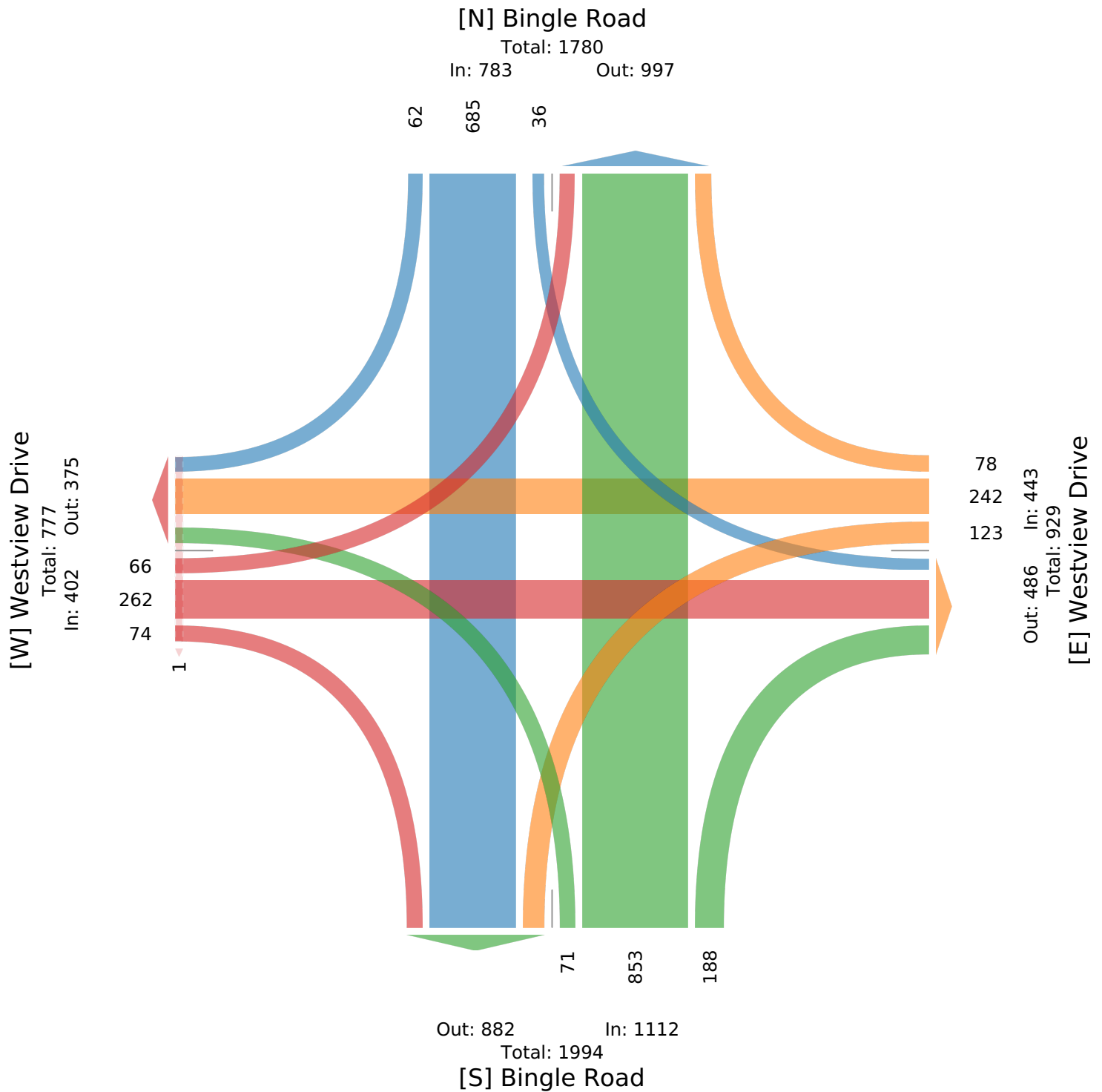
All Movements

ID: 1255881, Location: 29.793802, -95.500459



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

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



2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255882, Location: 29.792024, -95.500501



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

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

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

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						Merlin Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
10:45AM	0	167	1	0	168	1	0	0	15	0	15	0	8	144	0	0	152	0	0	0	0	0	0	0	335
Hourly Total	0	671	2	1	674	1	6	0	36	0	42	3	30	542	0	0	572	0	0	0	0	0	0	2	1288
11:00AM	0	165	2	0	167	0	2	0	3	0	5	0	8	154	0	0	162	0	0	0	0	1	1	0	335
11:15AM	0	162	1	0	163	2	0	0	6	0	6	2	8	145	0	0	153	0	0	0	0	0	0	0	322
11:30AM	0	180	1	0	181	0	2	0	5	0	7	0	7	154	0	0	161	0	0	0	0	0	0	0	349
11:45AM	0	164	0	0	164	0	0	0	9	0	9	0	2	148	0	0	150	0	0	0	0	0	0	0	323
Hourly Total	0	671	4	0	675	2	4	0	23	0	27	2	25	601	0	0	626	0	0	0	1	1	0	0	1329
12:00PM	0	180	1	0	181	0	0	0	9	0	9	0	4	176	0	0	180	0	0	0	0	0	0	0	370
12:15PM	0	162	0	0	162	0	0	0	5	0	5	1	8	153	0	0	161	0	0	0	0	0	0	0	328
12:30PM	0	171	2	0	173	0	2	0	9	0	11	0	11	156	0	0	167	0	0	0	0	0	0	0	351
12:45PM	0	162	0	0	162	1	2	0	9	0	11	0	8	152	0	0	160	0	0	0	0	0	0	0	333
Hourly Total	0	675	3	0	678	1	4	0	32	0	36	1	31	637	0	0	668	0	0	0	0	0	0	0	1382
1:00PM	0	151	0	0	151	0	3	0	3	0	6	0	8	190	0	0	198	1	0	0	0	1	1	0	356
1:15PM	0	170	3	0	173	0	1	0	6	0	7	0	12	161	0	0	173	0	0	0	0	0	0	0	353
1:30PM	0	155	0	0	155	0	2	0	7	0	9	0	10	169	0	0	179	0	0	0	0	0	0	0	343
1:45PM	0	145	3	0	148	0	2	0	7	0	9	0	6	170	0	0	176	0	0	0	0	0	0	1	333
Hourly Total	0	621	6	0	627	0	8	0	23	0	31	0	36	690	0	0	726	1	0	0	1	1	1	1	1385
2:00PM	0	175	0	0	175	0	0	0	3	0	3	0	8	193	0	0	201	0	0	0	0	0	0	0	379
2:15PM	0	175	1	0	176	0	5	0	12	0	17	0	11	184	0	0	195	0	0	0	0	0	0	1	388
2:30PM	0	181	2	0	183	0	2	0	5	0	7	0	15	203	0	0	218	0	0	0	0	0	0	0	408
2:45PM	0	221	2	0	223	1	2	0	13	0	15	1	3	191	0	0	194	0	0	0	0	0	0	0	432
Hourly Total	0	752	5	0	757	1	9	0	33	0	42	1	37	771	0	0	808	0	0	0	0	0	0	1	1607
3:00PM	0	211	0	0	211	0	2	0	15	0	17	0	6	182	0	0	188	0	0	0	0	0	0	0	416
3:15PM	0	174	3	0	177	0	4	0	8	0	12	0	12	171	0	0	183	0	0	0	0	0	0	0	372
3:30PM	0	234	0	0	234	1	2	0	2	0	4	2	17	228	0	0	245	0	0	0	0	0	0	1	483
3:45PM	0	242	1	0	243	0	3	0	8	0	11	0	10	202	0	0	212	0	0	0	0	0	0	0	466
Hourly Total	0	861	4	0	865	1	11	0	33	0	44	2	45	783	0	0	828	0	0	0	0	0	0	1	1737
4:00PM	0	222	0	0	222	0	1	0	6	0	7	0	13	220	0	0	233	0	0	0	0	0	0	0	462
4:15PM	0	232	1	0	233	0	1	0	6	0	7	0	11	215	0	0	226	0	0	0	0	0	0	0	466
4:30PM	0	215	0	0	215	0	2	0	7	0	9	2	12	238	0	0	250	0	0	0	0	0	0	0	474
4:45PM	0	197	1	0	198	0	3	0	8	0	11	0	13	266	0	0	279	0	0	0	0	0	0	0	488
Hourly Total	0	866	2	0	868	0	7	0	27	0	34	2	49	939	0	0	988	0	0	0	0	0	0	0	1890
5:00PM	0	251	0	0	251	0	3	0	6	0	9	0	15	261	0	0	276	0	0	0	0	0	0	2	536
5:15PM	0	236	1	0	237	0	2	0	9	0	11	0	17	289	0	0	306	0	0	0	0	0	0	0	554
5:30PM	0	201	0	0	201	0	2	0	9	0	11	0	13	274	0	0	287	0	0	0	0	0	0	0	499
5:45PM	0	204	0	0	204	0	1	0	6	0	7	0	12	285	0	0	297	0	0	0	0	0	0	0	508
Hourly Total	0	892	1	0	893	0	8	0	30	0	38	0	57	1109	0	0	1166	0	0	0	0	0	0	2	2097
6:00PM	0	201	0	0	201	0	1	0	8	0	9	0	12	280	0	0	292	0	0	0	0	0	0	0	502
6:15PM	0	160	0	0	160	0	2	0	6	0	8	0	10	241	0	0	251	0	0	0	0	0	0	0	419
6:30PM	0	127	1	0	128	0	2	0	7	0	9	0	16	219	0	0	235	0	0	0	0	0	0	0	372
6:45PM	0	129	0	0	129	0	4	0	2	0	6	0	13	178	0	0	191	0	0	0	0	0	0	0	326
Hourly Total	0	617	1	0	618	0	9	0	23	0	32	0	51	918	0	0	969	0	0	0	0	0	0	0	1619
7:00PM	0	116	1	0	117	1	0	0	4	0	4	0	11	191	0	0	202	0	0	0	0	0	0	0	323
7:15PM	0	110	0	0	110	0	1	0	4	0	5	0	10	172	0	0	182	0	0	0	0	0	0	0	297
7:30PM	0	108	0	0	108	0	1	0	2	0	3	0	7	113	0	0	120	0	0	0	0	0	0	0	231
7:45PM	0	101	1	0	102	0	1	0	5	0	6	0	5	136	0	0	141	0	0	0	0	0	0	0	249
Hourly Total	0	435	2	0	437	1	3	0	15	0	18	0	33	612	0	0	645	0	0	0	0	0	0	0	1100
8:00PM	0	105	4	0	109	0	1	0	1	0	2	0	11	118	0	0	129	0	0	0	0	0	0	0	240
8:15PM	0	72	0	0	72	0	1	0	1	0	2	0	12	106	0	0	118	0	0	0	0	0	0	0	192
8:30PM	0	64	0	0	64	1	0	0	3	0	3	0	4	85	0	0	89	0	0	0	0	0	0	0	156
8:45PM	0	88	0	0	88	1	1	0	1	0	2	1	5	92	0	0	97	0	0	0	0	0	0	0	187
Hourly Total	0	329	4	0	333	2	3	0	6	0	9	1	32	401	0	0	433	0	0	0	0	0	0	0	775
9:00PM	0	70	0	0	70	0	0	0	5	0	5	0	4	67	0	0	71	0	0	0	0	0	0	0	146
9:15PM	0	70	0	0	70	0	1	0	1	0	2	0	4	68	0	0	72	0	0	0	0	0	0	0	144
9:30PM	0	38	1	0	39	0	0	0	3	0	3	0	4	54	0	0	58	0	0	0	0	0	0	0	100
9:45PM	0	33	1	0	34	0	0	0	4	0	4	0	2	65	0	0	67	0	0	0	0	0	0	0	105
Hourly Total	0	211	2	0	213	0	1	0	13	0	14	0	14	254	0	0	268	0	0	0	0	0	0	0	495
10:00PM	0	28	0	0	28	0	0	0	8	0	8	0	0	46	0	0	46	0	0	0	0	0	0	0	82
10:15PM	0	26	0	0	26	0	0	0	1	0	1	0	2	44	0	0	46	0	0	0	0	0	0	0	73
10:30PM	0	28	0	0	28	0	0	0	0	0	0	0	1	35	0	0	36	0	0	0	0	0	0	0	64
10:45PM	0	21	0	0	21	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0	50
Hourly Total	0	103	0	0	103	0	0	0	9	0	9	0	3	154	0	0	157	0	0	0	0	0	0	0	269

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

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

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255882, Location: 29.792024, -95.500501



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

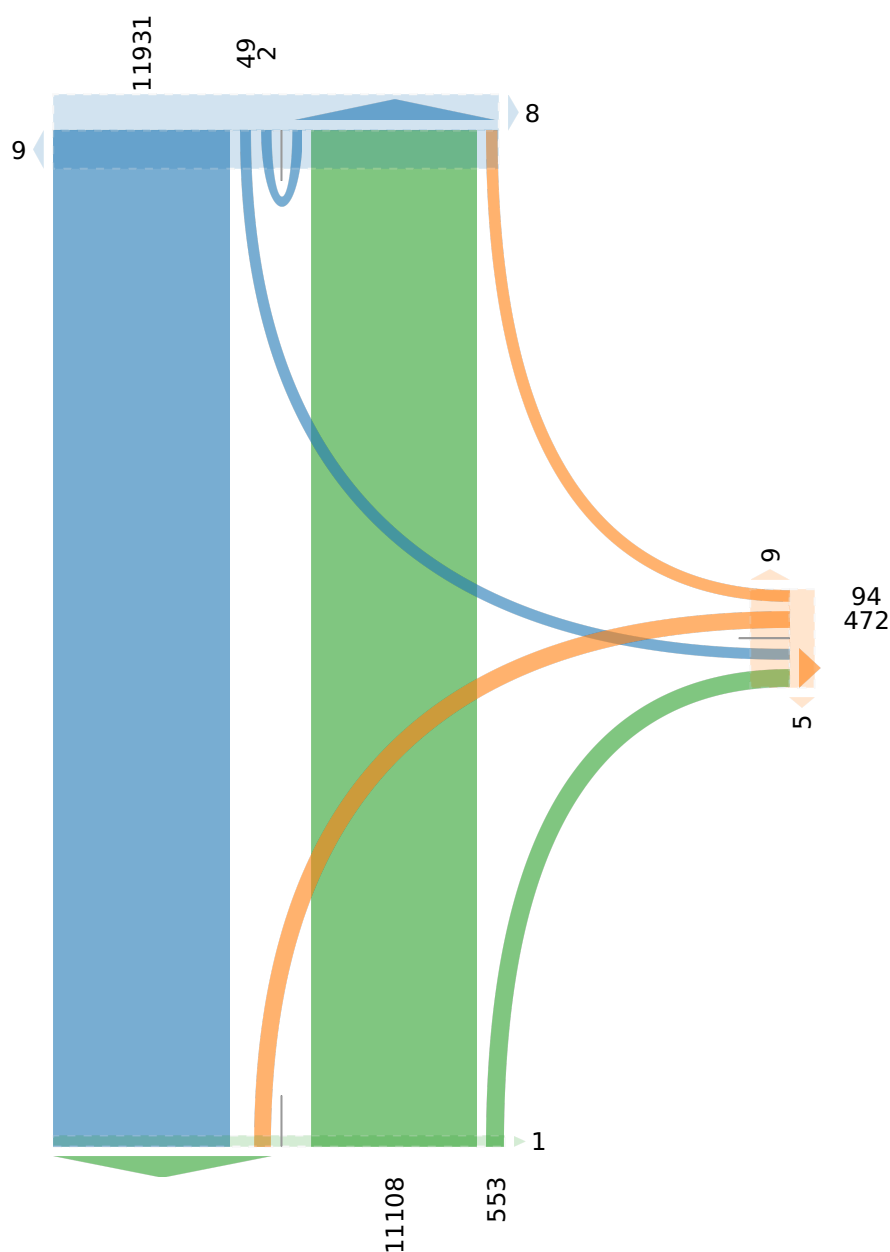
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Bingle Road

Total: 23186

In: 11982

Out: 11204

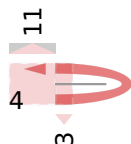


[W] Merlin Drive

Total: 8

In: 4

Out: 4



Out: 602 In: 566

Total: 1168

[E] Merlin Drive

[S] Bingle Road

Out: 12403

In: 11661

Total: 24064

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255882, Location: 29.792024, -95.500501



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

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

Leg Direction	Bingle Road Southbound						Merlin Drive Westbound						Bingle Road Northbound						Merlin Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-12-03 7:15AM	0	319	0	0	319	2	6	0	21	0	27	0	3	151	0	0	154	0	0	0	0	0	0	0	500
7:30AM	0	330	2	0	332	0	2	0	11	0	13	0	7	175	0	0	182	0	0	0	0	0	0	1	527
7:45AM	0	270	1	0	271	0	2	0	9	0	11	2	12	165	0	0	177	0	0	0	0	0	0	1	459
8:00AM	0	264	2	0	266	4	2	0	3	0	5	0	4	157	0	0	161	0	0	0	0	0	0	0	432
Total	0	1183	5	0	1188	6	12	0	44	0	56	2	26	648	0	0	674	0	0	0	0	0	2	1918	
% Approach	0%	99.6%	0.4%	0%	-	-	21.4%	0%	78.6%	0%	-	-	3.9%	96.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	61.7%	0.3%	0%	61.9%	-	0.6%	0%	2.3%	0%	2.9%	-	1.4%	33.8%	0%	0%	35.1%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.896	0.625	-	0.895	-	0.500	-	0.524	-	0.519	-	0.542	0.926	-	-	0.926	-	-	-	-	-	-	-	0.910
Lights	0	1160	5	0	1165	-	12	0	43	0	55	-	25	637	0	0	662	-	0	0	0	0	0	-	1882
% Lights	0%	98.1%	100%	0%	98.1%	-	100%	0%	97.7%	0%	98.2%	-	96.2%	98.3%	0%	0%	98.2%	-	0%	0%	0%	0%	-	-	98.1%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	5
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	-	-	0.3%
Buses and Single-Unit Trucks	0	20	0	0	20	-	0	0	1	0	1	-	1	9	0	0	10	-	0	0	0	0	0	-	31
% Buses and Single-Unit Trucks	0%	1.7%	0%	0%	1.7%	-	0%	0%	2.3%	0%	1.8%	-	3.8%	1.4%	0%	0%	1.5%	-	0%	0%	0%	0%	-	-	1.6%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255882, Location: 29.792024, -95.500501



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

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

[N] Bingle Road

Total: 1848

In: 1188 Out: 660

1183

5

2

4

2

1

12
44

Out: 31 In: 56
Total: 87

[E] Merlin Drive

1

648

26

Out: 1227 In: 674

Total: 1901

[S] Bingle Road

[W] Merlin Drive

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255882, Location: 29.792024, -95.500501



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

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

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

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

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

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

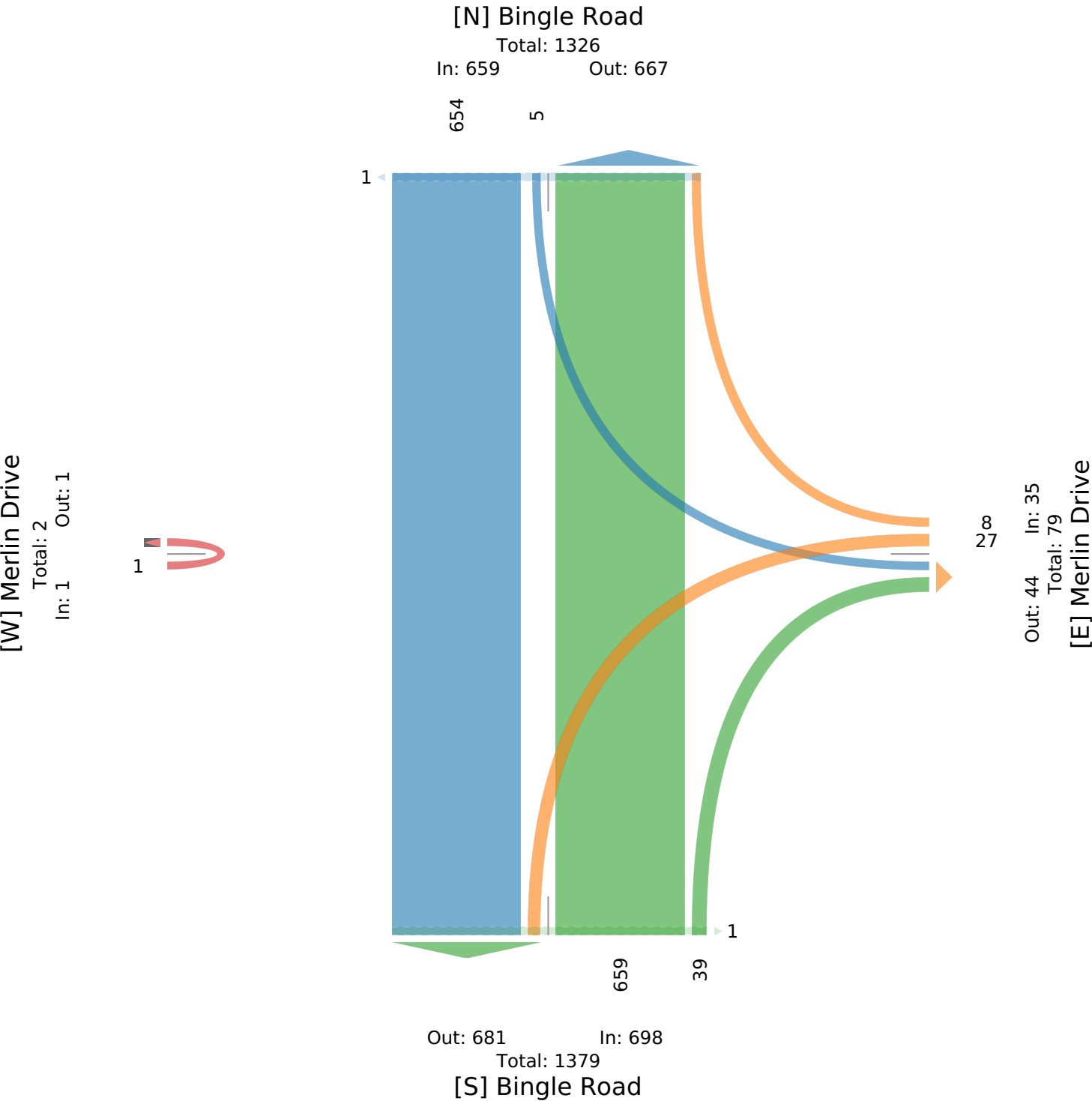
All Movements

ID: 1255882, Location: 29.792024, -95.500501



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

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



2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255882, Location: 29.792024, -95.500501



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

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

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

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

2. Bingle Road at Merlin Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255882, Location: 29.792024, -95.500501



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

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

[W] Merlin Drive

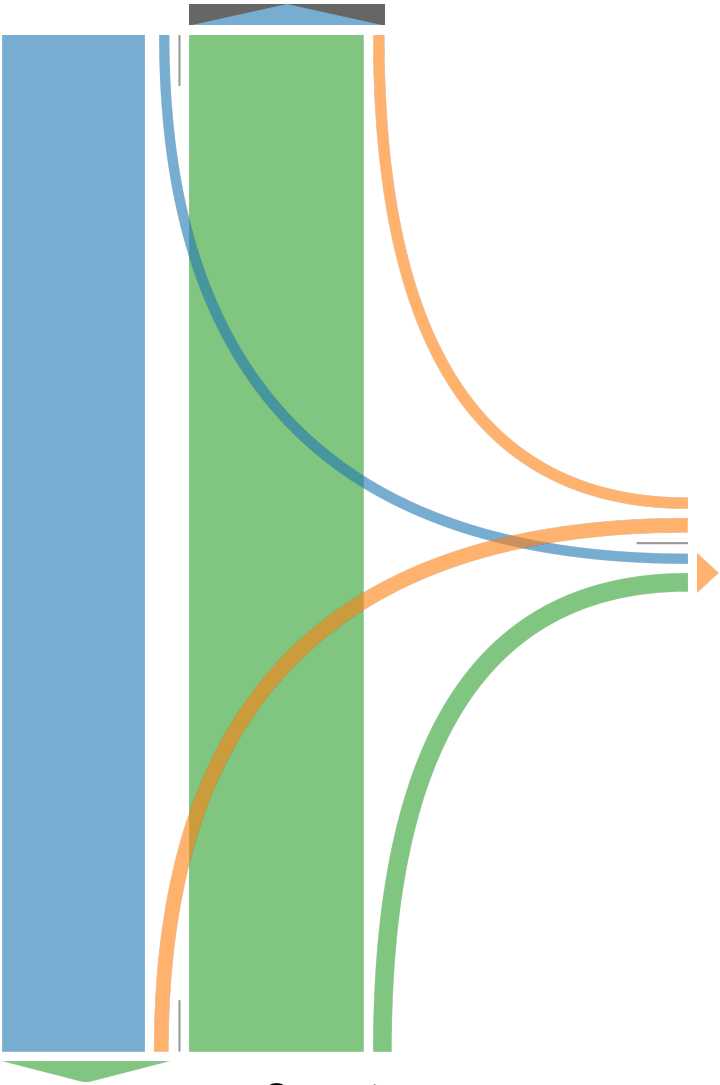


[N] Bingle Road

Total: 2010
In: 893 Out: 1117

892

1



30

Out: 58 In: 38
Total: 96

[E] Merlin Drive

1109

57

Out: 922 In: 1166
Total: 2088

[S] Bingle Road

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

Tue Dec 3, 2024

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

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

All Movements

ID: 1255883, Location: 29.789381, -95.500484



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

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

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

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

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

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

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

Tue Dec 3, 2024

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

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

All Movements

ID: 1255883, Location: 29.789381, -95.500484



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

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

[N] Bingle Road

Total: 24357

In: 12615

Out: 11742

1
12543

70
1

1

[W] Burkhart Road

Total: 9

In: 5 Out: 4

5
4
2

Out: 314 In: 311

Total: 625

[E] Burkhart Road

99
212

7

3

11642

244

Out: 12760

In: 11889

Total: 24649

[S] Bingle Road

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

Tue Dec 3, 2024

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

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

All Movements

ID: 1255883, Location: 29.789381, -95.500484



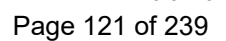
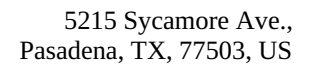
Provided by: C. J. Hensch & Associates Inc.

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

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

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

ID: 1255883, Location: 29.789381, -95.500484



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

Tue Dec 3, 2024

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

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

All Movements

ID: 1255883, Location: 29.789381, -95.500484



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

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

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-12-03 12:45PM	0	177	0	0	177	0	4	0	1	0	5	0	8	158	1	0	167	0	0	0	0	0	0	2	349
1:00PM	1	160	0	0	161	0	0	0	4	0	4	0	3	195	0	0	198	0	0	0	0	0	0	0	363
1:15PM	0	164	2	0	166	1	4	0	6	0	10	1	9	173	0	0	182	0	2	0	0	0	2	0	360
1:30PM	0	170	0	0	170	0	3	0	6	0	9	0	3	180	0	0	183	0	0	0	0	0	0	0	362
Total	1	671	2	0	674	1	11	0	17	0	28	1	23	706	1	0	730	0	2	0	0	0	2	2	1434
% Approach	0.1%	99.6%	0.3%	0%	-	-	39.3%	0%	60.7%	0%	-	-	3.2%	96.7%	0.1%	0%	-	-	100%	0%	0%	0%	-	-	-
% Total	0.1%	46.8%	0.1%	0%	47.0%	-	0.8%	0%	1.2%	0%	2.0%	-	1.6%	49.2%	0.1%	0%	50.9%	-	0.1%	0%	0%	0%	0.1%	-	-
PHF	0.250	0.948	0.250	-	0.952	-	0.688	-	0.708	-	0.700	-	0.639	0.905	0.250	-	0.922	-	0.250	-	-	-	0.250	-	0.988
Lights	1	651	2	0	654	-	11	0	15	0	26	-	21	685	1	0	707	-	2	0	0	0	2	-	1389
% Lights	100%	97.0%	100%	0%	97.0%	-	100%	0%	88.2%	0%	92.9%	-	91.3%	97.0%	100%	0%	96.8%	-	100%	0%	0%	0%	100%	-	96.9%
Articulated Trucks	0	9	0	0	9	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	12
% Articulated Trucks	0%	1.3%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.8%
Buses and Single-Unit Trucks	0	11	0	0	11	-	0	0	2	0	2	-	2	18	0	0	20	-	0	0	0	0	0	-	33
% Buses and Single-Unit Trucks	0%	1.6%	0%	0%	1.6%	-	0%	0%	11.8%	0%	7.1%	-	8.7%	2.5%	0%	0%	2.7%	-	0%	0%	0%	0%	0%	-	2.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

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

Tue Dec 3, 2024

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

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

All Movements

ID: 1255883, Location: 29.789381, -95.500484



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

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

[N] Bingle Road

Total: 1391

In: 674

Out: 717

1

671

2

1

[W] Burkhart Road

Total: 4

In: 2 Out: 2

2
2

11
17

Out: 25 In: 28

Total: 53

[E] Burkhart Road

Out: 690

In: 730

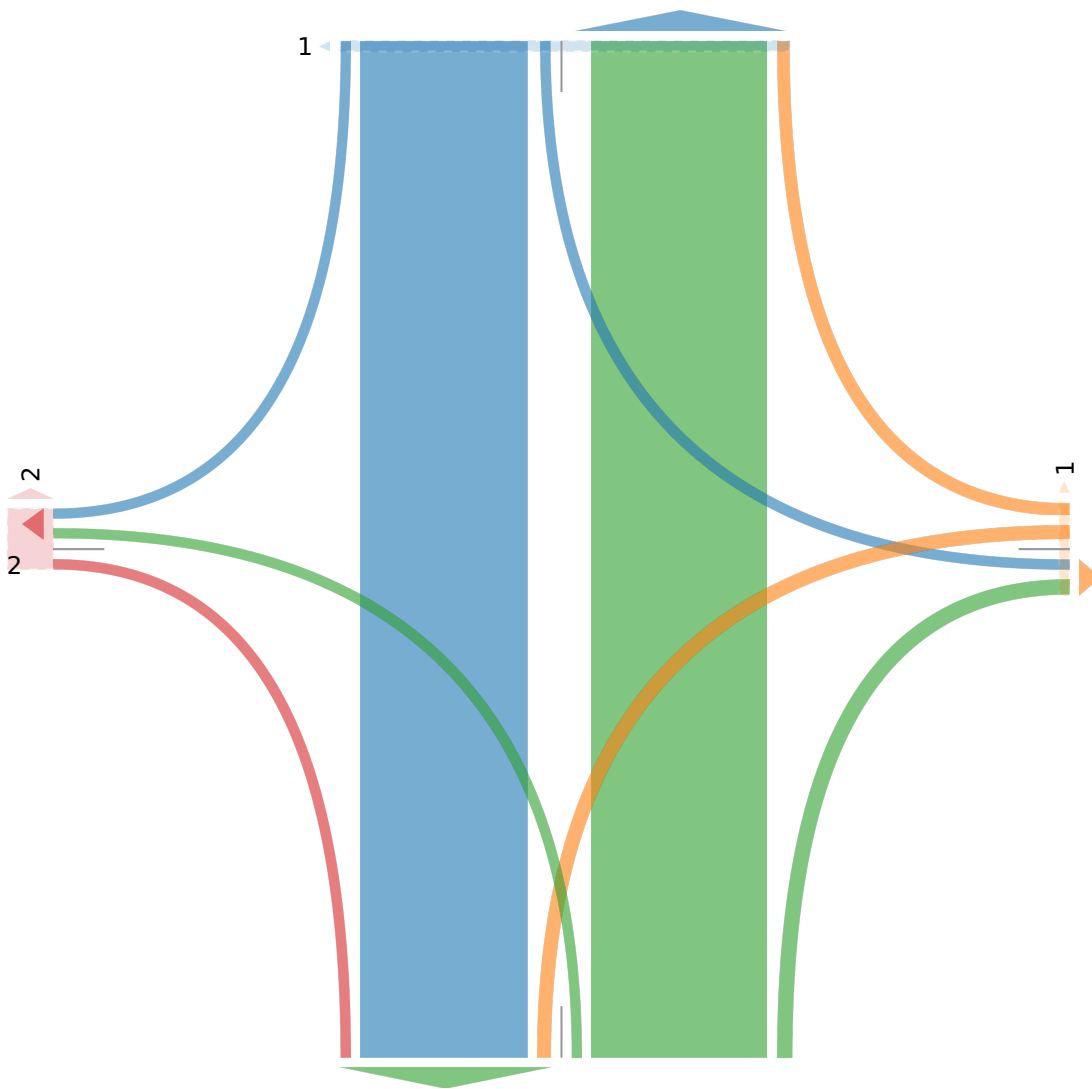
Total: 1420

[S] Bingle Road

1

706

23



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

Tue Dec 3, 2024

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

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

All Movements

ID: 1255883, Location: 29.789381, -95.500484



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

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

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

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

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

Tue Dec 3, 2024

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

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

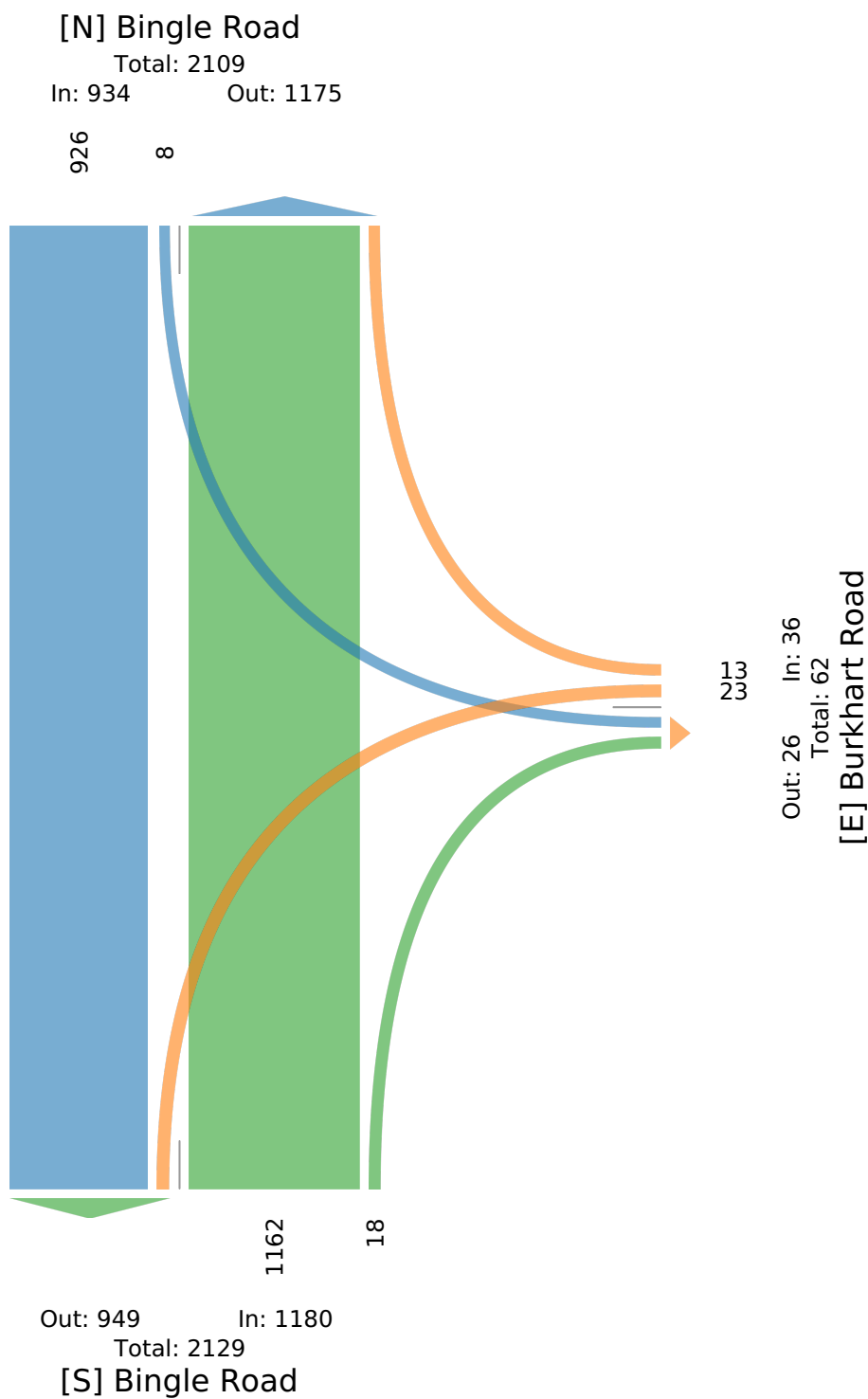
All Movements

ID: 1255883, Location: 29.789381, -95.500484



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

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



4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255884, Location: 29.788197, -95.500471

cj hensch &
associates

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

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound							
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int	
2024-12-03 12:00AM	0	10	0	0	10	0	0	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	0	0	28
12:15AM	0	17	0	0	17	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	36
12:30AM	0	9	0	0	9	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	22
12:45AM	0	14	0	0	14	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	21
Hourly Total	0	50	0	0	50	0	0	0	0	0	0	0	1	56	0	0	57	0	0	0	0	0	0	0	0	107
1:00AM	0	12	1	0	13	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	19
1:15AM	0	9	0	0	9	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	20
1:30AM	0	10	0	0	10	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	12
1:45AM	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	9
Hourly Total	0	36	1	0	37	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	60
2:00AM	0	3	0	0	3	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	12
2:15AM	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7
2:30AM	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	12
2:45AM	0	8	0	0	8	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	12
Hourly Total	0	20	0	0	20	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	43
3:00AM	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	13
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	13
3:30AM	0	6	1	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	13
3:45AM	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	9
Hourly Total	0	23	1	0	24	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	48
4:00AM	0	13	0	0	13	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	19
4:15AM	0	12	0	0	12	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	20
4:30AM	0	17	0	0	17	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	29
4:45AM	0	51	0	0	51	0	0	0	2	0	2	0	0	18	0	0	18	0	1	0	0	0	1	0	0	72
Hourly Total	0	93	0	0	93	0	0	0	2	0	2	0	0	44	0	0	44	0	1	0	0	0	1	0	0	140
5:00AM	0	45	0	0	45	0	0	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	0	0	66
5:15AM	0	62	0	0	62	0	1	0	0	0	1	0	0	35	0	0	35	0	0	0	0	0	0	0	0	98
5:30AM	1	82	0	0	83	0	0	0	0	0	0	0	0	58	0	0	58	0	1	0	0	0	1	0	0	142
5:45AM	0	88	0	0	88	0	0	0	3	0	3	0	1	94	0	0	95	0	0	0	0	0	0	0	0	186
Hourly Total	1	277	0	0	278	0	1	0	3	0	4	0	2	207	0	0	209	0	1	0	0	0	1	0	0	492
6:00AM	0	119	0	0	119	0	0	0	2	0	2	0	1	92	1	0	94	0	0	0	0	0	0	0	0	215
6:15AM	0	135	1	0	136	0	0	0	3	0	3	1	4	101	0	0	105	0	0	0	0	0	0	0	0	244
6:30AM	1	154	3	0	158	0	0	0	4	0	4	0	5	118	0	0	123	0	2	0	0	0	2	0	0	287
6:45AM	0	230	0	0	230	0	1	0	4	0	5	0	10	140	0	0	150	0	1	0	0	0	1	0	0	386
Hourly Total	1	638	4	0	643	0	1	0	13	0	14	1	20	451	1	0	472	0	3	0	0	0	3	0	0	1132
7:00AM	2	247	3	0	252	0	4	1	6	0	11	0	7	159	0	0	166	0	2	0	3	0	5	0	0	434
7:15AM	1	326	0	0	327	0	1	1	21	0	23	0	7	151	1	0	159	0	4	0	0	0	4	0	0	513
7:30AM	0	356	1	0	357	0	0	0	4	0	4	0	3	179	1	0	183	0	2	0	0	0	2	0	0	546
7:45AM	0	301	1	0	302	0	2	0	9	0	11	3	7	188	1	0	196	0	1	0	0	0	1	0	0	510
Hourly Total	3	1230	5	0	1238	0	7	2	40	0	49	3	24	677	3	0	704	0	9	0	3	0	12	0	0	2003
8:00AM	0	297	0	0	297	0	1	0	17	0	18	0	10	158	1	0	169	0	2	0	1	0	3	0	0	487
8:15AM	0	289	0	0	289	0	1	1	13	0	15	0	8	164	0	0	172	0	3	0	0	0	3	0	0	479
8:30AM	1	281	2	0	284	0	1	0	5	0	6	0	7	147	2	0	156	0	2	0	0	0	2	0	0	448
8:45AM	1	320	0	0	321	0	2	1	9	0	12	2	6	165	2	0	173	0	3	0	1	0	4	0	0	510
Hourly Total	2	1187	2	0	1191	0	5	2	44	0	51	2	31	634	5	0	670	0	10	0	2	0	12	0	0	1924
9:00AM	0	223	4	0	227	0	1	0	11	0	12	1	8	159	0	0	167	0	0	0	0	0	0	0	0	406
9:15AM	0	223	0	0	223	0	0	0	11	0	11	0	5	164	3	0	172	0	3	0	1	0	4	0	0	410
9:30AM	1	254	0	0	255	0	1	0	12	0	13	0	13	132	0	0	145	0	1	0	1	0	2	0	0	415
9:45AM	0	214	1	0	215	0	3	1	12	0	16	0	8	140	0	0	148	0	2	0	0	0	2	0	0	381
Hourly Total	1	914	5	0	920	0	5	1	46	0	52	1	34	595	3	0	632	0	6	0	2	0	8	0	0	1612
10:00AM	0	175	2	0	177	0	0	0	6	0	6	0	10	153	1	0	164	0	1	0	0	0	1	0	0	348
10:15AM	1	181	4	0	186	0	0	0	9	0	9	0	13	130	1	0	144	0	0	1	1	0	2	0	0	341
10:30AM	0	176	0	0	176	0	2	0	7	0	9	2	11	151	0	0	162	0	0	0	1	0	1	0	0	348
10:45AM	0	174	1	0	175	0	2	0	7	0	9	0	7	160	3	0	170	0	1	0	1	0	2	0	0	356
Hourly Total	1	706	7	0	714	0	4	0	29	0	33	2	41	594	5	0	640	0	2	1	3	0	6	0	0	1393
11:00AM	1	168	2	0	171	0	4	0	9	0	13	1	5	157	2	0	164	1	2	1	1	0	4	0	0	352
11:15AM	1	177	0	0	178	1	1	0	6	0	7	0	8	156	0	0	164	0	3	0	1	0	4	0	0	353
11:30AM	1	176	0	0	177	0	1	0	11	0	12	0	7	173	1	0	181	0	1	1	0	0	2	0	0	372
11:45AM	1	177	1	0	179	0	3	0	11	0	14	0	11	146	1	0	158	0	2	0	1	0	3	0	0	354
Hourly Total	4	698	3	0	705	1	9	0	37	0	46	1	31	632	4	0	667	1	8	2	3	0	13	0	0	1431

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
12:00PM	1	199	1	0	201	0	0	0	9	0	9	0	8	181	0	0	189	0	1	1	1	0	3	0	402
12:15PM	1	167	2	0	170	0	1	0	13	0	14	0	10	164	0	0	174	0	1	0	0	0	1	0	359
12:30PM	1	181	3	0	185	0	1	0	10	0	11	0	10	169	1	0	180	0	1	0	1	0	2	0	378
12:45PM	0	178	1	0	179	0	3	0	6	0	9	0	6	159	0	0	165	0	0	0	1	0	1	1	354
Hourly Total	3	725	7	0	735	0	5	0	38	0	43	0	34	673	1	0	708	0	3	1	3	0	7	1	1493
1:00PM	1	161	3	0	165	0	3	0	5	0	8	0	6	189	0	0	195	0	0	0	0	0	0	0	368
1:15PM	0	174	2	0	176	0	3	0	4	1	8	0	9	186	0	0	195	0	1	0	1	0	2	0	381
1:30PM	1	173	3	0	177	0	2	0	7	0	9	0	19	178	2	0	199	0	0	0	0	0	0	0	385
1:45PM	0	157	0	0	157	0	6	0	3	0	9	0	9	173	2	0	184	0	2	0	0	0	2	0	352
Hourly Total	2	665	8	0	675	0	14	0	19	1	34	0	43	726	4	0	773	0	3	0	1	0	4	0	1486
2:00PM	0	174	2	0	176	0	5	0	10	0	15	0	8	219	0	0	227	0	2	0	0	0	2	0	420
2:15PM	1	194	3	0	198	0	2	0	7	0	9	1	8	193	1	0	202	0	2	0	0	0	2	1	411
2:30PM	1	194	3	0	198	0	1	0	10	0	11	0	8	207	1	0	216	0	2	0	1	0	3	0	428
2:45PM	1	223	1	0	225	0	2	0	11	0	13	0	7	194	2	0	203	1	1	0	0	0	1	0	442
Hourly Total	3	785	9	0	797	0	10	0	38	0	48	1	31	813	4	0	848	1	7	0	1	0	8	1	1701
3:00PM	2	240	0	0	242	0	0	0	13	0	13	0	4	194	1	0	199	3	1	0	1	0	2	0	456
3:15PM	1	190	0	0	191	0	2	0	10	0	12	0	7	191	2	0	200	0	1	0	1	0	2	0	405
3:30PM	0	226	2	0	228	0	1	0	10	0	11	1	9	246	3	0	258	0	2	0	2	0	4	0	501
3:45PM	0	245	3	0	248	0	1	1	11	0	13	0	12	209	2	0	223	0	3	0	0	0	3	0	487
Hourly Total	3	901	5	0	909	0	4	1	44	0	49	1	32	840	8	0	880	3	7	0	4	0	11	0	1849
4:00PM	1	239	3	0	243	0	1	0	14	0	15	0	6	239	0	0	245	0	0	0	0	0	0	0	503
4:15PM	0	233	4	0	237	0	2	1	5	0	8	1	10	229	2	0	241	0	0	0	2	0	2	0	488
4:30PM	3	218	2	0	223	0	1	0	11	0	12	0	11	263	0	0	274	1	3	0	0	0	3	0	512
4:45PM	1	199	4	0	204	0	3	0	13	0	16	0	13	272	1	0	286	1	1	0	3	0	4	0	510
Hourly Total	5	889	13	0	907	0	7	1	43	0	51	1	40	1003	3	0	1046	2	4	0	5	0	9	0	2013
5:00PM	1	260	2	0	263	0	6	0	14	0	20	0	21	269	3	0	293	0	1	0	0	0	1	0	577
5:15PM	2	245	1	0	248	0	4	0	19	0	23	0	13	303	0	0	316	0	2	0	0	0	2	0	589
5:30PM	0	210	1	0	211	0	2	0	4	0	6	0	7	294	4	0	305	1	1	0	0	0	1	0	523
5:45PM	0	227	2	0	229	0	3	0	5	0	8	0	8	296	3	0	307	0	1	0	1	0	2	0	546
Hourly Total	3	942	6	0	951	0	15	0	42	0	57	0	49	1162	10	0	1221	1	5	0	1	0	6	0	2235
6:00PM	1	211	2	0	214	0	0	0	10	0	10	0	8	279	3	0	290	0	0	0	0	0	0	0	514
6:15PM	0	165	1	0	166	0	0	0	5	0	5	0	17	259	0	0	276	0	0	0	0	0	0	0	447
6:30PM	0	145	1	0	146	0	1	0	11	0	12	0	14	234	0	0	248	0	1	0	0	0	1	0	407
6:45PM	0	129	0	0	129	0	1	0	8	0	9	0	6	225	0	0	231	0	0	0	0	0	0	0	369
Hourly Total	1	650	4	0	655	0	2	0	34	0	36	0	45	997	3	0	1045	0	1	0	0	0	1	0	1737
7:00PM	0	128	1	0	129	0	1	0	4	0	5	0	6	200	1	0	207	0	1	0	0	0	1	0	342
7:15PM	2	113	0	0	115	0	1	0	2	0	3	0	5	173	0	0	178	0	3	0	0	0	3	0	299
7:30PM	1	101	0	0	102	0	1	0	7	0	8	0	6	125	1	0	132	0	0	0	2	0	2	0	244
7:45PM	1	105	2	0	108	0	1	0	2	0	3	0	5	138	3	0	146	0	1	0	0	0	1	0	258
Hourly Total	4	447	3	0	454	0	4	0	15	0	19	0	22	636	5	0	663	0	5	0	2	0	7	0	1143
8:00PM	0	115	0	0	115	0	0	0	1	0	1	0	7	123	1	0	131	0	0	0	0	0	0	0	247
8:15PM	0	75	1	0	76	0	3	0	3	0	6	0	3	119	2	0	124	0	1	0	0	0	1	0	207
8:30PM	0	57	0	0	57	0	0	0	2	0	2	0	5	94	1	0	100	0	1	0	0	0	1	0	160
8:45PM	0	85	2	0	87	0	0	0	1	0	1	0	4	93	0	1	98	0	0	0	0	0	0	0	186
Hourly Total	0	332	3	0	335	0	3	0	7	0	10	0	19	429	4	1	453	0	2	0	0	0	2	0	800
9:00PM	0	75	1	0	76	0	2	0	3	0	5	0	2	76	0	0	78	0	0	0	0	0	0	0	159
9:15PM	0	80	1	0	81	0	0	0	1	0	1	0	5	73	0	0	78	0	0	0	0	0	0	0	160
9:30PM	1	42	3	0	46	0	0	0	0	0	0	0	4	58	0	0	62	0	0	0	0	0	0	0	108
9:45PM	0	36	0	0	36	0	0	0	0	0	0	0	1	69	0	0	70	0	0	0	0	0	0	0	106
Hourly Total	1	233	5	0	239	0	2	0	4	0	6	0	12	276	0	0	288	0	0	0	0	0	0	0	533
10:00PM	0	36	0	0	36	0	0	0	1	0	1	0	1	53	0	0	54	0	0	0	0	0	0	0	91
10:15PM	0	29	1	0	30	0	0	0	0	0	0	0	3	44	0	0	47	0	0	0	0	0	0	0	77
10:30PM	0	26	1	0	27	0	0	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	0	63
10:45PM	1	21	0	0	22	0	0	0	2	0	2	0	1	29	0	0	30	0	1	0	0	0	1	0	55
Hourly Total	1	112	2	0	115	0	0	0	3	0	3	0	5	162	0	0	167	0	1	0	0	0	1	0	286
11:00PM	0	19	0	0	19	0	0	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	0	53
11:15PM	0	25	1	0	26	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0	55
11:30PM	0	21	0	0	21	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	38
11:45PM	0	16	0	0	16	0	0	0	0	0	0	0	0	13	1	0	14	0	0	0	1	0	1	0	31
Hourly Total	0	81	1	0	82	0	0	0	0	0	0	0	0	93	1	0	94	0	0	0	1	0	1	0	177
Total	39	12634	94	0	12767	1	98	7	501	1	607	13	516	11770	64	1	12351	8	78	4	31	0	113	2	25838
% Approach	0.3%	99.0%	0.7%	0%	-	-	16.1%	1.2%	82.5%	0.2%	-	-	4.2%	95.3%	0.5%	0%	-	-	69.0%	3.5%	27.4%	0%	-	-	-
% Total	0.2%	48.9%	0.4%	0%	49.4%	-	0.4%	0%	1.9%	0%	2.3%	-	2.0%	45.6%	0.2%	0%	47.8%	-	0.3%	0%	0.1%	0%	0.4%	-	-
Lights	36	12353	93	0	12482	-	94	7	490	1	592	-	499	11545	62	1	12107	-	76	1	30	0	107	-	25288
% Lights	92.3%	97.8%	98.9%	0%	97.8%	-	95.9%	100%	97.8%	100%	97.5%	-	96.7%	98.1%	96.9%	100%	98.0%	-	97.4%	25.0%	96.8%	0%	94.7%	-	97.9%
Articulated Trucks	0	58	0	0	58	-	0	0	1	0	1	-	2	32	0	0	34	-	0	1	0	0	1	-	94
% Articulated Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0%	0.2%	0%	0.2%	-	0.4%	0.3%	0%	0%	0.3%	-	0%	25.0%	0%	0%	0.9%	-	0.4%

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

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

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255884, Location: 29.788197, -95.500471



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

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

[N] Bingle Road

Total: 24666

In: 12767

Out: 11899

12634

94

39

1

[W] Winningham Lane

Total: 223

In: 113 Out: 110

31
4
78

2

8

98
501
1

Out: 615 In: 607

Total: 1222

[E] Winningham Lane

4

1

64

11770

516

Out: 13214

In: 12351

Total: 25565

[S] Bingle Road

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255884, Location: 29.788197, -95.500471



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

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

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

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

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

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

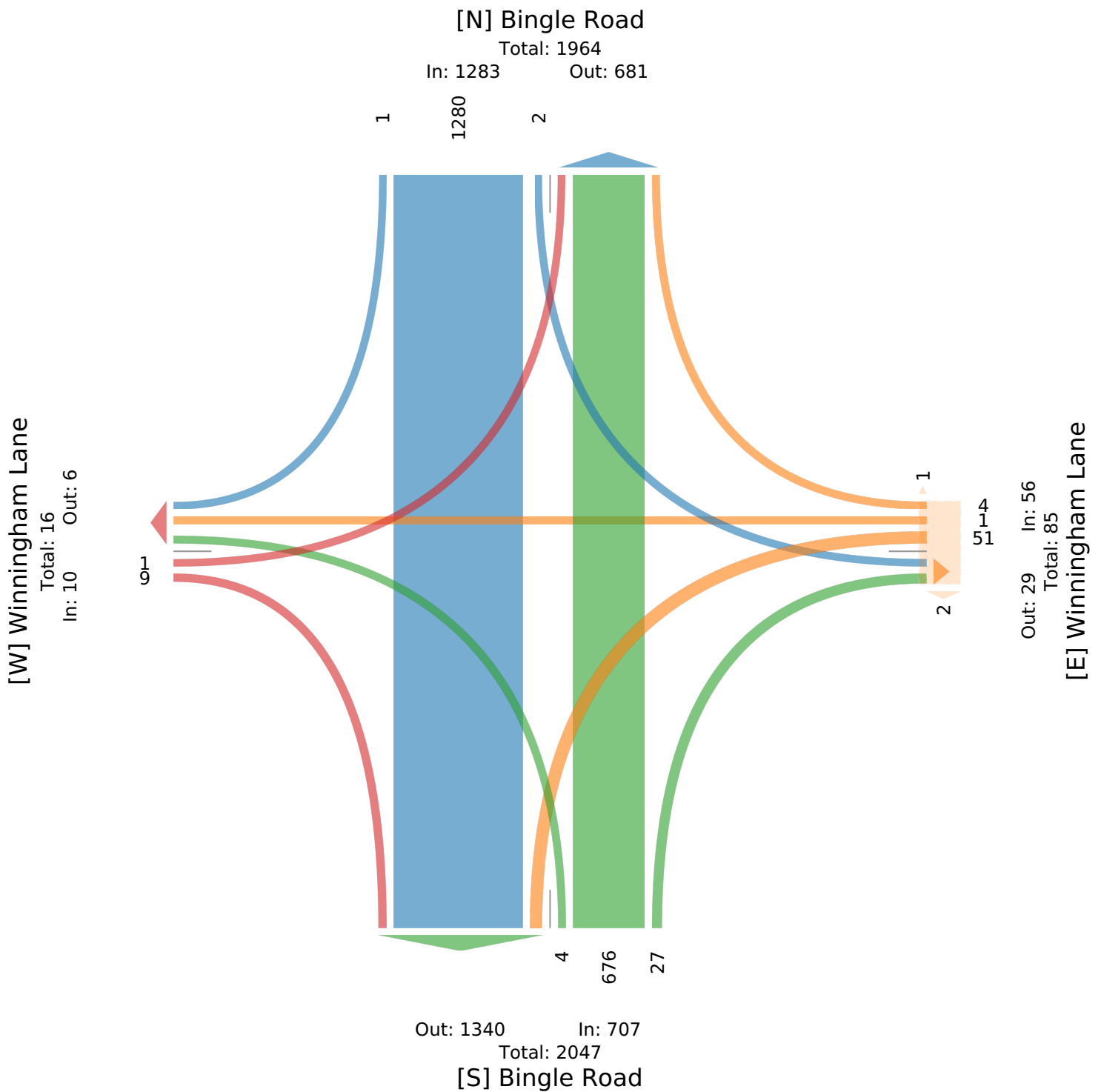
All Movements

ID: 1255884, Location: 29.788197, -95.500471



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

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



4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255884, Location: 29.788197, -95.500471



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

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

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

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

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

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

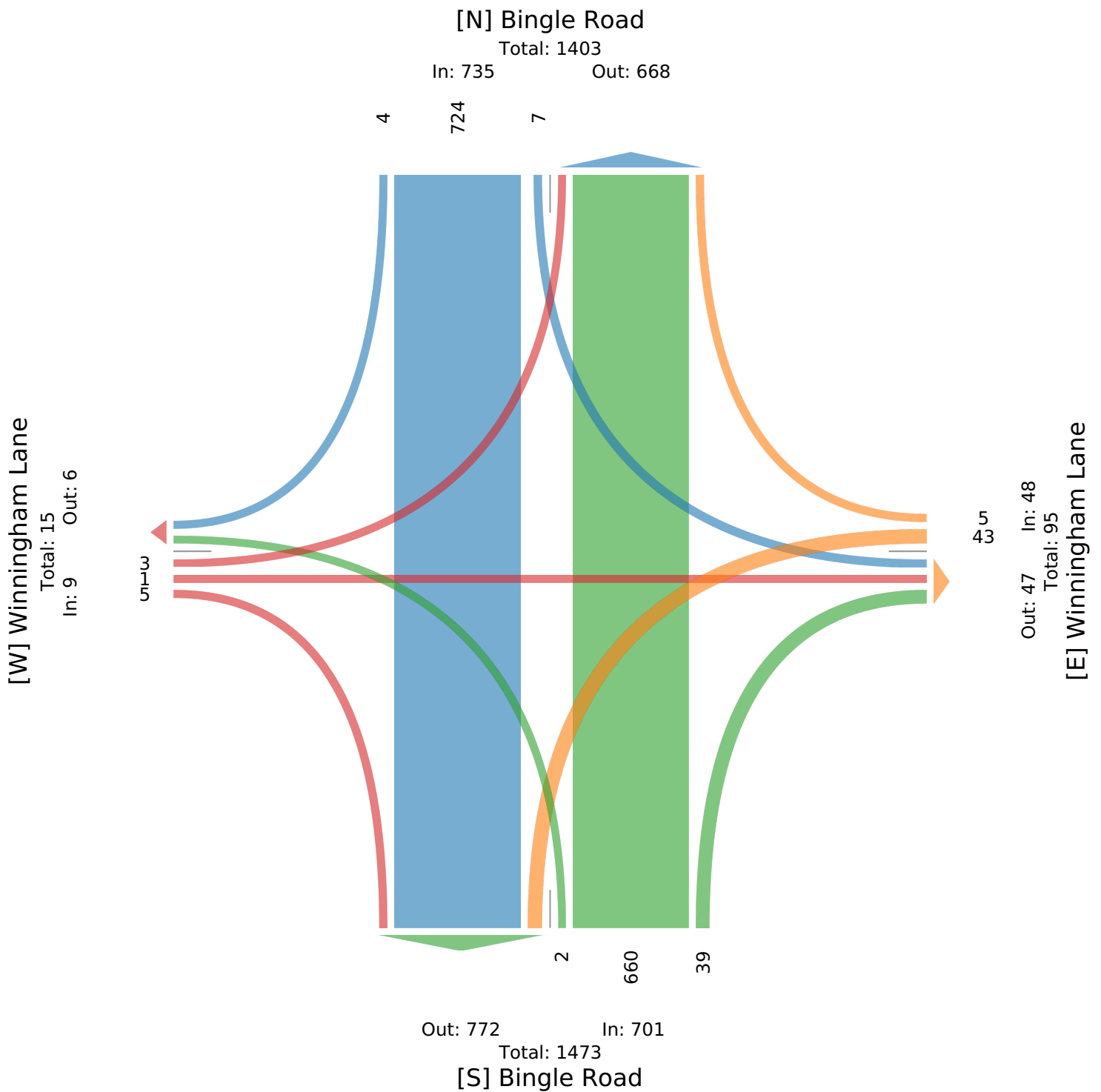
All Movements

ID: 1255884, Location: 29.788197, -95.500471



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

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



4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255884, Location: 29.788197, -95.500471



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

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

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

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

4. Bingle Road at Winningham Lane - TMC

Tue Dec 3, 2024

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

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

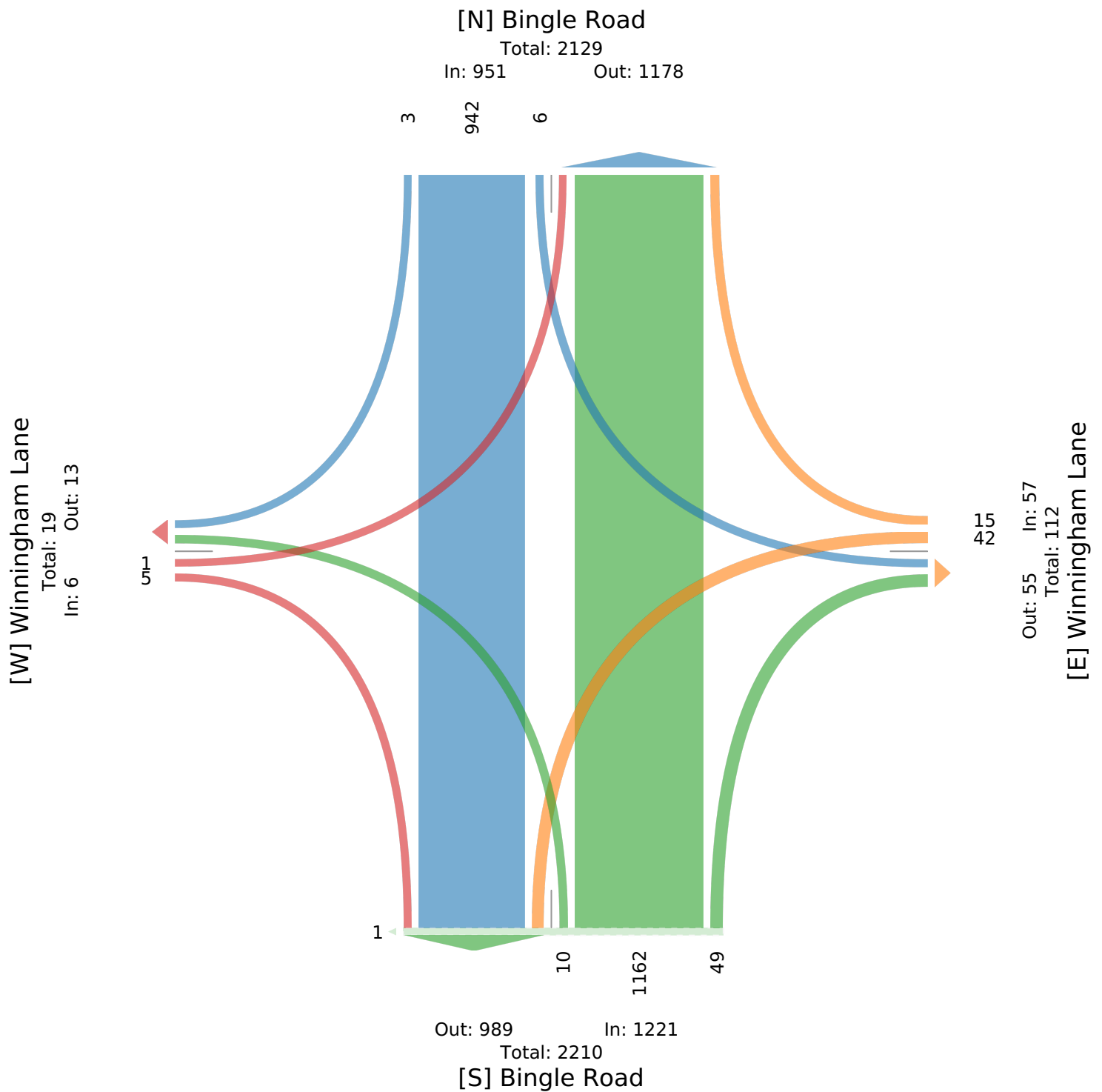
All Movements

ID: 1255884, Location: 29.788197, -95.500471



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

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



5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255885, Location: 29.786239, -95.500067



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

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

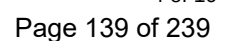
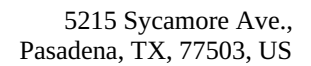
Leg Direction	Bingle Road Southbound						W Memorial Park Drive Westbound						Bingle Road Northbound						Unnamed Driveway Eastbound							
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int	
2024-12-03 12:00AM	0	11	0	0	11	0	0	0	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	29
12:15AM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

Leg Direction	Bingle Road Southbound						W Memorial Park Drive Westbound						Bingle Road Northbound						Unnamed Driveway Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Hourly Total	0	719	26	0	745	0	23	1	108	0	132	0	121	637	0	0	758	0	0	0	0	0	0	0	1635
12:00PM	0	209	4	0	213	0	8	0	39	0	47	0	33	187	0	0	220	0	0	0	0	0	0	0	480
12:15PM	0	174	3	0	177	0	4	0	47	0	51	0	23	160	0	0	183	0	0	0	0	0	0	0	411
12:30PM	0	183	10	0	193	0	3	0	31	1	35	0	27	174	0	0	201	0	0	0	0	0	0	0	429
12:45PM	0	180	6	0	186	0	5	0	31	0	36	0	28	171	1	0	200	0	0	0	0	0	0	1	422
Hourly Total	0	746	23	0	769	0	20	0	148	1	169	0	111	692	1	0	804	0	0	0	0	0	0	1	1742
1:00PM	0	166	5	0	171	0	9	0	37	0	46	0	33	181	0	0	214	0	0	1	0	0	1	0	432
1:15PM	0	177	2	0	179	0	8	0	38	0	46	0	28	185	0	0	213	0	0	0	0	0	0	0	438
1:30PM	0	172	6	0	178	0	10	0	27	0	37	0	26	188	0	0	214	0	0	0	0	0	0	0	429
1:45PM	0	152	7	0	159	0	6	0	20	0	26	0	44	186	0	0	230	0	0	0	0	0	0	0	415
Hourly Total	0	667	20	0	687	0	33	0	122	0	155	0	131	740	0	0	871	0	0	1	0	0	1	0	1714
2:00PM	0	189	3	0	192	0	9	0	26	0	35	0	36	212	0	0	248	0	0	0	0	0	0	0	475
2:15PM	0	198	4	0	202	0	1	0	32	0	33	0	18	198	0	0	216	0	0	0	0	0	0	1	451
2:30PM	0	200	3	0	203	0	3	0	25	0	28	0	21	210	0	0	231	0	0	0	0	0	0	0	462
2:45PM	0	223	11	0	234	0	3	0	38	0	41	0	21	196	0	0	217	0	0	0	0	0	0	0	492
Hourly Total	0	810	21	0	831	0	16	0	121	0	137	0	96	816	0	0	912	0	0	0	0	0	0	1	1880
3:00PM	0	240	4	0	244	0	5	0	25	0	30	0	16	186	0	0	202	0	1	0	0	0	1	0	477
3:15PM	0	208	4	0	212	0	3	0	24	0	27	0	24	195	1	0	220	0	1	0	0	0	1	0	460
3:30PM	0	224	8	0	232	0	11	0	29	0	40	1	11	241	0	0	252	0	0	0	0	0	0	0	524
3:45PM	0	256	9	1	266	0	8	0	33	0	41	0	36	225	0	0	261	0	0	0	0	0	0	0	568
Hourly Total	0	928	25	1	954	0	27	0	111	0	138	1	87	847	1	0	935	0	2	0	0	0	2	0	2029
4:00PM	0	241	6	0	247	0	14	0	41	0	55	0	24	217	0	0	241	0	0	0	0	0	0	0	543
4:15PM	0	233	9	0	242	0	8	0	38	0	46	1	32	232	0	0	264	0	0	0	0	0	0	0	552
4:30PM	0	223	6	1	230	0	17	0	50	0	67	0	20	252	0	0	272	0	0	0	0	0	0	0	569
4:45PM	0	210	8	0	218	0	10	0	33	0	43	1	31	279	0	0	310	0	0	0	0	0	0	0	571
Hourly Total	0	907	29	1	937	0	49	0	162	0	211	2	107	980	0	0	1087	0	0	0	0	0	0	0	2235
5:00PM	0	260	10	0	270	0	27	0	71	0	98	0	28	247	0	1	276	0	0	0	0	0	0	0	644
5:15PM	0	253	15	0	268	0	21	0	35	0	56	0	21	268	0	0	289	0	0	0	0	0	0	0	613
5:30PM	0	210	3	0	213	0	15	0	28	0	43	0	17	280	0	0	297	0	0	0	0	0	0	0	553
5:45PM	0	226	8	2	236	0	14	0	28	0	42	0	22	266	0	0	288	0	0	0	0	0	0	0	566
Hourly Total	0	949	36	2	987	0	77	0	162	0	239	0	88	1061	0	1	1150	0	0	0	0	0	0	0	2376
6:00PM	0	213	7	1	221	0	13	0	44	0	57	1	12	268	0	0	280	0	0	0	0	0	0	0	558
6:15PM	0	173	5	0	178	0	5	0	31	0	36	0	30	263	0	0	293	0	0	0	0	0	0	0	507
6:30PM	0	148	4	0	152	0	17	0	30	0	47	0	24	224	0	0	248	0	0	0	0	0	0	0	447
6:45PM	0	138	6	0	144	0	7	0	22	0	29	0	36	227	0	0	263	0	0	0	0	0	0	0	436
Hourly Total	0	672	22	1	695	0	42	0	127	0	169	1	102	982	0	0	1084	0	0	0	0	0	0	0	1948
7:00PM	0	135	1	0	136	0	6	0	45	0	51	0	11	202	0	0	213	0	0	0	0	0	0	0	400
7:15PM	0	118	0	0	118	0	3	0	13	0	16	0	12	174	0	0	186	0	0	0	1	0	1	0	321
7:30PM	0	108	1	1	110	0	3	0	10	0	13	0	4	120	0	0	124	0	0	0	0	0	0	0	247
7:45PM	0	106	2	0	108	0	6	0	32	0	38	0	11	142	0	0	153	0	0	0	0	0	0	0	299
Hourly Total	0	467	4	1	472	0	18	0	100	0	118	0	38	638	0	0	676	0	0	0	1	0	1	0	1267
8:00PM	0	114	0	0	114	0	6	0	33	0	39	0	7	118	0	0	125	0	0	0	0	0	0	0	278
8:15PM	0	77	0	0	77	0	0	0	28	0	28	0	4	120	0	0	124	0	0	0	0	0	0	0	229
8:30PM	0	58	0	0	58	0	0	0	12	0	12	0	4	95	0	0	99	0	0	0	0	0	0	0	169
8:45PM	0	87	2	0	89	0	0	0	13	0	13	0	5	92	0	0	97	0	0	0	0	0	0	0	199
Hourly Total	0	336	2	0	338	0	6	0	86	0	92	0	20	425	0	0	445	0	0	0	0	0	0	0	875
9:00PM	0	77	0	0	77	0	7	0	13	0	20	0	3	72	0	1	76	0	0	0	0	0	0	0	173
9:15PM	0	77	2	1	80	0	1	0	7	0	8	0	3	77	0	0	80	0	0	0	0	0	0	0	168
9:30PM	0	47	0	0	47	0	0	0	4	0	4	0	2	58	0	0	60	0	0	0	0	0	0	0	111
9:45PM	0	34	0	0	34	0	0	0	2	0	2	0	3	70	0	0	73	0	0	0	0	0	0	0	109
Hourly Total	0	235	2	1	238	0	8	0	26	0	34	0	11	277	0	1	289	0	0	0	0	0	0	0	561
10:00PM	0	42	0	0	42	0	0	0	4	0	4	0	3	53	0	0	56	0	0	0	0	0	0	0	102
10:15PM	0	29	0	0	29	0	0	0	4	0	4	0	1	44	0	0	45	0	0	0	0	0	0	0	78
10:30PM	0	24	0	0	24	0	0	0	4	0	4	0	1	36	0	0	37	0	0	0	0	0	0	0	65
10:45PM	0	25	0	0	25	0	0	0	3	0	3	0	1	29	0	0	30	0	0	0	0	0	0	0	58
Hourly Total	0	120	0	0	120	0	0	0	15	0	15	0	6	162	0	0	168	0	0	0	0	0	0	0	303
11:00PM	0	19	0	0	19	0	1	0	1	0	2	0	0	32	0	0	32	0	0	0	0	0	0	0	53
11:15PM	0	23	0	0	23	0	0	0	2	0	2	0	0	30	0	0	30	0	0	0	0	0	0	0	55
11:30PM	0	23	0	0	23	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	37
11:45PM	0	15	0	0	15	0	0	0	2	0	2	0	1	14	0	0	15	0	0	0	0	0	0	0	32
Hourly Total	0	80	0	0	80	0	1	0	5	0	6	0	1	90	0	0	91	0	0	0	0	0	0	0	177
Total	0	12813	382	9	13204	0	428	1	1559	1	1989	5	1569	11700	2	3	13274	0	2	1	2	0	5	2	28472
% Approach	0%	97.0%	2.9%	0.1%	-	-	21.5%	0.1%	78.4%	0.1%	-	-	11.8%	88.1%	0%	0%	-	-	40.0%	20.0%	40.0%	0%	-	-	-
% Total	0%	45.0%	1.3%	0%	46.4%	-	1.5%	0%	5.5%	0%	7.0%	-	5.5%	41.1%	0%	0%	46.6%	-	0%	0%	0%	0%	0%	-	-
Lights	0	12529	372	9	12910	-	419	0	1530	1	1950	-	1540	11494	2	3	13039	-	2	1	2	0	5	-	27904
% Lights	0%	97.8%	97.4%	100%	97.8%	-	97.9%	0%	98.1%	100%	98.0%	-	98.2%	98.2%	100%	100%	98.2%	-	100%	100%	100%	0%	100%	-	98.0%

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

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

ID: 1255885, Location: 29.786239, -95.500067



5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255885, Location: 29.786239, -95.500067



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

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

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

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

5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

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

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

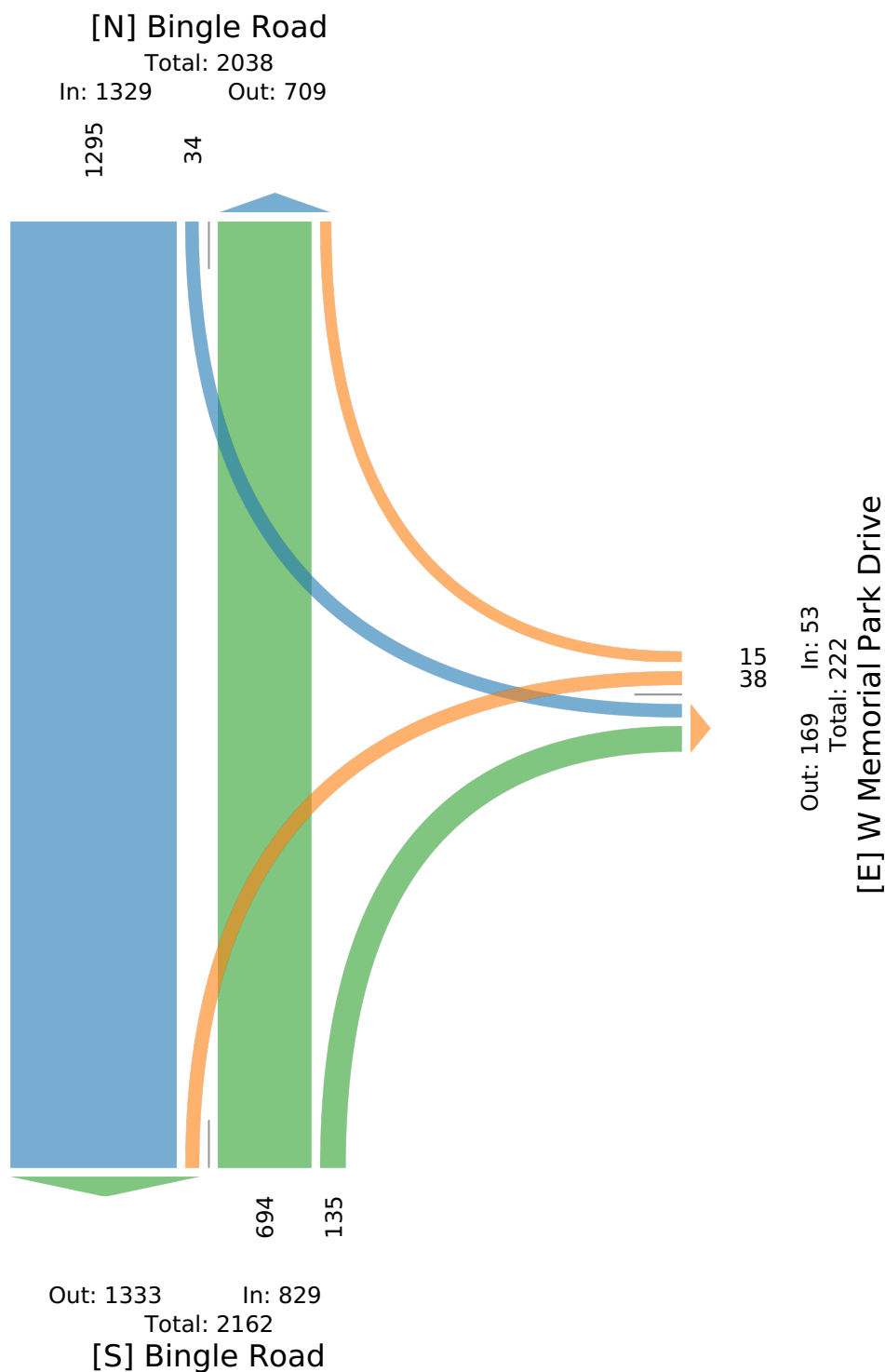
All Movements

ID: 1255885, Location: 29.786239, -95.500067



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

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



5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

Midday Peak (12 PM - 1 PM)

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

All Movements

ID: 1255885, Location: 29.786239, -95.500067



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

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

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

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

5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

Midday Peak (12 PM - 1 PM)

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

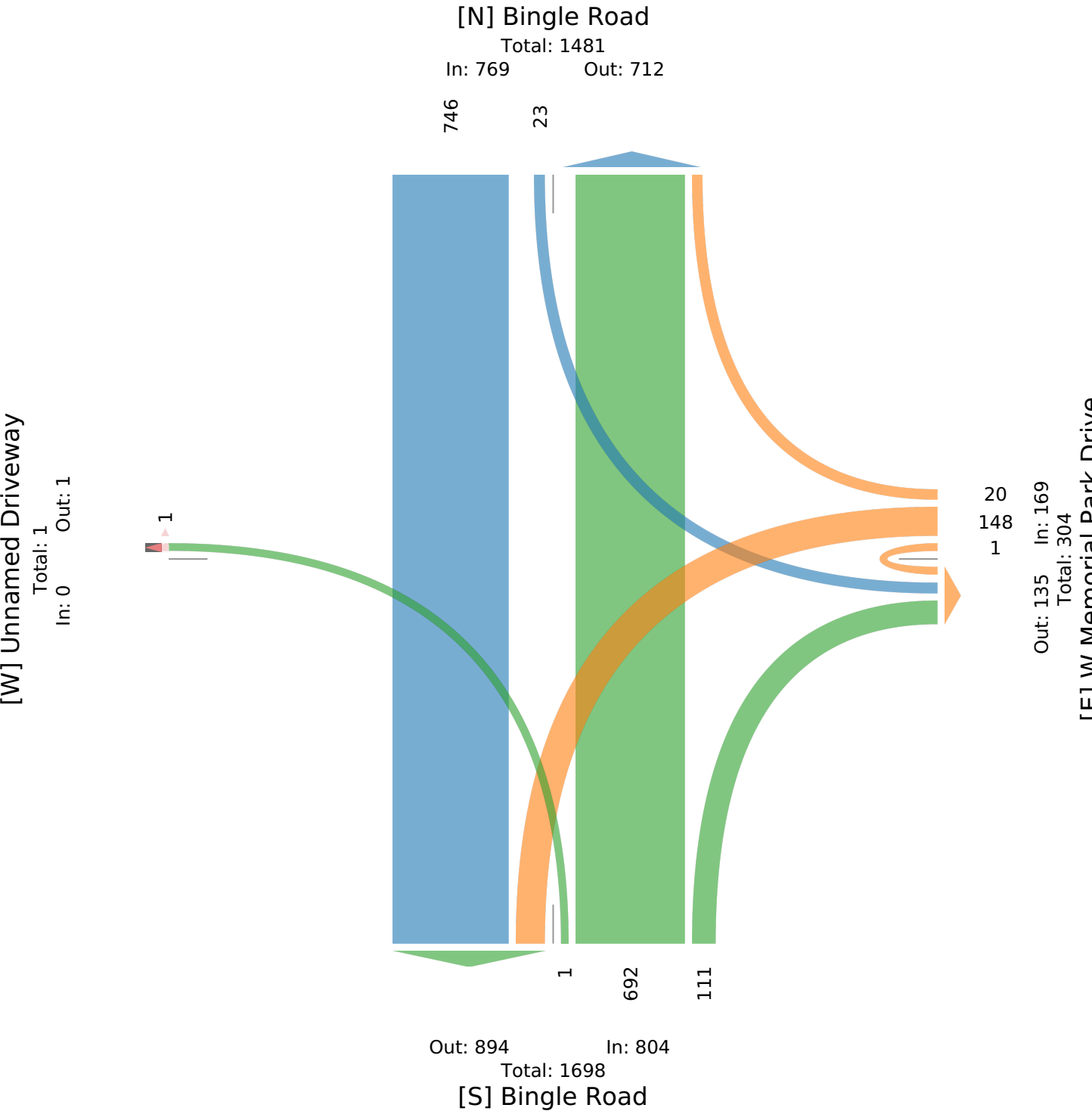
All Movements

ID: 1255885, Location: 29.786239, -95.500067



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

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



5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

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

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

All Movements

ID: 1255885, Location: 29.786239, -95.500067



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

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

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

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

5. Bingle Road at W Memorial Park Drive - TMC

Tue Dec 3, 2024

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

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

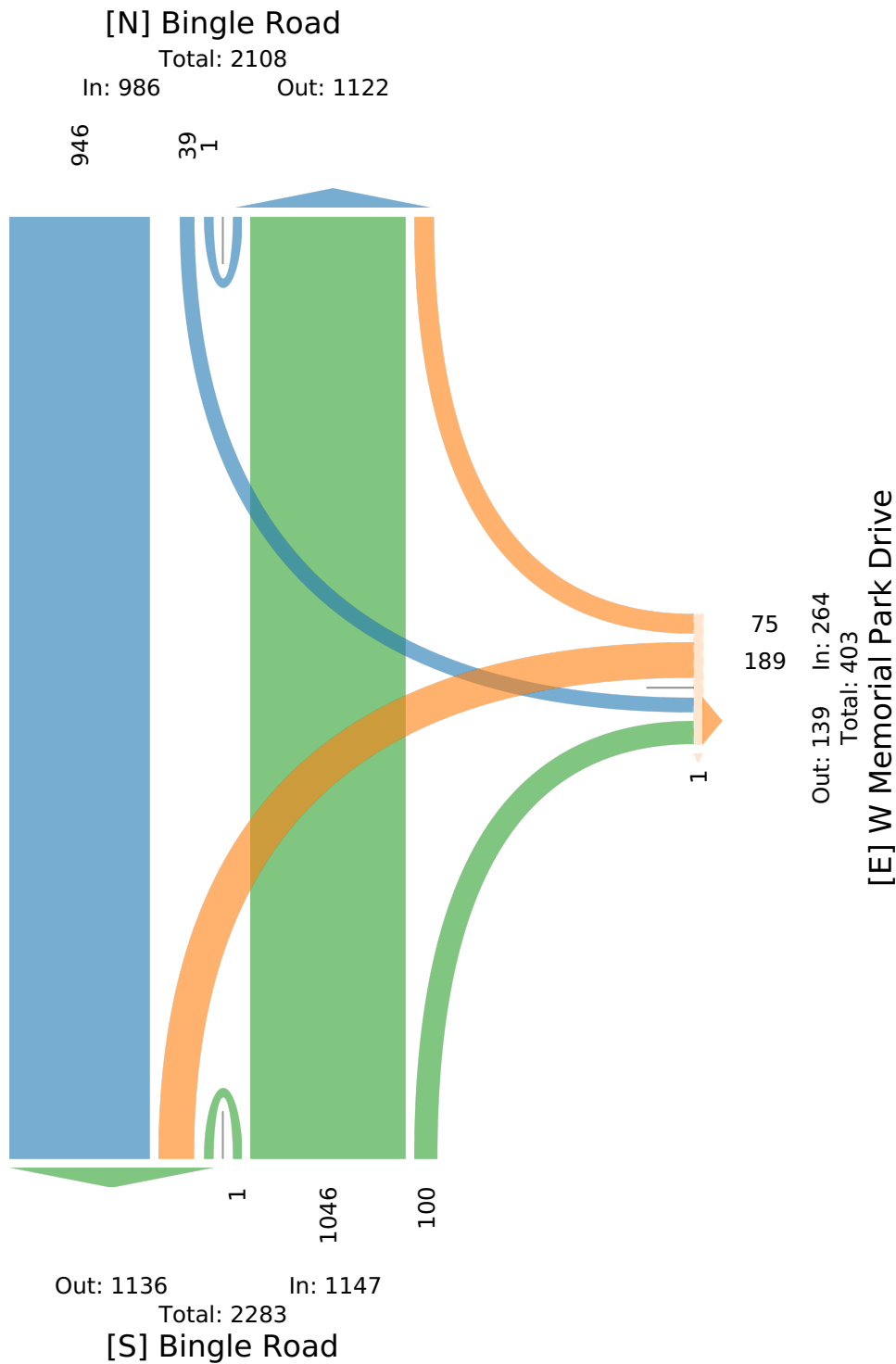
All Movements

ID: 1255885, Location: 29.786239, -95.500067



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

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



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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269898, Location: 29.793802, -95.500459



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

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

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-02-12 12:00AM	1	16	0	0	17	0	0	1	0	0	1	0	0	11	1	0	12	0	1	0	0	0	1	0	31
12:15AM	0	10	0	0	10	0	0	0	1	0	1	0	0	10	0	0	10	0	2	1	0	0	3	0	24
12:30AM	0	5	0	0	5	0	1	0	0	0	1	0	2	9	0	0	11	0	0	0	1	0	1	0	18
12:45AM	0	3	0	0	3	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	0	1	0	14
Hourly Total	1	34	0	0	35	0	1	1	1	0	3	0	2	40	1	0	43	0	4	1	1	0	6	0	87
1:00AM	1	7	0	0	8	0	0	0	1	0	1	0	0	9	1	0	10	0	2	0	0	0	2	0	21
1:15AM	0	5	0	0	5	0	0	1	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	13
1:30AM	0	5	0	0	5	0	0	1	0	0	1	0	0	7	0	0	7	0	0	1	0	0	1	0	14
1:45AM	0	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	0	0	1	0	8
Hourly Total	1	20	0	0	21	0	0	2	1	0	3	0	0	26	2	0	28	0	3	1	0	0	4	0	56
2:00AM	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	0	2	0	7
2:15AM	1	2	0	0	3	0	0	1	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	8
2:30AM	0	5	0	0	5	0	0	0	1	0	1	0	0	5	0	0	5	0	0	0	1	0	1	0	12
2:45AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	6
Hourly Total	1	12	0	0	13	0	0	1	1	0	2	0	0	15	0	0	15	0	0	1	2	0	3	0	33
3:00AM	0	3	0	0	3	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	6
3:15AM	0	5	0	0	5	0	0	1	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	9
3:30AM	0	9	1	0	10	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	13
3:45AM	0	7	1	0	8	0	0	1	0	0	1	0	0	3	0	0	3	0	2	0	0	0	2	0	14
Hourly Total	0	24	2	0	26	0	0	4	0	0	4	0	0	10	0	0	10	0	2	0	0	0	2	0	42
4:00AM	0	3	0	0	3	0	0	0	1	0	1	0	0	8	0	0	8	0	2	0	0	0	2	0	14
4:15AM	0	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	12
4:30AM	1	18	0	0	19	0	0	1	1	0	2	0	0	11	0	0	11	0	1	0	0	0	1	0	33
4:45AM	0	27	0	0	27	0	0	2	1	0	3	0	5	24	0	0	29	0	6	1	0	0	7	0	66
Hourly Total	1	55	0	0	56	0	0	3	3	0	6	0	5	48	0	0	53	0	9	1	0	0	10	0	125
5:00AM	0	22	0	0	22	1	1	0	4	0	5	0	1	12	0	0	13	1	2	2	1	0	5	0	45
5:15AM	0	41	1	0	42	0	0	3	1	0	4	0	0	21	1	0	22	0	3	3	2	0	8	0	76
5:30AM	0	59	1	0	60	0	1	1	5	0	7	0	6	54	0	0	60	0	7	3	0	0	10	0	137
5:45AM	4	66	1	0	71	0	2	2	7	0	11	0	11	53	0	0	64	0	9	3	0	0	12	0	158
Hourly Total	4	188	3	0	195	1	4	6	17	0	27	0	18	140	1	0	159	1	21	11	3	0	35	0	416
6:00AM	1	71	1	0	73	1	1	1	12	0	14	0	19	40	3	0	62	0	10	4	1	0	15	0	164
6:15AM	2	77	0	0	79	0	2	7	8	0	17	0	18	72	1	0	91	1	5	8	3	0	16	0	203
6:30AM	2	138	5	0	145	6	3	3	10	0	16	0	13	92	1	0	106	0	11	9	2	0	22	1	289
6:45AM	0	178	6	0	184	3	5	7	28	0	40	0	36	119	6	0	161	2	18	42	5	0	65	0	450
Hourly Total	5	464	12	0	481	10	11	18	58	0	87	0	86	323	11	0	420	3	44	63	11	0	118	1	1106
7:00AM	11	192	19	0	222	0	12	45	49	0	106	0	39	106	7	0	152	0	26	75	5	0	106	0	586
7:15AM	13	222	8	0	243	2	13	84	71	0	168	0	24	98	6	0	128	2	36	43	12	0	91	0	630
7:30AM	27	232	12	0	271	1	4	49	56	0	109	0	48	114	13	0	175	1	28	32	12	0	72	0	627
7:45AM	10	209	5	0	224	2	10	50	60	0	120	2	36	109	5	0	150	0	34	63	5	0	102	0	596
Hourly Total	61	855	44	0	960	5	39	228	236	0	503	2	147	427	31	0	605	3	124	213	34	0	371	0	2439
8:00AM	10	237	11	0	258	0	10	28	40	0	78	1	47	128	8	0	183	0	32	33	5	0	70	0	589
8:15AM	5	241	11	0	257	0	12	43	54	0	109	0	35	87	12	0	134	0	26	24	6	0	56	0	556
8:30AM	8	256	12	0	276	2	6	22	30	0	58	0	36	134	7	0	177	1	20	29	7	0	56	0	567
8:45AM	6	184	8	0	198	0	8	21	35	0	64	0	24	121	4	0	149	2	34	43	5	0	82	0	493
Hourly Total	29	918	42	0	989	2	36	114	159	0	309	1	142	470	31	0	643	3	112	129	23	0	264	0	2205
9:00AM	3	169	11	0	183	0	4	32	33	0	69	0	24	144	7	0	175	0	23	29	9	0	61	0	488
9:15AM	9	144	8	0	161	0	3	23	30	0	56	0	26	104	10	0	140	0	13	39	6	0	58	0	415
9:30AM	10	149	5	0	164	0	3	20	21	0	44	0	17	91	6	0	114	0	23	30	7	0	60	0	382
9:45AM	6	159	7	0	172	4	5	31	27	0	63	0	25	118	7	0	150	2	14	35	8	0	57	0	442
Hourly Total	28	621	31	0	680	4	15	106	111	0	232	0	92	457	30	0	579	2	73	133	30	0	236	0	1727
10:00AM	2	102	6	0	110	0	4	35	25	0	64	0	14	109	7	0	130	0	14	37	5	0	56	0	360
10:15AM	7	104	4	0	115	0	8	31	28	0	67	0	20	101	4	0	125	0	18	31	4	0	53	1	360
10:30AM	5	121	3	0	129	0	7	23	17	0	47	0	19	95	12	0	126	0	15	29	4	0	48	0	350
10:45AM	5	120	6	0	131	0	4	43	28	0	75	0	29	94	4	0	127	0	21	24	10	0	55	0	388
Hourly Total	19	447	19	0	485	0	23	132	98	0	253	0	82	399	27	0	508	0	68	121	23	0	212	1	1458
11:00AM	7	119	7	0	133	0	5	15	21	0	41	0	15	89	6	0	110	0	23	37	6	0	66	0	350
11:15AM	6	118	5	0	129	0	10	30	18	0	58	0	18	115	11	0	144	0	14	30	9	0	53	0	384
11:30AM	5	131	7	0	143	0	8	28	21	0	57	0	20	106	10	0	136	0	21	39	9	0	69	0	405
11:45AM	10	146	6	0	162	0	11	28	26	0	65	0	34	99	10	0	143	0	25	33	15	0	73	0	443

Leg Direction	Bingle Road Southbound						Westview Drive Westbound						Bingle Road Northbound						Westview Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Hourly Total	28	514	25	0	567	0	34	101	86	0	221	0	87	409	37	0	533	0	83	139	39	0	261	0	1582
12:00PM	10	137	5	0	152	0	12	34	27	0	73	0	21	115	3	0	139	0	18	37	12	0	67	0	431
12:15PM	6	140	6	0	152	0	7	31	34	0	72	0	22	118	11	0	151	0	21	25	7	0	53	0	428
12:30PM	6	111	8	0	125	0	5	37	27	0	69	0	35	142	9	0	186	0	18	30	8	0	56	0	436
12:45PM	14	116	5	0	135	0	8	35	17	0	60	0	25	106	10	0	141	0	7	26	9	0	42	0	378
Hourly Total	36	504	24	0	564	0	32	137	105	0	274	0	103	481	33	0	617	0	64	118	36	0	218	0	1673
1:00PM	6	122	3	0	131	0	5	40	33	0	78	0	27	136	13	0	176	0	14	31	4	0	49	1	434
1:15PM	3	111	2	0	116	1	5	23	21	0	49	0	25	128	5	0	158	0	17	36	7	0	60	0	383
1:30PM	6	121	8	0	135	0	8	36	25	0	69	0	35	105	10	0	150	0	23	30	7	0	60	0	414
1:45PM	12	109	3	0	124	0	3	34	30	0	67	0	34	135	6	0	175	0	10	40	5	0	55	1	421
Hourly Total	27	463	16	0	506	1	21	133	109	0	263	0	121	504	34	0	659	0	64	137	23	0	224	2	1652
2:00PM	13	130	9	0	152	0	12	37	29	0	78	0	42	104	11	0	157	0	17	45	6	0	68	0	455
2:15PM	12	123	7	0	142	0	6	32	24	0	62	0	39	110	7	0	156	0	16	47	9	0	72	0	432
2:30PM	12	136	9	0	157	8	13	55	36	0	104	0	44	153	10	0	207	0	18	55	10	0	83	0	551
2:45PM	9	146	5	0	160	0	19	47	54	0	120	0	44	124	5	0	173	0	18	32	7	0	57	0	510
Hourly Total	46	535	30	0	611	8	50	171	143	0	364	0	169	491	33	0	693	0	69	179	32	0	280	0	1948
3:00PM	14	134	7	0	155	0	6	41	50	0	97	0	38	133	9	0	180	0	12	33	7	0	52	0	484
3:15PM	13	134	8	0	155	2	12	53	45	0	110	0	39	134	11	0	184	0	11	50	21	0	82	1	531
3:30PM	11	138	3	0	152	1	14	56	52	0	122	1	44	150	14	0	208	0	19	46	11	0	76	0	558
3:45PM	9	155	9	0	173	1	16	47	55	0	118	0	33	166	13	0	212	0	23	51	12	0	86	0	589
Hourly Total	47	561	27	0	635	4	48	197	202	0	447	1	154	583	47	0	784	0	65	180	51	0	296	1	2162
4:00PM	3	141	4	0	148	0	11	45	48	0	104	0	44	177	8	0	229	0	14	51	13	0	78	0	559
4:15PM	10	214	6	0	230	2	9	49	38	0	96	0	42	162	12	0	216	0	22	64	18	0	104	0	646
4:30PM	5	186	6	0	197	0	13	53	36	0	102	0	42	162	14	0	218	1	14	48	10	0	72	1	589
4:45PM	11	202	6	0	219	0	15	53	38	0	106	0	31	157	10	0	198	0	24	53	15	0	92	0	615
Hourly Total	29	743	22	0	794	2	48	200	160	0	408	0	159	658	44	0	861	1	74	216	56	0	346	1	2409
5:00PM	14	177	14	0	205	1	16	41	37	0	94	0	29	204	10	0	243	0	17	51	17	0	85	0	627
5:15PM	27	170	6	0	203	0	13	73	44	0	130	0	43	196	18	0	257	1	16	66	23	0	105	0	695
5:30PM	16	154	15	0	185	0	11	82	38	0	131	0	50	183	29	0	262	0	28	57	25	0	110	1	688
5:45PM	9	158	6	0	173	0	15	64	32	0	111	0	38	183	19	0	240	0	16	71	12	0	99	0	623
Hourly Total	66	659	41	0	766	1	55	260	151	0	466	0	160	766	76	0	1002	1	77	245	77	0	399	1	2633
6:00PM	4	133	7	0	144	0	13	45	32	0	90	0	38	173	16	0	227	0	14	49	6	0	69	0	530
6:15PM	9	152	3	0	164	0	6	41	23	0	70	0	27	163	10	0	200	0	14	50	8	0	72	0	506
6:30PM	10	113	7	0	130	0	5	39	22	0	66	0	25	141	13	0	179	0	22	26	10	0	58	1	433
6:45PM	8	111	3	0	122	0	8	24	21	0	53	0	27	167	8	0	202	0	13	32	8	0	53	0	430
Hourly Total	31	509	20	0	560	0	32	149	98	0	279	0	117	644	47	0	808	0	63	157	32	0	252	1	1899
7:00PM	5	106	5	0	116	0	7	20	15	0	42	0	22	124	11	0	157	0	11	22	8	0	41	0	356
7:15PM	4	91	7	0	102	0	13	12	22	0	47	0	28	107	9	0	144	0	12	18	4	0	34	0	327
7:30PM	3	81	3	0	87	0	13	21	13	0	47	0	11	106	8	0	125	0	9	17	6	0	32	0	291
7:45PM	4	76	4	0	84	1	5	12	22	0	39	0	34	82	9	0	125	0	11	17	5	0	33	0	281
Hourly Total	16	354	19	0	389	1	38	65	72	0	175	0	95	419	37	0	551	0	43	74	23	0	140	0	1255
8:00PM	3	58	6	0	67	0	3	13	19	0	35	0	17	82	9	0	108	0	7	16	5	0	28	0	238
8:15PM	2	45	3	0	50	0	4	13	10	0	27	0	21	83	8	0	112	0	6	14	4	0	24	0	213
8:30PM	7	45	2	0	54	0	3	12	2	0	17	1	17	68	4	0	89	0	8	15	5	0	28	0	188
8:45PM	1	44	1	0	46	0	5	13	9	0	27	0	13	80	7	0	100	0	7	8	1	0	16	0	189
Hourly Total	13	192	12	0	217	0	15	51	40	0	106	1	68	313	28	0	409	0	28	53	15	0	96	0	828
9:00PM	2	52	2	0	56	0	3	6	10	0	19	0	8	83	7	0	98	0	3	9	1	0	13	0	186
9:15PM	1	39	4	0	44	0	4	4	5	0	13	0	16	74	4	0	94	1	2	4	2	0	8	0	159
9:30PM	1	36	2	0	39	0	3	8	11	0	22	0	9	59	2	0	70	0	4	9	3	0	16	0	147
9:45PM	0	35	2	0	37	0	0	2	4	0	6	0	4	49	7	0	60	0	2	5	1	0	8	0	111
Hourly Total	4	162	10	0	176	0	10	20	30	0	60	0	37	265	20	0	322	1	11	27	7	0	45	0	603
10:00PM	0	35	2	0	37	0	2	7	5	0	14	0	3	39	3	0	45	0	3	9	1	0	13	0	109
10:15PM	0	25	0	0	25	0	2	4	2	0	8	0	5	46	2	0	53	0	1	2	1	0	4	0	90
10:30PM	0	15	0	0	15	0	3	6	4	0	13	0	3	40	2	0	45	0	5	4	2	0	11	0	84
10:45PM	0	17	1	0	18	0	2	6	3	0	11	0	2	36	4	0	42	0	1	3	1	0	5	0	76
Hourly Total	0	92	3	0	95	0	9	23	14	0	46	0	13	161	11	0	185	0	10	18	5	0	33	0	359
11:00PM	0	23	0	0	23	0	0	5	2	0	7	0	1	30	0	0	31	0	1	2	0	0	3	0	64
11:15PM	0	14	0	0	14	0	0	2	4	0	6	0	0	18	0	0	18	0	2	0	1	0	3	0	41
11:30PM	0	17	0	0	17	0	1	0	2	0	3	0	2	16	1	0	19	0	0	0	1	0	1	0	40
11:45PM	0	13	0	0	13	0	0	0	0	0	0	0	2	22	1	0	25	0	2	1	0	0	3	0	41
Hourly Total	0	67	0	0	67	0	1	7	8	0	16	0	5	86	2	0	93	0	5	3	2	0	10	0	186
Total	493	8993	402	0	9888	39	522	2129	1903	0	4554	5	1862	8135	583	0	10580	15	1116	2220	525	0	3861	8	28883
% Approach	5.0%	90.9%	4.1%	0%	-	-	11.5%	46.8%	41.8%	0%	-	-	17.6%	76.9%	5.5%	0%	-	-	28.9%	57.5%	13.6%	0%	-	-	-
% Total	1.7%	31.1%	1.4%	0%	34.2%	-	1.8%	7.4%	6.6%	0%	15.8%	-	6.4%	28.2%	2.0%	0%	36.6%	-	3.9%	7.7%	1.8%	0%	13.4%	-	-
Lights	482	8817	396	0	9695	-	508	2078	1884	0	4470	-	1851	7980	582	0	10413	-	1101	2172	512	0			

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

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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

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

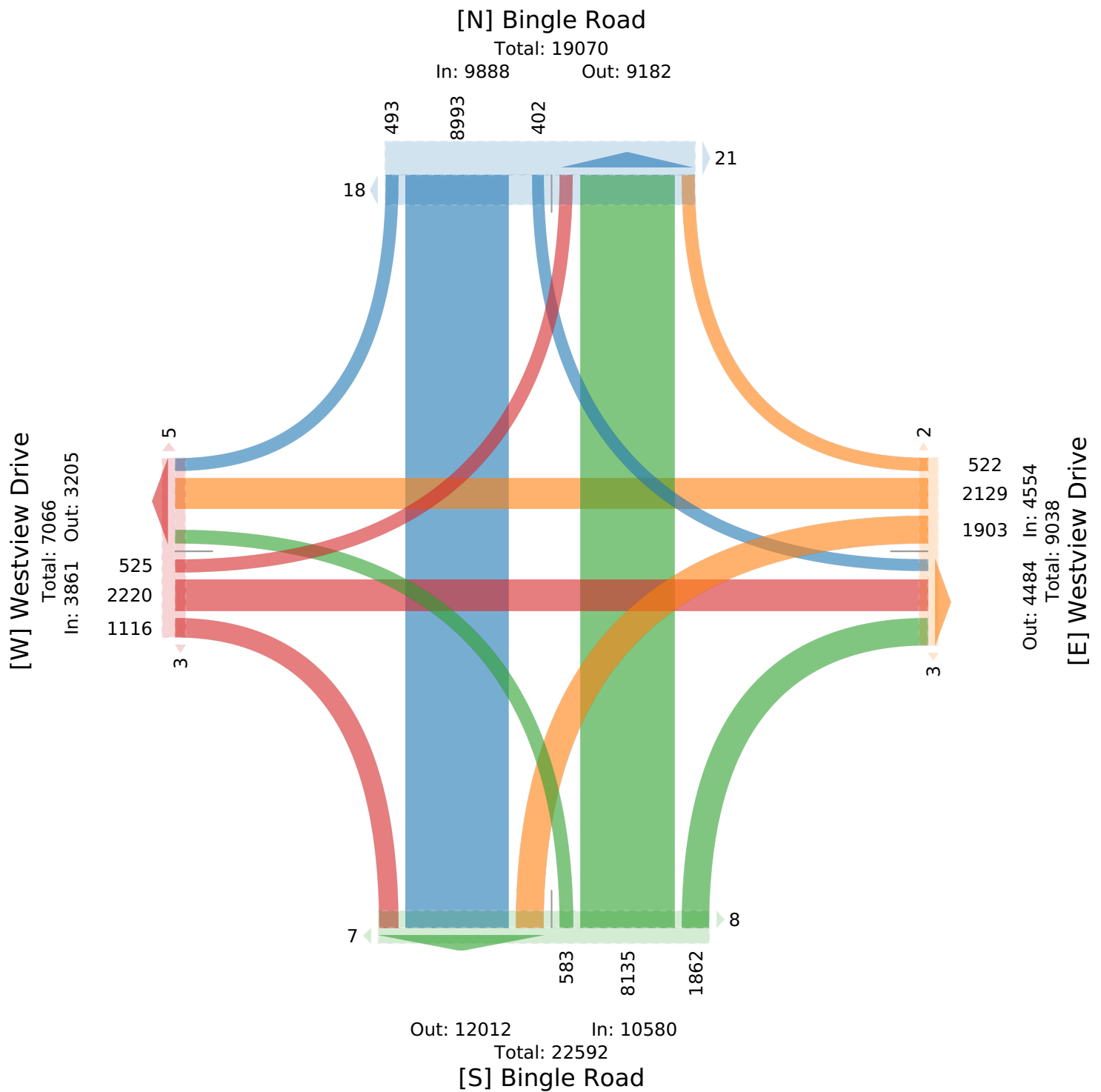
All Movements

ID: 1269898, Location: 29.793802, -95.500459



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

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



1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269898, Location: 29.793802, -95.500459



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

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

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

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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

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

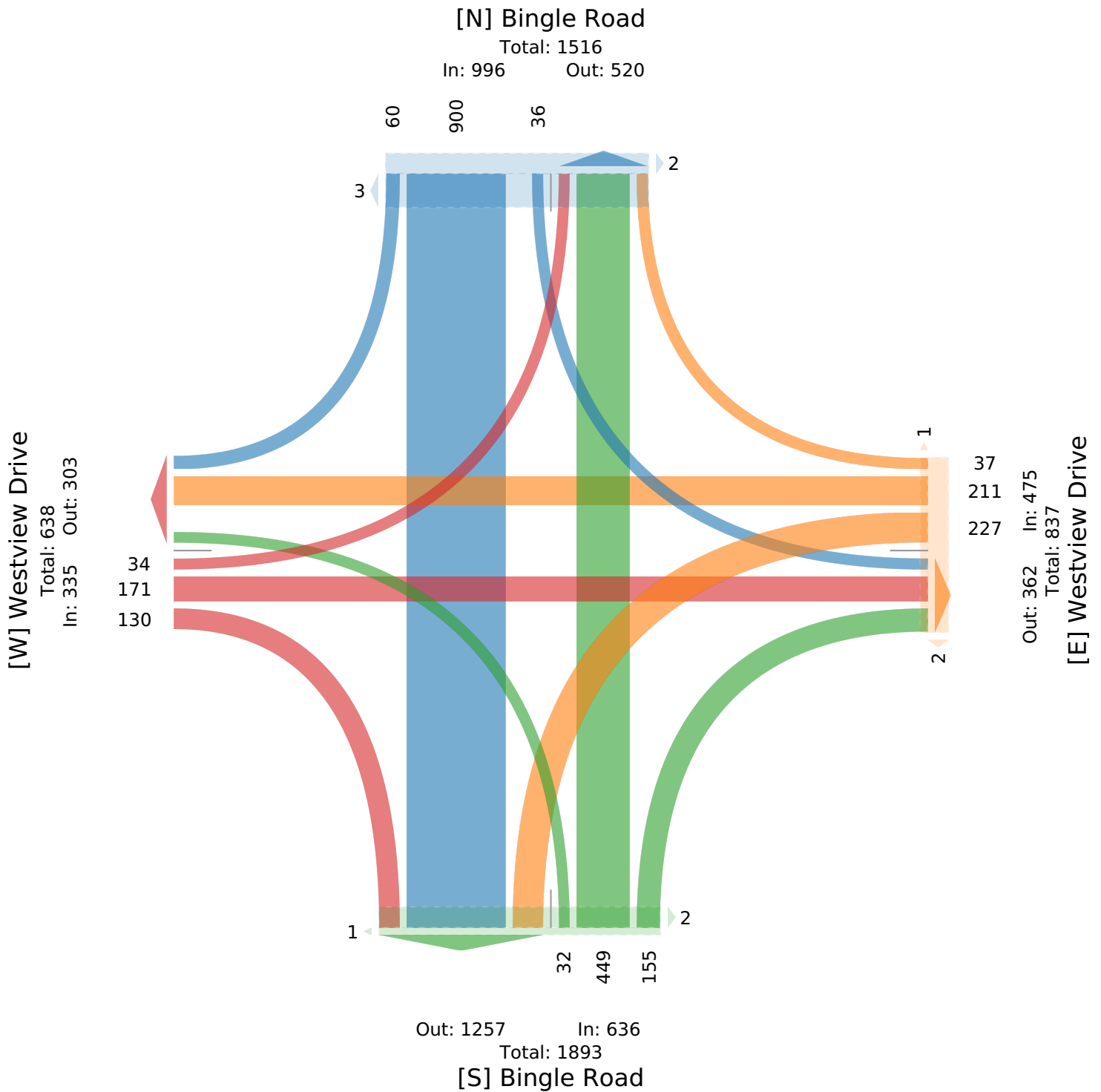
All Movements

ID: 1269898, Location: 29.793802, -95.500459



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

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



1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269898, Location: 29.793802, -95.500459



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

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

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

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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

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

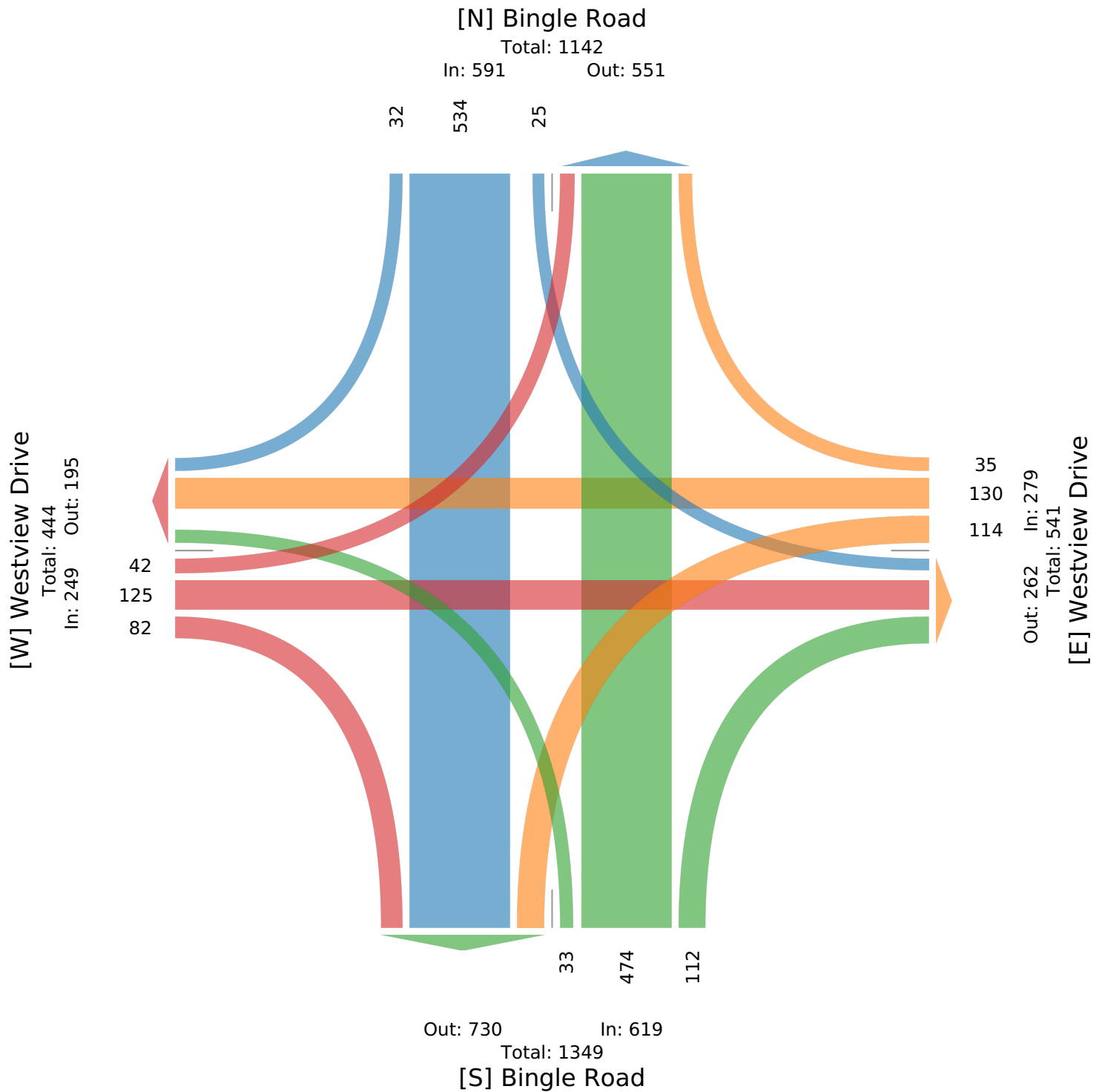
All Movements

ID: 1269898, Location: 29.793802, -95.500459



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

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



1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269898, Location: 29.793802, -95.500459



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

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

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

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

1. Bingle Road at Westview Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269898, Location: 29.793802, -95.500459



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

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

[N] Bingle Road

Total: 1664

In: 766

Out: 898

66

659

41

1

[W] Westview Drive

Total: 801

In: 399 Out: 402

77

245

77

1

55

260

151

Out: 446 In: 466

Total: 912

[E] Westview Drive

Out: 887

In: 1002

Total: 1889

[S] Bingle Road

76

766

160

1

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269899, Location: 29.792024, -95.500501



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

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

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

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

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

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

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

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

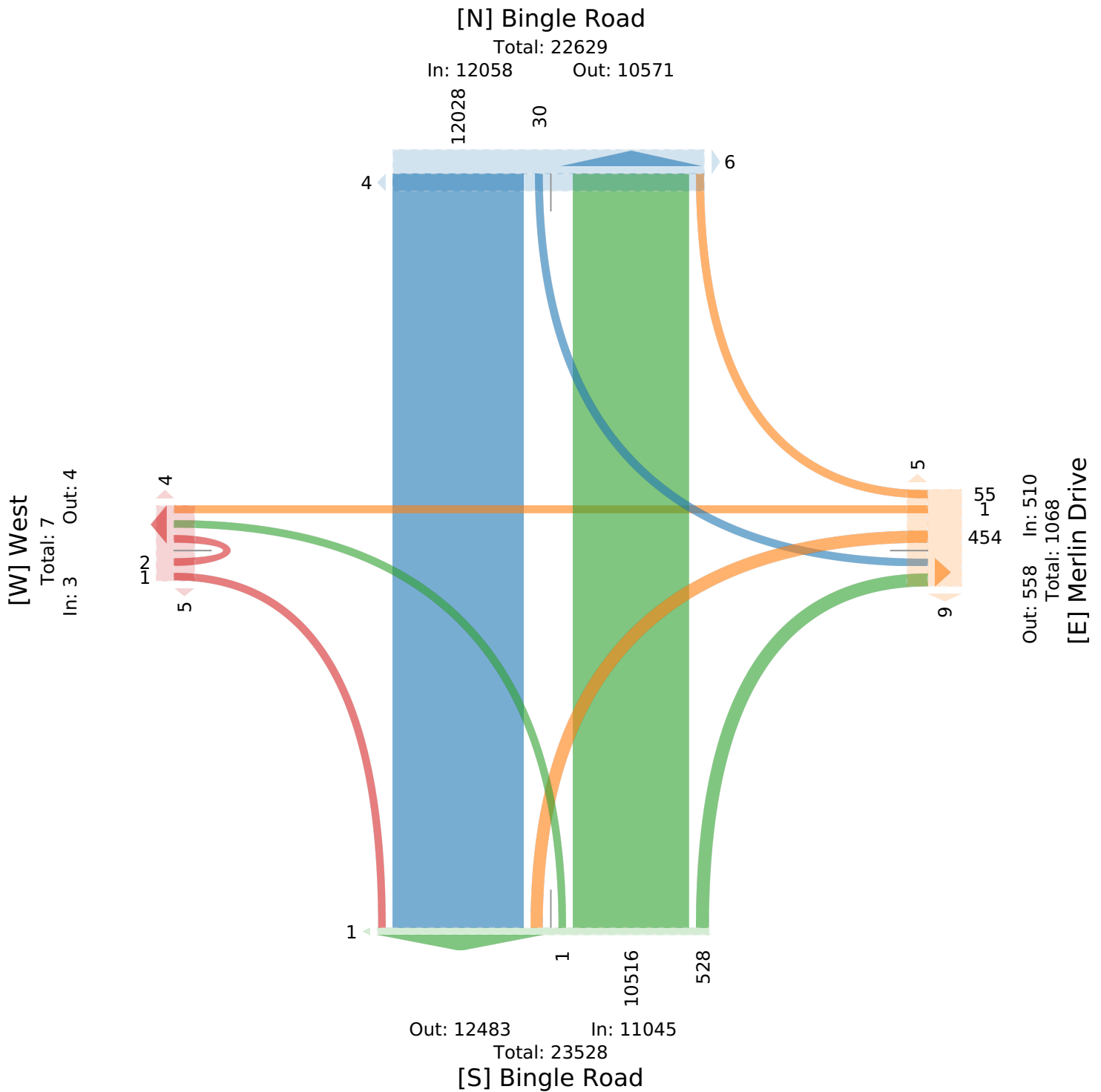
All Movements

ID: 1269899, Location: 29.792024, -95.500501



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

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



2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269899, Location: 29.792024, -95.500501



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

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

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

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

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269899, Location: 29.792024, -95.500501



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

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

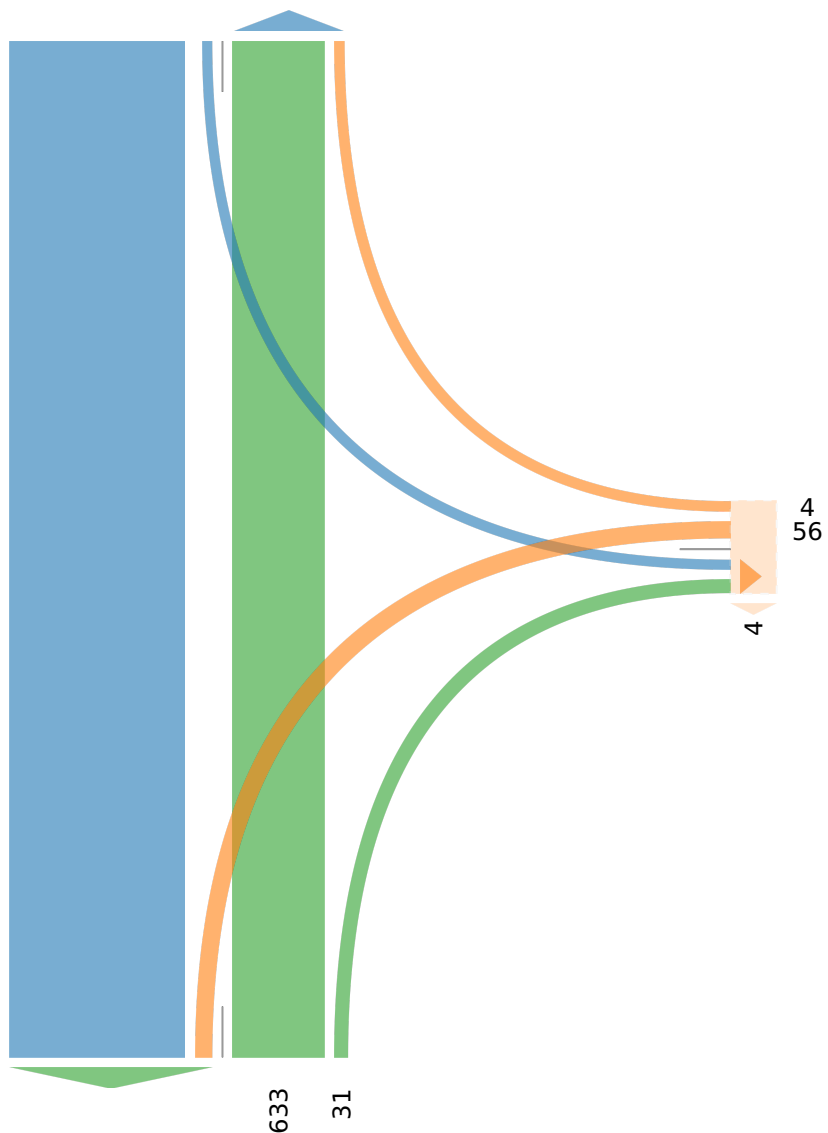
[N] Bingle Road

Total: 1921

In: 1284 Out: 637

1283

1



In: 60

Out: 32

Total: 92

[E] Merlin Drive

Out: 1339 In: 664

Total: 2003

[S] Bingle Road

[W] West

1

633

31

4
56

4

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269899, Location: 29.792024, -95.500501



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

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

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

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

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

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

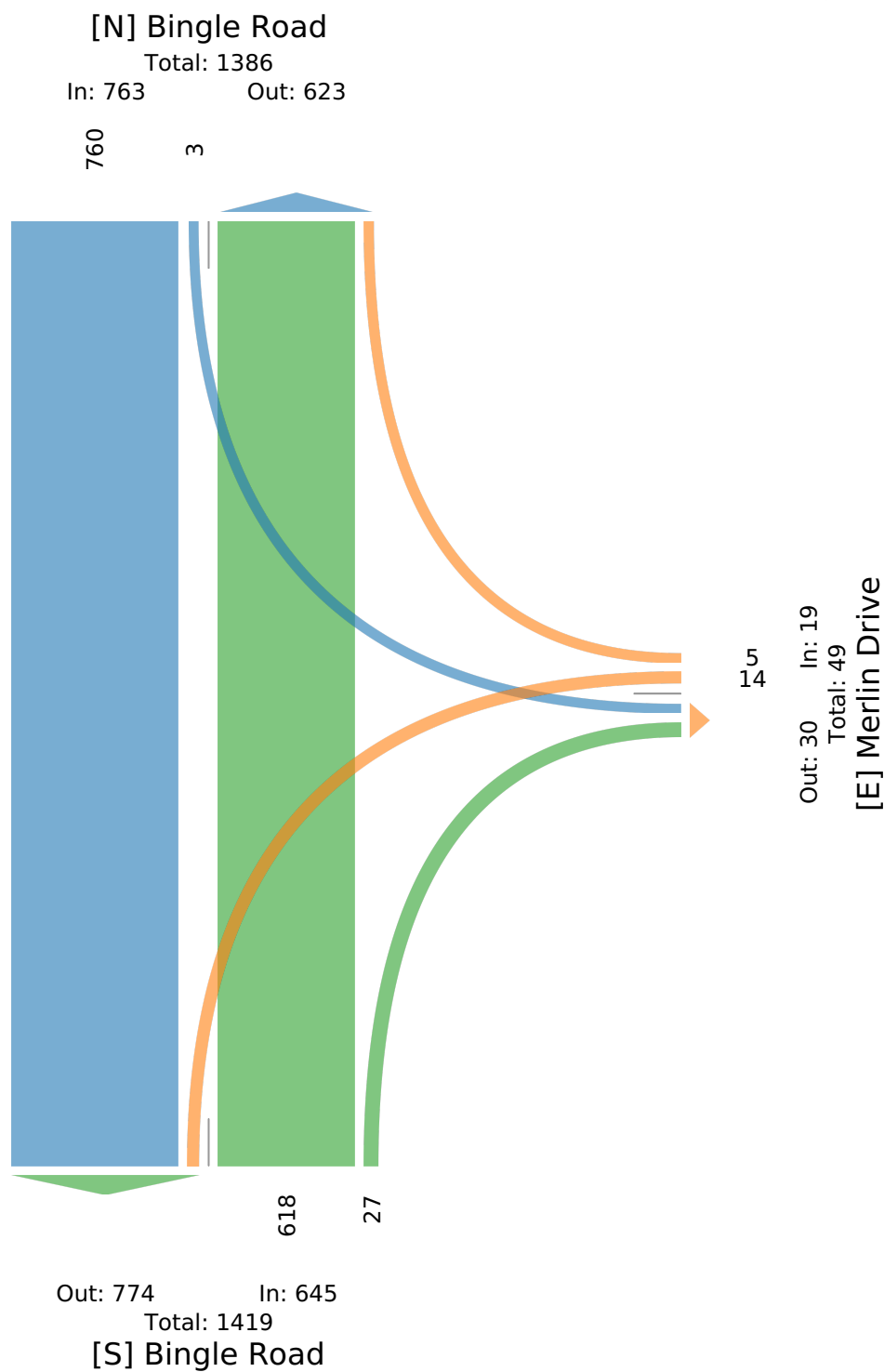
All Movements

ID: 1269899, Location: 29.792024, -95.500501



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

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



2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269899, Location: 29.792024, -95.500501



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

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

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

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

2. Bingle Road at Merlin Drive - TMC

Wed Feb 12, 2025

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

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

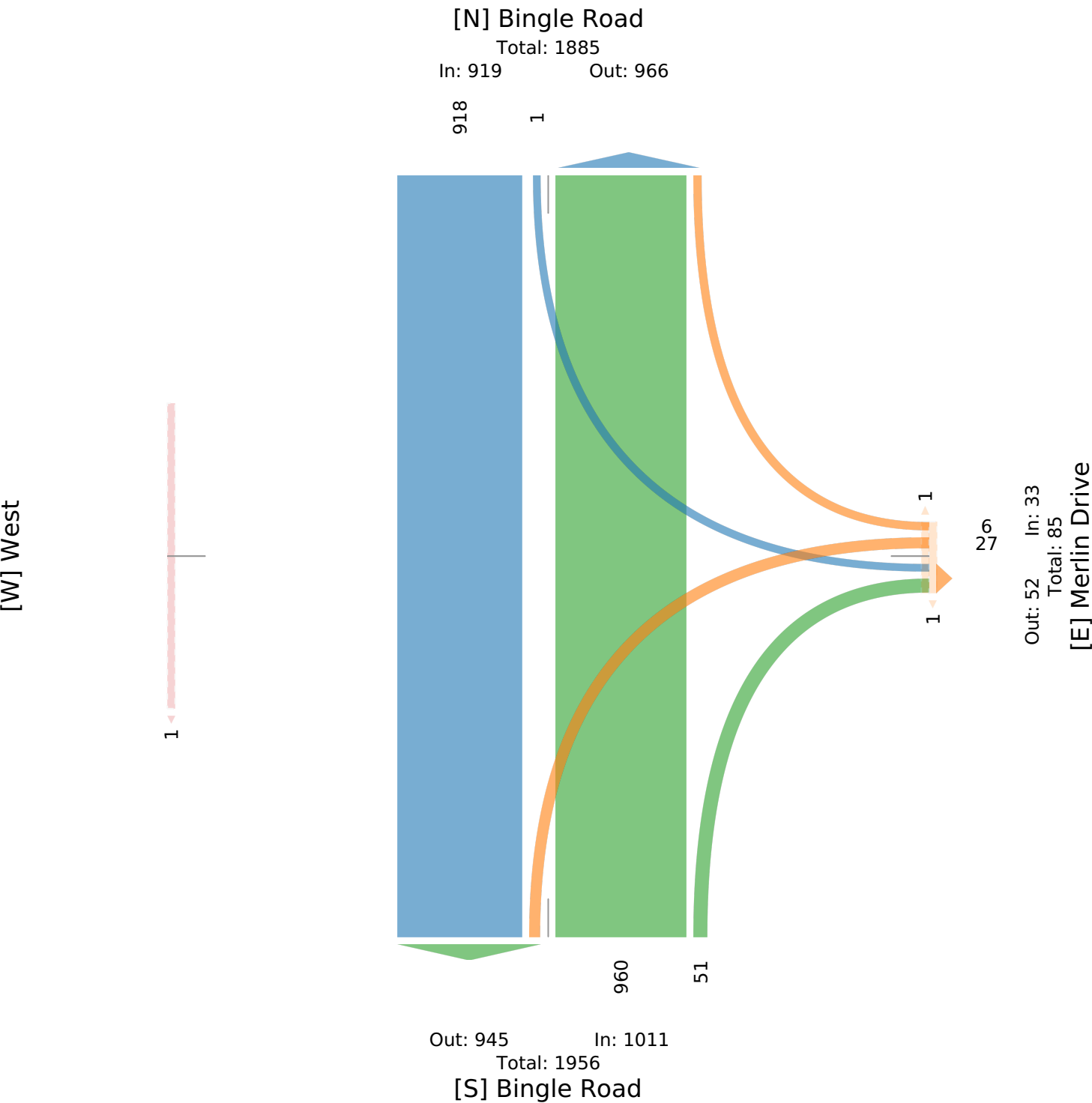
All Movements

ID: 1269899, Location: 29.792024, -95.500501



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

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



3. Bingle Road at Burkhardt Road - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269900, Location: 29.789381, -95.500484



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

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

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

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

Leg Direction	Bingle Road Southbound						Burkhart Road Westbound						Bingle Road Northbound						Burkhart Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
% Total	0%	51.3%	0.4%	0%	51.8%	-	0.5%	0%	0.7%	0%	1.2%	-	0.8%	46.2%	0%	0%	47.0%	-	0%	0%	0%	0%	0%	-	-
Lights	3	12	1	9	3	-	103	0	169	0	272	-	187	109	15	3	11106	-	5	1	2	0	8	-	23602
% Lights	100%	98.4%	93.8%	100%	98.4%	-	91.2%	0%	99.4%	0%	96.1%	-	97.4%	98.4%	100%	100%	98.4%	-	100%	100%	100%	0%	100%	-	98.4%
Articulated Trucks	0	40	0	0	40	-	0	0	0	0	0	-	0	22	0	0	22	-	0	0	0	0	0	-	62
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	152	6	0	158	-	10	0	1	0	11	-	5	150	0	0	155	-	0	0	0	0	0	-	324
% Buses and Single-Unit Trucks	0%	1.2%	6.2%	0%	1.3%	-	8.8%	0%	0.6%	0%	3.9%	-	2.6%	1.4%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	- 94.1%	-	-	-	-	-	-	-	-	-	-	-	- 100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	5.9%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269900, Location: 29.789381, -95.500484



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

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

[N] Bingle Road

Total: 23619

In: 12414

Out: 11205

3

12311

97

3

[W] Burkhart Road

Total: 14

In: 8 Out: 6

1
5
2

6

113
170

Out: 290 In: 283

Total: 573

[E] Burkhart Road

Out: 12487

In: 11283

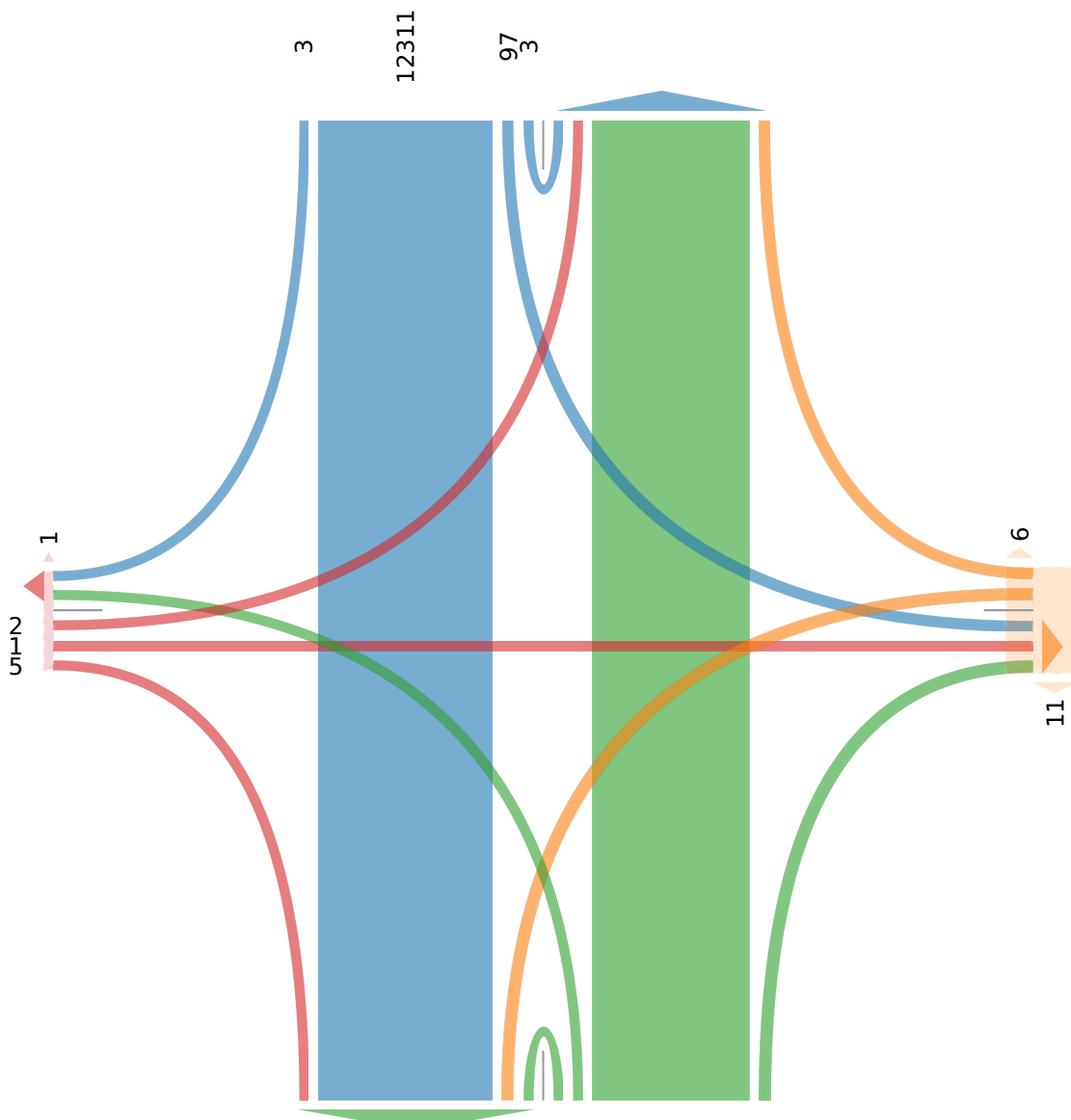
Total: 23770

[S] Bingle Road

1
3

11087

192



3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269900, Location: 29.789381, -95.500484



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

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

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

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

3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

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

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

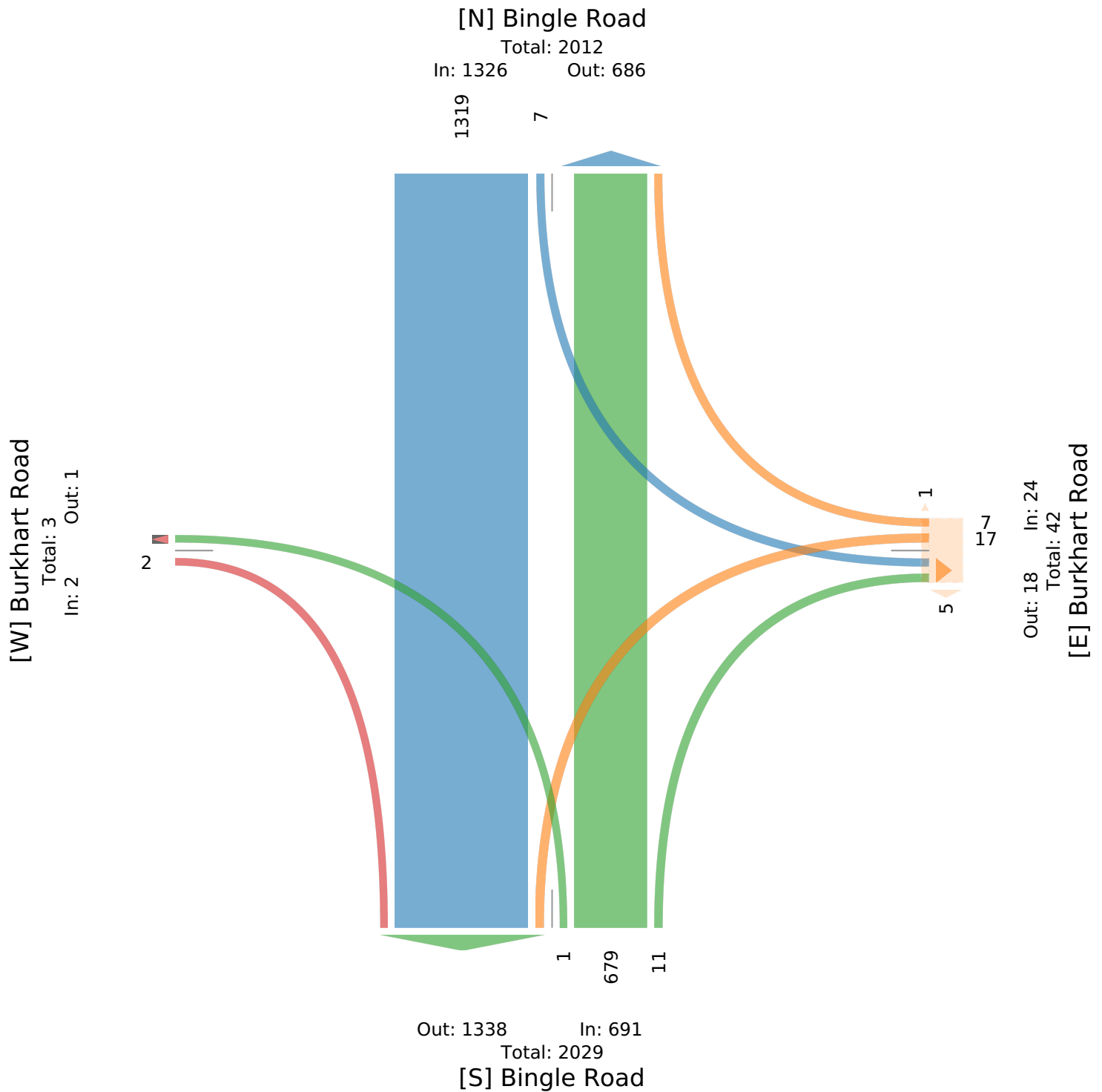
All Movements

ID: 1269900, Location: 29.789381, -95.500484



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

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



3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269900, Location: 29.789381, -95.500484



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

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

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

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

3. Bingle Road at Burkhart Road - TMC

Wed Feb 12, 2025

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

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

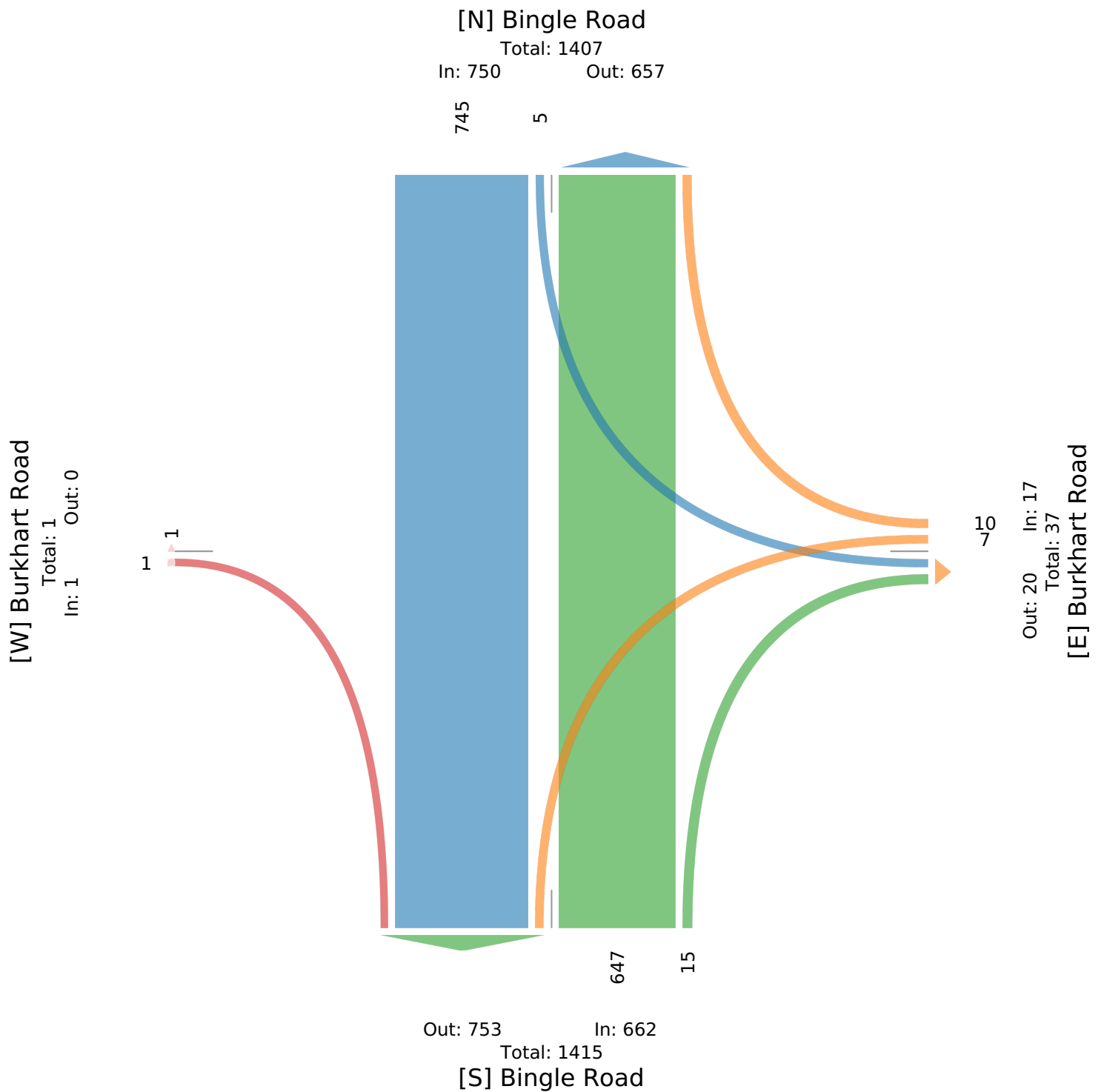
All Movements

ID: 1269900, Location: 29.789381, -95.500484



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

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



3. Bingle Road at Burkhardt Road - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269900, Location: 29.789381, -95.500484



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

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

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

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

3. Bingle Road at Burkhardt Road - TMC

Wed Feb 12, 2025

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

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

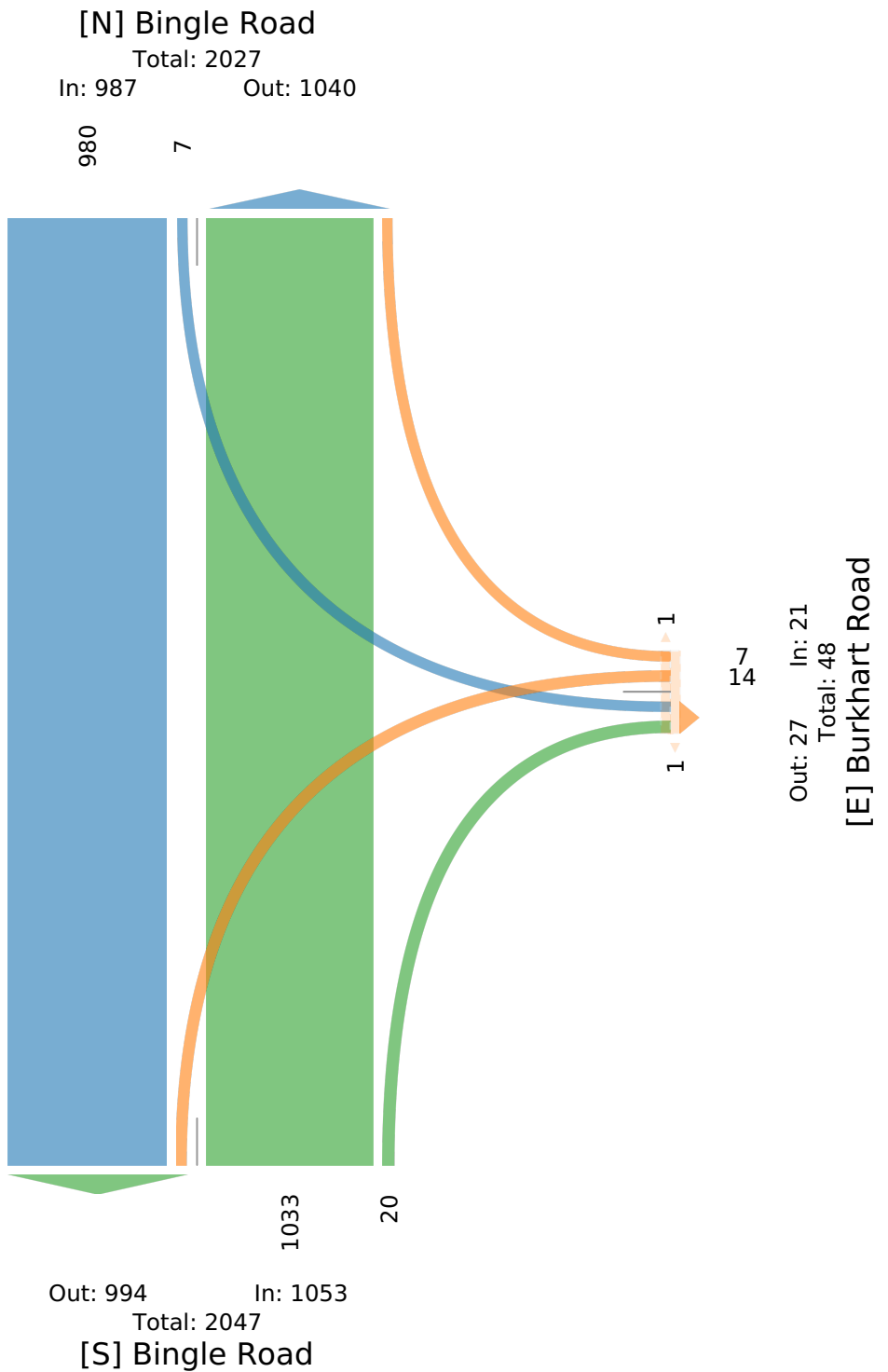
All Movements

ID: 1269900, Location: 29.789381, -95.500484



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

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



4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

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

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-02-12 12:00AM	0	14	0	0	14	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	25
12:15AM	0	14	0	0	14	0	0	0	0	0	0	0	0	12	1	0	13	1	0	0	0	0	0	0	27
12:30AM	0	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	14
12:45AM	0	6	0	0	6	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	18
Hourly Total	0	38	0	0	38	0	0	0	0	0	0	0	0	45	1	0	46	1	0	0	0	0	0	1	84
1:00AM	0	9	0	0	9	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	18
1:15AM	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	9
1:30AM	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	13
1:45AM	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	7
Hourly Total	0	21	0	0	21	0	0	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	0	47
2:00AM	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7
2:15AM	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5
2:30AM	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	9
2:45AM	0	3	0	0	3	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	8
Hourly Total	0	13	0	0	13	0	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	0	29
3:00AM	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
3:15AM	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	8
3:30AM	0	7	0	0	7	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	10
3:45AM	0	10	0	0	10	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	15
Hourly Total	0	27	0	0	27	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	39
4:00AM	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	12
4:15AM	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	13
4:30AM	1	17	0	0	18	0	1	0	0	0	1	0	0	11	0	0	11	0	1	0	0	0	1	0	31
4:45AM	0	41	0	0	41	0	0	0	5	0	5	0	1	25	0	0	26	0	1	0	0	0	1	0	73
Hourly Total	1	70	0	0	71	0	1	0	5	0	6	0	1	49	0	0	50	0	2	0	0	0	2	0	129
5:00AM	0	35	0	0	35	0	0	0	1	0	1	0	0	13	0	0	13	0	1	0	0	0	1	0	50
5:15AM	0	47	0	0	47	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	69
5:30AM	0	77	0	0	77	0	0	0	1	0	1	0	0	62	0	0	62	0	0	0	0	0	0	0	140
5:45AM	0	92	0	0	92	0	0	0	2	0	2	0	2	65	0	0	67	0	0	0	0	0	0	0	161
Hourly Total	0	251	0	0	251	0	0	0	4	0	4	0	2	162	0	0	164	0	1	0	0	0	1	0	420
6:00AM	0	94	0	0	94	0	0	0	3	0	3	0	1	66	1	0	68	0	0	0	0	0	0	1	165
6:15AM	0	102	0	0	102	0	1	0	5	0	6	0	2	97	1	0	100	0	0	0	0	0	0	1	208
6:30AM	0	175	0	0	175	0	1	0	2	0	3	0	3	112	0	0	115	0	2	0	0	0	2	0	295
6:45AM	0	231	1	0	232	0	1	0	5	0	6	1	3	170	0	0	173	0	0	0	0	0	0	0	411
Hourly Total	0	602	1	0	603	0	3	0	15	0	18	1	9	445	2	0	456	0	2	0	0	0	2	2	1079
7:00AM	2	262	2	0	266	0	1	0	13	0	14	0	3	155	0	0	158	0	3	0	2	0	5	0	443
7:15AM	3	382	1	0	386	0	1	0	20	0	21	0	1	143	0	0	144	0	2	0	0	0	2	0	553
7:30AM	3	318	4	0	325	0	3	0	7	0	10	0	1	171	1	0	173	0	5	0	1	0	6	0	514
7:45AM	1	334	1	0	336	0	1	0	13	0	14	3	5	182	0	0	187	0	2	0	0	0	2	0	539
Hourly Total	9	1296	8	0	1313	0	6	0	53	0	59	3	10	651	1	0	662	0	12	0	3	0	15	0	2049
8:00AM	0	304	0	0	304	0	3	0	12	0	15	1	3	172	0	0	175	0	2	0	0	0	2	0	496
8:15AM	4	370	2	0	376	0	1	0	13	0	14	0	6	154	1	0	161	0	2	0	0	0	2	0	553
8:30AM	0	292	0	0	292	0	0	0	9	0	9	0	5	179	2	0	186	0	2	0	0	0	2	0	489
8:45AM	1	292	2	0	295	0	5	0	16	0	21	0	8	155	0	0	163	0	0	0	0	0	0	0	479
Hourly Total	5	1258	4	0	1267	0	9	0	50	0	59	1	22	660	3	0	685	0	6	0	0	0	6	0	2017
9:00AM	1	219	1	0	221	0	1	0	4	0	5	0	4	168	0	0	172	0	3	0	0	0	3	0	401
9:15AM	2	213	0	0	215	0	1	0	6	0	7	0	2	143	2	0	147	0	2	0	1	0	3	0	372
9:30AM	0	199	3	0	202	1	1	1	7	0	9	0	6	123	1	0	130	0	1	0	0	0	1	0	342
9:45AM	0	215	1	0	216	0	2	0	9	0	11	0	6	145	0	0	151	1	0	0	1	0	1	0	379
Hourly Total	3	846	5	0	854	1	5	1	26	0	32	0	18	579	3	0	600	1	6	0	2	0	8	0	1494
10:00AM	1	149	0	0	150	0	1	0	10	0	11	0	3	138	0	0	141	0	1	0	1	0	2	0	304
10:15AM	1	154	1	0	156	0	1	0	10	0	11	0	6	136	3	0	145	0	2	0	0	0	2	0	314
10:30AM	1	167	2	0	170	0	1	0	10	0	11	0	6	135	2	0	143	0	2	0	0	0	2	0	326
10:45AM	0	175	4	0	179	0	1	0	4	0	5	0	7	125	3	0	135	0	0	1	0	0	1	0	320
Hourly Total	3	645	7	0	655	0	4	0	34	0	38	0	22	534	8	0	564	0	5	1	1	0	7	0	1264
11:00AM	0	169	0	0	169	0	0	0	10	0	10	0	4	129	2	0	135	0	2	0	0	0	2	0	316
11:15AM	2	157	2	0	161	0	0	1	6	0	7	0	8	151	0	0	159	0	2	0	2	0	4	0	331
11:30AM	2	185	1	0	188	0	2	0	4	0	6	0	5	144	0	0	149	0	2	0	0	0	2	0	345
11:45AM	3	194	0	0	197	0	2	0	11	0	13	0	8	160	0	0	168	0	2	1	1	0	4	0	382

Leg Direction	Bingle Road Southbound						Winningham Lane Westbound						Bingle Road Northbound						Winningham Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
Hourly Total	7	705	3	0	715	0	4	1	31	0	36	0	25	584	2	0	611	0	8	1	3	0	12	0	1374
12:00PM	0	193	0	0	193	0	0	0	6	0	6	0	10	147	1	0	158	0	1	0	1	0	2	0	359
12:15PM	2	195	1	0	198	0	2	1	6	0	9	0	5	162	4	0	171	0	1	1	0	0	2	0	380
12:30PM	0	171	0	0	171	0	0	0	3	0	3	0	7	193	1	0	201	0	3	0	1	0	4	0	379
12:45PM	1	156	1	0	158	0	3	0	7	0	10	0	7	149	2	0	158	0	0	0	0	0	0	1	326
Hourly Total	3	715	2	0	720	0	5	1	22	0	28	0	29	651	8	0	688	0	5	1	2	0	8	1	1444
1:00PM	0	178	1	0	179	0	1	0	3	0	4	0	8	181	1	1	191	0	1	0	2	0	3	0	377
1:15PM	1	152	1	0	154	0	1	0	6	0	7	0	8	165	0	0	173	0	1	0	0	0	1	0	335
1:30PM	2	162	3	0	167	0	1	0	10	0	11	0	9	168	3	0	180	0	0	0	1	0	1	0	359
1:45PM	1	145	2	0	148	0	2	0	8	0	10	0	8	183	0	0	191	0	0	0	0	0	0	0	349
Hourly Total	4	637	7	0	648	0	5	0	27	0	32	0	33	697	4	1	735	0	2	0	3	0	5	0	1420
2:00PM	2	175	1	0	178	0	0	0	5	0	5	0	5	184	1	0	190	0	0	0	0	0	0	0	373
2:15PM	1	165	2	0	168	0	3	0	10	0	13	0	8	178	1	0	187	0	1	0	0	0	1	0	369
2:30PM	4	209	1	0	214	2	2	0	13	0	15	0	15	211	0	0	226	0	1	0	0	0	1	0	456
2:45PM	3	232	2	0	237	0	4	0	10	0	14	0	11	183	1	0	195	0	1	0	0	0	1	0	447
Hourly Total	10	781	6	0	797	2	9	0	38	0	47	0	39	756	3	0	798	0	3	0	0	0	3	0	1645
3:00PM	2	211	2	0	215	0	0	0	16	0	16	0	18	182	1	0	201	1	1	0	0	0	1	0	433
3:15PM	1	204	0	0	205	0	2	0	4	0	6	1	10	202	1	0	213	0	2	0	0	0	2	0	426
3:30PM	1	221	2	0	224	0	3	1	6	0	10	0	8	219	1	0	228	0	0	0	2	0	2	0	464
3:45PM	2	230	4	0	236	2	2	0	15	0	17	0	6	231	1	0	238	0	5	0	0	0	5	0	496
Hourly Total	6	866	8	0	880	2	7	1	41	0	49	1	42	834	4	0	880	1	8	0	2	0	10	0	1819
4:00PM	1	238	3	0	242	0	1	0	6	0	7	0	13	251	5	0	269	0	1	1	1	0	3	0	521
4:15PM	0	245	0	0	245	0	2	1	7	0	10	0	14	233	1	0	248	0	0	0	1	0	1	0	504
4:30PM	3	253	2	0	258	0	3	0	6	0	9	0	12	240	3	0	255	1	5	0	0	0	5	0	527
4:45PM	2	230	3	0	235	0	3	0	8	0	11	1	15	232	2	0	249	1	1	0	1	0	2	0	497
Hourly Total	6	966	8	0	980	0	9	1	27	0	37	1	54	956	11	0	1021	2	7	1	3	0	11	0	2049
5:00PM	0	248	2	0	250	0	1	0	8	0	9	0	9	277	8	0	294	1	4	0	0	0	4	0	557
5:15PM	1	240	0	0	241	0	1	0	8	0	9	0	12	273	2	0	287	0	2	0	2	0	4	0	541
5:30PM	3	239	6	0	248	0	2	0	8	0	10	0	8	279	1	0	288	0	0	0	0	0	0	1	546
5:45PM	1	199	1	0	201	0	0	0	12	0	12	0	16	250	1	0	267	0	4	0	1	0	5	0	485
Hourly Total	5	926	9	0	940	0	4	0	36	0	40	0	45	1079	12	0	1136	1	10	0	3	0	13	1	2129
6:00PM	0	212	1	0	213	0	3	0	8	0	11	0	10	243	1	0	254	0	0	0	0	0	0	0	478
6:15PM	2	179	1	0	182	0	2	0	8	0	10	0	11	201	2	0	214	0	0	0	0	0	0	0	406
6:30PM	0	183	1	0	184	0	1	0	9	0	10	0	4	192	2	0	198	0	2	0	2	0	4	0	396
6:45PM	0	141	3	0	144	0	0	0	5	0	5	0	9	213	1	0	223	0	1	0	0	0	1	0	373
Hourly Total	2	715	6	0	723	0	6	0	30	0	36	0	34	849	6	0	889	0	3	0	2	0	5	0	1653
7:00PM	0	142	3	0	145	0	2	0	8	0	10	0	8	164	0	0	172	0	2	0	0	0	2	0	329
7:15PM	0	123	0	0	123	0	1	0	8	0	9	0	3	145	0	0	148	0	0	0	0	0	0	0	280
7:30PM	1	104	0	0	105	0	1	0	2	0	3	0	3	126	2	0	131	0	0	0	1	0	1	0	240
7:45PM	1	118	2	0	121	0	2	0	6	0	8	0	3	131	1	0	135	0	0	0	0	0	0	0	264
Hourly Total	2	487	5	0	494	0	6	0	24	0	30	0	17	566	3	0	586	0	2	0	1	0	3	0	1113
8:00PM	0	81	2	0	83	0	4	0	1	0	5	0	10	130	1	0	141	0	0	0	0	0	0	0	229
8:15PM	1	72	0	0	73	0	0	0	2	0	2	0	1	113	0	0	114	0	0	0	0	0	0	0	189
8:30PM	0	50	1	0	51	0	0	0	0	0	0	1	9	92	2	0	103	0	0	2	0	0	2	0	156
8:45PM	0	61	1	0	62	0	1	0	1	0	2	0	2	111	1	0	114	0	0	0	0	0	0	0	178
Hourly Total	1	264	4	0	269	0	5	0	4	0	9	1	22	446	4	0	472	0	0	2	0	0	2	0	752
9:00PM	0	62	0	0	62	0	0	0	1	0	1	0	3	97	2	0	102	0	0	0	0	0	0	0	165
9:15PM	0	48	0	0	48	0	2	0	2	0	4	0	3	93	1	0	97	0	1	0	0	0	1	0	150
9:30PM	0	53	0	0	53	0	1	0	2	0	3	0	3	78	0	0	81	0	0	0	0	0	0	0	137
9:45PM	0	44	0	0	44	0	0	0	0	0	0	0	2	52	1	0	55	0	1	0	0	0	1	0	100
Hourly Total	0	207	0	0	207	0	3	0	5	0	8	0	11	320	4	0	335	0	2	0	0	0	2	0	552
10:00PM	0	40	0	0	40	0	0	0	1	0	1	0	2	56	0	0	58	0	0	0	0	0	0	0	99
10:15PM	0	32	0	0	32	0	0	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	0	83
10:30PM	0	24	0	0	24	0	0	0	0	0	0	0	2	43	0	0	45	0	0	0	0	0	0	0	69
10:45PM	0	21	0	0	21	0	0	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	0	62
Hourly Total	0	117	0	0	117	0	0	0	1	0	1	0	4	191	0	0	195	0	0	0	0	0	0	0	313
11:00PM	0	30	0	0	30	0	0	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	0	0	58
11:15PM	0	18	0	0	18	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	41
11:30PM	0	19	0	0	19	0	1	0	0	0	1	1	2	17	0	0	19	0	0	0	0	0	0	0	39
11:45PM	0	15	0	0	15	0	0	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	0	0	39
Hourly Total	0	82	0	0	82	0	1	0	0	0	1	1	4	90	0	0	94	0	0	0	0	0	0	0	177
Total	67	12535	83	0	12685	5	92	5	473	0	570	9	444	11197	79	1	11721	6	84	6	25	0	115	5	25091
% Approach	0.5%	98.8%	0.7%	0%	-	-	16.1%	0.9%	83.0%	0%	-	-	3.8%	95.5%	0.7%	0%	-	-	73.0%	5.2%	21.7%	0%	-	-	-
% Total	0.3%	50.0%	0.3%	0%	50.6%	-	0.4%	0%	1.9%	0%	2.3%	-	1.8%	44.6%	0.3%	0%	46.7%	-	0.3%	0%	0.1%	0%	0.5%	-	-
Lights	66	12319	83	0	12468	-	91	3	469	0	563	-	440	11021	79	1	11541	-	83	6	24	0	113	-	24685
% Lights	98.5%	98.3%	100%	0%	98.3%	-	98.9%	60.0%	99.2%	0%	98.8%	-	99.1%	98.4%	100%	100%	98.5%	-	98.8%	100%	96.0%	0%	98.3%	-	98.4%

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

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

4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

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

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

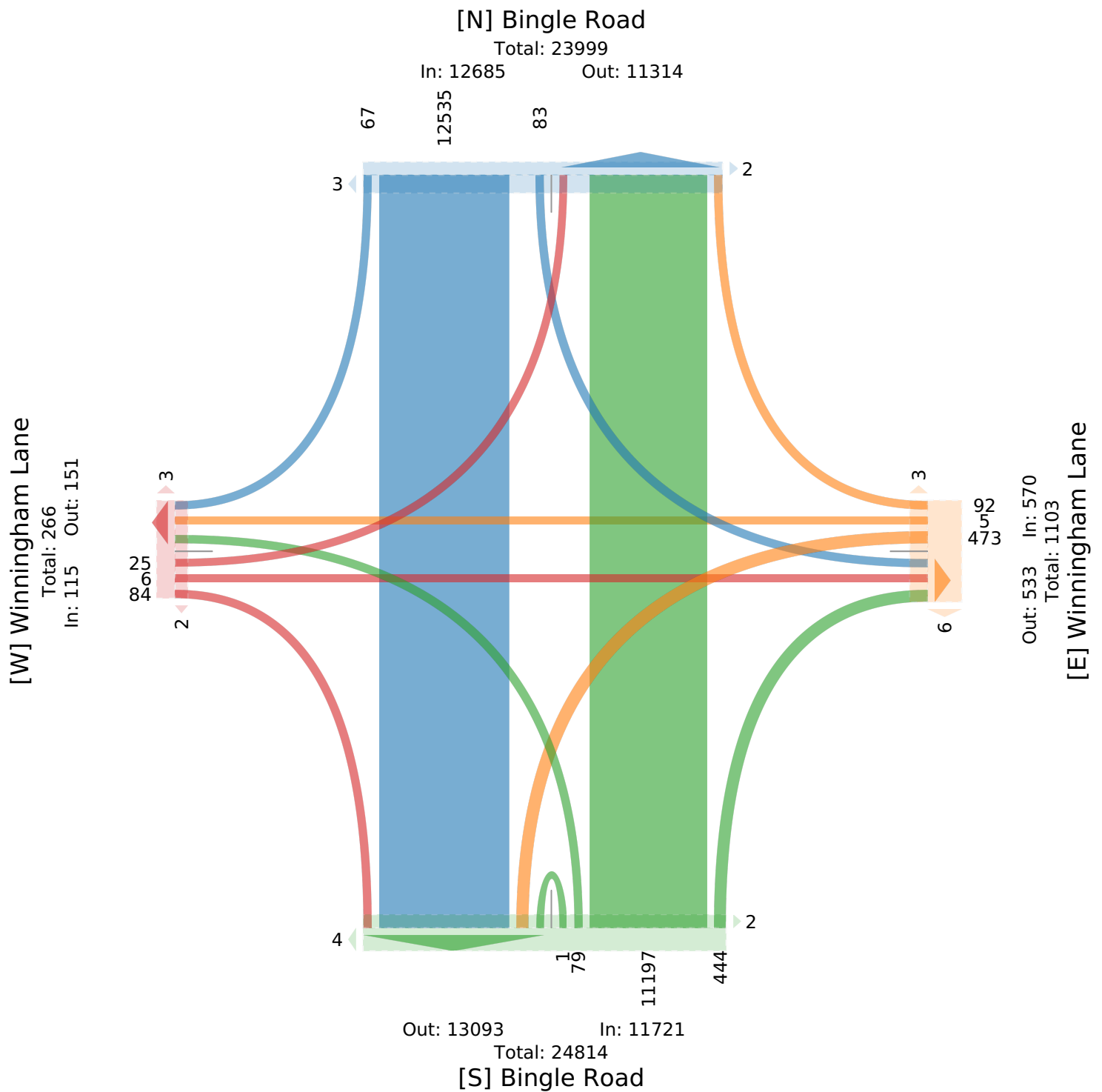
All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

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



4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

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

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

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

4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

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

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

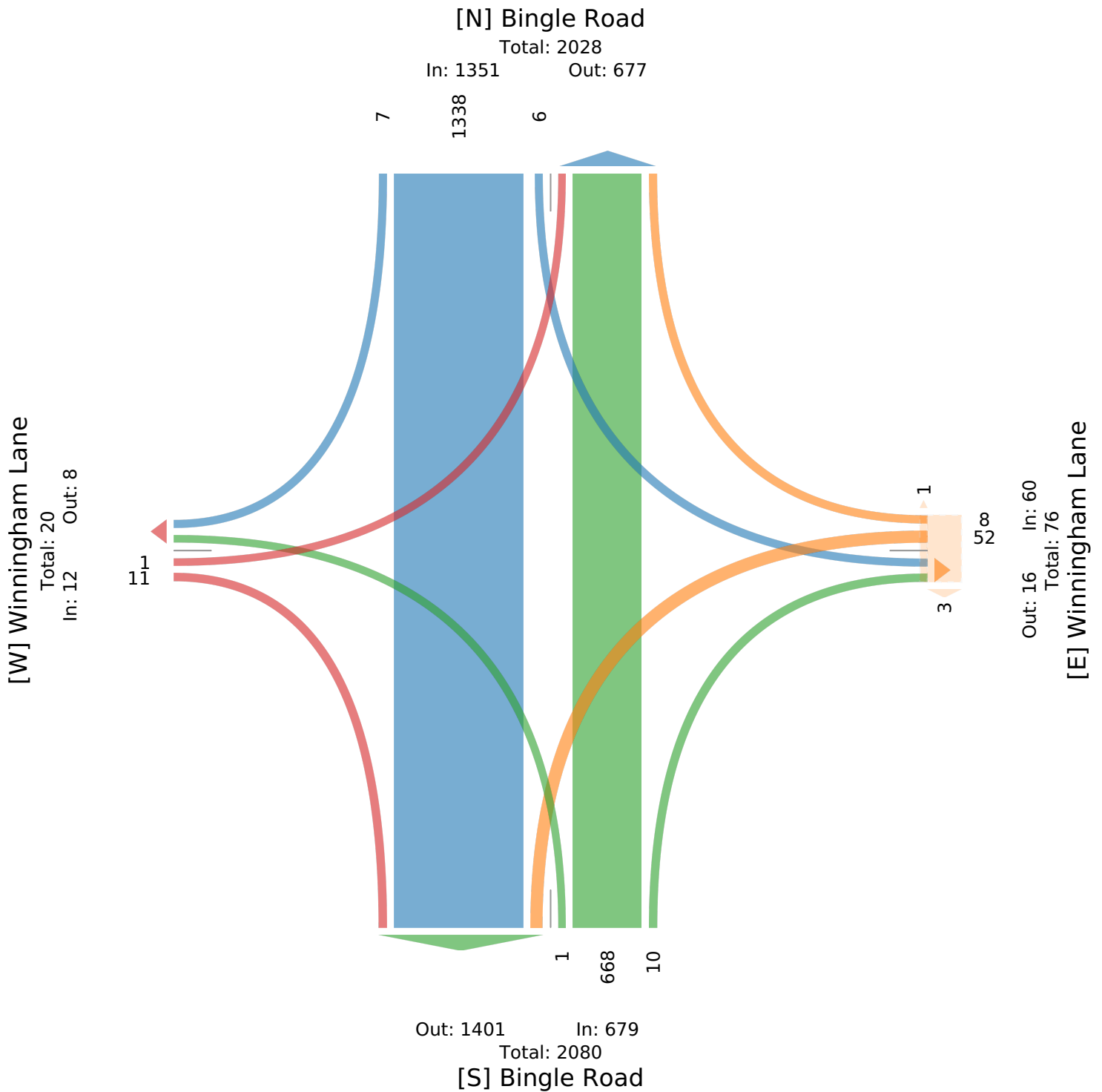
All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

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



4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

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

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

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

4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

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

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

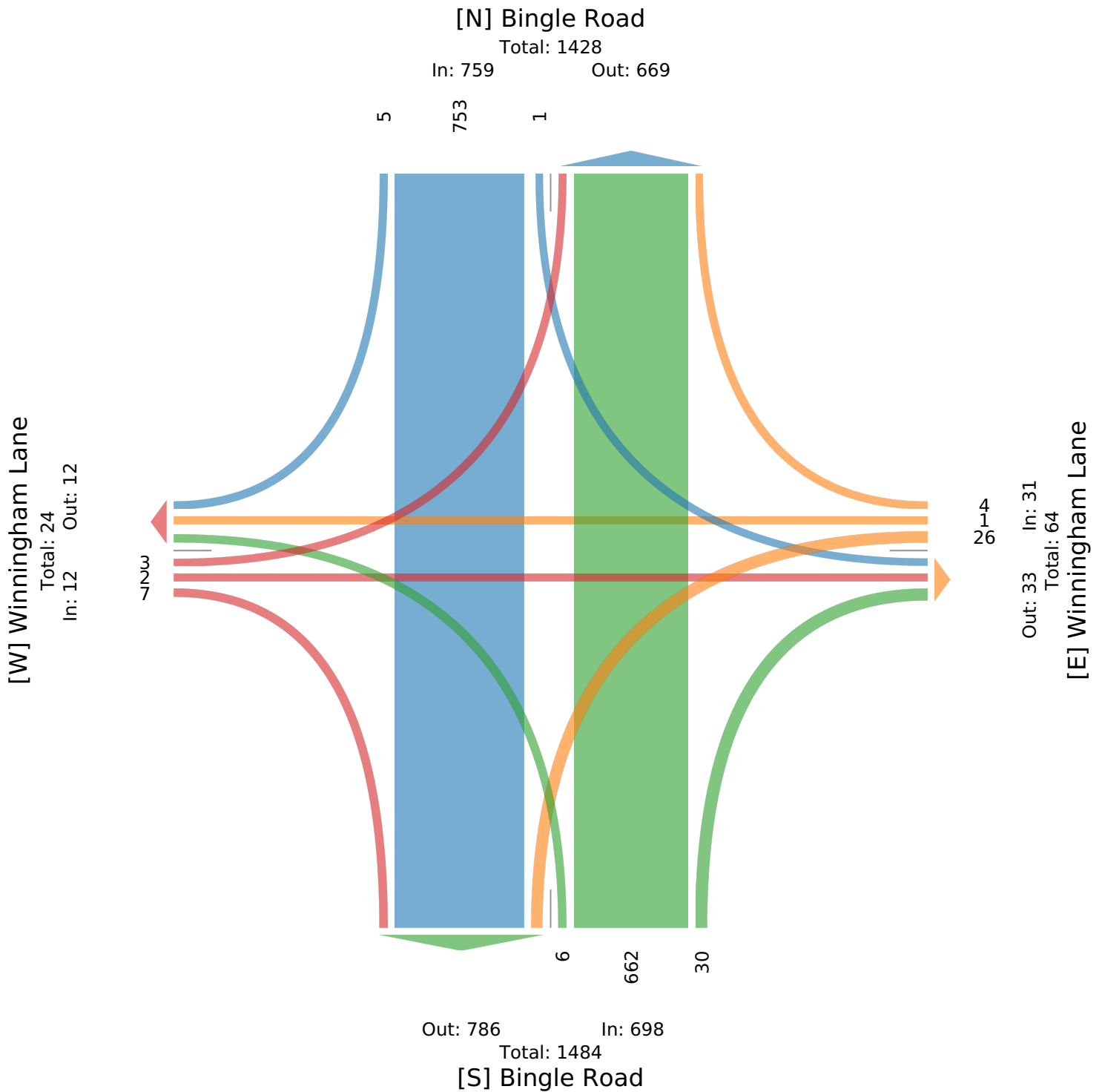
All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

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



4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

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

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

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

4. Bingle Road at Winningham Lane - TMC

Wed Feb 12, 2025

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

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

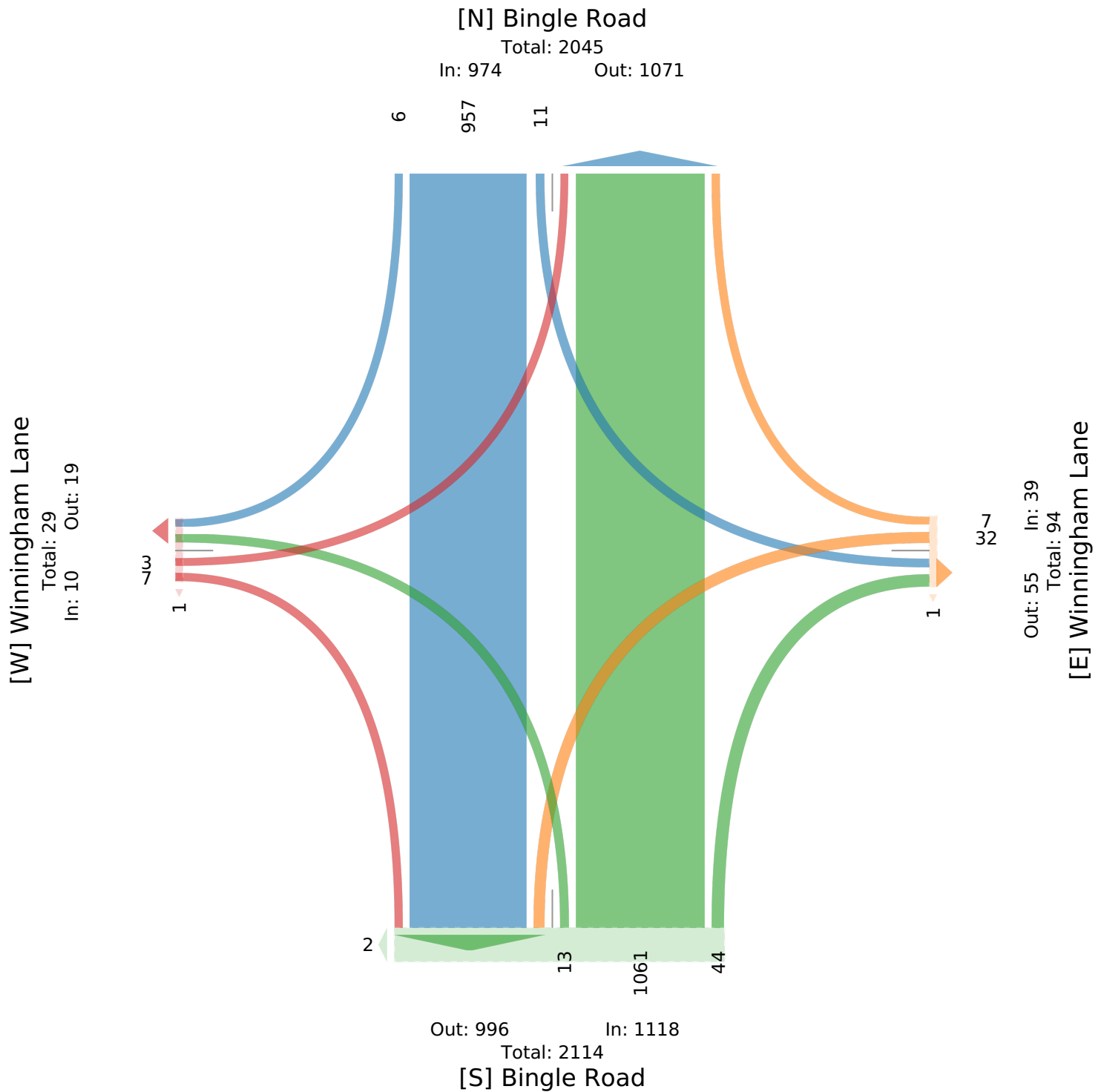
All Movements

ID: 1269901, Location: 29.788197, -95.500471



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

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



5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269902, Location: 29.786239, -95.500067



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

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

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

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

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

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

5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

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

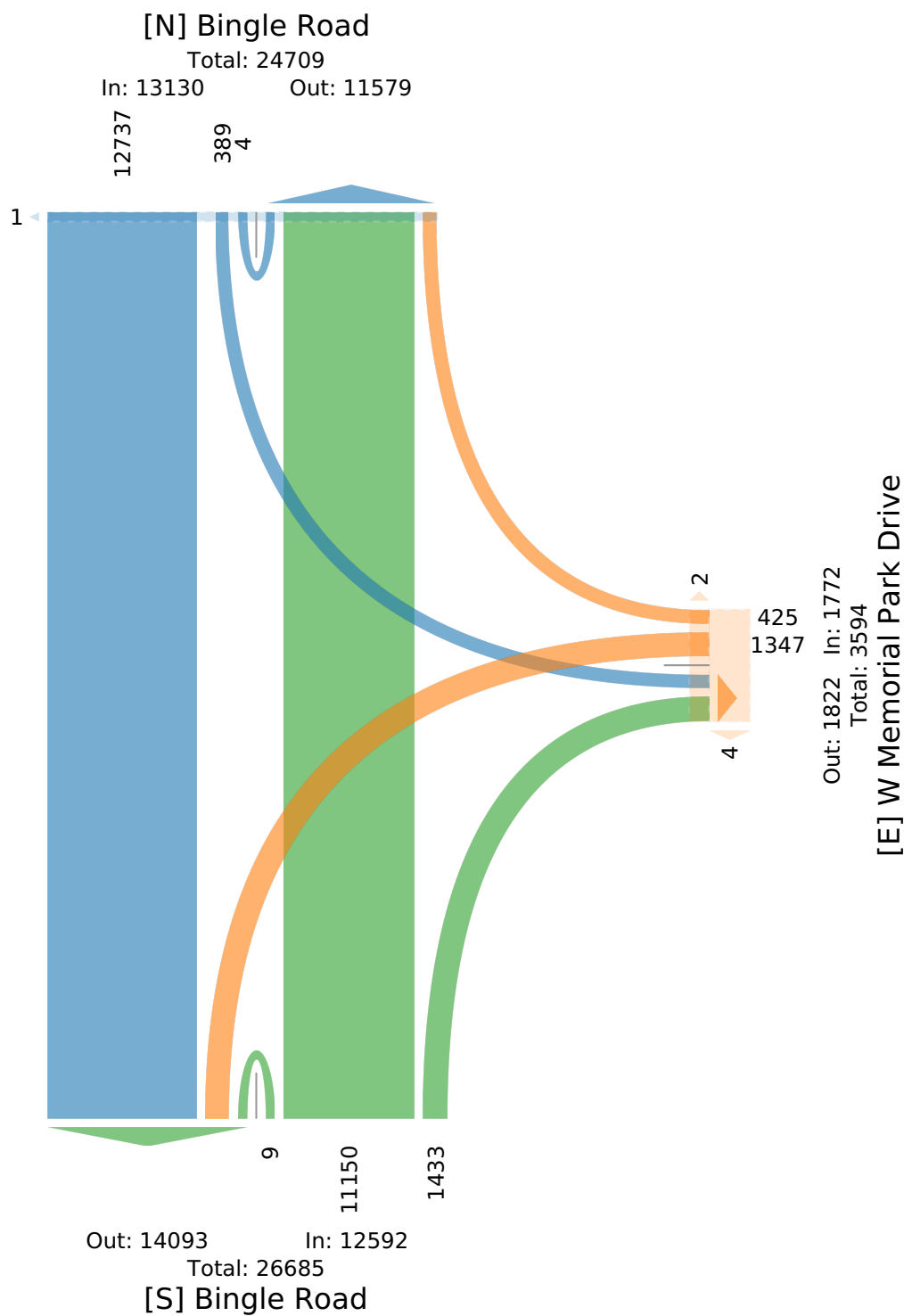
All Movements

ID: 1269902, Location: 29.786239, -95.500067



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

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



5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269902, Location: 29.786239, -95.500067



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

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

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

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

5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

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

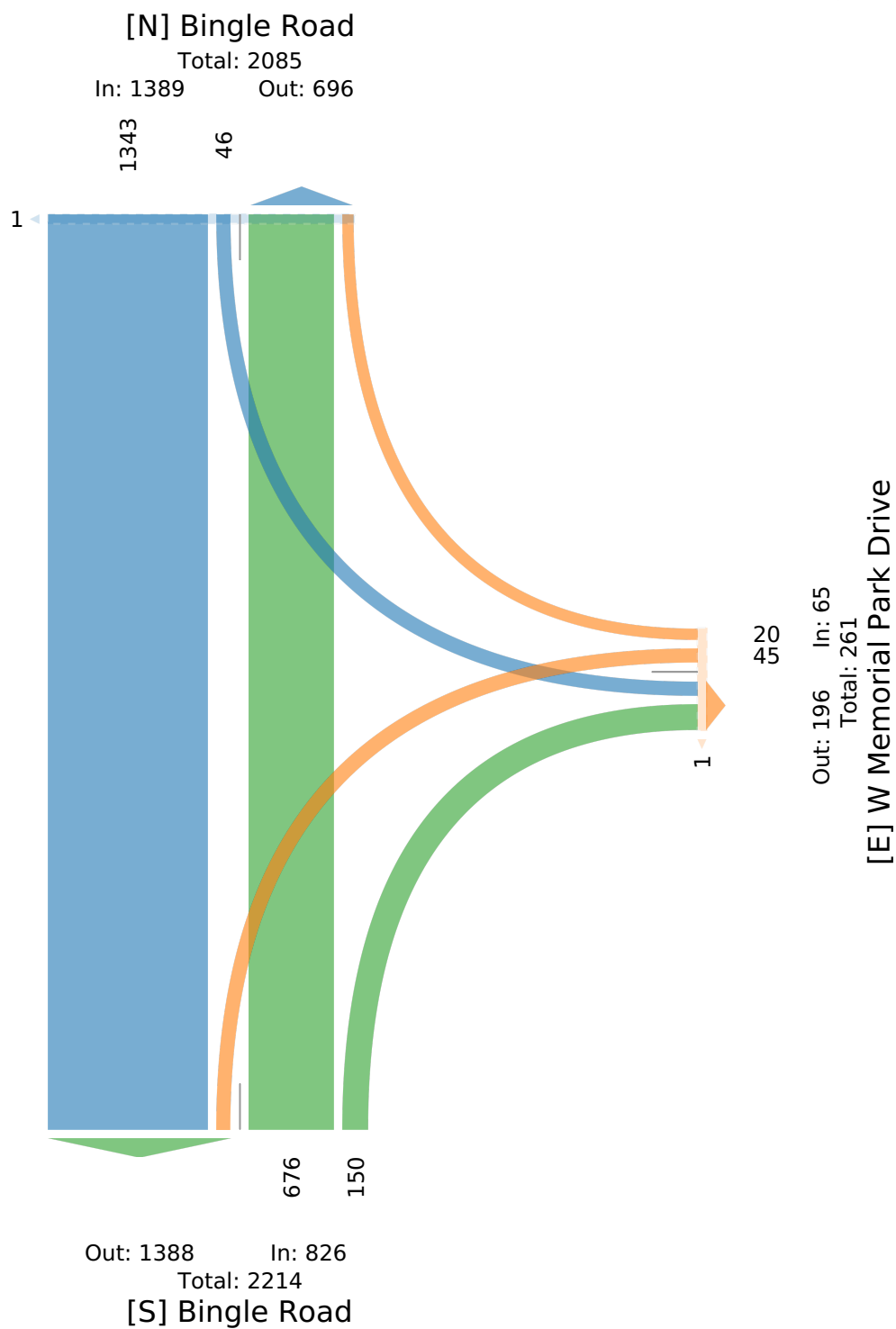
All Movements

ID: 1269902, Location: 29.786239, -95.500067



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

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



5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269902, Location: 29.786239, -95.500067



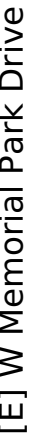
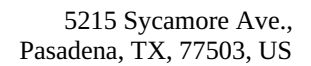
Provided by: C. J. Hensch & Associates Inc.

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

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

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

ID: 1269902, Location: 29.786239, -95.500067



5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

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

All Movements

ID: 1269902, Location: 29.786239, -95.500067



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

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

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

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

5. Bingle Road at W Memorial Park Drive - TMC

Wed Feb 12, 2025

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

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

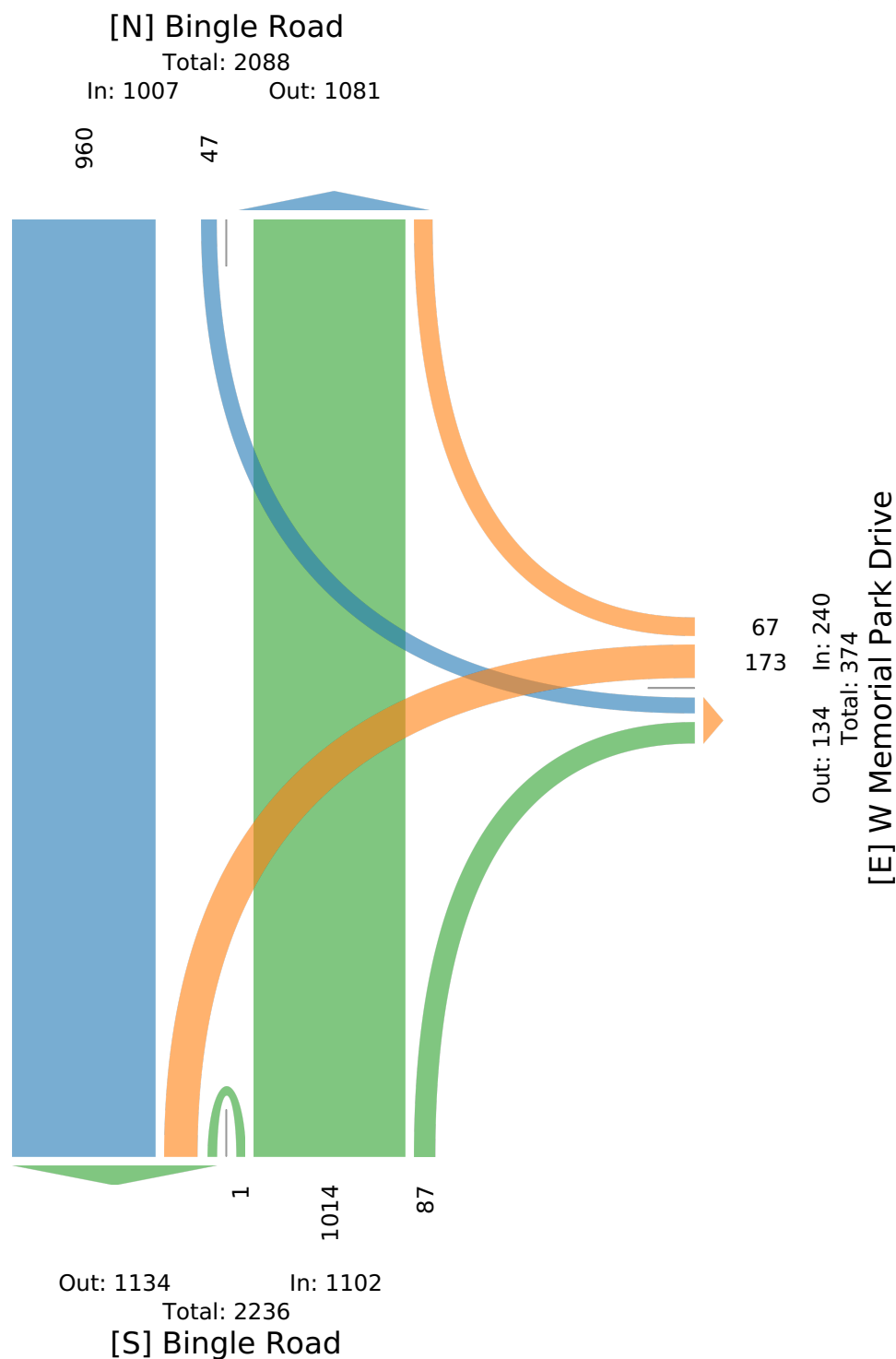
All Movements

ID: 1269902, Location: 29.786239, -95.500067



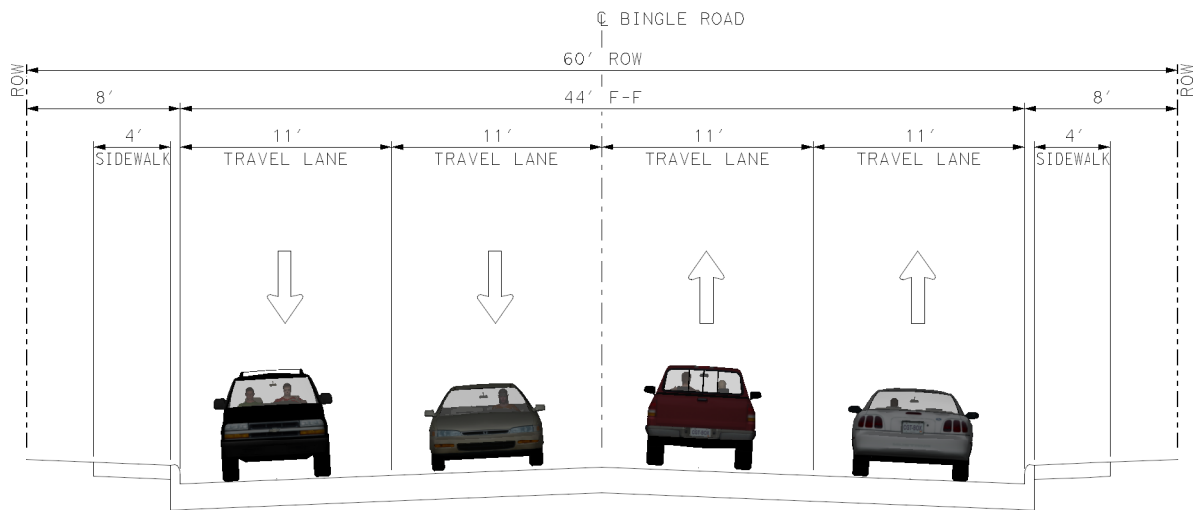
Provided by: C. J. Hensch & Associates
Inc.

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

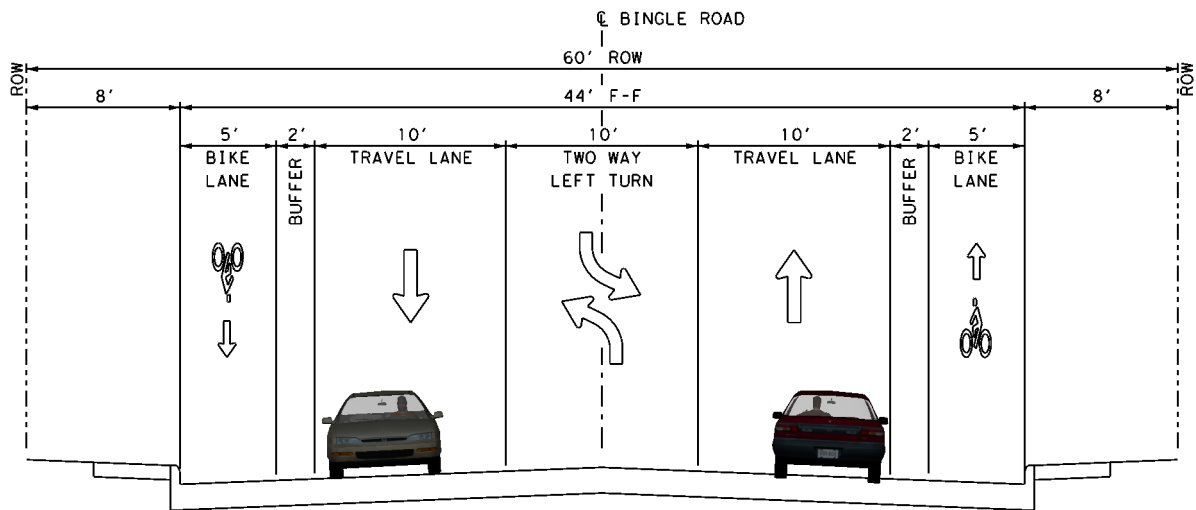


Appendix C: Typical Sections

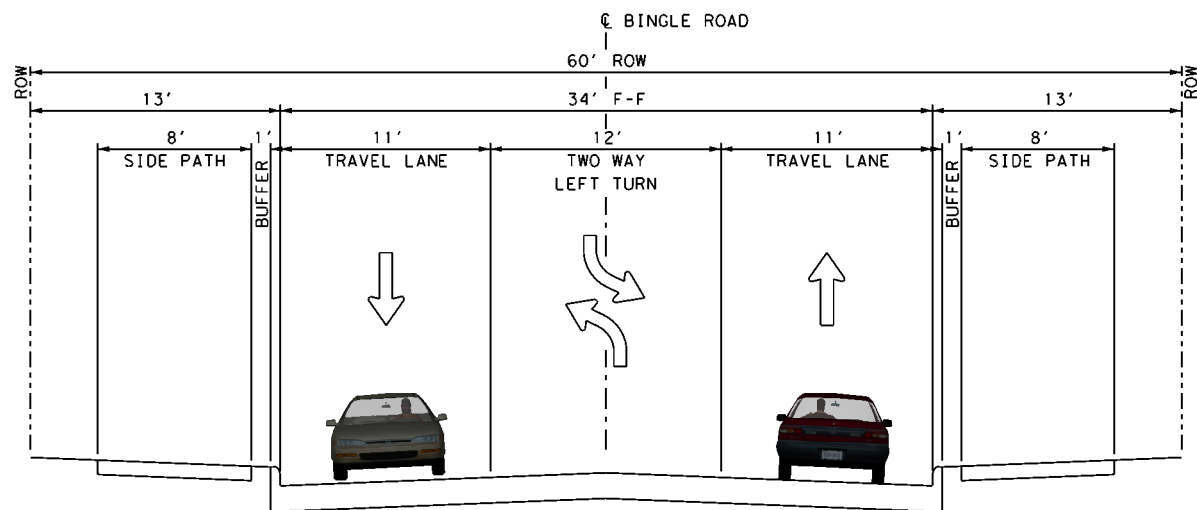
EXISTING:



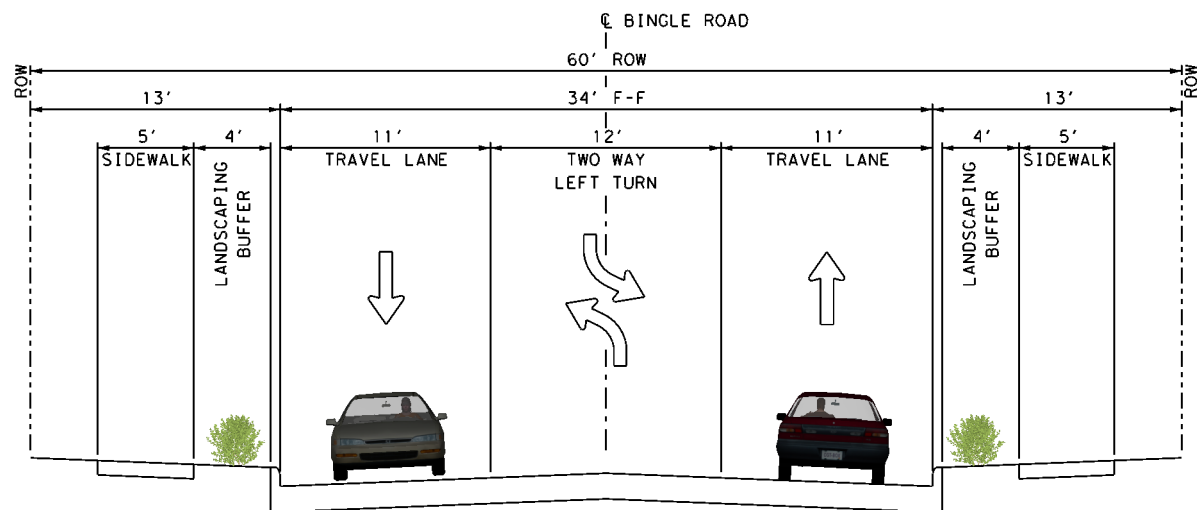
OPTION 1:



OPTION 2:



OPTION 3:



Appendix D: Synchro Reports

AM Peak Hour (Normal Conditions)

3: Bingle Road & Westview Drive

03/13/2025

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

AM Peak Hour (Normal Conditions)

6: Bingle Road & Merlin Drive

03/13/2025

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	4	633	31	1	1283
Future Vol, veh/h	56	4	633	31	1	1283
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	50	91	65	25	90
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	97	8	696	48	4	1426
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1441	372	0	0	744	0
Stage 1	720	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	123	625	-	-	859	-
Stage 1	443	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	120	625	-	-	859	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	101.6	0	0.1			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	128	859	-	
HCM Lane V/C Ratio	-	-	0.817	0.005	-	
HCM Ctrl Dly (s/v)	-	-	101.6	9.2	0.1	
HCM Lane LOS	-	-	F	A	A	
HCM 95th %tile Q (veh)	-	-	5	0	-	

AM Peak Hour (Normal Conditions)

9: Bingle Road & Burkhardt Road

03/13/2025

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	N	N	S	S
Traffic Vol, veh/h	17	7	679	11	7	1319
Future Vol, veh/h	17	7	679	11	7	1319
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	58	96	92	88	89
Heavy Vehicles, %	16	2	2	14	2	2
Mvmt Flow	24	12	707	12	8	1482
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1470	360	0	0	719	0
Stage 1	713	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	7.12	6.94	-	-	4.14	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.66	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	104	637	-	-	878	-
Stage 1	411	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	99	637	-	-	878	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	40.1	0	0.2			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	138	878	-	
HCM Lane V/C Ratio	-	-	0.261	0.009	-	
HCM Ctrl Dly (s/v)	-	-	40.1	9.1	0.2	
HCM Lane LOS	-	-	E	A	A	
HCM 95th %tile Q (veh)	-	-	1	0	-	

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

03/13/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	45	0	20	0	676	150	46	1343	0
Future Volume (veh/h)	0	0	0	45	0	20	0	676	150	46	1343	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870	1870	1870	1870	1856	1870	0
Adj Flow Rate, veh/h	0	0	0	68	0	32	0	760	0	56	1526	0
Peak Hour Factor	0.92	0.92	0.92	0.66	0.25	0.62	0.25	0.89	0.85	0.82	0.88	0.25
Percent Heavy Veh, %	2	2	2	5	2	2	2	2	2	3	2	0
Cap, veh/h	0	164	0	325	0	139	0	1693		105	2350	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.48	0.00	0.06	0.66	0.00
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	3647	1585	1767	3647	0
Grp Volume(v), veh/h	0	0	0	68	0	32	0	760	0	56	1526	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1777	1585	1767	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.7	0.0	5.1	0.0	1.1	9.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.6	0.0	0.7	0.0	5.1	0.0	1.1	9.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	164	0	325	0	139	0	1693		105	2350	0
V/C Ratio(X)	0.00	0.00	0.00	0.21	0.00	0.23	0.00	0.45		0.53	0.65	0.00
Avail Cap(c_a), veh/h	0	938	0	912	0	795	0	2208		305	3268	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	15.7	0.0	15.2	0.0	6.3	0.0	16.4	3.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.8	0.0	0.2	0.0	4.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.2	0.0	1.2	0.0	0.5	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	16.0	0.0	16.1	0.0	6.4	0.0	20.5	3.9	0.0
LnGrp LOS				B	B			A		C		A
Approach Vol, veh/h	0			100			760			1582		
Approach Delay, s/veh	0.0			16.0			6.4			4.5		
Approach LOS				B			A			A		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	6.6	21.6	7.7		28.2		7.7					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5		4.5					
Max Green Setting (Gmax), s	6.2	22.3	18.0		33.0		18.0					
Max Q Clear Time (g_c+I1), s	3.1	7.1	0.0		11.1		3.6					
Green Ext Time (p_c), s	0.0	4.7	0.0		12.6		0.3					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				5.6								
HCM 6th LOS				A								

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

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Volume (veh/h)	1	0	11	52	0	8	1	668	10	6	1338	7
Future Volume (veh/h)	1	0	11	52	0	8	1	668	10	6	1338	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	20	80	0	12	4	726	20	16	1520	12
Peak Hour Factor	0.25	0.25	0.55	0.65	0.25	0.67	0.25	0.92	0.50	0.38	0.88	0.58
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	36	396	542	0	476	62	1894	52	68	1929	15
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	143	121	1321	1392	0	1585	3	3443	94	13	3507	28
Grp Volume(v), veh/h	24	0	0	80	0	12	393	0	357	809	0	739
Grp Sat Flow(s),veh/h/ln	1585	0	0	1392	0	1585	1856	0	1685	1850	0	1697
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.3	0.0	0.0	7.3	0.0	0.0	20.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.4	0.0	0.3	7.2	0.0	7.3	20.6	0.0	20.8
Prop In Lane	0.17		0.83	1.00		1.00	0.01		0.06	0.02		0.02
Lane Grp Cap(c), veh/h	545	0	0	542	0	476	1081	0	927	1079	0	933
V/C Ratio(X)	0.04	0.00	0.00	0.15	0.00	0.03	0.36	0.00	0.39	0.75	0.00	0.79
Avail Cap(c_a), veh/h	545	0	0	542	0	476	1081	0	927	1079	0	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	15.5	0.0	14.8	7.7	0.0	7.7	10.7	0.0	10.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.1	0.9	0.0	1.2	4.8	0.0	6.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.1	2.6	0.0	2.4	8.0	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	0.0	16.1	0.0	14.9	8.6	0.0	8.9	15.5	0.0	17.6
LnGrp LOS	B		B		B		A		A		B	
Approach Vol, veh/h	24			92			750			1548		
Approach Delay, s/veh	15.1			15.9			8.8			16.5		
Approach LOS	B			B			A			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	37.5		22.5		37.5		22.5					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	33.0		18.0		33.0		18.0					
Max Q Clear Time (g_c+I1), s	9.3		2.6		22.8		4.4					
Green Ext Time (p_c), s	5.0		0.0		7.1		0.2					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	14.1											
HCM 6th LOS	B											

AM Peak Hour (With Lane Closure)

3: Bingle Road & Westview Drive

03/13/2025

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

AM Peak Hour (With Lane Closure)

6: Bingle Road & Merlin Drive

03/13/2025

Intersection

Int Delay, s/veh 18.8

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

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

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

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

Notes

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

AM Peak Hour (With Lane Closure)

9: Bingle Road & Burkhardt Road

03/13/2025

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	4	657	14	5	1259
Future Vol, veh/h	19	4	657	14	5	1259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	33	90	70	42	90
Heavy Vehicles, %	16	2	2	14	2	2
Mvmt Flow	32	12	730	20	12	1399
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2163	740	0	0	750	0
Stage 1	740	-	-	-	-	-
Stage 2	1423	-	-	-	-	-
Critical Hdwy	6.56	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	47	417	-	-	859	-
Stage 1	448	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	417	-	-	859	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	169.5	0		0.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	58		859	-	
HCM Lane V/C Ratio	-	0.764		0.014	-	
HCM Ctrl Dly (s/v)	-	169.5		9.3	0	
HCM Lane LOS	-	F		A	A	
HCM 95th %tile Q (veh)	-	3.3		0	-	

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

03/13/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	38	0	15	0	694	135	34	1295	0
Future Volume (veh/h)	0	0	0	38	0	15	0	694	135	34	1295	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870	1870	1870	1870	1856	1870	0
Adj Flow Rate, veh/h	0	0	0	40	0	20	0	754	0	48	1439	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.75	0.92	0.92	0.66	0.71	0.90	0.92
Percent Heavy Veh, %	2	2	2	5	2	2	2	2	2	3	2	0
Cap, veh/h	0	99	0	195	0	83	0	1265		81	1491	0
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.68	0.00	0.05	0.80	0.00
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	1870	1585	1767	1870	0
Grp Volume(v), veh/h	0	0	0	40	0	20	0	754	0	48	1439	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1870	1585	1767	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.7	0.0	13.1	0.0	1.6	40.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.7	0.0	0.7	0.0	13.1	0.0	1.6	40.6	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	99	0	195	0	83	0	1265		81	1491	0
V/C Ratio(X)	0.00	0.00	0.00	0.21	0.00	0.24	0.00	0.60		0.59	0.96	0.00
Avail Cap(c_a), veh/h	0	561	0	545	0	476	0	1265		183	1491	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	27.7	0.0	27.3	0.0	5.3	0.0	28.1	5.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	1.5	0.0	2.1	0.0	0.6	2.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.6	0.0	0.3	0.0	3.9	0.0	0.7	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	28.2	0.0	28.7	0.0	7.3	0.0	28.7	7.9	0.0
LnGrp LOS				C				C				A
Approach Vol, veh/h	0			60			754			1487		
Approach Delay, s/veh	0.0			28.4			7.3			8.6		
Approach LOS				C			A			A		
Timer - Assigned Phs	1	2	4			6		8				
Phs Duration (G+Y+Rc), s	7.3	45.1	7.7			52.3		7.7				
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5		4.5				
Max Green Setting (Gmax), s	6.2	22.3	18.0			33.0		18.0				
Max Q Clear Time (g_c+I1), s	3.6	15.1	0.0			42.6		3.7				
Green Ext Time (p_c), s	0.0	3.0	0.0			0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				8.7								
HCM 6th LOS				A								

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

03/13/2025



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

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

03/13/2025

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

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

03/13/2025

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

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

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

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

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

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

03/13/2025

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	4	657	14	5	1259
Future Vol, veh/h	19	4	657	14	5	1259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	33	90	70	42	90
Heavy Vehicles, %	16	2	2	14	2	2
Mvmt Flow	32	12	730	20	12	1399
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2163	740	0	0	750	0
Stage 1	740	-	-	-	-	-
Stage 2	1423	-	-	-	-	-
Critical Hdwy	6.56	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	47	417	-	-	859	-
Stage 1	448	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	46	417	-	-	859	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	154.4	0		0.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	61		859	-	
HCM Lane V/C Ratio	-	0.727		0.014	-	
HCM Ctrl Dly (s/v)	-	154.4		9.3	-	
HCM Lane LOS	-	F		A	-	
HCM 95th %tile Q (veh)	-	3.2		0	-	

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

03/13/2025

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	0	0	0	38	0	15	0	694	135	34	1295	0	
Future Volume (veh/h)	0	0	0	38	0	15	0	694	135	34	1295	0	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1870	1870	1870	1870	1870	1856	1870	0	
Adj Flow Rate, veh/h	0	0	0	40	0	20	0	754	0	48	1439	0	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.75	0.92	0.92	0.66	0.71	0.90	0.92	
Percent Heavy Veh, %	2	2	2	5	2	2	2	2	2	3	2	0	
Cap, veh/h	0	281	0	273	0	238	0	1450		499	1450	0	
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.77	0.00	0.77	0.77	0.00	
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	1870	1585	704	1870	0	
Grp Volume(v), veh/h	0	0	0	40	0	20	0	754	0	48	1439	0	
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1870	1585	704	1870	0	
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	1.3	0.0	18.2	0.0	3.3	90.1	0.0	
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.0	0.0	1.3	0.0	18.2	0.0	21.5	90.1	0.0	
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00	
Lane Grp Cap(c), veh/h	0	281	0	273	0	238	0	1450		499	1450	0	
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00	0.08	0.00	0.52		0.10	0.99	0.00	
Avail Cap(c_a), veh/h	0	281	0	273	0	238	0	1450		499	1450	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	0.0	0.0	0.0	44.6	0.0	43.9	0.0	5.1	0.0	9.2	13.2	0.0	
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.7	0.0	1.3	0.0	0.4	22.0	0.0	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.6	0.0	6.4	0.0	0.6	37.6	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	0.0	0.0	0.0	45.7	0.0	44.6	0.0	6.4	0.0	9.5	35.1	0.0	
LnGrp LOS				D	D			A			A		D
Approach Vol, veh/h	0			60			754			1487			
Approach Delay, s/veh	0.0			45.4			6.4			34.3			
Approach LOS				D			A			C			
Timer - Assigned Phs	2			4			6			8			
Phs Duration (G+Y+Rc), s	97.5			22.5			97.5			22.5			
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5			
Max Green Setting (Gmax), s	93.0			18.0			93.0			18.0			
Max Q Clear Time (g_c+I1), s	20.2			0.0			92.1			5.0			
Green Ext Time (p_c), s	6.8			0.0			0.9			0.1			
Intersection Summary													
HCM 6th Ctrl Delay, s/veh	25.5												
HCM 6th LOS	C												

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

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↗	↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	1	0	9	51	1	4	4	676	27	2	1280	1
Future Volume (veh/h)	1	0	9	51	1	4	4	676	27	2	1280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	16	84	4	8	4	751	40	4	1422	4
Peak Hour Factor	0.25	0.25	0.56	0.61	0.25	0.50	1.00	0.90	0.68	0.50	0.90	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	21	207	298	91	182	65	1328	71	457	1407	4
Arrive On Green	0.16	0.00	0.16	0.16	0.16	0.16	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	190	126	1264	1397	557	1113	376	1760	94	685	1864	5
Grp Volume(v), veh/h	20	0	0	84	0	12	4	0	791	4	0	1426
Grp Sat Flow(s),veh/h/ln	1579	0	0	1397	0	1670	376	0	1853	685	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	4.4	0.0	0.7	0.0	0.0	20.1	0.3	0.0	83.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	5.6	0.0	0.7	83.0	0.0	20.1	20.4	0.0	83.0
Prop In Lane	0.20		0.80	1.00		0.67	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	298	0	0	298	0	273	65	0	1399	457	0	1411
V/C Ratio(X)	0.07	0.00	0.00	0.28	0.00	0.04	0.06	0.00	0.57	0.01	0.00	1.01
Avail Cap(c_a), veh/h	298	0	0	298	0	273	65	0	1399	457	0	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	0.0	40.7	0.0	38.8	55.0	0.0	5.8	10.1	0.0	13.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	2.4	0.0	0.3	1.8	0.0	1.7	0.0	0.0	26.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	2.2	0.0	0.3	0.1	0.0	7.0	0.0	0.0	36.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	0.0	0.0	43.0	0.0	39.1	56.8	0.0	7.4	10.2	0.0	40.2
LnGrp LOS	D			D		D	E		A	B		F
Approach Vol, veh/h	20			96			795			1430		
Approach Delay, s/veh	39.4			42.5			7.7			40.1		
Approach LOS	D			D			A			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	87.5			22.5			87.5			22.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	83.0			18.0			83.0			18.0		
Max Q Clear Time (g_c+I1), s	85.0			3.1			85.0			7.6		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	29.2											
HCM 6th LOS	C											

PM Peak Hour (Normal Conditions)

3: Bingle Road & Westview Drive

03/13/2025

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

PM Peak Hour (Normal Conditions)

6: Bingle Road & Merlin Drive

03/13/2025

Intersection

Int Delay, s/veh 1.4

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

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

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

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

PM Peak Hour (Normal Conditions)

9: Bingle Road & Burkhardt Road

03/13/2025

Intersection

Int Delay, s/veh 1.3

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

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

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

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

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

03/13/2025

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

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

03/13/2025



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

PM Peak Hour (With Lane Closure)

3: Bingle Road & Westview Drive

03/13/2025

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

PM Peak Hour (With Lane Closure)

6: Bingle Road & Merlin Drive

03/13/2025

Intersection

Int Delay, s/veh 3.7

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

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

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

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

PM Peak Hour (With Lane Closure)

9: Bingle Road & Burkhardt Road

03/13/2025

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

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

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

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

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

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

03/13/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	189	0	75	0	1046	100	1	39	946
Future Volume (veh/h)	0	0	0	189	0	75	0	1046	100	1	39	946
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	0	0	286	0	109	0	1113	0		60	1040
Peak Hour Factor	0.92	0.92	0.92	0.66	0.92	0.69	0.92	0.94	0.81		0.65	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	0	663	0	633	0	562	0	901			131	901
Arrive On Green	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.48	0.00		0.48	0.48
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	1870	1585		506	1870
Grp Volume(v), veh/h	0	0	0	286	0	109	0	1113	0		60	1040
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1870	1585		506	1870
Q Serve(g_s), s	0.0	0.0	0.0	9.0	0.0	2.6	0.0	26.5	0.0		0.0	26.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.0	0.0	2.6	0.0	26.5	0.0		26.5	26.5
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00		1.00	
Lane Grp Cap(c), veh/h	0	663	0	633	0	562	0	901			131	901
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.19	0.00	1.24			0.46	1.15
Avail Cap(c_a), veh/h	0	663	0	633	0	562	0	901			131	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.4	0.0	12.3	0.0	14.2	0.0		27.5	14.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.3	0.0	0.8	0.0	115.4	0.0		11.1	82.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.9	0.0	0.9	0.0	37.6	0.0		1.1	29.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	16.7	0.0	13.1	0.0	129.6	0.0		38.6	96.2
LnGrp LOS				B		B		F			D	F
Approach Vol, veh/h		0			395			1113				1100
Approach Delay, s/veh		0.0			15.7			129.6				93.1
Approach LOS					B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		24.0		31.0		24.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		19.5		26.5		19.5				
Max Q Clear Time (g_c+I1), s		28.5		0.0		28.5		11.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		1.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				97.0								
HCM 6th LOS				F								
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

PM Peak Lane Closure 9:50 am 03/03/2025 Baseline

Synchro 12 Report
Page 4

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

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

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Volume (veh/h)	1	0	5	42	0	15	10	1162	49	6	942	3
Future Volume (veh/h)	1	0	5	42	0	15	10	1162	49	6	942	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1796	1648	1870	1870	1648	1870	1870
Adj Flow Rate, veh/h	4	0	8	76	0	24	16	1210	84	8	1035	8
Peak Hour Factor	0.25	0.25	0.62	0.55	0.25	0.62	0.62	0.96	0.58	0.75	0.91	0.38
Percent Heavy Veh, %	2	2	2	2	2	7	17	2	2	17	2	2
Cap, veh/h	217	39	338	593	0	519	70	873	60	68	940	7
Arrive On Green	0.33	0.00	0.33	0.33	0.00	0.33	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	395	120	1031	1407	0	1585	8	1715	118	4	1846	14
Grp Volume(v), veh/h	12	0	0	76	0	24	1310	0	0	1051	0	0
Grp Sat Flow(s),veh/h/ln	1547	0	0	1407	0	1585	1842	0	0	1864	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.0	0.0	0.6	28.0	0.0	0.0	28.0	0.0	0.0
Prop In Lane	0.33		0.67	1.00		1.00	0.01		0.06	0.01		0.01
Lane Grp Cap(c), veh/h	594	0	0	593	0	519	1004	0	0	1015	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.13	0.00	0.05	1.31	0.00	0.00	1.04	0.00	0.00
Avail Cap(c_a), veh/h	594	0	0	593	0	519	1004	0	0	1015	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	13.1	0.0	12.6	14.4	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.2	144.6	0.0	0.0	37.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.7	0.0	0.2	50.4	0.0	0.0	20.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	0.0	0.0	13.6	0.0	12.8	159.0	0.0	0.0	52.2	0.0	0.0
LnGrp LOS	B				B		B		F		F	
Approach Vol, veh/h	12			100			1310			1051		
Approach Delay, s/veh	12.6			13.4			159.0			52.2		
Approach LOS	B			B			F			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	32.5			22.5			32.5			22.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	28.0			18.0			28.0			18.0		
Max Q Clear Time (g_c+I1), s	30.0			2.3			30.0			4.0		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	107.0											
HCM 6th LOS	F											

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

03/13/2025

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

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

03/13/2025

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

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

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

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

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

03/13/2025

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

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

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

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

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

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

03/13/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	189	0	75	0	1046	100	1	39	946
Future Volume (veh/h)	0	0	0	189	0	75	0	1046	100	1	39	946
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	0	0	286	0	109	0	1113	0		60	1040
Peak Hour Factor	0.92	0.92	0.92	0.66	0.92	0.69	0.92	0.94	0.81		0.65	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	0	433	0	418	0	367	0	1227			166	1227
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.66	0.00		0.66	0.66
Sat Flow, veh/h	0	1870	0	1418	0	1585	0	1870	1585		506	1870
Grp Volume(v), veh/h	0	0	0	286	0	109	0	1113	0		60	1040
Grp Sat Flow(s),veh/h/ln	0	1870	0	1418	0	1585	0	1870	1585		506	1870
Q Serve(g_s), s	0.0	0.0	0.0	15.5	0.0	4.5	0.0	40.4	0.0		9.1	34.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	15.5	0.0	4.5	0.0	40.4	0.0		49.5	34.4
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00		1.00	
Lane Grp Cap(c), veh/h	0	433	0	418	0	367	0	1227			166	1227
V/C Ratio(X)	0.00	0.00	0.00	0.68	0.00	0.30	0.00	0.91			0.36	0.85
Avail Cap(c_a), veh/h	0	433	0	418	0	367	0	1227			166	1227
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	29.6	0.0	25.4	0.0	11.7	0.0		32.7	10.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.8	0.0	2.1	0.0	11.2	0.0		6.0	7.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	6.1	0.0	1.9	0.0	16.9	0.0		1.4	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	38.4	0.0	27.4	0.0	22.9	0.0		38.7	18.0
LnGrp LOS				D		C		C			D	B
Approach Vol, veh/h		0			395			1113				1100
Approach Delay, s/veh		0.0			35.4			22.9				19.1
Approach LOS					D			C				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		23.0		57.0		23.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		52.5		18.5		52.5		18.5				
Max Q Clear Time (g_c+I1), s		42.4		0.0		51.5		17.5				
Green Ext Time (p_c), s		6.2		0.0		0.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				23.2								
HCM 6th LOS				C								
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

PM Peak 3-Lane Section 2:06 pm 03/13/2025 Baseline

Synchro 12 Report
Page 4

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

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

03/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	1	0	5	42	0	15	10	1162	49	6	942	3		
Future Volume (veh/h)	1	0	5	42	0	15	10	1162	49	6	942	3		
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1796	1648	1870	1870	1648	1870	1870		
Adj Flow Rate, veh/h	4	0	8	76	0	24	16	1210	84	8	1035	8		
Peak Hour Factor	0.25	0.25	0.62	0.55	0.25	0.62	0.62	0.96	0.58	0.75	0.91	0.38		
Percent Heavy Veh, %	2	2	2	2	2	7	17	2	2	17	2	2		
Cap, veh/h	133	24	207	365	0	319	232	1208	84	80	1295	10		
Arrive On Green	0.20	0.00	0.20	0.20	0.00	0.20	0.70	0.70	0.70	0.70	0.70	0.70		
Sat Flow, veh/h	396	120	1031	1407	0	1585	477	1729	120	376	1853	14		
Grp Volume(v), veh/h	12	0	0	76	0	24	16	0	1294	8	0	1043		
Grp Sat Flow(s),veh/h/ln	1547	0	0	1407	0	1585	477	0	1849	376	0	1868		
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.0	1.1	2.1	0.0	62.9	0.0	0.0	34.3		
Cycle Q Clear(g_c), s	0.5	0.0	0.0	4.0	0.0	1.1	36.4	0.0	62.9	62.9	0.0	34.3		
Prop In Lane	0.33		0.67	1.00		1.00	1.00		0.06	1.00		0.01		
Lane Grp Cap(c), veh/h	364	0	0	365	0	319	232	0	1292	80	0	1305		
V/C Ratio(X)	0.03	0.00	0.00	0.21	0.00	0.08	0.07	0.00	1.00	0.10	0.00	0.80		
Avail Cap(c_a), veh/h	364	0	0	365	0	319	232	0	1292	80	0	1305		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	28.9	0.0	0.0	30.3	0.0	29.2	21.7	0.0	13.6	45.0	0.0	9.2		
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	0.5	0.6	0.0	25.4	2.5	0.0	5.2		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.5	0.0	0.5	0.3	0.0	29.0	0.2	0.0	12.8		
Unsig. Movement Delay, s/veh														
LnGrp Delay(d), s/veh	29.1	0.0	0.0	31.5	0.0	29.6	22.2	0.0	38.9	47.5	0.0	14.4		
LnGrp LOS	C			C			C			F			D	B
Approach Vol, veh/h	12			100			1310			1051				
Approach Delay, s/veh	29.1			31.1			38.7			14.7				
Approach LOS	C			C			D			B				
Timer - Assigned Phs	2			4			6			8				
Phs Duration (G+Y+Rc), s	67.4			22.6			67.4			22.6				
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5				
Max Green Setting (Gmax), s	62.9			18.1			62.9			18.1				
Max Q Clear Time (g_c+I1), s	64.9			2.5			64.9			6.0				
Green Ext Time (p_c), s	0.0			0.0			0.0			0.2				
Intersection Summary														
HCM 6th Ctrl Delay, s/veh			28.2											
HCM 6th LOS			C											



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	John McDonald, City Administrator
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Resolution Number 25-XX - A RESOLUTION OF THE CITY OF HUNTERS CREEK VILLAGE, THE CITY OF PINEY POINT VILLAGE, THE CITY OF BUNKER HILL VILLAGE, THE CITY OF HEDWIG VILLAGE, THE CITY OF SPRING VALLEY VILLAGE, AND THE CITY OF HILSHIRE VILLAGE TO FORM A COMMITTEE TO MAKE RECOMMENDATIONS TO THE CITY COUNCILS OF EACH OF THE ABOVE-NAMED CITIES REGARDING THE RESPONSE TO PROPOSED LEGISLATION.

BACKGROUND:	The City of Hunter's Creek Village is proposing the creation of a joint committee made up of representatives from each of the six villages to monitor state legislation that may have a negative effect on our cities and work to develop unified responses to such items. Though this legislative session is well underway, there have been several bill proposals that could harm the quality of life of Spring Valley Villages and its citizens. The creation of this committee would allow for a coordinated effort and better prepare the villages for the next session.
--------------------	---

ATTACHMENTS:	Resolution No. 25-XX Legislative Committee Resolution
---------------------	---

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:	Staff recommends approval of the resolution and appointment of a council member to the newly formed committee.
------------------------	--

RESOLUTION NUMBER 25-XX

A RESOLUTION OF THE CITY OF HUNTERS CREEK VILLAGE, THE CITY OF PINEY POINT VILLAGE, THE CITY OF BUNKER HILL VILLAGE, THE CITY OF HEDWIG VILLAGE, THE CITY OF SPRING VALLEY VILLAGE, AND THE CITY OF HILSHIRE VILLAGE TO FORM A COMMITTEE TO MAKE RECOMMENDATIONS TO THE CITY COUNCILS OF EACH OF THE ABOVE-NAMED CITIES REGARDING THE RESPONSE TO PROPOSED LEGISLATION.

WHEREAS, The cities of Hunters Creek Village, Piney Point Village, Bunker Hill Village, Hedwig Village, Spring Valley Village, and Hilshire Village are commonly known as the Villages ("Villages"); and

WHEREAS, The Villages have similar rules and regulations contained in the code of ordinances of each Village; and

WHEREAS, The Villages are aware of proposed legislation that would restrict, remove, or abrogate the Villages' rules and regulations; and

WHEREAS, Each of the Villages adopting this Resolution desires to address proposed legislation in order to form a collective, unified response; and

WHEREAS, The formation of a Committee with a representative of each Village adopting this Resolution may best serve the needs of all such Villages in order for the Committee to provide recommendations and responses to the City Councils of each such Village;

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGES THAT ADOPT THIS RESOLUTION:

Section 1. The facts and recitations contained in the Preamble are true and correct and incorporated herein for all purposes.

Section 2. The Villages Legislative Committee is hereby established with each Village adopting this Resolution naming a representative to such committee.

Section 3. The Villages Legislative Committee shall meet as soon as possible to discuss proposed legislation and provide recommendations to the City Councils of the Villages that adopt this Resolution regarding ways to address such proposed legislation.

DULY PASSED, APPROVED, AND ADOPTED this 25th day of March 2025.

Marcus Vajdos, Mayor
City of Spring Valley Village, Texas

ATTEST:

Jasmin Torres, City Secretary
City of Spring Valley Village, Texas



Spring Valley Village City Council Agenda Item Data Sheet

MEETING DATE:	March 25, 2025
SUBMITTING STAFF:	Jasmin Torres, City Secretary
SUBJECT:	CONSIDERATION AND POSSIBLE ACTION CONCERNING: Resolution Number 25-XX - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, EXPRESSING THE COUNCIL'S OPPOSITION TO SENATE BILL NUMBER 673, AN ACT RELATING TO REGULATION OF ACCESSORY DWELLING UNITS BY POLITICAL SUBDIVISIONS.

BACKGROUND:	The Texas Senate is currently pushing forward S.B. 673 relating to the regulation of Accessory Dwelling Units by political subdivision. This bill would override local zoning authority by prohibiting political subdivisions (municipalities) from preventing residential property owners from building or erecting accessory dwelling units (ADUs) by right. These would be certain and distinct structures from the main residence: granny flats, cottages, casitas. Garage apartments in detached garages seems permitted. This resolution clearly states the City Council's opposition to the legislation and supporting local control.
--------------------	--

ATTACHMENTS:	RES -- Opposition to SB 673
---------------------	-----------------------------

FUNDING:					
Amount Available	Account No.	Additional Appropriation Required	Project No.	Amount Budgeted	Account Description

RECOMMENDATION:	Staff recommends approval of the resolution.
------------------------	--

CITY OF SPRING VALLEY VILLAGE
HARRIS COUNTY, TEXAS

RESOLUTION NO. 25-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, EXPRESSING THE COUNCIL'S OPPOSITION TO SENATE BILL NUMBER 673, AN ACT RELATING TO REGULATION OF ACCESSORY DWELLING UNITS BY POLITICAL SUBDIVISIONS.

WHEREAS, the City of Spring Valley Village, Texas (the "City") is a General Law City fully formed under the laws and regulations of the State of Texas; and

WHEREAS, the City may adopt, publish, amend, or repeal an ordinance, rule, or police regulation that is for the good government, peace, or order of the municipality or for the trade and commerce of the municipality and is necessary or proper for carrying out a power granted by law to the municipality; and

WHEREAS, the City has adopted zoning pursuant to Chapter 211, Texas Local Government Code, for the purposes of promoting the public health, safety, morals, or general welfare and protection and preserving places and areas of historical, cultural, or architectural importance and significance; and

WHEREAS, through the recommendations of the Zoning and Planning Commission, a commission consisting of citizens of Spring Valley Village, the City has adopted various zoning regulations to maintain the public health, safety, morals, and general welfare of the City of Spring Valley Village; and

WHEREAS, State Bill Number 673, attached as Exhibit A, proposes to add a new chapter to the Texas Local Government Code that limits a political subdivisions ability to regulate accessory dwelling units;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SPRING VALLEY VILLAGE, TEXAS, THAT:

Section 1. The statements provided in the caption and the recitals of this Resolution are true and correct and are adopted herein for all intents and purposes.

Section 2. The City Council (the "Council") of the City of Spring Valley Village, Texas (the "City") find that State Bill Number 673 (SB 673), attached as Exhibit A and incorporated for all purposes, would negatively affect the local regulation, control, and choice that the citizens of the City have over their zoning.

Section 3. The Council finds that SB 673 would change the look and feel of our community and would negatively impact those members of our community that have invested in Spring Valley Village.

Section 4. The Council finds that the additional burdens created by SB673 may strain City resources.

Section 5. For the above listed reasons, the City Council of the City of Spring Valley Village, Texas, expresses our opposition to State Bill Number 673.

PASSED AND APPROVED on the 25th day of March 2025.

FOR THE CITY

MARCUS VAJDOS, MAYOR

Attest:

JASMIN TORRES, CITY SECRETARY