

24 - Bailey Ave at Manvel Rd - TMC

Tue Apr 23, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1178284, Location: 29.530309, -95.330537



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

| Leg Direction                         | Manvel Rd Northbound |       |       |    |       |      | Manvel Rd Southbound |       |       |    |       |      | Bailey Ave Eastbound |       |       |      |       |      | Bailey Ave Westbound |       |       |      |       |      | Int   |
|---------------------------------------|----------------------|-------|-------|----|-------|------|----------------------|-------|-------|----|-------|------|----------------------|-------|-------|------|-------|------|----------------------|-------|-------|------|-------|------|-------|
|                                       | L                    | T     | R     | U  | App   | Ped* | L                    | T     | R     | U  | App   | Ped* | L                    | T     | R     | U    | App   | Ped* | L                    | T     | R     | U    | App   | Ped* |       |
| 2024-04-23 7:00AM                     | 26                   | 63    | 27    | 0  | 116   | 0    | 46                   | 41    | 23    | 0  | 110   | 0    | 27                   | 86    | 8     | 0    | 121   | 0    | 23                   | 106   | 31    | 0    | 160   | 0    | 507   |
| 7:15AM                                | 36                   | 64    | 30    | 0  | 130   | 0    | 23                   | 47    | 32    | 0  | 102   | 0    | 25                   | 85    | 17    | 0    | 127   | 0    | 26                   | 125   | 52    | 0    | 203   | 0    | 562   |
| 7:30AM                                | 33                   | 63    | 37    | 0  | 133   | 0    | 34                   | 47    | 45    | 0  | 126   | 0    | 44                   | 84    | 14    | 0    | 142   | 0    | 29                   | 87    | 32    | 0    | 148   | 0    | 549   |
| 7:45AM                                | 31                   | 70    | 49    | 0  | 150   | 0    | 58                   | 38    | 40    | 0  | 136   | 0    | 36                   | 99    | 8     | 0    | 143   | 0    | 20                   | 102   | 34    | 0    | 156   | 0    | 585   |
| Hourly Total                          | 126                  | 260   | 143   | 0  | 529   | 0    | 161                  | 173   | 140   | 0  | 474   | 0    | 132                  | 354   | 47    | 0    | 533   | 0    | 98                   | 420   | 149   | 0    | 667   | 0    | 2203  |
| 8:00AM                                | 29                   | 57    | 33    | 0  | 119   | 0    | 25                   | 22    | 21    | 0  | 68    | 0    | 27                   | 76    | 9     | 0    | 112   | 0    | 23                   | 103   | 20    | 1    | 147   | 0    | 446   |
| 8:15AM                                | 25                   | 44    | 26    | 0  | 95    | 0    | 24                   | 25    | 24    | 0  | 73    | 0    | 16                   | 73    | 13    | 0    | 102   | 0    | 26                   | 122   | 21    | 0    | 169   | 0    | 439   |
| 8:30AM                                | 28                   | 46    | 22    | 0  | 96    | 0    | 17                   | 28    | 12    | 0  | 57    | 0    | 9                    | 62    | 5     | 0    | 76    | 0    | 21                   | 95    | 22    | 0    | 138   | 0    | 367   |
| 8:45AM                                | 16                   | 39    | 28    | 0  | 83    | 0    | 7                    | 42    | 11    | 0  | 60    | 1    | 10                   | 62    | 8     | 0    | 80    | 0    | 17                   | 76    | 19    | 0    | 112   | 0    | 335   |
| Hourly Total                          | 98                   | 186   | 109   | 0  | 393   | 0    | 73                   | 117   | 68    | 0  | 258   | 1    | 62                   | 273   | 35    | 0    | 370   | 0    | 87                   | 396   | 82    | 1    | 566   | 0    | 1587  |
| 4:00PM                                | 20                   | 42    | 17    | 0  | 79    | 0    | 24                   | 70    | 23    | 0  | 117   | 0    | 20                   | 120   | 22    | 0    | 162   | 0    | 29                   | 103   | 32    | 0    | 164   | 0    | 522   |
| 4:15PM                                | 20                   | 35    | 32    | 0  | 87    | 0    | 22                   | 71    | 30    | 0  | 123   | 0    | 26                   | 124   | 19    | 0    | 169   | 0    | 29                   | 87    | 24    | 0    | 140   | 0    | 519   |
| 4:30PM                                | 24                   | 49    | 31    | 0  | 104   | 0    | 22                   | 64    | 27    | 0  | 113   | 0    | 12                   | 119   | 24    | 0    | 155   | 0    | 32                   | 79    | 20    | 0    | 131   | 0    | 503   |
| 4:45PM                                | 31                   | 64    | 30    | 0  | 125   | 0    | 15                   | 88    | 27    | 0  | 130   | 0    | 18                   | 105   | 25    | 0    | 148   | 0    | 43                   | 67    | 14    | 0    | 124   | 0    | 527   |
| Hourly Total                          | 95                   | 190   | 110   | 0  | 395   | 0    | 83                   | 293   | 107   | 0  | 483   | 0    | 76                   | 468   | 90    | 0    | 634   | 0    | 133                  | 336   | 90    | 0    | 559   | 0    | 2071  |
| 5:00PM                                | 20                   | 65    | 40    | 0  | 125   | 0    | 30                   | 82    | 31    | 0  | 143   | 0    | 15                   | 114   | 18    | 2    | 149   | 0    | 42                   | 113   | 27    | 0    | 182   | 0    | 599   |
| 5:15PM                                | 18                   | 61    | 40    | 0  | 119   | 0    | 34                   | 91    | 28    | 0  | 153   | 0    | 20                   | 155   | 28    | 1    | 204   | 0    | 30                   | 160   | 22    | 0    | 212   | 0    | 688   |
| 5:30PM                                | 18                   | 65    | 45    | 0  | 128   | 0    | 31                   | 95    | 28    | 0  | 154   | 0    | 21                   | 109   | 25    | 0    | 155   | 0    | 42                   | 116   | 26    | 0    | 184   | 0    | 621   |
| 5:45PM                                | 26                   | 69    | 39    | 0  | 134   | 0    | 28                   | 61    | 27    | 0  | 116   | 0    | 26                   | 98    | 19    | 0    | 143   | 0    | 39                   | 98    | 23    | 1    | 161   | 0    | 554   |
| Hourly Total                          | 82                   | 260   | 164   | 0  | 506   | 0    | 123                  | 329   | 114   | 0  | 566   | 0    | 82                   | 476   | 90    | 3    | 651   | 0    | 153                  | 487   | 98    | 1    | 739   | 0    | 2462  |
| <b>Total</b>                          | 401                  | 896   | 526   | 0  | 1823  | 0    | 440                  | 912   | 429   | 0  | 1781  | 1    | 352                  | 1571  | 262   | 3    | 2188  | 0    | 471                  | 1639  | 419   | 2    | 2531  | 0    | 8323  |
| <b>% Approach</b>                     | 22.0%                | 49.1% | 28.9% | 0% | -     | -    | 24.7%                | 51.2% | 24.1% | 0% | -     | -    | 16.1%                | 71.8% | 12.0% | 0.1% | -     | -    | 18.6%                | 64.8% | 16.6% | 0.1% | -     | -    | -     |
| <b>% Total</b>                        | 4.8%                 | 10.8% | 6.3%  | 0% | 21.9% | -    | 5.3%                 | 11.0% | 5.2%  | 0% | 21.4% | -    | 4.2%                 | 18.9% | 3.1%  | 0%   | 26.3% | -    | 5.7%                 | 19.7% | 5.0%  | 0%   | 30.4% | -    | -     |
| <b>Lights</b>                         | 385                  | 881   | 519   | 0  | 1785  | -    | 435                  | 897   | 417   | 0  | 1749  | -    | 331                  | 1549  | 254   | 3    | 2137  | -    | 465                  | 1615  | 416   | 2    | 2498  | -    | 8169  |
| <b>% Lights</b>                       | 96.0%                | 98.3% | 98.7% | 0% | 97.9% | -    | 98.9%                | 98.4% | 97.2% | 0% | 98.2% | -    | 94.0%                | 98.6% | 96.9% | 100% | 97.7% | -    | 98.7%                | 98.5% | 99.3% | 100% | 98.7% | -    | 98.1% |
| <b>Articulated Trucks</b>             | 3                    | 3     | 1     | 0  | 7     | -    | 1                    | 1     | 0     | 0  | 2     | -    | 2                    | 3     | 0     | 0    | 5     | -    | 1                    | 1     | 0     | 0    | 2     | -    | 16    |
| <b>% Articulated Trucks</b>           | 0.7%                 | 0.3%  | 0.2%  | 0% | 0.4%  | -    | 0.2%                 | 0.1%  | 0%    | 0% | 0.1%  | -    | 0.6%                 | 0.2%  | 0%    | 0%   | 0.2%  | -    | 0.2%                 | 0.1%  | 0%    | 0%   | 0.1%  | -    | 0.2%  |
| <b>Buses and Single-Unit Trucks</b>   | 13                   | 12    | 6     | 0  | 31    | -    | 4                    | 14    | 12    | 0  | 30    | -    | 19                   | 19    | 8     | 0    | 46    | -    | 5                    | 23    | 3     | 0    | 31    | -    | 138   |
| <b>% Buses and Single-Unit Trucks</b> | 3.2%                 | 1.3%  | 1.1%  | 0% | 1.7%  | -    | 0.9%                 | 1.5%  | 2.8%  | 0% | 1.7%  | -    | 5.4%                 | 1.2%  | 3.1%  | 0%   | 2.1%  | -    | 1.1%                 | 1.4%  | 0.7%  | 0%   | 1.2%  | -    | 1.7%  |
| <b>Pedestrians</b>                    | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -  | 1     | -    | -                    | -     | -     | -    | 0     | -    | -                    | -     | -     | -    | -     | 0    | -     |
| <b>% Pedestrians</b>                  | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -100% | -    | -                    | -     | -     | -    | -     | -    | -                    | -     | -     | -    | -     | -    | -     |
| <b>Bicycles on Crosswalk</b>          | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -    | 0     | -    | -                    | -     | -     | -    | -     | 0    | -     |
| <b>% Bicycles on Crosswalk</b>        | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | 0%    | -    | -                    | -     | -     | -    | -     | -    | -                    | -     | -     | -    | -     | -    | -     |

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

24 - Bailey Ave at Manvel Rd - TMC

Tue Apr 23, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

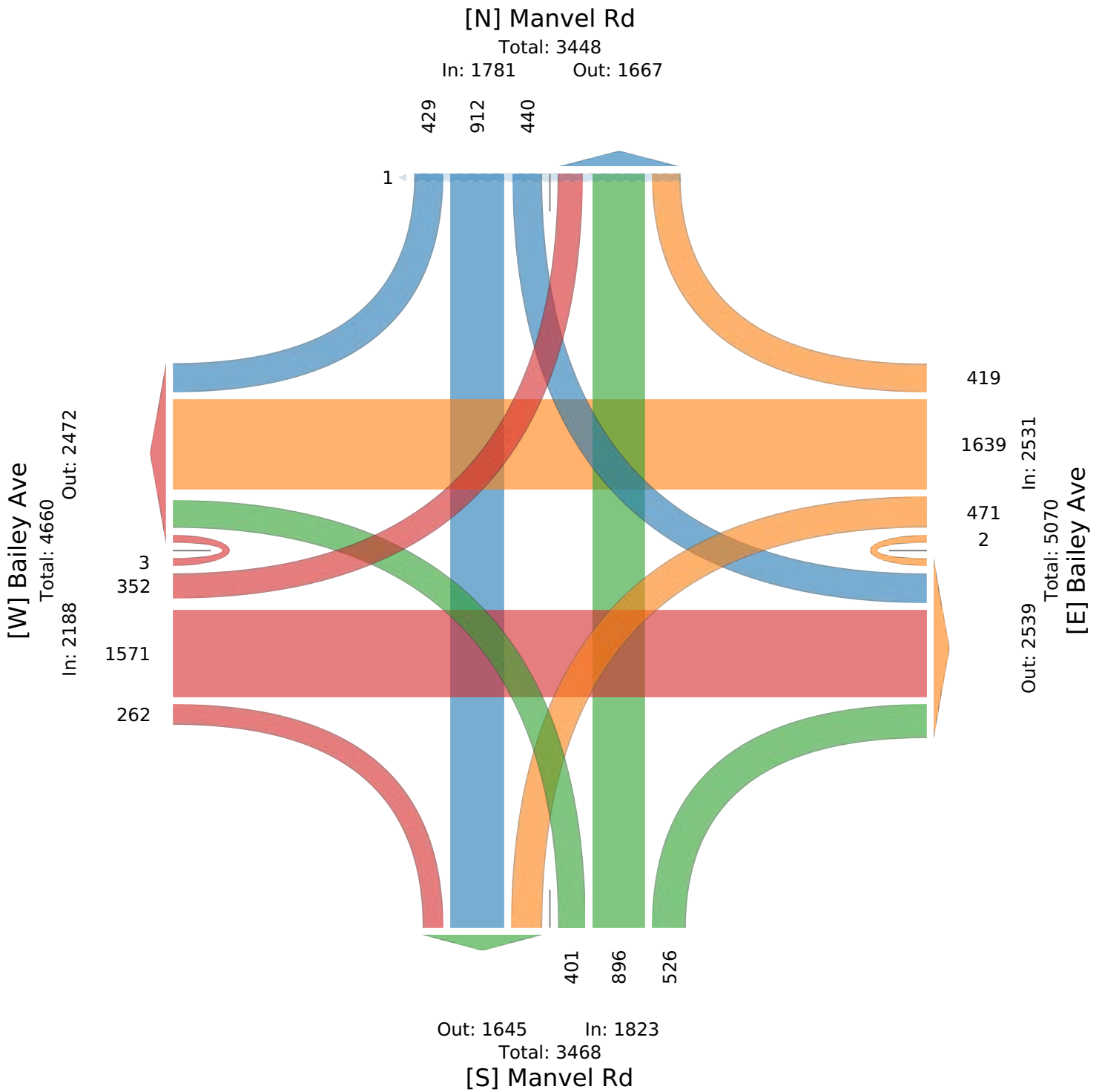
All Movements

ID: 1178284, Location: 29.530309, -95.330537



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



24 - Bailey Ave at Manvel Rd - TMC

Tue Apr 23, 2024

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1178284, Location: 29.530309, -95.330537



Provided by: C. J. Hensch & Associates Inc.  
5215 Sycamore Ave.,  
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| Leg Direction                         | Manvel Rd Northbound |       |       |    |       |      | Manvel Rd Southbound |       |       |    |       |      | Bailey Ave Eastbound |       |       |    |       |      | Bailey Ave Westbound |       |       |    |       |      | Int   |
|---------------------------------------|----------------------|-------|-------|----|-------|------|----------------------|-------|-------|----|-------|------|----------------------|-------|-------|----|-------|------|----------------------|-------|-------|----|-------|------|-------|
|                                       | L                    | T     | R     | U  | App   | Ped* | L                    | T     | R     | U  | App   | Ped* | L                    | T     | R     | U  | App   | Ped* | L                    | T     | R     | U  | App   | Ped* |       |
| 2024-04-23 7:00AM                     | 26                   | 63    | 27    | 0  | 116   | 0    | 46                   | 41    | 23    | 0  | 110   | 0    | 27                   | 86    | 8     | 0  | 121   | 0    | 23                   | 106   | 31    | 0  | 160   | 0    | 507   |
| 7:15AM                                | 36                   | 64    | 30    | 0  | 130   | 0    | 23                   | 47    | 32    | 0  | 102   | 0    | 25                   | 85    | 17    | 0  | 127   | 0    | 26                   | 125   | 52    | 0  | 203   | 0    | 562   |
| 7:30AM                                | 33                   | 63    | 37    | 0  | 133   | 0    | 34                   | 47    | 45    | 0  | 126   | 0    | 44                   | 84    | 14    | 0  | 142   | 0    | 29                   | 87    | 32    | 0  | 148   | 0    | 549   |
| 7:45AM                                | 31                   | 70    | 49    | 0  | 150   | 0    | 58                   | 38    | 40    | 0  | 136   | 0    | 36                   | 99    | 8     | 0  | 143   | 0    | 20                   | 102   | 34    | 0  | 156   | 0    | 585   |
| <b>Total</b>                          | 126                  | 260   | 143   | 0  | 529   | 0    | 161                  | 173   | 140   | 0  | 474   | 0    | 132                  | 354   | 47    | 0  | 533   | 0    | 98                   | 420   | 149   | 0  | 667   | 0    | 2203  |
| <b>% Approach</b>                     | 23.8%                | 49.1% | 27.0% | 0% | -     | -    | 34.0%                | 36.5% | 29.5% | 0% | -     | -    | 24.8%                | 66.4% | 8.8%  | 0% | -     | -    | 14.7%                | 63.0% | 22.3% | 0% | -     | -    | -     |
| <b>% Total</b>                        | 5.7%                 | 11.8% | 6.5%  | 0% | 24.0% | -    | 7.3%                 | 7.9%  | 6.4%  | 0% | 21.5% | -    | 6.0%                 | 16.1% | 2.1%  | 0% | 24.2% | -    | 4.4%                 | 19.1% | 6.8%  | 0% | 30.3% | -    | -     |
| <b>PHF</b>                            | 0.875                | 0.929 | 0.730 | -  | 0.882 | -    | 0.694                | 0.920 | 0.778 | -  | 0.871 | -    | 0.750                | 0.894 | 0.691 | -  | 0.932 | -    | 0.845                | 0.840 | 0.716 | -  | 0.821 | -    | 0.941 |
| <b>Lights</b>                         | 119                  | 259   | 143   | 0  | 521   | -    | 159                  | 166   | 133   | 0  | 458   | -    | 122                  | 347   | 44    | 0  | 513   | -    | 94                   | 412   | 147   | 0  | 653   | -    | 2145  |
| <b>% Lights</b>                       | 94.4%                | 99.6% | 100%  | 0% | 98.5% | -    | 98.8%                | 96.0% | 95.0% | 0% | 96.6% | -    | 92.4%                | 98.0% | 93.6% | 0% | 96.2% | -    | 95.9%                | 98.1% | 98.7% | 0% | 97.9% | -    | 97.4% |
| <b>Articulated Trucks</b>             | 2                    | 0     | 0     | 0  | 2     | -    | 1                    | 0     | 0     | 0  | 1     | -    | 0                    | 1     | 0     | 0  | 1     | -    | 0                    | 0     | 0     | 0  | 0     | -    | 4     |
| <b>% Articulated Trucks</b>           | 1.6%                 | 0%    | 0%    | 0% | 0.4%  | -    | 0.6%                 | 0%    | 0%    | 0% | 0.2%  | -    | 0%                   | 0.3%  | 0%    | 0% | 0.2%  | -    | 0%                   | 0%    | 0%    | 0% | 0%    | -    | 0.2%  |
| <b>Buses and Single-Unit Trucks</b>   | 5                    | 1     | 0     | 0  | 6     | -    | 1                    | 7     | 7     | 0  | 15    | -    | 10                   | 6     | 3     | 0  | 19    | -    | 4                    | 8     | 2     | 0  | 14    | -    | 54    |
| <b>% Buses and Single-Unit Trucks</b> | 4.0%                 | 0.4%  | 0%    | 0% | 1.1%  | -    | 0.6%                 | 4.0%  | 5.0%  | 0% | 3.2%  | -    | 7.6%                 | 1.7%  | 6.4%  | 0% | 3.6%  | -    | 4.1%                 | 1.9%  | 1.3%  | 0% | 2.1%  | -    | 2.5%  |
| <b>Pedestrians</b>                    | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -  | 0     | -    | 0     |
| <b>% Pedestrians</b>                  | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -     | -    | -     |
| <b>Bicycles on Crosswalk</b>          | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -  | 0     | -    | -                    | -     | -     | -  | 0     | -    | 0     |
| <b>% Bicycles on Crosswalk</b>        | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -     | -    | -     |

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

24 - Bailey Ave at Manvel Rd - TMC

Tue Apr 23, 2024

AM Peak (7 AM - 8 AM)

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

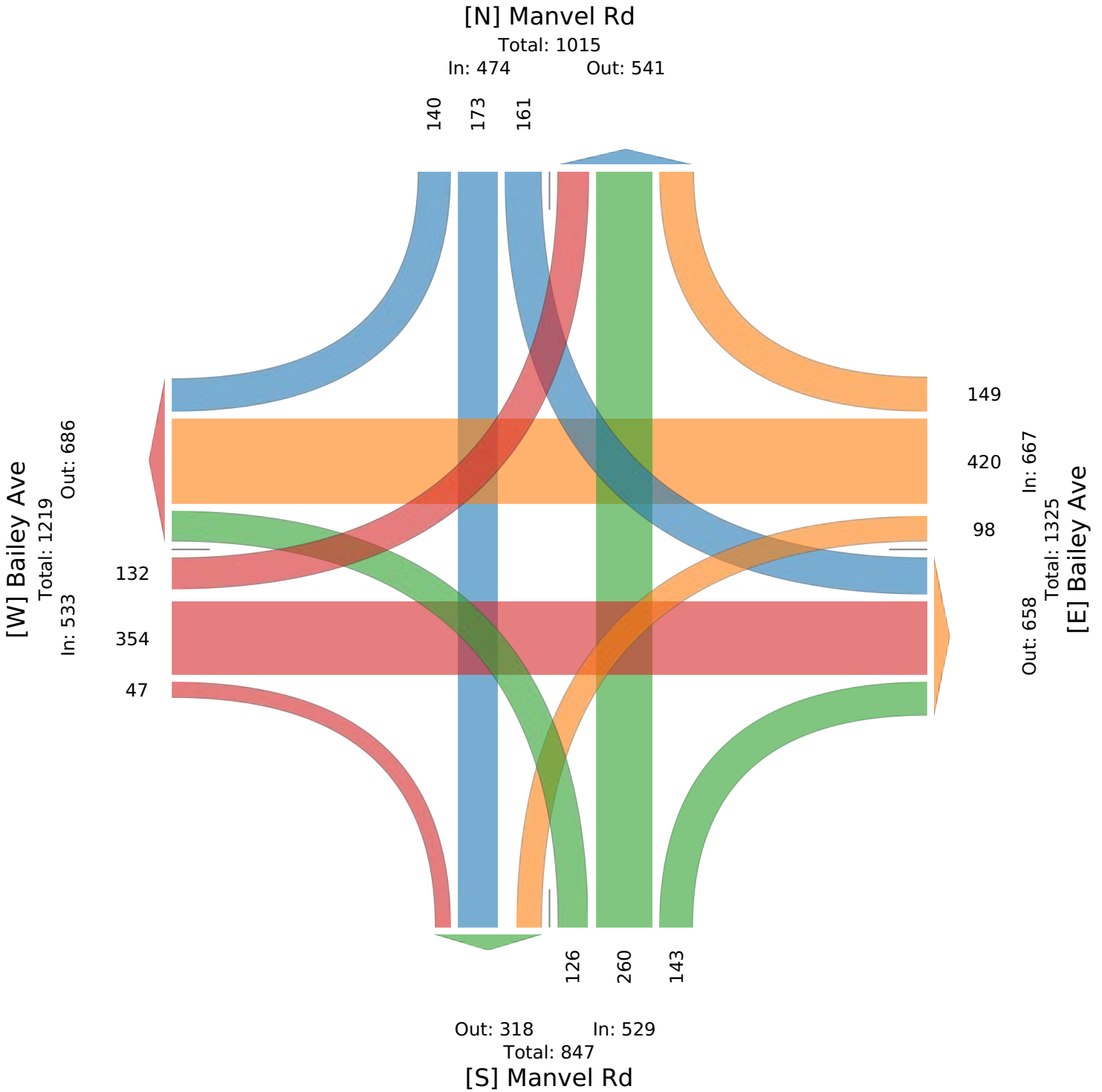
All Movements

ID: 1178284, Location: 29.530309, -95.330537



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



24 - Bailey Ave at Manvel Rd - TMC

Tue Apr 23, 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: 1178284, Location: 29.530309, -95.330537



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| Leg Direction                         | Manvel Rd Northbound |       |       |    |       |      | Manvel Rd Southbound |       |       |    |       |      | Bailey Ave Eastbound |       |       |       |       |      | Bailey Ave Westbound |       |       |       |       |      |       |
|---------------------------------------|----------------------|-------|-------|----|-------|------|----------------------|-------|-------|----|-------|------|----------------------|-------|-------|-------|-------|------|----------------------|-------|-------|-------|-------|------|-------|
| Time                                  | L                    | T     | R     | U  | App   | Ped* | L                    | T     | R     | U  | App   | Ped* | L                    | T     | R     | U     | App   | Ped* | L                    | T     | R     | U     | App   | Ped* | Int   |
| 2024-04-23 5:00PM                     | 20                   | 65    | 40    | 0  | 125   | 0    | 30                   | 82    | 31    | 0  | 143   | 0    | 15                   | 114   | 18    | 2     | 149   | 0    | 42                   | 113   | 27    | 0     | 182   | 0    | 599   |
| 5:15PM                                | 18                   | 61    | 40    | 0  | 119   | 0    | 34                   | 91    | 28    | 0  | 153   | 0    | 20                   | 155   | 28    | 1     | 204   | 0    | 30                   | 160   | 22    | 0     | 212   | 0    | 688   |
| 5:30PM                                | 18                   | 65    | 45    | 0  | 128   | 0    | 31                   | 95    | 28    | 0  | 154   | 0    | 21                   | 109   | 25    | 0     | 155   | 0    | 42                   | 116   | 26    | 0     | 184   | 0    | 621   |
| 5:45PM                                | 26                   | 69    | 39    | 0  | 134   | 0    | 28                   | 61    | 27    | 0  | 116   | 0    | 26                   | 98    | 19    | 0     | 143   | 0    | 39                   | 98    | 23    | 1     | 161   | 0    | 554   |
| <b>Total</b>                          | 82                   | 260   | 164   | 0  | 506   | 0    | 123                  | 329   | 114   | 0  | 566   | 0    | 82                   | 476   | 90    | 3     | 651   | 0    | 153                  | 487   | 98    | 1     | 739   | 0    | 2462  |
| <b>% Approach</b>                     | 16.2%                | 51.4% | 32.4% | 0% | -     | -    | 21.7%                | 58.1% | 20.1% | 0% | -     | -    | 12.6%                | 73.1% | 13.8% | 0.5%  | -     | -    | 20.7%                | 65.9% | 13.3% | 0.1%  | -     | -    | -     |
| <b>% Total</b>                        | 3.3%                 | 10.6% | 6.7%  | 0% | 20.6% | -    | 5.0%                 | 13.4% | 4.6%  | 0% | 23.0% | -    | 3.3%                 | 19.3% | 3.7%  | 0.1%  | 26.4% | -    | 6.2%                 | 19.8% | 4.0%  | 0%    | 30.0% | -    | -     |
| <b>PHF</b>                            | 0.788                | 0.942 | 0.911 | -  | 0.944 | -    | 0.904                | 0.866 | 0.919 | -  | 0.919 | -    | 0.788                | 0.768 | 0.804 | 0.375 | 0.798 | -    | 0.911                | 0.761 | 0.907 | 0.250 | 0.871 | -    | 0.895 |
| <b>Lights</b>                         | 81                   | 260   | 161   | 0  | 502   | -    | 123                  | 329   | 114   | 0  | 566   | -    | 81                   | 472   | 90    | 3     | 646   | -    | 153                  | 485   | 98    | 1     | 737   | -    | 2451  |
| <b>% Lights</b>                       | 98.8%                | 100%  | 98.2% | 0% | 99.2% | -    | 100%                 | 100%  | 100%  | 0% | 100%  | -    | 98.8%                | 99.2% | 100%  | 100%  | 99.2% | -    | 100%                 | 99.6% | 100%  | 100%  | 99.7% | -    | 99.6% |
| <b>Articulated Trucks</b>             | 0                    | 0     | 0     | 0  | 0     | -    | 0                    | 0     | 0     | 0  | 0     | -    | 0                    | 1     | 0     | 0     | 1     | -    | 0                    | 0     | 0     | 0     | 0     | -    | 1     |
| <b>% Articulated Trucks</b>           | 0%                   | 0%    | 0%    | 0% | 0%    | -    | 0%                   | 0%    | 0%    | 0% | 0%    | -    | 0%                   | 0.2%  | 0%    | 0%    | 0.2%  | -    | 0%                   | 0%    | 0%    | 0%    | 0%    | -    | 0%    |
| <b>Buses and Single-Unit Trucks</b>   | 1                    | 0     | 3     | 0  | 4     | -    | 0                    | 0     | 0     | 0  | 0     | -    | 1                    | 3     | 0     | 0     | 4     | -    | 0                    | 2     | 0     | 0     | 2     | -    | 10    |
| <b>% Buses and Single-Unit Trucks</b> | 1.2%                 | 0%    | 1.8%  | 0% | 0.8%  | -    | 0%                   | 0%    | 0%    | 0% | 0%    | -    | 1.2%                 | 0.6%  | 0%    | 0%    | 0.6%  | -    | 0%                   | 0.4%  | 0%    | 0%    | 0.3%  | -    | 0.4%  |
| <b>Pedestrians</b>                    | -                    | -     | -     | -  | -     | 0    | -                    | -     | -     | -  | -     | 0    | -                    | -     | -     | -     | -     | 0    | -                    | -     | -     | -     | -     | 0    | -     |
| <b>% Pedestrians</b>                  | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -     | -     | -    | -                    | -     | -     | -     | -     | -    | -     |
| <b>Bicycles on Crosswalk</b>          | -                    | -     | -     | -  | -     | 0    | -                    | -     | -     | -  | -     | 0    | -                    | -     | -     | -     | -     | 0    | -                    | -     | -     | -     | -     | 0    | -     |
| <b>% Bicycles on Crosswalk</b>        | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -  | -     | -    | -                    | -     | -     | -     | -     | -    | -                    | -     | -     | -     | -     | -    | -     |

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

24 - Bailey Ave at Manvel Rd - TMC

Tue Apr 23, 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: 1178284, Location: 29.530309, -95.330537



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

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