



THE FM 150 WEST CHARACTER PLAN: FINAL REPORT AND MASTER PLAN

VOLUME 2: TECHNICAL APPENDICES

Accepted by the
Hays County Commissioners Court
on October 10, 2017

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TABLE OF CONTENTS

Volume 2: Technical Appendices

- Section 1 Driftwood Historical Conservation Society Survey
- Section 2 Driftwood Historical Conservation Society Provided Information
- Section 3 Intersection Turning Movement Counts and Operations
- Section 4 Roadway Tube Counts
- Section 5 Crash Data
- Section 6 Existing Land Uses and Key Features
- Section 7 Potential Environmental and Cultural Constraints
- Section 8 Vegetation Communities
- Section 9 List of Threatened, ENdangered, and Rare Species
- Section 10 Historic Ranch Properties Overviews

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SECTION 1
Driftwood Historical Conservation
Society Survey

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Q1

Move the intersection of FM150 with RR 12 to meet proposed FM150 Extension?

Question 1

Answer

Agree

Agree

No answer

Agree

Agree

Agree

Agree

Agree

No answer

Agree

Disagree

No answer

Disagree

Agree

Agree

Disagree

Disagree

Agree

Agree

Disagree

Agree

Disagree

Agree

Agree

Agree

Agree

Comments Q1

Figuring out a reasonable and SAFE intersection for RR12 and FM150 makes a lot more sense than forcing more traffic onto Darden Hill!

Not sure – go with majority

I'm not familiar with the extension

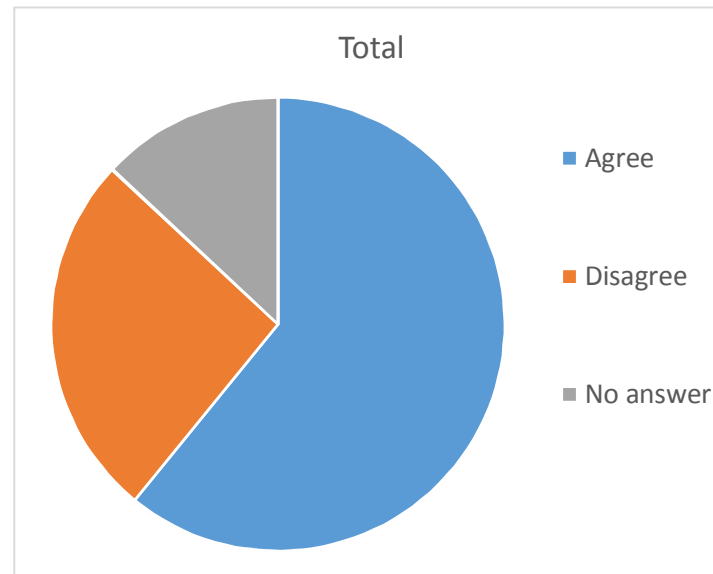
It will bring more traffic and they already have Hwy 290

I believe the expansion of Hwy 290 would assist in handling heavy passthrough traffic. Changes to this area should be to SLOW DOWN traffic to make it safer.

This is obviously required if the FM150 extension is actually constructed, and irrelevant if it is not. So whether that extension is to be constructed is the real question here.

Concerned with this option bringing more large trucks through 150

Count of Question 1	
Question 1	Total
Agree	17
Disagree	6
No answer	3
Grand Total	26



Q2

Question 2

What traffic control is needed at intersection of RR12 and FM150?

Answer

Stop light
Stop light
Stop light
Stop light
Stop light
Stop light
No answer
Other
Stop light
Stop sign
Stop light
No answer
Roundabout
Stop light

Q2 Comments

Roundabout

To keep traffic flowing

Should they do it now or wait to see if the FM150 extension bond package passes?

Most of the traffic does not turn at Darden (FM150?) , it is headed to Wimberley or 290 so the best option is a light to ensure good traffic flow on RR12

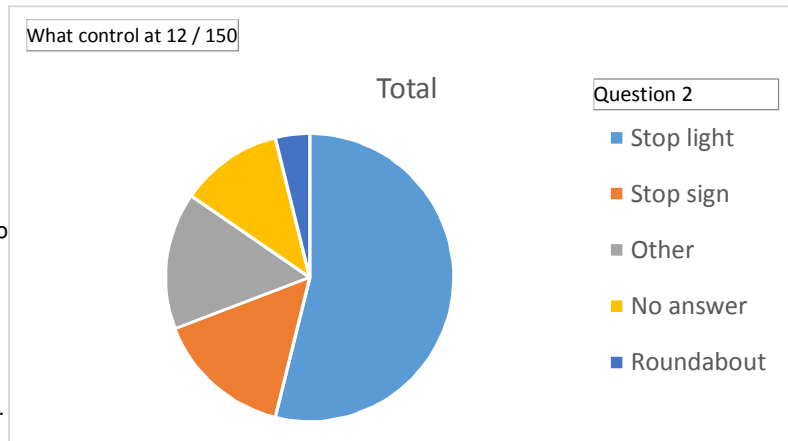
Roundabout

Stop light ESPECIALLY if the 150 extension is constructed and traffic from 150 will actually be crossing the road rather than turning. But, because the intersection is currently banked for vehicles coming S on 12 and turning left onto 150, a light would be great here anyway.

Wait until the bond package vote to see if it passes.

Wait til bond passes - need turn lanes

What control at 12 / 150	
Question 2	Total
Stop light	14
Stop sign	4
Other	4
No answer	3
Roundabout	1
Grand Total	26



Question 3

What size should FM150 be (reference county road type document)?

Answer 3**Q3 Comments**

MAU3

Needs to be safer and I think Hays is on the right track. Didn't 3 kids just crash and lose their lives on 150? It needs to be safer

MAD4

MAU2

Other

Minimum as required by increased traffic load

MAU2

MAU3

MAU2

MAU3

MAU3

MAU3

MAU2

MAU2

MAU3

Shoulders on road need improving

Only from Darden Hill to RR12. The remainder should remain as is (MAU2)

MAU3

MAD4

MAU2

MAU2

Fix shoulders of FM150

MAU3

This question is very hard to answer. It depends on the overall plan, including what happens to Darden Hill Road, plus there are already ideas to make part of FM150 one type highway and part of it another. In general, of course, we favor the smaller and slower the better.

Other

MAU3

MAU3

MAU3

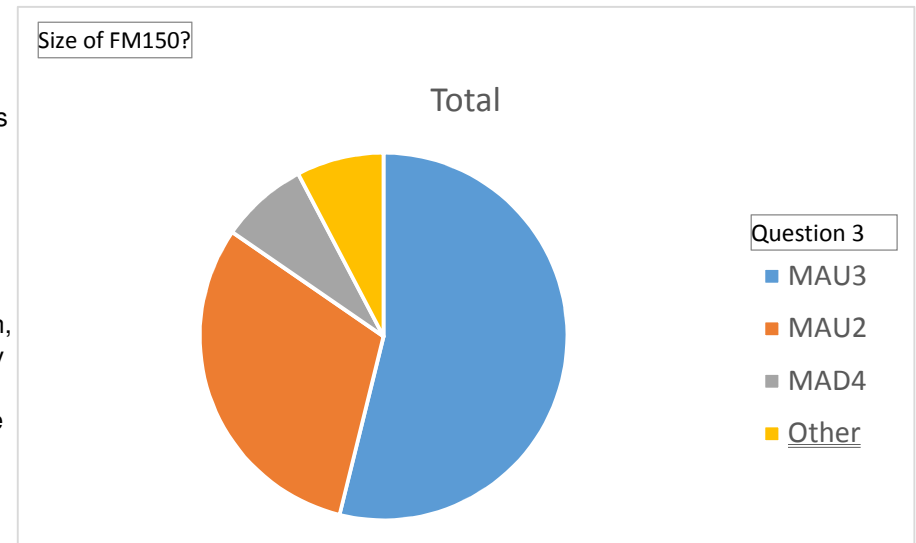
MAU3

MAU3

MAU3

MAU2

Size of FM150?	
Question 3	Total
MAU3	14
MAU2	8
MAD4	2
Other	2
Grand Total	26



Question 4

What traffic control is needed at intersection of FM150 with Darden Hill Rd?**Answer 4****Q4 Comments**

Stop Light

Stop Light in existing location

Stop Light

Roundabout in existing location

I like the roundabout idea. It could be quite large to encompass the entire triangle and save all the oak trees. It could be really well done and help beautify the intersection, and a roundabout will certainly be unique and help define the character of the area.

Stop Light

Roundabout in another location/further west

Roundabout in existing location

Or Roundabout in another location/further west – depending on the effects on north FM150 and realignment of Darden Hill

Roundabout in existing location

Roundabout in another location/further west

Roundabout in existing location

This could calm traffic, improve safety of this intersection over a traditional stop light and beautify this intersection.

Stop Light

In existing location

Other

A slight move to make the intersection a smoother turn. Add a turn lane on FM150 to turn onto Darden Hill

Roundabout in existing location

I am very much in favor of a roundabout in the existing location of 150/Darden Hill intersection. There certainly seems to be enough land to create the roundabout and the safety of slowing traffic around those curves without having them come to a full stop makes so much sense. If there is no roundabout, the intersection of 150 and Darden Hill needs to be way BEYOND the Burke Center when the road is straightened with good visibility so traffic can see the light with enough time to slow/stop from both directions. I use Austin Equine for my horses and when I attempt to pull out of their drive and turn left onto 150, I frequently have cars and trucks speeding up behind me as they come around the blind curve at the Burke Center. That is dangerous left turn and to put a traffic light there would be scary.

No answer

I've never seen a roundabout improve an intersection. Not in this country anyway. I worry about the speeding traffic coming around that blind curve on 150. I don't know what the answer is – I know that piece of Darden Hill is a little round (surface/width, etc) but I don't know how to improve the visibility...maybe a merge lane would help?

Roundabout in existing location

Leave it the way it is and put a roundabout to slow traffic down. Moving the intersection further west, traffic will go a lot faster and make it hard to get in and out of Darden Hill Rd.

Roundabout in another location/further west

Traffic control 150 / Darden Hill?	
Question 4	Total
Roundabout in existing location	14
Stop Light	5
Roundabout in another location/further west	3
No answer	2
Other/comments	1
Other	1
Grand Total	26

Question 4

What traffic control is needed at intersection of FM150 with Darden Hill Rd?**Answer 4**

Roundabout in existing location

Roundabout in existing location

Roundabout in existing location

Roundabout in existing location

Stop Light

Roundabout in existing location

Roundabout in another location/further west

Roundabout in existing location

No answer

Other/comments

Roundabout in existing location

Roundabout in existing location

Q4 Comments

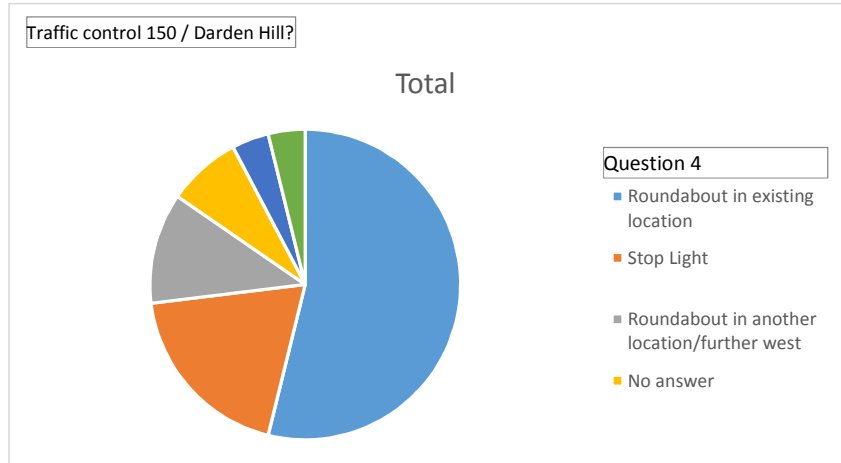
I like the roundabout at Darden and Elder Hill intersections. However, this is only feasible if the speed limit is lowered on FM150 to accommodate them. Probably the only way to accomplish this is if FM150 becomes a county road.

We generally favor stoplights over rural roundabouts. But the answer also depends on what is going to happen to Darden Hill Road; will it be bigger and designed for more traffic or not?

I will financially support the currently property owner in fighting the county commissioners attempts to declare eminent domain on their property. Darden Hill is a road through neighborhoods. It is a safety issue for current residents if the County tries to turn Darden Hill Road into a speedway for the convenience of non-residents.

If this curve were straightened out, then a stop sign is still sufficient, until it is not. Then a stop light might be required. If the curve does not get straightened out, then maybe a less drastic shift of Darden Hill to the west would be good. I don't like the idea of a roundabout at all. Roundabouts would be good where the speeds on the road are low or in town areas. I would not want to use a roundabout on a rural full speed road.

By smoothing the curves on FM150 at Darden Hill would stop the eminent domain problem but if straightened out, would it really be safer in the long run? * My concern about the roundabout mentioned in question 6/4 is do you really think it'll work if your traveling 50-55 mph? I can see drunk people, new teen drivers, etc thinking they can maneuver this but not at a high speed. Maybe straighten out the curve from Onion Creek bridge on 150. Move the intersection back where it was years ago on Darden Hill would help sight and safety - you can still see the old road.



Question 5

What speed on FM150 be in the future - with more traffic on it and potential difference in design (2 lane improved, 4 lane, etc?)

Answer 5 **Q5 Comments**

50 ENFORCED

60

50

50

50

55

50

ENFORCED! People are going MUCH faster and it makes it very dangerous if you have a driveway off this road.

50

60

50

No answer

45

50

55

45 or 50 is workable but I think 45 is best for roundabouts. However, this is only likely if it becomes a county road and would help meet the requirements for adding a roundabout.

45

55

50 And actually enforced

55

60

It has to be set low because many people will not stop routinely driving 5-10mph over whatever the posted speed limit is on 150 (AND Darden Hill)

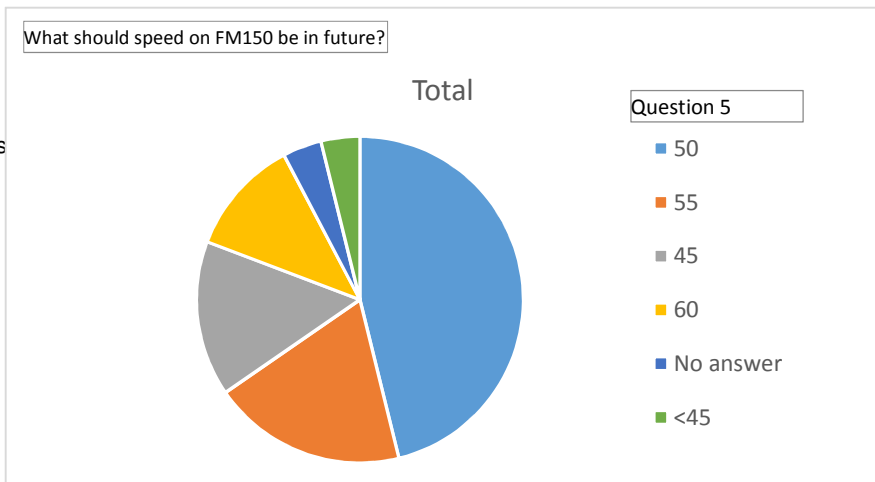
55

50

50

45

What should speed on FM150 be in future?		
Question 5		Total
	50	12
	55	5
	45	4
	60	3
No answer		1
<45		1
Grand Total		26



Question 6

Should FM 150 from RR12 to Hays City Store(café) be a county road?

Answer 6 Q6 Comments

Yes

Yes

Yes

No

Yes

Yes

Yes

Yes

Yes

No answer Unsure

No answer

No answer

No Leave it the way it is

Yes

Yes

Yes For the reasons stated above.

No

Yes

Again, this depends on exactly what plan emerges. But in general, we strongly favor FM150 remaining a smaller, picturesque road and becoming a county road.

Yes

Yes

Yes

My question is this: If the county doesn't currently already have "...local control of...road sizing" of FM150 from 3237/Hays Store to RR12 ..then why is it that the County Commissioners instead of State Reps have been the people presenting us with all these proposed changes to the road size of 150 for the past year??

No

Unsure about this one. Would Hays County have equal or more funds than the State to be able to manage this stretch of road? If all funding availability is equal, then I don't really care.

Other/Comment

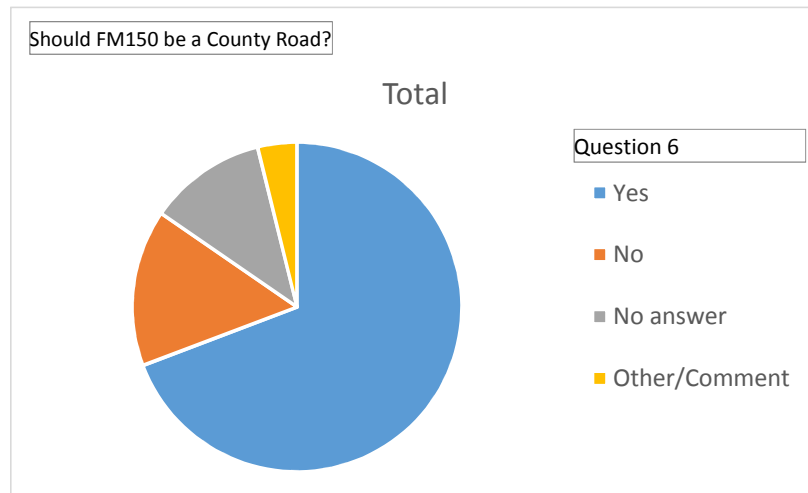
It can only stay a country road as long as traffic permits. With growth it will need to be made 4 lanes

Yes

Yes

Yes

Should FM150 be a County Road?	
Question 6	Total
Yes	18
No	4
No answer	3
Other/Comment	1
Grand Total	26



Should the curves on FM150 north section be smoothed/straightened - which ones? See diagram: Use verbal descriptions or draw new curves to indicate how you think curves need to be smoothed based upon the two speed limit scenarios: This scenario is a) If the speed limit is 50 mph or less:

Question 7a

Answer 7a

Smooth Darden
No answer

Q7a Comments

Darden Hill curve

Leave as is I don't think the curves should be straightened because that will encourage faster driving. I want the road to be rural in character.

Other/Comments Let traffic engineers figure that out

Leave as is If 50 or less than 50 mph

Leave as is These curves should not be smoothed if the speed limit is 50mph or less. Or if traffic from 967 and the FM150 realignment is extended to Darden Hill at Sawyer Ranch Rd.

Leave as is The speed limit should be no more than 50mph and enforced for that speed limit. Leave the curves as they are.

Smooth Darden Make roundabout on Darden Hill curve and smooth the curve at Wilson Ranch – many accidents there.

Wilson If the speed limit is 45 then I don't see the need to straighten the road at any of the locations, but if the speed limit is 50 or greater, then the bend just south of Darden Hill intersection needs to be straightened to give a better line of sight to the upcoming roundabout or light.

Other/Comments I think the Darden Hill curve needs smoothing but I don't know how to do it without interfering in other people's property.

Smooth Darden

No answer

No answer

Smooth Woods Loop

Loop Woods Loop straightened out and leave the other two "as-is".

No answer

No answer

Leave as is At 50mph or less, which are already posted for 40 or 45 at these curves, there is no need to adjust them. Under no circumstances should the current speeds be increased above these limits.

No answer

Other/Comments Speed limit 55

Smooth curves on 150 if <= 50mph	
Question 7a	Total
No answer	7
Leave as is	7
Other/Comments	7
Smooth Darden	2
Smooth Woods Loop	2
Smooth Darden Wilson	1
Grand Total	26

Should the curves on FM150 north section be smoothed/straightened - which ones? See diagram: Use verbal descriptions or draw new curves to indicate how you think curves need to be smoothed based upon the two speed limit scenarios: This scenario is a) If the speed limit is 50 mph or less:

Question 7a

Answer 7a**Q7a Comments**

Looking at the crash statistics, it seems clear that the majority of accidents are one-car accidents without major injuries; they involve hitting a fixed object or overturning and thus resumable are due to excessive speed and/or intoxication and/or falling asleep. These types of accidents are concentrated but not at all restricted to curves and areas just before or after curves. On the other hand, life threatening accidents and multi-vehicle accidents seem to be spread out pretty evenly along 150, both in curves and straight sections. This, we are not sure that straightening curves would help actually make the roads SAFER, and it might actually make them less safe by leading to faster speeds (regardless of the speed limit). It must also be said that the curve at Darden Hill Road will presumably no longer be a problem because there will hopefully be a stoplight or roundabout there.

Other/Comments

If the speed limit is 50 mph or less – I'm not particularly interested in road straightening. I understand that straighter roads may be safer, but people also tend to drive faster and more carelessly.

Other/Comments

No answer

Leave as is

Other/Comments

I don't believe the speeds would ever be less than 50mph
Woods Loop a blind curve and sharp. People go too fast and don't make the curve. 50mph is fast enough!! Darden Hill/150 could be straightened out from the Onion Creek bridge and the entrance to Darden Hill be moved back to what it used to be before the current location.

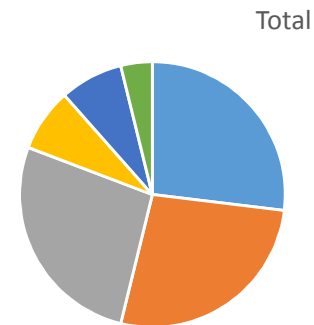
Other/Comments

Smooth Woods

Loop

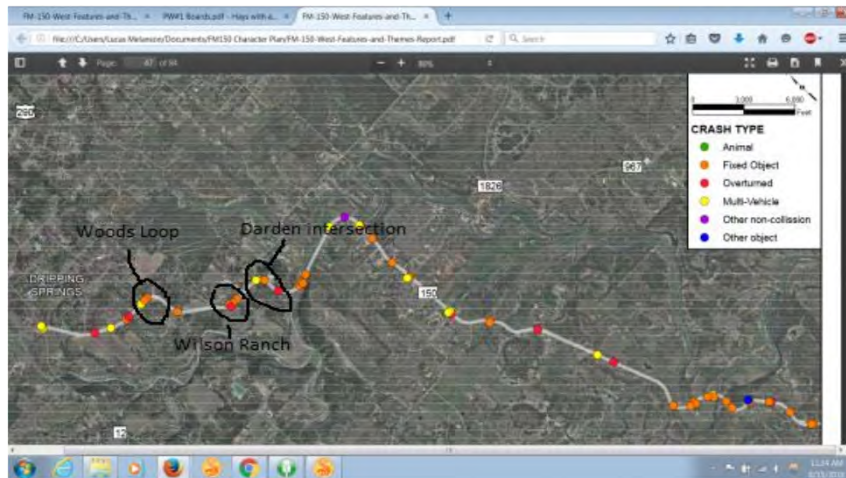
Leave as is

Smooth curves on 150 if <= 50mph



Question 7a

- No answer
- Leave as is
- Other/Comments
- Smooth Darden
- Smooth Woods Loop
- Smooth Darden Wilson



Should the curves on FM150 north section be smoothed/straightened - which ones? See diagram: Use verbal descriptions or draw new curves to indicate how you think curves need to be smoothed based upon the two speed limit scenarios: This scenario is b) If the speed limit is greater than 50 mph:

Question 7b

Answer 7b

Smooth Darden

No answer

Leave as is

Other/Comments

Smooth Darden Wilson

Woods

Smooth Darden Wilson

Woods

Leave as is

Smooth Wilson

Smooth Darden

No answer

No answer

No answer

Smooth Woods Loop

No answer

No answer

Leave as is

No answer

Leave as is

Q7b comments

Smooth Darden Hill curve

Let traffic engineers figure that out

Smooth Darden Hill, Woods Loop and Wilson ranch curves If speed greater than 50mph

Smooth Darden Hill, Woods Loop and Wilson Ranch curves

Make roundabout on Darden Hill curve and smooth the curve at Wilson Ranch – many accidents there.

If the speed limit is 45 then I don't see the need to straighten the road at any of the locations, but if the speed limit is 50 or greater, then the bend just south of Darden Hill intersection needs to be straightened to give a better line of sight to the upcoming roundabout or light.

Woods Loop straightened out and leave the other two “as-is”.

At 50mph or less, which are already posted for 40 or 45 at these curves, there is no need to adjust them. Under no circumstances should the current speeds be increased above these limits.

At speed limit 55 –and ENFORCE it - they are still safe and they keep the character of this road

Smooth curves on FM150? Which ones?	
Question 7b	Total
No answer	9
Leave as is	7
Smooth Darden	3
Other/Comments	2
Smooth Woods Loop	2
Smooth Darden Wilson Woods	2
Smooth Wilson	1
Grand Total	26

Should the curves on FM150 north section be smoothed/straightened - which ones? See diagram: Use verbal descriptions or draw new curves to indicate how you think curves need to be smoothed based upon the two speed limit scenarios: This scenario is b) If the speed limit is greater than 50 mph:

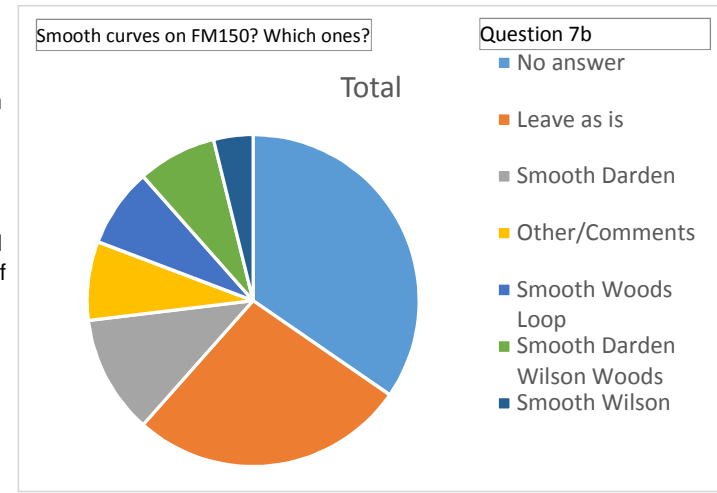
Question 7b

Answer 7b**Q7b comments**

Looking at the crash statistics, it seems clear that the majority of accidents are one-car accidents without major injuries; they involve hitting a fixed object or overturning and thus resumable are due to excessive speed and/or intoxication and/or falling asleep. These types of accidents are concentrated but not at all restricted to curves and areas just before or after curves. On the other hand, life threatening accidents and multi-vehicle accidents seem to be spread out pretty evenly along 150, both in curves and straight sections. This, we are not sure that straightening curves would help actually make the roads SAFER, and it might actually make them less safe by leading to faster speeds (regardless of the speed limit). It must also be said that the curve at Darden Hill Road will presumably no longer be a problem because there will hopefully be a stoplight or roundabout there.

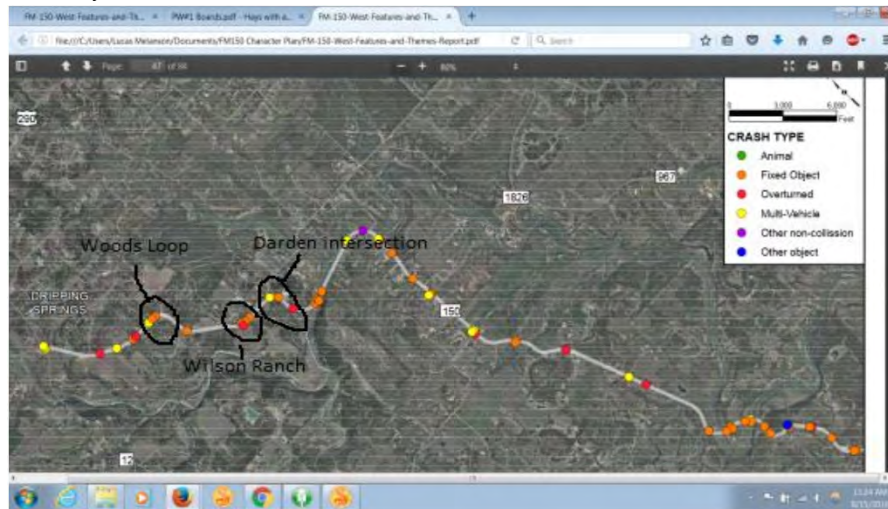
Only straighten out the curve on FM150 at Darden Hill Rd, the others are not a problem and would be expected on a rural county road.

Minimally



Leave as is
No answer
No answer
Leave as is

Smooth Darden
Leave as is
Other/Comments
Smooth Woods Loop
Smooth all



Question 13

What traffic control is needed at the intersection of Darden Hill Rd and FM 1826?**Answer 13****Q13 Comments**Additional Turn
lanes and Stop
light

For turning left or right

Stop light

Stop light

Stop light

Stop light

3 way Stop
signsAdditional Turn
lanes on
FM1826

Stop light

Stop light like FM1826 at Loop 45 - very brief and very responsive

Additional Turn
lanes and Stop
lightAdditional Turn
lanes on
FM1826

Turn lane from Austin going right onto Darden Hill Rd.

3 way Stop
signs

No changes

I fear a stop light or 3 way stop sign would slow traffic even further. My experience in the morning is good at this intersection – come from Darden Hill turning left or North/East onto 1826.

No changes and
Stop Light

With increased traffic, people will not be able to get in or out of Darden Hill Raod.

Stop light

No answer

Stop light
Additional Turn
lanes on
FM1826

A stop light is the best option because the bulk of the traffic on 1826 does not turn off at Darden so the focus should be on maintaining good traffic flow on 1826. Adding stop signs on 1826 might actually cause more accidents.

No changes

Separate left and right turn lanes

What traffic control Darden at 1826?	
Question 13	Total
Stop light	9
3 way Stop signs	3
Additional Turn lanes on FM1826	3
No changes	3
Stop light	2
Additional Turn lanes and Stop light	2
Additional turn lanes	1
No changes and Stop Light	1
No answer	1
Other	1
Grand Total	26

Question 13

What traffic control is needed at the intersection of Darden Hill Rd and FM 1826?**Answer 13**

Stop light

Other

Stop light

3 way Stop

signs

No changes

Stop light

Stop light

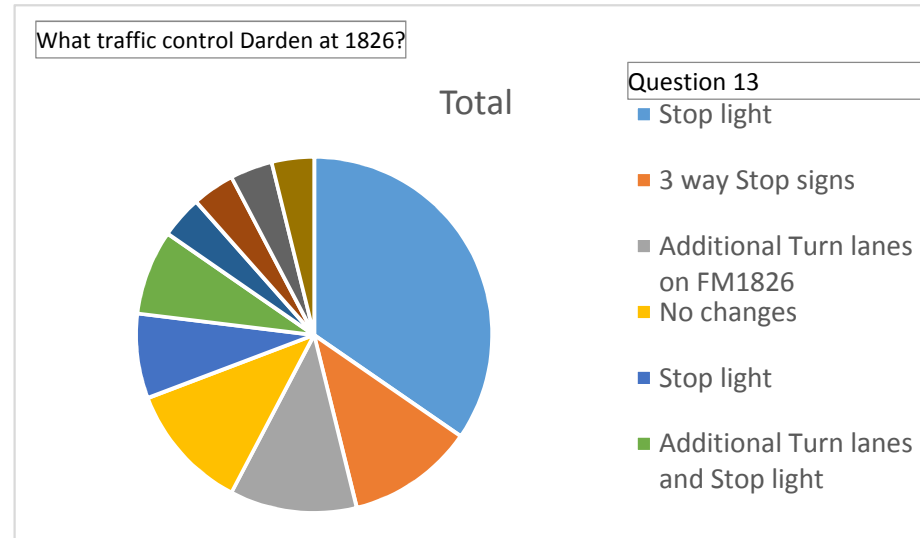
Additional turn

lanes

Q13 Comments

Turning left onto 1826 is not especially easy. I would be interested in learning more about each option and how it would affect traffic.

Flashing light in future



Question 15

Any other additional comments/suggestions for DARDEN HILL or FM150 from RR12 to Onion Creek? Safety, growth handling, beautification?

Answer15

Question 15

Darden Hill should NOT become a thoroughfare or a "bypass" from FM150 to 1826!! The nice rural, pastoral aspect of Darden Hill should be preserved! No trucks!! No more than 40 mph speed limit!

Let's look for ways to ENHANCE the community while making changes – reuse smoothed road curves to add a landscaped pullout (ever been stuck behind a tractor), etc. Ensure redesigned water crossings are ATTRACTIVE/full of character, etc.

In my opinion, the best way to achieve our stated goal to "preserve the unique character" of Driftwood, we need to: 1. Keep FM150 MAU2 road (regardless of who owns it (county or state)) 2. change FM150 to a county road so we can control the speed limits, implement roundabouts, etc. 3. lower the speed limit to 50 mph or lower from Hays City to RR12. Lower speed limits and roundabouts are a sure way to facilitate destination traffic while discouraging heavy through traffic.

1. Stop light at intersection of FM150 and 1826 2. Ideas for bike lanes along 150 can, in our opinion, only work if the highway is kept two-lane with a 50 mph or slower speed limit. We think that any idea to add these to something like a MAD4 would be, well, MAD! (dangerous to bicyclists and drivers). 3. Overall, we favor an area speed limit of 50mph (along with more actual enforcement of the speed limit), with a network of roads that all remain as two lane or widened to two-lane with a turn lane (what we've been calling a Super 2). Of course, most other people in other rural and semi-rural parts of the county want the same thing. We only ask that we all share the planning and the pain and, at the same time, that we make darn sure that we are not encouraging and facilitating (as opposed to adapting to) growth.

My main concern is the end of Darden Hill near 1826. With the new schools on Sawyer and the High School to be built later, I feel this is where most of the traffic will be. I can see 4 lanes there but from Sawyer west to 150, maybe 2 lanes with a middle turn lane.

A wildflower planting project should happen for FM150 - all along the drive

Question 16

Answer 16

Leave as is

Leave as is

Stop LIGHT with additional turn lanes

Stop SIGN with additional turn lanes

Stop SIGN with additional turn lanes

OTHER;SIGNS all three ways

Leave as is

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Leave as is

Stop LIGHT with additional turn lanes

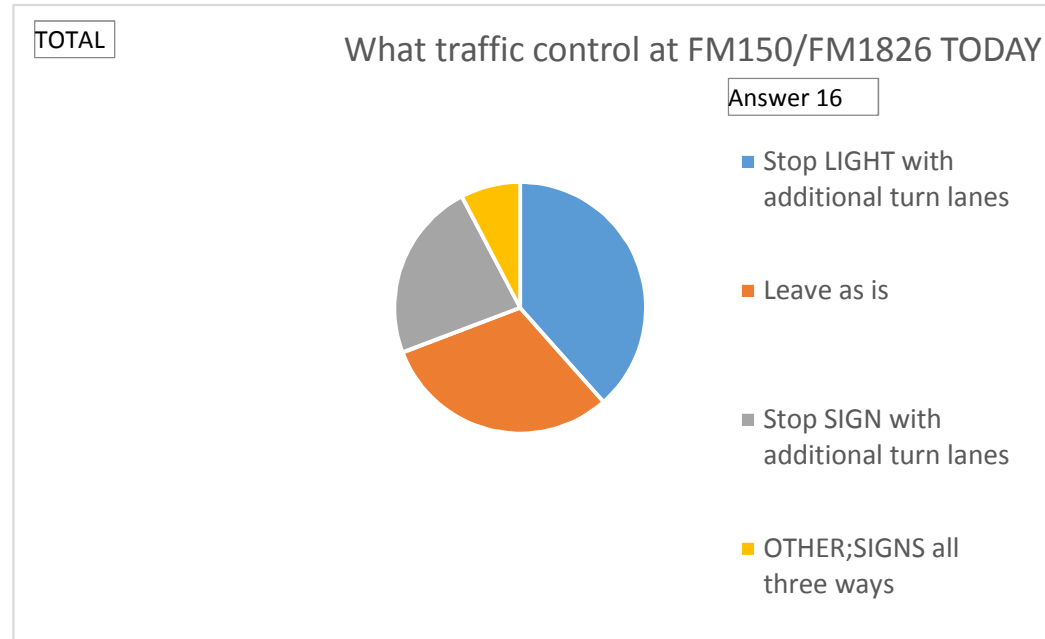
Stop SIGN with additional turn lanes

What configuration/control method do you think the intersection of FM150 and FM1826 should have NOW/TODAY:

Question 16 Comments

Right turns onto FM150W and onto FM1826 from 150

Question 16 responses	TOTAL
Stop LIGHT with additional turn lanes	5
Leave as is	4
Stop SIGN with additional turn lanes	3
OTHER;SIGNS all three ways	1
Grand Total	13



Question 17

What configuration/control method do you think the intersection of FM150 and FM1826 should have when traffic increases:

Answer 17

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Stop SIGN with additional turn lanes

OTHER: ROUNDABOUT

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

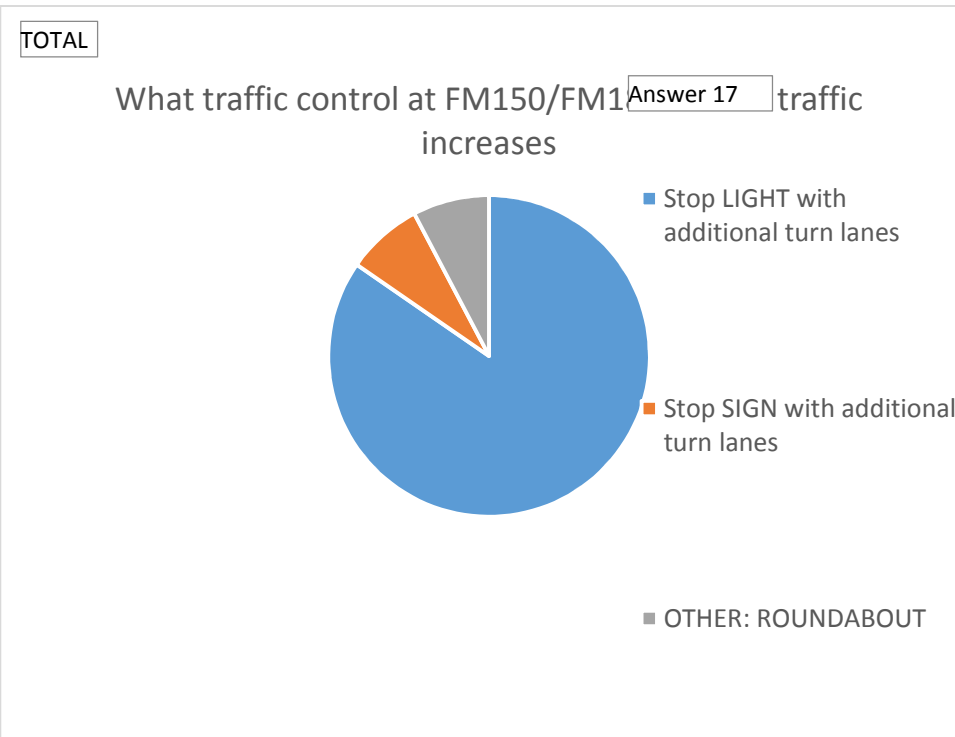
Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Stop LIGHT with additional turn lanes

Question 17 Comments

Question 17 responses	TOTAL
Stop LIGHT with additional turn lanes	11
Stop SIGN with additional turn lanes	1
OTHER: ROUNDABOUT	1
Grand Total	13



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SECTION 2

Driftwood Historical Conservation Society
Provided Information

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Joe Cantalupo

From: Casey Cutler <caseycutler13700@yahoo.com>
Sent: Friday, August 18, 2017 1:11 PM
To: Joe Cantalupo
Cc: Ray Whisenant; Will Conley
Subject: Low water crossing input

Joe,

Here is input on what the DHCS Low Water crossing study group came up with. Much of this will be used on other future projects that the county will be addressing. However, this work up and others I will be sending you this weekend will clearly show the public awakening the 150 master plan has had on the public. This is an unmeasured benefit to Hays County for the years to come, that y'all can lay claim to. For the Hays County citizens, thank you.

casey

Elder Hill Rd.

There is one low water crossing that is subject to frequent closure. The watershed is small and the road is normally closed for a matter of hours. In addition the residents can access emergency services unless there is major flooding on Onion Creek (infrequent). Elder Hill Rd. is one of the major traffic problems facing the Onion Creek Valley. At the current time, residents of Wimberley and RR12 are using Elder Hill Rd. as a short cut for a commute to Austin. Any improvement to Elder Hill Rd will likely lead to increased traffic. It is the recommendation of the Committee that no improvements be made.

FM 150W

FM 150W has three (3) crossing of Onion Creek. The western most crossing, close to Darden Hill Rd., is relatively high but not out of the level of 1% floods. The current FM 150 Plan calls for no changes. The double low water crossing of Onion Creek by FM 150W is some of the most cherished scenic views in the valley. Both crossings are subject to extended closures with flows on Onion Creek in excess of 300CFS. The most dangerous is the southern crossing of Onion Creek. This is due primarily to the narrowness of the road and the curves leading to the crossing. Northwest bound drives have a tendency to cheat toward the center line. When there is oncoming traffic, especially large trucks, drivers over correct leading them to leave the roadway. A study by TxDOT is recommended to establish a lower speed limit for this section of FM 150W.

Yorks Creek crosses FM 150W between the double crossing of Onion Creek and the intersection of FM3237. Yorks Creek's watershed is roughly bounded by a ridge line to the north separating it from Onion Creek, RR12 to the west, FM3237 to the south and the FM 150 row to the east. At the present time, there is a earthen dam located on private property that is acting as a flood surge retention reservoir. During heavy flooding this dam has failed and is likely to fail in the future. This leads to residents living between the Onion Creek Crossing and the Yorks Creek Crossing being isolated from emergency services for periods that have extended to days. It is the recommendation of the committee that TxDOT and Hays County begin a study to replace the current infrastructure with a crossing resembling the culvert at Flat Creek and FM 150W. To this end, the DHCS Board has authorized Charlie Plassmann and Jeff Eichelberger to make the initial presentation to the county and TxDOT representative.

Darden Hill Rd.

Darden Hill Rd. is likely to be the first road in the Onion Creek Valley to see major upgrades and improvements due to the opening of new schools in the Dripping Springs ISD. There will be a study like the FM 150 Plan that will address the multiple lwc's along Darden Hill Rd. It is the recommendation of the committee that these improvements raise the level of the crossings such that they are not subject to closure be a 1% rainfall event.

FM 967

There are several minor lwc's along FM 967 between the intersection of FM 1816 and FM 1626. FM 1626 crossing of Onion Creek is very high and not subject to closure during the heaviest of flooding events. The route from Dripping Springs to the IH 35 corridor is vital to Hays County. During heavy flooding, the easiest routing is FM 150W to Darden Hill Rd, Darden Hill the FM 967 and FM 967 to FM 1626.

Joe Cantalupo

From: Casey Cutler <caseycutler13700@yahoo.com>
Sent: Friday, August 18, 2017 1:18 PM
To: Joe Cantalupo
Cc: Ray Whisenant; Will Conley
Subject: Fw: York's creek
Attachments: York Creek.jpeg

Joe,

More information on what the DHCS citizenry did. Letter gives good synopsis but I could fill in with a smoother transition in the editings.

----- Forwarded Message -----

From: Casey Cutler <caseycutler13700@yahoo.com>
To: Joe Cantalupo <jcantalupo@kfriese.com>; Ray Whisenant <ray.whisenant@co.hays.tx.us>; Will Conley <will.conley@co.hays.tx.us>
Cc: Shelby and Nica Eckols <sandneckols@msn.com>; John Jones <john@j1sranch.com>; Jim Marroquin <jmarroq142@aol.com>; David Braun <dbraun@braungresham.com>; Mike Pruitt <mpruitt@swbell.net>; Valerie Anderson <vjaander@yahoo.com>; Dennis Dement <dddfamilytrust@gmail.com>
Sent: Sunday, April 2, 2017 4:18 PM
Subject: York's creek

Joe,

Sorry for my ineffectiveness as is obvious from the date on the signed letter relative to the arrival date. I got no excuse...I'm old... so I don't need no excuse no more.

This is the from excellent effort of our Low Water crossing team looking into Yorks Creek Crossing. I believe you will find this citizens panel has looked into this issue in the most professional way. I think you will also find that they parallel with a lot that you have discussed with the CAP.

They are now assessing the "Double Dip". Should be interesting.

Oh, and to both Will and Ray, I can't thank you enough for standing up with the citizens on 150 in the Commissioner Court last week. All three of y'all are damn good team mates.

Thanks

casey



To: Joe Cantalupo and K Friese and Associates

3/17/17

Re: Request for improvements to the FM 150 Low Water Crossing of Yorks Creek.

The Driftwood Historical Conservation Society (DHCS) believes that it is in the interest of the County to improve the FM 150 / Yorks Creek low water crossing * (LWC) by raising it to keep it open to traffic during times of flood.

FM 150 is one of the primary roads serving traffic needs from the western portion of the county to the eastern corridor along IH35. But on September 26 of 2016, the section of FM 150 between FM 1826 and FM 3237 was effectively shut down by high water at the Yorks Creek LWC even though the Onion Creek LWCs remained open. This was an unusual, but not a unique, event. Usually, if the Yorks Creek LWC is flooded, so is the Onion Creek LWC.

Another consideration relates to the health, safety and welfare of the many residents living between the Onion Creek and the Yorks Creek LWCs. When both LWCs are closed, these residents are isolated from all ground emergency and commercial services for the duration of the event. These events can last several days.

Finally, a rubble and earthen dam located just upstream of the Yorks Creek LWC has washed out, and its debris field is moving steadily towards the LWC. It threatens to dam up the existing LWC in the near-term future.

For these reasons, the DHCS requests the Commissioner's Court to direct their staff to investigate the adequacy of the existing Yorks Creek / FM 150 LWC, and to develop a proposal to make the needed improvements to the existing structure.

Respectfully for the Board of Directors,

Casey Cutler 
Director of Public Outreach

Note: The Yorks Creek watershed is essentially bordered by the Onion Creek watershed to the north, with RR 12 to the west and FM 3237 to the south. Rainfall data is available from the USGS Onion Creek station and a series of reporting sites in the CoCoRaHS database (<http://www.cocorahs.org/>)

Joe Cantalupo

From: Casey Cutler <caseycutler13700@yahoo.com>
Sent: Friday, August 18, 2017 1:31 PM
To: Joe Cantalupo
Cc: Ray Whisenant; Will Conley
Subject: 3rd installment of DHCS citizens efforts for 150 area research

Joe,

Here is the 3rd installment of DHCS citizens' committees efforts for the last 2 years

Driftwood HCS Roads Advisory Group (DRAG) Executive Overview – Actions inception to August 2017

Driftwood Historical Conservation Society (DHCS) **Roads Advisory Group (DRAG)** consists of 39 local individuals as a subcommittee of DHCS.

The group was formed to discuss in public meetings and then make recommendations to outside parties (Commissioners and their subcontractors, local businesses, etc) on changes to roads and ROWs we would suggest to handle growth and safety over time while maintaining our cultural heritage, area richness and our tourism appeal.

Key actions thus far:

Formed: 01/27/2016

Meetings: Monthly Jan 27 2016 – present (some “meetings” were attendance at CAP meetings)

Activities:

A: **Investigation and discussion of the area and roads issues,** based on data collected from over 12 different data sources:

B: **Survey:** The DRAG then did a 17 question survey about various improvement options for the road section of FM150 and Darden Hill, from RR12 to FM1826. Twenty-three individuals and three businesses responded, with multiple choice answers and additional clarifying comments.

C: **Survey Results Sharing:** The Survey results/recommendations were tabulated and summarized. The results (raw data and summarized versions) were shared with the DHCS Board and eventually with the consultants and commissioners on the FM150 Character Plan. The survey and the additional comments were, as a result, made part of the permanent record of the FM 150 Character Plan citizen's input.

Going forward, the DRAG will continue to meet to formulate and share with others, as appropriate, our suggestions for road improvements and to contribute to our community through activities like “TxDOT Highway Adoption” (we have a 2 mile section).

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SECTION 3

Intersection Turning Movement Counts and Operations

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GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-RR12 AM
Site Code : 00000030
Start Date : 12/1/2016
Page No : 1

Groups Printed- Autos

	RR 12 Southbound					FM 150 W Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	18	27	0	0	45	3	0	56	0	59	0	73	0	0	73	0	0	0	0	0	177
07:15	28	16	0	0	44	1	0	70	0	71	0	105	2	0	107	0	0	0	0	0	222
07:30	31	45	0	0	76	1	0	67	0	68	0	106	6	0	112	0	0	0	0	0	256
07:45	34	53	0	0	87	2	0	64	0	66	0	109	6	0	115	0	0	0	0	0	268
Total	111	141	0	0	252	7	0	257	0	264	0	393	14	0	407	0	0	0	0	0	923
08:00	25	36	0	0	61	4	0	62	0	66	0	99	2	0	101	0	0	0	0	0	228
08:15	35	38	0	0	73	2	0	80	0	82	0	86	1	0	87	0	0	0	0	0	242
08:30	25	51	0	0	76	3	0	72	0	75	0	94	3	0	97	0	0	0	0	0	248
08:45	29	39	0	0	68	3	0	50	0	53	0	80	3	0	83	0	0	0	0	0	204
Total	114	164	0	0	278	12	0	264	0	276	0	359	9	0	368	0	0	0	0	0	922
Grand Total	225	305	0	0	530	19	0	521	0	540	0	752	23	0	775	0	0	0	0	0	1845
Apprch %	42.5	57.5	0	0		3.5	0	96.5	0		0	97	3	0		0	0	0	0		
Total %	12.2	16.5	0	0	28.7	1	0	28.2	0	29.3	0	40.8	1.2	0	42	0	0	0	0	0	

	RR 12 Southbound					FM 150 W Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	31	45	0	0	76	1	0	67	0	68	0	106	6	0	112	0	0	0	0	0	256
07:45	34	53	0	0	87	2	0	64	0	66	0	109	6	0	115	0	0	0	0	0	268
08:00	25	36	0	0	61	4	0	62	0	66	0	99	2	0	101	0	0	0	0	0	228
08:15	35	38	0	0	73	2	0	80	0	82	0	86	1	0	87	0	0	0	0	0	242
Total Volume	125	172	0	0	297	9	0	273	0	282	0	400	15	0	415	0	0	0	0	0	994
% App. Total	42.1	57.9	0	0		3.2	0	96.8	0		0	96.4	3.6	0		0	0	0	0		
PHF	.893	.811	.000	.000	.853	.563	.000	.853	.000	.860	.000	.917	.625	.000	.902	.000	.000	.000	.000	.000	.927

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-RR12 AM
Site Code : 00000030
Start Date : 12/1/2016
Page No : 2

	RR 12 Southbound					FM 150 W Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30					07:45					07:15					07:00				
+0 mins.	31	45	0	0	76	2	0	64	0	66	0	105	2	0	107	0	0	0	0	0
+15 mins.	34	53	0	0	87	4	0	62	0	66	0	106	6	0	112	0	0	0	0	0
+30 mins.	25	36	0	0	61	2	0	80	0	82	0	109	6	0	115	0	0	0	0	0
+45 mins.	35	38	0	0	73	3	0	72	0	75	0	99	2	0	101	0	0	0	0	0
Total Volume	125	172	0	0	297	11	0	278	0	289	0	419	16	0	435	0	0	0	0	0
% App. Total	42.1	57.9	0	0		3.8	0	96.2	0		0	96.3	3.7	0		0	0	0	0	
PHF	.893	.811	.000	.000	.853	.688	.000	.869	.000	.881	.000	.961	.667	.000	.946	.000	.000	.000	.000	.000

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-RR12 PM
Site Code : 00000030
Start Date : 1/3/2017
Page No : 1

Groups Printed- Autos

	RR 12 Southbound					FM 150 W Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	54	93	0	0	147	1	0	42	0	43	0	61	5	0	66	0	0	0	0	0	256
16:15	45	90	0	0	135	2	0	39	0	41	0	58	4	0	62	0	0	0	0	0	238
16:30	55	102	0	0	157	2	0	35	0	37	0	59	6	0	65	0	0	0	0	0	259
16:45	70	99	0	0	169	1	0	38	0	39	0	58	3	0	61	0	0	0	0	0	269
Total	224	384	0	0	608	6	0	154	0	160	0	236	18	0	254	0	0	0	0	0	1022
17:00	73	98	0	0	171	2	0	39	0	41	0	45	5	0	50	0	0	0	0	0	262
17:15	53	116	0	0	169	7	0	41	0	48	0	68	11	0	79	0	0	0	0	0	296
17:30	84	92	0	0	176	6	0	26	0	32	0	43	5	0	48	0	0	0	0	0	256
17:45	92	106	0	0	198	4	0	54	0	58	0	70	4	0	74	0	0	0	0	0	330
Total	302	412	0	0	714	19	0	160	0	179	0	226	25	0	251	0	0	0	0	0	1144
Grand Total	526	796	0	0	1322	25	0	314	0	339	0	462	43	0	505	0	0	0	0	0	2166
Apprch %	39.8	60.2	0	0		7.4	0	92.6	0		0	91.5	8.5	0		0	0	0	0		
Total %	24.3	36.7	0	0	61	1.2	0	14.5	0	15.7	0	21.3	2	0	23.3	0	0	0	0	0	

	RR 12 Southbound					FM 150 W Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	73	98	0	0	171	2	0	39	0	41	0	45	5	0	50	0	0	0	0	0	262
17:15	53	116	0	0	169	7	0	41	0	48	0	68	11	0	79	0	0	0	0	0	296
17:30	84	92	0	0	176	6	0	26	0	32	0	43	5	0	48	0	0	0	0	0	256
17:45	92	106	0	0	198	4	0	54	0	58	0	70	4	0	74	0	0	0	0	0	330
Total Volume	302	412	0	0	714	19	0	160	0	179	0	226	25	0	251	0	0	0	0	0	1144
% App. Total	42.3	57.7	0	0		10.6	0	89.4	0		0	90	10	0		0	0	0	0		
PHF	.821	.888	.000	.000	.902	.679	.000	.741	.000	.772	.000	.807	.568	.000	.794	.000	.000	.000	.000	.000	.867

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-RR12 PM
Site Code : 00000030
Start Date : 1/3/2017
Page No : 2

	RR 12 Southbound					FM 150 W Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					17:00					16:30					16:00				
+0 mins.	73	98	0	0	171	2	0	39	0	41	0	59	6	0	65	0	0	0	0	0
+15 mins.	53	116	0	0	169	7	0	41	0	48	0	58	3	0	61	0	0	0	0	0
+30 mins.	84	92	0	0	176	6	0	26	0	32	0	45	5	0	50	0	0	0	0	0
+45 mins.	92	106	0	0	198	4	0	54	0	58	0	68	11	0	79	0	0	0	0	0
Total Volume	302	412	0	0	714	19	0	160	0	179	0	230	25	0	255	0	0	0	0	0
% App. Total	42.3	57.7	0	0		10.6	0	89.4	0		0	90.2	9.8	0		0	0	0	0	
PHF	.821	.888	.000	.000	.902	.679	.000	.741	.000	.772	.000	.846	.568	.000	.807	.000	.000	.000	.000	.000

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-DardenHillA-AM
Site Code : 00000005
Start Date : 11/30/2016
Page No : 1

Groups Printed- Autos

	Darden Hill Southbound					FM 150 Westbound					Darden Hill Northbound					FM 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	0	0	0	0	47	1	0	48	0	2	0	0	2	1	9	0	0	10	60
07:15	0	0	0	0	0	0	60	2	0	62	0	0	0	0	0	0	27	0	0	27	89
07:30	0	0	0	0	0	0	61	2	0	63	0	0	0	0	0	0	30	0	0	30	93
07:45	0	1	0	0	1	0	73	3	0	76	0	0	0	0	0	0	27	0	0	27	104
Total	0	1	0	0	1	0	241	8	0	249	0	2	0	0	2	1	93	0	0	94	346
08:00	0	0	1	0	1	0	55	3	0	58	0	0	0	0	0	0	21	0	0	21	80
08:15	0	0	0	0	0	0	51	3	0	54	0	0	0	0	0	1	27	0	0	28	82
08:30	1	0	0	0	1	0	55	1	0	56	0	0	0	0	0	0	36	0	0	36	93
08:45	1	0	0	0	1	0	47	1	0	48	0	0	0	0	0	1	19	0	0	20	69
Total	2	0	1	0	3	0	208	8	0	216	0	0	0	0	0	2	103	0	0	105	324
Grand Total	2	1	1	0	4	0	449	16	0	465	0	2	0	0	2	3	196	0	0	199	670
Apprch %	50	25	25	0		0	96.6	3.4	0		0	100	0	0		1.5	98.5	0	0		
Total %	0.3	0.1	0.1	0	0.6	0	67	2.4	0	69.4	0	0.3	0	0	0.3	0.4	29.3	0	0	29.7	

	Darden Hill Southbound					FM 150 Westbound					Darden Hill Northbound					FM 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	60	2	0	62	0	0	0	0	0	0	27	0	0	27	89
07:30	0	0	0	0	0	0	61	2	0	63	0	0	0	0	0	0	30	0	0	30	93
07:45	0	1	0	0	1	0	73	3	0	76	0	0	0	0	0	0	27	0	0	27	104
08:00	0	0	1	0	1	0	55	3	0	58	0	0	0	0	0	0	21	0	0	21	80
Total Volume	0	1	1	0	2	0	249	10	0	259	0	0	0	0	0	0	105	0	0	105	366
% App. Total	0	50	50	0		0	96.1	3.9	0		0	0	0	0		0	100	0	0		
PHF	.000	.250	.250	.000	.500	.000	.853	.833	.000	.852	.000	.000	.000	.000	.000	.000	.875	.000	.000	.875	.880

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-DardenHillA-AM
Site Code : 00000005
Start Date : 11/30/2016
Page No : 2

Start Time	Darden Hill Southbound					FM 150 Westbound					Darden Hill Northbound					FM 150 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45					07:15					07:00					07:45				
+0 mins.	0	1	0	0	1	0	60	2	0	62	0	2	0	0	2	0	27	0	0	27
+15 mins.	0	0	1	0	1	0	61	2	0	63	0	0	0	0	0	0	21	0	0	21
+30 mins.	0	0	0	0	0	0	73	3	0	76	0	0	0	0	0	1	27	0	0	28
+45 mins.	1	0	0	0	1	0	55	3	0	58	0	0	0	0	0	0	36	0	0	36
Total Volume	1	1	1	0	3	0	249	10	0	259	0	2	0	0	2	1	111	0	0	112
% App. Total	33.3	33.3	33.3	0		0	96.1	3.9	0		0	100	0	0		0.9	99.1	0	0	
PHF	.250	.250	.250	.000	.750	.000	.853	.833	.000	.852	.000	.250	.000	.000	.250	.250	.771	.000	.000	.778

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-DardenHill AM
Site Code : 00000005
Start Date : 11/30/2016
Page No : 1

Groups Printed- Autos

	Darden Hill Southbound					FM 150 W Westbound					Northbound					FM 150 W Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	10	0	10	0	48	1	0	49	0	0	0	0	0	5	14	0	0	19	78
07:15	0	0	16	0	16	0	58	2	0	60	0	0	0	0	0	0	27	0	0	27	103
07:30	2	0	10	0	12	0	60	2	0	62	0	0	0	0	0	7	29	0	0	36	110
07:45	1	0	17	0	18	0	73	3	0	76	0	0	0	0	0	6	26	0	0	32	126
Total	3	0	53	0	56	0	239	8	0	247	0	0	0	0	0	18	96	0	0	114	417
08:00	1	0	25	0	26	0	55	3	0	58	0	0	0	0	0	3	21	0	0	24	108
08:15	3	0	26	0	29	0	49	3	0	52	0	0	0	0	0	7	26	0	0	33	114
08:30	1	0	21	0	22	0	54	1	0	55	0	0	0	0	0	10	38	0	0	48	125
08:45	1	0	11	0	12	0	46	1	0	47	0	0	0	0	0	6	19	0	0	25	84
Total	6	0	83	0	89	0	204	8	0	212	0	0	0	0	0	26	104	0	0	130	431
Grand Total	9	0	136	0	145	0	443	16	0	459	0	0	0	0	0	44	200	0	0	244	848
Apprch %	6.2	0	93.8	0		0	96.5	3.5	0		0	0	0	0		18	82	0	0		
Total %	1.1	0	16	0	17.1	0	52.2	1.9	0	54.1	0	0	0	0	0	5.2	23.6	0	0	28.8	

	Darden Hill Southbound					FM 150 W Westbound					Northbound					FM 150 W Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	1	0	17	0	18	0	73	3	0	76	0	0	0	0	0	6	26	0	0	32	126
08:00	1	0	25	0	26	0	55	3	0	58	0	0	0	0	0	3	21	0	0	24	108
08:15	3	0	26	0	29	0	49	3	0	52	0	0	0	0	0	7	26	0	0	33	114
08:30	1	0	21	0	22	0	54	1	0	55	0	0	0	0	0	10	38	0	0	48	125
Total Volume	6	0	89	0	95	0	231	10	0	241	0	0	0	0	0	26	111	0	0	137	473
% App. Total	6.3	0	93.7	0		0	95.9	4.1	0		0	0	0	0		19	81	0	0		
PHF	.500	.000	.856	.000	.819	.000	.791	.833	.000	.793	.000	.000	.000	.000	.000	.650	.730	.000	.000	.714	.938

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-DardenHill AM
Site Code : 00000005
Start Date : 11/30/2016
Page No : 2

Start Time	Darden Hill Southbound					FM 150 W Westbound					Northbound					FM 150 W Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45					07:15					07:00					07:45				
+0 mins.	1	0	17	0	18	0	58	2	0	60	0	0	0	0	0	6	26	0	0	32
+15 mins.	1	0	25	0	26	0	60	2	0	62	0	0	0	0	0	3	21	0	0	24
+30 mins.	3	0	26	0	29	0	73	3	0	76	0	0	0	0	0	7	26	0	0	33
+45 mins.	1	0	21	0	22	0	55	3	0	58	0	0	0	0	0	10	38	0	0	48
Total Volume	6	0	89	0	95	0	246	10	0	256	0	0	0	0	0	26	111	0	0	137
% App. Total	6.3	0	93.7	0		0	96.1	3.9	0		0	0	0	0		19	81	0	0	
PHF	.500	.000	.856	.000	.819	.000	.842	.833	.000	.842	.000	.000	.000	.000	.000	.650	.730	.000	.000	.714

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-DardenHillA-PM
Site Code : 00000005
Start Date : 11/30/2016
Page No : 1

Groups Printed- Autos

	Darden Hill Southbound					FM 150 Westbound					Darden Hill Northbound					FM 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	0	0	0	0	0	0	37	2	0	39	0	0	0	0	0	0	48	0	0	48	87
16:15	1	0	2	0	3	0	34	2	0	36	0	0	0	0	0	1	33	0	0	34	73
16:30	0	0	0	0	0	0	33	1	0	34	0	0	0	0	0	1	41	0	0	42	76
16:45	0	0	0	0	0	0	33	1	0	34	0	0	0	0	0	0	59	0	0	59	93
Total	1	0	2	0	3	0	137	6	0	143	0	0	0	0	0	2	181	0	0	183	329
17:00	0	0	0	0	0	0	20	2	0	22	0	0	0	0	0	0	73	0	0	73	95
17:15	1	0	1	0	2	0	32	0	0	32	0	0	0	0	0	0	54	0	0	54	88
17:30	0	0	0	0	0	0	41	2	0	43	0	0	0	0	0	1	52	0	0	53	96
17:45	0	0	0	0	0	0	34	2	0	36	0	0	0	0	0	0	60	0	0	60	96
Total	1	0	1	0	2	0	127	6	0	133	0	0	0	0	0	1	239	0	0	240	375
Grand Total	2	0	3	0	5	0	264	12	0	276	0	0	0	0	0	3	420	0	0	423	704
Apprch %	40	0	60	0		0	95.7	4.3	0		0	0	0	0		0.7	99.3	0	0		
Total %	0.3	0	0.4	0	0.7	0	37.5	1.7	0	39.2	0	0	0	0	0	0.4	59.7	0	0	60.1	

	Darden Hill Southbound					FM 150 Westbound					Darden Hill Northbound					FM 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	20	2	0	22	0	0	0	0	0	0	73	0	0	73	95
17:15	1	0	1	0	2	0	32	0	0	32	0	0	0	0	0	0	54	0	0	54	88
17:30	0	0	0	0	0	0	41	2	0	43	0	0	0	0	0	1	52	0	0	53	96
17:45	0	0	0	0	0	0	34	2	0	36	0	0	0	0	0	0	60	0	0	60	96
Total Volume	1	0	1	0	2	0	127	6	0	133	0	0	0	0	0	1	239	0	0	240	375
% App. Total	50	0	50	0		0	95.5	4.5	0		0	0	0	0		0.4	99.6	0	0		
PHF	.250	.000	.250	.000	.250	.000	.774	.750	.000	.773	.000	.000	.000	.000	.000	.250	.818	.000	.000	.822	.977

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-DardenHillA-PM
Site Code : 00000005
Start Date : 11/30/2016
Page No : 2

Start Time	Darden Hill Southbound					FM 150 Westbound					Darden Hill Northbound					FM 150 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					17:00				
+0 mins.	0	0	0	0	0	0	37	2	0	39	0	0	0	0	0	0	73	0	0	73
+15 mins.	1	0	2	0	3	0	34	2	0	36	0	0	0	0	0	0	54	0	0	54
+30 mins.	0	0	0	0	0	0	33	1	0	34	0	0	0	0	0	1	52	0	0	53
+45 mins.	0	0	0	0	0	0	33	1	0	34	0	0	0	0	0	0	60	0	0	60
Total Volume	1	0	2	0	3	0	137	6	0	143	0	0	0	0	0	1	239	0	0	240
% App. Total	33.3	0	66.7	0		0	95.8	4.2	0		0	0	0	0		0.4	99.6	0	0	
PHF	.250	.000	.250	.000	.250	.000	.926	.750	.000	.917	.000	.000	.000	.000	.000	.250	.818	.000	.000	.822

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-DardenHill PM
Site Code : 00000005
Start Date : 11/30/2016
Page No : 1

Groups Printed- Autos

	Darden Hill Southbound					FM 150 W Westbound					Northbound					FM 150 W Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	0	0	12	0	12	0	37	2	0	39	0	0	0	0	0	16	48	0	0	64	115
16:15	2	0	16	0	18	0	35	2	0	37	0	0	0	0	0	12	35	0	0	47	102
16:30	0	0	9	0	9	0	35	1	0	36	0	0	0	0	0	19	46	0	0	65	110
16:45	2	0	9	0	11	0	39	1	0	40	0	0	0	0	0	24	60	0	0	84	135
Total	4	0	46	0	50	0	146	6	0	152	0	0	0	0	0	71	189	0	0	260	462
17:00	3	0	12	0	15	0	20	2	0	22	0	0	0	0	0	14	84	0	0	98	135
17:15	2	0	19	0	21	0	32	0	0	32	0	0	0	0	0	22	55	0	0	77	130
17:30	0	0	20	0	20	0	36	2	0	38	0	0	0	0	0	17	54	0	0	71	129
17:45	6	0	23	0	29	0	40	2	0	42	0	0	0	0	0	14	59	0	0	73	144
Total	11	0	74	0	85	0	128	6	0	134	0	0	0	0	0	67	252	0	0	319	538
Grand Total	15	0	120	0	135	0	274	12	0	286	0	0	0	0	0	138	441	0	0	579	1000
Apprch %	11.1	0	88.9	0		0	95.8	4.2	0		0	0	0	0		23.8	76.2	0	0		
Total %	1.5	0	12	0	13.5	0	27.4	1.2	0	28.6	0	0	0	0	0	13.8	44.1	0	0	57.9	

	Darden Hill Southbound					FM 150 W Westbound					Northbound					FM 150 W Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	0	12	0	15	0	20	2	0	22	0	0	0	0	0	14	84	0	0	98	135
17:15	2	0	19	0	21	0	32	0	0	32	0	0	0	0	0	22	55	0	0	77	130
17:30	0	0	20	0	20	0	36	2	0	38	0	0	0	0	0	17	54	0	0	71	129
17:45	6	0	23	0	29	0	40	2	0	42	0	0	0	0	0	14	59	0	0	73	144
Total Volume	11	0	74	0	85	0	128	6	0	134	0	0	0	0	0	67	252	0	0	319	538
% App. Total	12.9	0	87.1	0		0	95.5	4.5	0		0	0	0	0		21	79	0	0		
PHF	.458	.000	.804	.000	.733	.000	.800	.750	.000	.798	.000	.000	.000	.000	.000	.761	.750	.000	.000	.814	.934

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-DardenHill PM
Site Code : 00000005
Start Date : 11/30/2016
Page No : 2

Start Time	Darden Hill Southbound					FM 150 W Westbound					Northbound					FM 150 W Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00					16:00					16:00					16:45				
+0 mins.	3	0	12	0	15	0	37	2	0	39	0	0	0	0	0	24	60	0	0	84
+15 mins.	2	0	19	0	21	0	35	2	0	37	0	0	0	0	0	14	84	0	0	98
+30 mins.	0	0	20	0	20	0	35	1	0	36	0	0	0	0	0	22	55	0	0	77
+45 mins.	6	0	23	0	29	0	39	1	0	40	0	0	0	0	0	17	54	0	0	71
Total Volume	11	0	74	0	85	0	146	6	0	152	0	0	0	0	0	77	253	0	0	330
% App. Total	12.9	0	87.1	0		0	96.1	3.9	0		0	0	0	0		23.3	76.7	0	0	
PHF	.458	.000	.804	.000	.733	.000	.936	.750	.000	.950	.000	.000	.000	.000	.000	.802	.753	.000	.000	.842

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-RM1826 AM
Site Code : 00000030
Start Date : 12/1/2016
Page No : 1

Groups Printed- Autos

	RM 1826 Southbound					FM 150 W Westbound					RM 1826 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	9	5	0	0	14	8	0	28	0	36	0	20	86	0	106	0	0	0	0	0	156
07:15	20	10	0	0	30	17	0	40	0	57	0	27	86	0	113	0	0	0	0	0	200
07:30	8	8	0	0	16	22	0	32	0	54	0	33	81	0	114	0	0	0	0	0	184
07:45	21	8	0	0	29	22	0	24	0	46	0	33	81	0	114	0	0	0	0	0	189
Total	58	31	0	0	89	69	0	124	0	193	0	113	334	0	447	0	0	0	0	0	729
08:00	23	7	0	0	30	17	0	39	0	56	0	21	71	0	92	0	0	0	0	0	178
08:15	18	12	0	0	30	29	0	41	0	70	0	33	81	0	114	0	0	0	0	0	214
08:30	26	15	0	0	41	32	0	25	0	57	0	33	64	0	97	0	0	0	0	0	195
08:45	23	8	0	0	31	22	0	26	0	48	0	16	52	0	68	0	0	0	0	0	147
Total	90	42	0	0	132	100	0	131	0	231	0	103	268	0	371	0	0	0	0	0	734
Grand Total	148	73	0	0	221	169	0	255	0	424	0	216	602	0	818	0	0	0	0	0	1463
Apprch %	67	33	0	0		39.9	0	60.1	0		0	26.4	73.6	0		0	0	0	0		
Total %	10.1	5	0	0	15.1	11.6	0	17.4	0	29	0	14.8	41.1	0	55.9	0	0	0	0	0	

	RM 1826 Southbound					FM 150 W Westbound					RM 1826 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	21	8	0	0	29	22	0	24	0	46	0	33	81	0	114	0	0	0	0	0	189
08:00	23	7	0	0	30	17	0	39	0	56	0	21	71	0	92	0	0	0	0	0	178
08:15	18	12	0	0	30	29	0	41	0	70	0	33	81	0	114	0	0	0	0	0	214
08:30	26	15	0	0	41	32	0	25	0	57	0	33	64	0	97	0	0	0	0	0	195
Total Volume	88	42	0	0	130	100	0	129	0	229	0	120	297	0	417	0	0	0	0	0	776
% App. Total	67.7	32.3	0	0		43.7	0	56.3	0		0	28.8	71.2	0		0	0	0	0		
PHF	.846	.700	.000	.000	.793	.781	.000	.787	.000	.818	.000	.909	.917	.000	.914	.000	.000	.000	.000	.000	.907

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-RM1826 AM
Site Code : 00000030
Start Date : 12/1/2016
Page No : 2

	RM 1826 Southbound					FM 150 W Westbound					RM 1826 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00					08:00					07:00					07:00				
+0 mins.	23	7	0	0	30	17	0	39	0	56	0	20	86	0	106	0	0	0	0	0
+15 mins.	18	12	0	0	30	29	0	41	0	70	0	27	86	0	113	0	0	0	0	0
+30 mins.	26	15	0	0	41	32	0	25	0	57	0	33	81	0	114	0	0	0	0	0
+45 mins.	23	8	0	0	31	22	0	26	0	48	0	33	81	0	114	0	0	0	0	0
Total Volume	90	42	0	0	132	100	0	131	0	231	0	113	334	0	447	0	0	0	0	0
% App. Total	68.2	31.8	0	0		43.3	0	56.7	0		0	25.3	74.7	0		0	0	0	0	
PHF	.865	.700	.000	.000	.805	.781	.000	.799	.000	.825	.000	.856	.971	.000	.980	.000	.000	.000	.000	.000

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-RM1826 PM
Site Code : 00000030
Start Date : 12/1/2016
Page No : 1

Groups Printed- Autos

	RM 1826 Southbound					FM 150 W Westbound					RM 1826 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	30	26	0	0	56	57	0	30	0	87	0	11	25	0	36	0	0	0	0	0	179
16:15	30	16	0	0	46	73	0	25	0	98	0	14	28	0	42	0	0	0	0	0	186
16:30	25	23	0	0	48	65	0	20	0	85	0	12	30	0	42	0	0	0	0	0	175
16:45	29	36	0	0	65	74	0	21	0	95	0	14	26	0	40	0	0	0	0	0	200
Total	114	101	0	0	215	269	0	96	0	365	0	51	109	0	160	0	0	0	0	0	740
17:00	41	29	0	0	70	67	0	30	0	97	0	10	44	0	54	0	0	0	0	0	221
17:15	38	31	0	0	69	77	0	26	0	103	0	17	32	0	49	0	0	0	0	0	221
17:30	40	29	0	0	69	69	0	15	0	84	0	15	42	0	57	0	0	0	0	0	210
17:45	42	23	0	0	65	59	0	19	0	78	0	14	29	0	43	0	0	0	0	0	186
Total	161	112	0	0	273	272	0	90	0	362	0	56	147	0	203	0	0	0	0	0	838
Grand Total	275	213	0	0	488	541	0	186	0	727	0	107	256	0	363	0	0	0	0	0	1578
Apprch %	56.4	43.6	0	0		74.4	0	25.6	0		0	29.5	70.5	0		0	0	0	0		
Total %	17.4	13.5	0	0	30.9	34.3	0	11.8	0	46.1	0	6.8	16.2	0	23	0	0	0	0	0	

	RM 1826 Southbound					FM 150 W Westbound					RM 1826 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	29	36	0	0	65	74	0	21	0	95	0	14	26	0	40	0	0	0	0	0	200
17:00	41	29	0	0	70	67	0	30	0	97	0	10	44	0	54	0	0	0	0	0	221
17:15	38	31	0	0	69	77	0	26	0	103	0	17	32	0	49	0	0	0	0	0	221
17:30	40	29	0	0	69	69	0	15	0	84	0	15	42	0	57	0	0	0	0	0	210
Total Volume	148	125	0	0	273	287	0	92	0	379	0	56	144	0	200	0	0	0	0	0	852
% App. Total	54.2	45.8	0	0		75.7	0	24.3	0		0	28	72	0		0	0	0	0		
PHF	.902	.868	.000	.000	.975	.932	.000	.767	.000	.920	.000	.824	.818	.000	.877	.000	.000	.000	.000	.000	.964

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-RM1826 PM
Site Code : 00000030
Start Date : 12/1/2016
Page No : 2

	RM 1826 Southbound					FM 150 W Westbound					RM 1826 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:30					17:00					16:00				
+0 mins.	29	36	0	0	65	65	0	20	0	85	0	10	44	0	54	0	0	0	0	0
+15 mins.	41	29	0	0	70	74	0	21	0	95	0	17	32	0	49	0	0	0	0	0
+30 mins.	38	31	0	0	69	67	0	30	0	97	0	15	42	0	57	0	0	0	0	0
+45 mins.	40	29	0	0	69	77	0	26	0	103	0	14	29	0	43	0	0	0	0	0
Total Volume	148	125	0	0	273	283	0	97	0	380	0	56	147	0	203	0	0	0	0	0
% App. Total	54.2	45.8	0	0		74.5	0	25.5	0		0	27.6	72.4	0		0	0	0	0	
PHF	.902	.868	.000	.000	.975	.919	.000	.808	.000	.922	.000	.824	.835	.000	.890	.000	.000	.000	.000	.000

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-ElderHill AM
Site Code : 00000030
Start Date : 11/30/2016
Page No : 1

Groups Printed- Autos

	FM 150 W Southbound					Westbound					FM 150 W Northbound					Elder Hill Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	6	5	0	11	0	0	0	0	0	1	45	0	0	46	42	0	1	0	43	100
07:15	0	14	8	0	22	0	0	0	0	0	1	86	0	0	87	52	0	1	0	53	162
07:30	1	21	12	0	34	0	0	0	0	0	1	76	0	0	77	44	0	5	0	49	160
07:45	0	22	18	0	40	0	0	0	0	0	2	97	0	0	99	49	0	4	0	53	192
Total	1	63	43	0	107	0	0	0	0	0	5	304	0	0	309	187	0	11	0	198	614
08:00	1	8	22	0	31	0	1	0	0	1	2	54	0	0	56	39	1	1	0	41	129
08:15	0	19	20	0	39	0	0	0	0	0	11	51	0	0	62	37	0	2	0	39	140
08:30	0	15	17	0	32	0	0	0	0	0	1	48	0	0	49	35	1	3	0	39	120
08:45	0	16	19	0	35	0	0	0	0	0	2	34	2	0	38	36	0	0	0	36	109
Total	1	58	78	0	137	0	1	0	0	1	16	187	2	0	205	147	2	6	0	155	498
Grand Total	2	121	121	0	244	0	1	0	0	1	21	491	2	0	514	334	2	17	0	353	1112
Apprch %	0.8	49.6	49.6	0		0	100	0	0		4.1	95.5	0.4	0		94.6	0.6	4.8	0		
Total %	0.2	10.9	10.9	0	21.9	0	0.1	0	0	0.1	1.9	44.2	0.2	0	46.2	30	0.2	1.5	0	31.7	

	FM 150 W Southbound					Westbound					FM 150 W Northbound					Elder Hill Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	14	8	0	22	0	0	0	0	0	1	86	0	0	87	52	0	1	0	53	162
07:30	1	21	12	0	34	0	0	0	0	0	1	76	0	0	77	44	0	5	0	49	160
07:45	0	22	18	0	40	0	0	0	0	0	2	97	0	0	99	49	0	4	0	53	192
08:00	1	8	22	0	31	0	1	0	0	1	2	54	0	0	56	39	1	1	0	41	129
Total Volume	2	65	60	0	127	0	1	0	0	1	6	313	0	0	319	184	1	11	0	196	643
% App. Total	1.6	51.2	47.2	0		0	100	0	0		1.9	98.1	0	0		93.9	0.5	5.6	0		
PHF	.500	.739	.682	.000	.794	.000	.250	.000	.000	.250	.750	.807	.000	.000	.806	.885	.250	.550	.000	.925	.837

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-ElderHill AM
Site Code : 00000030
Start Date : 11/30/2016
Page No : 2

	FM 150 W Southbound					Westbound					FM 150 W Northbound					Elder Hill Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30					07:15					07:15					07:00				
+0 mins.	1	21	12	0	34	0	0	0	0	0	1	86	0	0	87	42	0	1	0	43
+15 mins.	0	22	18	0	40	0	0	0	0	0	1	76	0	0	77	52	0	1	0	53
+30 mins.	1	8	22	0	31	0	0	0	0	0	2	97	0	0	99	44	0	5	0	49
+45 mins.	0	19	20	0	39	0	1	0	0	1	2	54	0	0	56	49	0	4	0	53
Total Volume	2	70	72	0	144	0	1	0	0	1	6	313	0	0	319	187	0	11	0	198
% App. Total	1.4	48.6	50	0		0	100	0	0		1.9	98.1	0	0		94.4	0	5.6	0	
PHF	.500	.795	.818	.000	.900	.000	.250	.000	.000	.250	.750	.807	.000	.000	.806	.899	.000	.550	.000	.934

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-ElderHill PM
Site Code : 00000030
Start Date : 11/30/2016
Page No : 1

Groups Printed- Autos

	FM 150 W Southbound					Westbound					FM 150 W Northbound					Elder Hill Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	0	38	36	0	74	0	0	0	0	0	2	25	0	0	27	21	0	2	0	23	124
16:15	0	32	49	0	81	0	0	0	0	0	1	23	0	0	24	23	0	3	0	26	131
16:30	0	49	55	0	104	0	0	0	0	0	6	25	0	0	31	16	0	4	0	20	155
16:45	0	57	57	0	114	0	0	0	0	0	5	27	0	0	32	21	0	5	0	26	172
Total	0	176	197	0	373	0	0	0	0	0	14	100	0	0	114	81	0	14	0	95	582
17:00	0	64	36	0	100	0	0	0	0	0	4	23	0	0	27	14	0	4	0	18	145
17:15	0	57	41	0	98	0	0	0	0	0	3	31	0	0	34	18	0	3	0	21	153
17:30	0	58	33	0	91	0	0	0	0	0	5	16	0	0	21	22	0	2	0	24	136
17:45	0	58	44	0	102	0	0	0	0	0	0	23	0	0	23	17	0	2	0	19	144
Total	0	237	154	0	391	0	0	0	0	0	12	93	0	0	105	71	0	11	0	82	578
Grand Total	0	413	351	0	764	0	0	0	0	0	26	193	0	0	219	152	0	25	0	177	1160
Apprch %	0	54.1	45.9	0		0	0	0	0		11.9	88.1	0	0		85.9	0	14.1	0		
Total %	0	35.6	30.3	0	65.9	0	0	0	0	0	2.2	16.6	0	0	18.9	13.1	0	2.2	0	15.3	

	FM 150 W Southbound					Westbound					FM 150 W Northbound					Elder Hill Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	49	55	0	104	0	0	0	0	0	6	25	0	0	31	16	0	4	0	20	155
16:45	0	57	57	0	114	0	0	0	0	0	5	27	0	0	32	21	0	5	0	26	172
17:00	0	64	36	0	100	0	0	0	0	0	4	23	0	0	27	14	0	4	0	18	145
17:15	0	57	41	0	98	0	0	0	0	0	3	31	0	0	34	18	0	3	0	21	153
Total Volume	0	227	189	0	416	0	0	0	0	0	18	106	0	0	124	69	0	16	0	85	625
% App. Total	0	54.6	45.4	0		0	0	0	0		14.5	85.5	0	0		81.2	0	18.8	0		
PHF	.000	.887	.829	.000	.912	.000	.000	.000	.000	.000	.750	.855	.000	.000	.912	.821	.000	.800	.000	.817	.908

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-ElderHill PM
Site Code : 00000030
Start Date : 11/30/2016
Page No : 2

	FM 150 W Southbound					Westbound					FM 150 W Northbound					Elder Hill Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:00					16:30					16:00				
+0 mins.	0	49	55	0	104	0	0	0	0	0	6	25	0	0	31	21	0	2	0	23
+15 mins.	0	57	57	0	114	0	0	0	0	0	5	27	0	0	32	23	0	3	0	26
+30 mins.	0	64	36	0	100	0	0	0	0	0	4	23	0	0	27	16	0	4	0	20
+45 mins.	0	57	41	0	98	0	0	0	0	0	3	31	0	0	34	21	0	5	0	26
Total Volume	0	227	189	0	416	0	0	0	0	0	18	106	0	0	124	81	0	14	0	95
% App. Total	0	54.6	45.4	0		0	0	0	0		14.5	85.5	0	0		85.3	0	14.7	0	
PHF	.000	.887	.829	.000	.912	.000	.000	.000	.000	.000	.750	.855	.000	.000	.912	.880	.000	.700	.000	.913

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-FM3237 AM
Site Code : 00000025
Start Date : 11/30/2016
Page No : 1

Groups Printed- Autos

	FM 150 W Southbound					FM 150 W Westbound					Northbound					FM 3237 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	17	0	8	0	25	0	24	54	0	78	0	0	0	0	0	15	31	0	0	46	149
07:15	14	0	11	0	25	0	29	66	0	95	0	0	0	0	0	15	37	0	0	52	172
07:30	18	0	6	0	24	0	46	85	0	131	0	0	0	0	0	20	43	0	0	63	218
07:45	26	0	20	0	46	0	49	50	0	99	0	0	0	0	0	26	46	0	0	72	217
Total	75	0	45	0	120	0	148	255	0	403	0	0	0	0	0	76	157	0	0	233	756
08:00	7	0	5	0	12	0	32	34	0	66	0	0	0	0	0	22	65	0	0	87	165
08:15	16	0	3	0	19	0	33	37	0	70	0	0	0	0	0	18	55	0	0	73	162
08:30	13	0	8	0	21	0	24	27	0	51	0	0	0	0	0	13	30	0	0	43	115
08:45	14	0	8	0	22	0	26	21	0	47	0	0	0	0	0	15	30	0	0	45	114
Total	50	0	24	0	74	0	115	119	0	234	0	0	0	0	0	68	180	0	0	248	556
Grand Total	125	0	69	0	194	0	263	374	0	637	0	0	0	0	0	144	337	0	0	481	1312
Apprch %	64.4	0	35.6	0		0	41.3	58.7	0		0	0	0	0		29.9	70.1	0	0		
Total %	9.5	0	5.3	0	14.8	0	20	28.5	0	48.6	0	0	0	0	0	11	25.7	0	0	36.7	

	FM 150 W Southbound					FM 150 W Westbound					Northbound					FM 3237 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	14	0	11	0	25	0	29	66	0	95	0	0	0	0	0	15	37	0	0	52	172
07:30	18	0	6	0	24	0	46	85	0	131	0	0	0	0	0	20	43	0	0	63	218
07:45	26	0	20	0	46	0	49	50	0	99	0	0	0	0	0	26	46	0	0	72	217
08:00	7	0	5	0	12	0	32	34	0	66	0	0	0	0	0	22	65	0	0	87	165
Total Volume	65	0	42	0	107	0	156	235	0	391	0	0	0	0	0	83	191	0	0	274	772
% App. Total	60.7	0	39.3	0		0	39.9	60.1	0		0	0	0	0		30.3	69.7	0	0		
PHF	.625	.000	.525	.000	.582	.000	.796	.691	.000	.746	.000	.000	.000	.000	.000	.798	.735	.000	.000	.787	.885

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-FM3237 AM
Site Code : 00000025
Start Date : 11/30/2016
Page No : 2

Start Time	FM 150 W Southbound					FM 150 W Westbound					Northbound					FM 3237 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:30				
+0 mins.	17	0	8	0	25	0	24	54	0	78	0	0	0	0	0	20	43	0	0	63
+15 mins.	14	0	11	0	25	0	29	66	0	95	0	0	0	0	0	26	46	0	0	72
+30 mins.	18	0	6	0	24	0	46	85	0	131	0	0	0	0	0	22	65	0	0	87
+45 mins.	26	0	20	0	46	0	49	50	0	99	0	0	0	0	0	18	55	0	0	73
Total Volume	75	0	45	0	120	0	148	255	0	403	0	0	0	0	0	86	209	0	0	295
% App. Total	62.5	0	37.5	0		0	36.7	63.3	0		0	0	0	0		29.2	70.8	0	0	
PHF	.721	.000	.563	.000	.652	.000	.755	.750	.000	.769	.000	.000	.000	.000	.000	.827	.804	.000	.000	.848

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-FM3237 PM
Site Code : 00000025
Start Date : 11/30/2016
Page No : 1

Groups Printed- Autos

	FM 150 W Southbound					FM 150 W Westbound					Northbound					FM 3237 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	25	0	16	0	41	0	44	22	0	66	0	0	0	0	0	12	62	0	0	74	181
16:15	21	0	16	0	37	0	47	30	0	77	0	0	0	0	0	9	41	0	0	50	164
16:30	32	0	11	0	43	0	49	24	0	73	0	0	0	0	0	12	36	0	0	48	164
16:45	29	0	19	0	48	0	59	17	0	76	0	0	0	0	0	22	46	0	0	68	192
Total	107	0	62	0	169	0	199	93	0	292	0	0	0	0	0	55	185	0	0	240	701
17:00	55	0	16	0	71	0	47	22	0	69	0	0	0	0	0	12	45	0	0	57	197
17:15	32	0	18	0	50	0	61	33	0	94	0	0	0	0	0	15	52	0	0	67	211
17:30	44	0	26	0	70	0	56	15	0	71	0	0	0	0	0	13	48	0	0	61	202
17:45	41	0	20	0	61	0	39	11	0	50	0	0	0	0	0	14	41	0	0	55	166
Total	172	0	80	0	252	0	203	81	0	284	0	0	0	0	0	54	186	0	0	240	776
Grand Total	279	0	142	0	421	0	402	174	0	576	0	0	0	0	0	109	371	0	0	480	1477
Apprch %	66.3	0	33.7	0		0	69.8	30.2	0		0	0	0	0	0	22.7	77.3	0	0		
Total %	18.9	0	9.6	0	28.5	0	27.2	11.8	0	39	0	0	0	0	0	7.4	25.1	0	0	32.5	

	FM 150 W Southbound					FM 150 W Westbound					Northbound					FM 3237 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	29	0	19	0	48	0	59	17	0	76	0	0	0	0	0	22	46	0	0	68	192
17:00	55	0	16	0	71	0	47	22	0	69	0	0	0	0	0	12	45	0	0	57	197
17:15	32	0	18	0	50	0	61	33	0	94	0	0	0	0	0	15	52	0	0	67	211
17:30	44	0	26	0	70	0	56	15	0	71	0	0	0	0	0	13	48	0	0	61	202
Total Volume	160	0	79	0	239	0	223	87	0	310	0	0	0	0	0	62	191	0	0	253	802
% App. Total	66.9	0	33.1	0		0	71.9	28.1	0		0	0	0	0	0	24.5	75.5	0	0		
PHF	.727	.000	.760	.000	.842	.000	.914	.659	.000	.824	.000	.000	.000	.000	.000	.705	.918	.000	.000	.930	.950

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM150-FM3237 PM
Site Code : 00000025
Start Date : 11/30/2016
Page No : 2

	FM 150 W Southbound					FM 150 W Westbound					Northbound					FM 3237 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					16:30					16:00					16:45				
+0 mins.	55	0	16	0	71	0	49	24	0	73	0	0	0	0	0	22	46	0	0	68
+15 mins.	32	0	18	0	50	0	59	17	0	76	0	0	0	0	0	12	45	0	0	57
+30 mins.	44	0	26	0	70	0	47	22	0	69	0	0	0	0	0	15	52	0	0	67
+45 mins.	41	0	20	0	61	0	61	33	0	94	0	0	0	0	0	13	48	0	0	61
Total Volume	172	0	80	0	252	0	216	96	0	312	0	0	0	0	0	62	191	0	0	253
% App. Total	68.3	0	31.7	0		0	69.2	30.8	0		0	0	0	0		24.5	75.5	0	0	
PHF	.782	.000	.769	.000	.887	.000	.885	.727	.000	.830	.000	.000	.000	.000	.000	.705	.918	.000	.000	.930

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM967-RM1826 AM
Site Code : 00000025
Start Date : 1/5/2017
Page No : 1

Groups Printed- Autos

	Southbound					FM 1826 Westbound					FM 967 Northbound					FM 1826 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	0	0	0	19	16	0	0	35	18	0	61	0	79	0	66	23	0	89	203
07:15	0	0	0	0	0	32	20	0	0	52	18	0	56	0	74	0	73	22	0	95	221
07:30	0	0	0	0	0	23	21	0	0	44	20	0	54	0	74	0	84	19	0	103	221
07:45	0	0	0	0	0	14	29	0	0	43	25	0	46	0	71	0	84	17	0	101	215
Total	0	0	0	0	0	88	86	0	0	174	81	0	217	0	298	0	307	81	0	388	860
08:00	0	0	0	0	0	19	24	0	0	43	29	0	44	0	73	0	71	14	0	85	201
08:15	0	0	0	0	0	16	27	0	0	43	23	0	48	0	71	0	98	13	0	111	225
08:30	0	0	0	0	0	22	21	0	0	43	29	0	26	0	55	0	70	19	0	89	187
08:45	0	0	0	0	0	13	22	0	0	35	20	0	34	0	54	0	50	18	0	68	157
Total	0	0	0	0	0	70	94	0	0	164	101	0	152	0	253	0	289	64	0	353	770
Grand Total	0	0	0	0	0	158	180	0	0	338	182	0	369	0	551	0	596	145	0	741	1630
Apprch %	0	0	0	0	0	46.7	53.3	0	0		33	0	67	0		0	80.4	19.6	0		
Total %	0	0	0	0	0	9.7	11	0	0	20.7	11.2	0	22.6	0	33.8	0	36.6	8.9	0	45.5	

	Southbound					FM 1826 Westbound					FM 967 Northbound					FM 1826 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	23	21	0	0	44	20	0	54	0	74	0	84	19	0	103	221
07:45	0	0	0	0	0	14	29	0	0	43	25	0	46	0	71	0	84	17	0	101	215
08:00	0	0	0	0	0	19	24	0	0	43	29	0	44	0	73	0	71	14	0	85	201
08:15	0	0	0	0	0	16	27	0	0	43	23	0	48	0	71	0	98	13	0	111	225
Total Volume	0	0	0	0	0	72	101	0	0	173	97	0	192	0	289	0	337	63	0	400	862
% App. Total	0	0	0	0	0	41.6	58.4	0	0		33.6	0	66.4	0		0	84.2	15.8	0		
PHF	.000	.000	.000	.000	.000	.783	.871	.000	.000	.983	.836	.000	.889	.000	.976	.000	.860	.829	.000	.901	.958

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM967-RM1826 AM
Site Code : 00000025
Start Date : 1/5/2017
Page No : 2

Start Time	Southbound					FM 1826 Westbound					FM 967 Northbound					FM 1826 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:15					07:00					07:30				
+0 mins.	0	0	0	0	0	32	20	0	0	52	18	0	61	0	79	0	84	19	0	103
+15 mins.	0	0	0	0	0	23	21	0	0	44	18	0	56	0	74	0	84	17	0	101
+30 mins.	0	0	0	0	0	14	29	0	0	43	20	0	54	0	74	0	71	14	0	85
+45 mins.	0	0	0	0	0	19	24	0	0	43	25	0	46	0	71	0	98	13	0	111
Total Volume	0	0	0	0	0	88	94	0	0	182	81	0	217	0	298	0	337	63	0	400
% App. Total	0	0	0	0	0	48.4	51.6	0	0		27.2	0	72.8	0		0	84.2	15.8	0	
PHF	.000	.000	.000	.000	.000	.688	.810	.000	.000	.875	.810	.000	.889	.000	.943	.000	.860	.829	.000	.901

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM967-RM1826 PM
Site Code : 00000025
Start Date : 1/5/2017
Page No : 1

Groups Printed- Autos

	Southbound					FM 1826 Westbound					FM 967 Northbound					FM 1826 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	0	0	0	0	0	31	53	0	0	84	19	0	15	0	34	0	20	13	0	33	151
16:15	0	0	0	0	0	49	66	0	0	115	22	0	23	0	45	0	30	27	0	57	217
16:30	0	0	0	0	0	53	76	0	0	129	19	0	21	0	40	0	43	21	0	64	233
16:45	0	0	0	0	0	53	91	0	0	144	21	0	40	0	61	0	51	24	0	75	280
Total	0	0	0	0	0	186	286	0	0	472	81	0	99	0	180	0	144	85	0	229	881
17:00	0	0	0	0	0	69	76	0	0	145	20	0	29	0	49	0	38	36	0	74	268
17:15	0	0	0	0	0	101	83	0	0	184	32	0	20	0	52	0	34	35	0	69	305
17:30	0	0	0	0	0	72	72	0	0	144	30	0	24	0	54	0	30	35	0	65	263
17:45	0	0	0	0	0	50	81	0	0	131	17	0	24	0	41	0	42	31	0	73	245
Total	0	0	0	0	0	292	312	0	0	604	99	0	97	0	196	0	144	137	0	281	1081
Grand Total	0	0	0	0	0	478	598	0	0	1076	180	0	196	0	376	0	288	222	0	510	1962
Apprch %	0	0	0	0	0	44.4	55.6	0	0	47.9	0	0	52.1	0	47.9	0	56.5	43.5	0	51.0	196.2
Total %	0	0	0	0	0	24.4	30.5	0	0	54.8	9.2	0	10	0	19.2	0	14.7	11.3	0	26	108.1

	Southbound					FM 1826 Westbound					FM 967 Northbound					FM 1826 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	53	91	0	0	144	21	0	40	0	61	0	51	24	0	75	280
17:00	0	0	0	0	0	69	76	0	0	145	20	0	29	0	49	0	38	36	0	74	268
17:15	0	0	0	0	0	101	83	0	0	184	32	0	20	0	52	0	34	35	0	69	305
17:30	0	0	0	0	0	72	72	0	0	144	30	0	24	0	54	0	30	35	0	65	263
Total Volume	0	0	0	0	0	295	322	0	0	617	103	0	113	0	216	0	153	130	0	283	1116
% App. Total	0	0	0	0	0	47.8	52.2	0	0	47.7	0	0	52.3	0	47.7	0	54.1	45.9	0	51.0	196.2
PHF	.000	.000	.000	.000	.000	.730	.885	.000	.000	.838	.805	.000	.706	.000	.885	.000	.750	.903	.000	.943	.915

GRAM Traffic

3751 FM 1105, Bldg A
Georgetown, TX 78626

File Name : FM967-RM1826 PM
Site Code : 00000025
Start Date : 1/5/2017
Page No : 2

Start Time	Southbound					FM 1826 Westbound					FM 967 Northbound					FM 1826 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	












Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00					16:45					16:45					16:45				
+0 mins.	0	0	0	0	0	53	91	0	0	144	21	0	40	0	61	0	51	24	0	75
+15 mins.	0	0	0	0	0	69	76	0	0	145	20	0	29	0	49	0	38	36	0	74
+30 mins.	0	0	0	0	0	101	83	0	0	184	32	0	20	0	52	0	34	35	0	69
+45 mins.	0	0	0	0	0	72	72	0	0	144	30	0	24	0	54	0	30	35	0	65
Total Volume	0	0	0	0	0	295	322	0	0	617	103	0	113	0	216	0	153	130	0	283
% App. Total	0	0	0	0	0	47.8	52.2	0	0		47.7	0	52.3	0		0	54.1	45.9	0	
PHF	.000	.000	.000	.000	.000	.730	.885	.000	.000	.838	.805	.000	.706	.000	.885	.000	.750	.903	.000	.943

HCM Unsignalized Intersection Capacity Analysis

101: RR 12 & FM 150

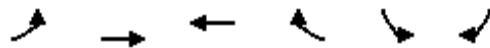
9/12/2017




						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	273	400	15	125	172
Future Volume (Veh/h)	9	273	400	15	125	172
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	294	430	16	134	185
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	891	438			446	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	891	438			446	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	96	51			88	
cM capacity (veh/h)	266	604			1073	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	10	294	446	134	185	
Volume Left	10	0	0	134	0	
Volume Right	0	294	16	0	0	
cSH	266	604	1700	1073	1700	
Volume to Capacity	0.04	0.49	0.26	0.12	0.11	
Queue Length 95th (ft)	3	67	0	11	0	
Control Delay (s)	19.1	16.5	0.0	8.8	0.0	
Lane LOS	C	C		A		
Approach Delay (s)	16.6		0.0	3.7		
Approach LOS	C					
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization			45.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

102: FM 150 & Darden Hill Road

9/12/2017

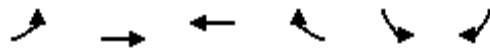





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	111	231	10	6	89
Future Volume (Veh/h)	26	111	231	10	6	89
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	28	118	246	11	6	95
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	257				426	252
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	257				426	252
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	98				99	88
cM capacity (veh/h)	1268				567	780
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	146	257	101			
Volume Left	28	0	6			
Volume Right	0	11	95			
cSH	1268	1700	763			
Volume to Capacity	0.02	0.15	0.13			
Queue Length 95th (ft)	2	0	11			
Control Delay (s)	1.7	0.0	10.4			
Lane LOS	A		B			
Approach Delay (s)	1.7	0.0	10.4			
Approach LOS			B			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			35.9%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

1022: FM 150 & Darden Hill Road South

9/12/2017












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	105	249	10	1	0
Future Volume (Veh/h)	0	105	249	10	1	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	119	283	11	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	294				408	288
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	294				408	288
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1229				602	753
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	119	294	1			
Volume Left	0	0	1			
Volume Right	0	11	0			
cSH	1229	1700	602			
Volume to Capacity	0.00	0.17	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	11.0			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

103: FM 150 & RM 1826

9/12/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	129	120	297	88	42
Future Volume (Veh/h)	100	129	120	297	88	42
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	110	142	132	326	97	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	535	295			458	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	535	295			458	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	75	80			91	
cM capacity (veh/h)	448	726			1067	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	252	458	143			
Volume Left	110	0	97			
Volume Right	142	326	0			
cSH	571	1700	1067			
Volume to Capacity	0.44	0.27	0.09			
Queue Length 95th (ft)	56	0	7			
Control Delay (s)	16.2	0.0	6.2			
Lane LOS	C		A			
Approach Delay (s)	16.2	0.0	6.2			
Approach LOS	C					
Intersection Summary						
Average Delay		5.8				
Intersection Capacity Utilization		55.1%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

104: FM 150 & Elder Hill Road

9/12/2017

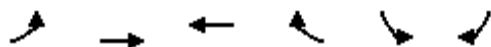





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	11	6	313	65	60
Future Volume (Veh/h)	184	11	6	313	65	60
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	219	13	7	373	77	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	500	112	148			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	500	112	148			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	58	99	99			
cM capacity (veh/h)	523	932	1392			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	232	380	148			
Volume Left	219	7	0			
Volume Right	13	0	71			
cSH	536	1392	1700			
Volume to Capacity	0.43	0.01	0.09			
Queue Length 95th (ft)	54	0	0			
Control Delay (s)	16.7	0.2	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.7	0.2	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay		5.2				
Intersection Capacity Utilization		38.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

105: FM 3237 & FM 150

9/12/2017














Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	191	235	156	65	42
Future Volume (Veh/h)	83	191	235	156	65	42
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	93	215	264	175	73	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	264				752	352
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	264				752	352
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	93				79	93
cM capacity (veh/h)	1255				341	676
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	308	439	120			
Volume Left	93	0	73			
Volume Right	0	175	47			
cSH	1255	1700	423			
Volume to Capacity	0.07	0.26	0.28			
Queue Length 95th (ft)	6	0	29			
Control Delay (s)	2.9	0.0	16.9			
Lane LOS	A		C			
Approach Delay (s)	2.9	0.0	16.9			
Approach LOS			C			
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			52.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

106: FM 967 & RM 1826












9/12/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	337	63	72	101	97	192
Future Volume (Veh/h)	337	63	72	101	97	192
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	351	66	75	105	101	200
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						9
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			417		639	384
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			417		639	384
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			93		75	69
cM capacity (veh/h)			1100		399	646
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	417	75	105	301		
Volume Left	0	75	0	101		
Volume Right	66	0	0	200		
cSH	1700	1100	1700	973		
Volume to Capacity	0.25	0.07	0.06	0.31		
Queue Length 95th (ft)	0	5	0	33		
Control Delay (s)	0.0	8.5	0.0	14.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	3.5		14.4		
Approach LOS				B		
Intersection Summary						
Average Delay			5.5			
Intersection Capacity Utilization			40.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

101: RR 12 & FM 150

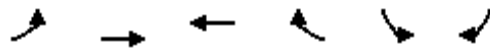
9/12/2017




						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	160	226	25	302	412
Future Volume (Veh/h)	19	160	226	25	302	412
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	22	184	260	29	347	474
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1442	274			289	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1442	274			289	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	78	75			72	
cM capacity (veh/h)	101	748			1228	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	22	184	289	347	474	
Volume Left	22	0	0	347	0	
Volume Right	0	184	29	0	0	
cSH	101	748	1700	1228	1700	
Volume to Capacity	0.22	0.25	0.17	0.28	0.28	
Queue Length 95th (ft)	19	24	0	29	0	
Control Delay (s)	50.4	11.4	0.0	9.1	0.0	
Lane LOS	F	B		A		
Approach Delay (s)	15.5		0.0	3.8		
Approach LOS	C					
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization			43.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

102: FM 150 & Darden Hill Road

9/12/2017

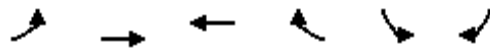


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	252	128	6	11	74
Future Volume (Veh/h)	67	252	128	6	11	74
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	72	271	138	6	12	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	144				556	141
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	144				556	141
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	95				97	91
cM capacity (veh/h)	1397				462	899
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	343	144	92			
Volume Left	72	0	12			
Volume Right	0	6	80			
cSH	1397	1700	800			
Volume to Capacity	0.05	0.08	0.11			
Queue Length 95th (ft)	4	0	10			
Control Delay (s)	2.0	0.0	10.1			
Lane LOS	A		B			
Approach Delay (s)	2.0	0.0	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			39.2%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

1022: FM 150 & Darden Hill Road South

9/12/2017












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	239	127	6	1	1
Future Volume (Veh/h)	1	239	127	6	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1	244	130	6	1	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	136				379	133
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136				379	133
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1406				624	919
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	245	136	2			
Volume Left	1	0	1			
Volume Right	0	6	1			
cSH	1406	1700	744			
Volume to Capacity	0.00	0.08	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	0.0	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization		23.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

103: FM 150 & RM 1826

9/12/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	287	92	56	144	148	125
Future Volume (Veh/h)	287	92	56	144	148	125
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	299	96	58	150	154	130
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	571	133			208	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	571	133			208	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	28	89			88	
cM capacity (veh/h)	414	895			1322	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	395	208	284			
Volume Left	299	0	154			
Volume Right	96	150	0			
cSH	477	1700	1322			
Volume to Capacity	0.83	0.12	0.12			
Queue Length 95th (ft)	202	0	10			
Control Delay (s)	39.6	0.0	4.8			
Lane LOS	E		A			
Approach Delay (s)	39.6	0.0	4.8			
Approach LOS	E					
Intersection Summary						
Average Delay		19.2				
Intersection Capacity Utilization		58.1%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

104: FM 150 & Elder Hill Road

9/12/2017

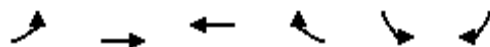





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	16	18	106	227	189
Future Volume (Veh/h)	69	16	18	106	227	189
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	76	18	20	116	249	208
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	509	353	457			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	509	353	457			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	85	97	98			
cM capacity (veh/h)	509	684	1068			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	94	136	457			
Volume Left	76	20	0			
Volume Right	18	0	208			
cSH	535	1068	1700			
Volume to Capacity	0.18	0.02	0.27			
Queue Length 95th (ft)	16	1	0			
Control Delay (s)	13.2	1.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.2	1.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			35.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

105: FM 3237 & FM 150

9/12/2017














Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	191	223	87	160	79
Future Volume (Veh/h)	62	191	223	87	160	79
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	65	201	235	92	168	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	235				612	281
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	235				612	281
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	95				60	89
cM capacity (veh/h)	1287				423	741
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	266	327	251			
Volume Left	65	0	168			
Volume Right	0	92	83			
cSH	1287	1700	493			
Volume to Capacity	0.05	0.19	0.51			
Queue Length 95th (ft)	4	0	71			
Control Delay (s)	2.3	0.0	19.6			
Lane LOS	A		C			
Approach Delay (s)	2.3	0.0	19.6			
Approach LOS			C			
Intersection Summary						
Average Delay			6.6			
Intersection Capacity Utilization			54.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

106: FM 967 & RM 1826

9/12/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	153	130	295	322	103	113		
Future Volume (Veh/h)	153	130	295	322	103	113		
Sign Control	Free			Free	Stop			
Grade	0%			0%	0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	166	141	321	350	112	123		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)						9		
Median type	None		None					
Median storage veh)								
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume			307		1228	236		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			307		1228	236		
tC, single (s)			4.2		6.5	6.3		
tC, 2 stage (s)								
tF (s)			2.3		3.6	3.4		
p0 queue free %			73		19	84		
cM capacity (veh/h)			1210		139	783		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1				
Volume Total	307	321	350	235				
Volume Left	0	321	0	112				
Volume Right	141	0	0	123				
cSH	1700	1210	1700	292				
Volume to Capacity	0.18	0.27	0.21	0.81				
Queue Length 95th (ft)	0	27	0	162				
Control Delay (s)	0.0	9.0	0.0	50.0				
Lane LOS			A	F				
Approach Delay (s)	0.0	4.3		50.0				
Approach LOS				F				
Intersection Summary								
Average Delay			12.1					
Intersection Capacity Utilization			48.0%	ICU Level of Service	A			
Analysis Period (min)			15					

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SECTION 4

Roadway Tube Counts

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GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code: 737

Station ID:

FM 150 W

North of RR 12

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
01:00	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4
02:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	2	0	1	0	0	0	0	4
04:00	0	0	0	0	0	0	4	2	4	1	1	0	0	0	12
05:00	0	0	0	0	0	0	3	24	14	10	3	0	0	0	54
06:00	0	0	0	1	0	3	20	55	38	6	1	0	0	0	124
07:00	0	1	0	0	0	5	62	133	72	22	0	0	0	0	295
08:00	1	2	0	1	0	24	74	119	62	10	3	0	0	0	296
09:00	0	0	0	2	0	4	40	74	49	6	1	0	0	0	176
10:00	0	1	2	1	0	9	41	63	30	8	0	0	0	0	155
11:00	0	0	0	0	1	9	34	55	33	4	0	0	0	0	136
12 PM	0	0	1	2	1	6	30	61	39	4	0	0	0	0	144
13:00	0	3	0	0	3	8	25	74	37	3	0	0	0	0	153
14:00	0	2	0	0	3	7	40	65	42	3	1	1	0	0	164
15:00	0	1	1	0	0	5	26	82	55	7	0	0	0	0	177
16:00	0	1	0	0	2	15	24	92	48	17	0	0	0	0	199
17:00	0	2	3	1	1	10	52	103	35	7	1	0	0	0	215
18:00	0	0	0	1	1	13	30	53	21	4	0	0	0	0	123
19:00	0	0	2	0	2	1	16	33	13	4	1	0	0	0	72
20:00	0	0	0	0	0	1	9	13	12	3	0	0	0	0	38
21:00	0	1	0	2	0	1	8	10	10	2	0	0	0	0	34
22:00	0	1	0	1	0	0	2	9	4	1	0	0	0	0	18
23:00	1	1	0	0	0	1	0	4	1	0	0	0	0	0	8
Total	2	16	9	12	16	122	543	1129	621	123	12	1	0	0	2606

Daily

15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 52 MPH
95th Percentile : 55 MPH

Mean Speed(Average) : 48 MPH

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1750

Percent in Pace : 67.2%

Number of Vehicles > 55 MPH : 136

Percent of Vehicles > 55 MPH : 5.2%

Grand Total

2 16 9 12 16 122 543 1129 621 123 12 1 0 0 2606

Overall

15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 52 MPH
95th Percentile : 55 MPH

Mean Speed(Average) : 48 MPH

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1750

Percent in Pace : 67.2%

Number of Vehicles > 55 MPH : 136

Percent of Vehicles > 55 MPH : 5.2%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code: 737

Station ID:

FM 150 W

North of RR 12

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	1	3	1	0	1	0	0	0	6
01:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
03:00	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	3	2	0	3	1	0	0	0	9
05:00	0	0	0	0	0	0	1	3	4	6	0	0	0	0	14
06:00	0	0	1	0	1	3	6	18	24	8	3	0	0	0	64
07:00	0	1	2	0	2	6	21	50	24	12	3	0	0	0	121
08:00	0	1	1	0	4	8	19	50	49	11	1	0	0	0	144
09:00	0	0	0	0	0	13	27	41	33	6	0	0	0	0	120
10:00	2	1	0	0	3	8	32	53	21	9	0	1	1	0	131
11:00	0	3	0	0	1	4	44	48	35	3	2	0	1	0	141
12 PM	0	0	3	2	9	9	29	54	34	11	0	0	0	0	151
13:00	0	0	1	0	0	5	19	69	38	8	0	0	0	0	140
14:00	0	2	0	4	11	13	44	71	32	9	3	0	0	0	189
15:00	0	0	0	3	3	5	45	91	54	11	1	0	0	0	213
16:00	0	1	1	1	1	14	54	128	68	10	0	0	0	0	278
17:00	0	0	1	2	6	12	83	124	59	6	1	0	0	0	294
18:00	0	0	3	0	8	12	46	81	42	4	0	0	0	0	196
19:00	0	0	0	1	5	7	23	32	19	1	1	0	0	0	89
20:00	0	0	0	0	0	2	12	38	22	4	0	0	0	0	78
21:00	0	0	0	0	1	2	5	16	11	3	0	0	0	0	38
22:00	0	0	0	0	3	6	4	6	2	1	1	0	1	1	25
23:00	0	0	0	0	0	0	5	4	4	1	0	0	0	0	14
Total	2	9	13	13	58	131	524	986	578	128	18	1	3	1	2465

Daily

15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 53 MPH
95th Percentile : 56 MPH

Mean Speed(Average) : 48 MPH

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1564

Percent in Pace : 63.4%

Number of Vehicles > 55 MPH : 151

Percent of Vehicles > 55 MPH : 6.1%

Grand Total

2 9 13 13 58 131 524 986 578 128 18 1 3 1 2465

Overall

15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 53 MPH
95th Percentile : 56 MPH

Mean Speed(Average) : 48 MPH

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1564

Percent in Pace : 63.4%

Number of Vehicles > 55 MPH : 151

Percent of Vehicles > 55 MPH : 6.1%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code: 746
Station ID: 27924

FM 150 W
Between FM 1826 and Elder Hill Rd
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
04:00	0	0	0	0	0	0	1	9	3	1	0	1	0	0	15
05:00	0	0	0	0	0	0	14	38	24	8	3	0	0	0	87
06:00	0	0	0	1	1	0	63	149	70	7	0	0	0	0	291
07:00	0	0	0	2	1	10	141	235	89	14	0	0	0	0	492
08:00	0	0	0	0	0	13	83	177	53	7	0	0	0	0	333
09:00	0	0	0	0	3	11	52	110	42	5	1	0	0	0	224
10:00	0	0	0	1	2	8	70	75	30	1	1	0	0	0	188
11:00	0	0	0	0	1	6	52	70	26	2	2	0	0	0	159
12 PM	0	0	1	0	3	10	52	73	21	4	1	0	0	0	165
13:00	0	0	0	2	3	8	29	79	23	3	1	0	0	0	148
14:00	0	0	0	0	0	1	30	58	17	9	1	0	0	0	116
15:00	0	0	0	0	0	12	39	89	32	4	0	0	0	0	176
16:00	0	0	0	0	2	5	45	90	34	3	0	0	0	1	180
17:00	0	0	0	0	1	15	52	78	20	1	0	0	0	0	167
18:00	0	0	0	1	0	18	44	46	14	0	0	0	0	0	123
19:00	0	0	0	1	0	8	14	23	16	0	0	0	0	0	62
20:00	0	0	0	0	0	3	12	22	7	0	0	0	0	0	44
21:00	0	0	0	0	1	3	11	16	4	0	1	0	0	0	36
22:00	0	0	0	0	0	0	0	6	4	0	1	0	0	0	11
23:00	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4
Total	0	0	1	8	18	131	809	1446	531	70	12	1	0	1	3028

Daily
15th Percentile : 41 MPH
50th Percentile : 46 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Mean Speed(Average) : 47 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 2255
Percent in Pace : 74.5%
Number of Vehicles > 55 MPH : 84
Percent of Vehicles > 55 MPH : 2.8%

Grand Total	0	0	1	8	18	131	809	1446	531	70	12	1	0	1	3028
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Overall
15th Percentile : 41 MPH
50th Percentile : 46 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Mean Speed(Average) : 47 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 2255
Percent in Pace : 74.5%
Number of Vehicles > 55 MPH : 84
Percent of Vehicles > 55 MPH : 2.8%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code: 746
Station ID: 27924

FM 150 W
Between FM 1826 and Elder Hill Rd
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	2	3	3	1	0	0	0	0	9
01:00	0	0	0	0	0	0	1	1	3	0	1	0	0	0	6
02:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	2	1	1	0	0	1	0	5
04:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
05:00	0	0	0	0	0	1	0	4	6	0	1	0	0	0	12
06:00	0	0	0	0	0	1	6	16	21	5	1	0	0	1	51
07:00	0	0	0	0	0	1	7	36	48	15	7	1	0	0	115
08:00	0	0	0	0	0	0	8	43	58	27	8	3	0	0	147
09:00	0	0	0	0	0	2	6	40	47	17	8	1	0	1	122
10:00	0	0	1	0	0	1	5	31	57	28	8	2	1	2	136
11:00	0	0	0	0	1	0	11	33	53	34	6	0	0	0	138
12 PM	0	0	1	0	0	6	17	60	48	30	5	0	0	0	167
13:00	0	0	0	0	0	0	11	40	70	32	8	0	2	0	163
14:00	0	0	0	0	0	0	6	25	77	38	19	0	0	1	166
15:00	0	0	0	0	0	1	15	90	123	51	12	1	1	0	294
16:00	0	0	0	0	0	1	33	111	158	59	11	2	0	0	375
17:00	0	0	0	0	3	2	39	158	147	44	5	0	0	0	398
18:00	0	0	0	0	0	1	41	104	105	36	5	2	1	0	295
19:00	0	0	0	1	0	1	15	57	72	26	4	3	1	0	180
20:00	0	0	0	0	1	1	11	26	32	15	4	2	0	0	92
21:00	0	0	1	0	0	1	12	16	15	11	4	0	0	0	60
22:00	0	0	0	0	0	0	3	6	13	6	4	1	0	0	33
23:00	0	0	0	0	0	0	5	9	4	4	3	0	0	0	25
Total	0	0	3	1	5	21	256	913	1162	480	124	18	7	5	2995

Daily
15th Percentile : 45 MPH
50th Percentile : 51 MPH
85th Percentile : 56 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 52 MPH
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2075
Percent in Pace : 69.3%
Number of Vehicles > 55 MPH : 634
Percent of Vehicles > 55 MPH : 21.2%

Grand Total	0	0	3	1	5	21	256	913	1162	480	124	18	7	5	2995
-------------	---	---	---	---	---	----	-----	-----	------	-----	-----	----	---	---	------

Overall
15th Percentile : 45 MPH
50th Percentile : 51 MPH
85th Percentile : 56 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 52 MPH
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2075
Percent in Pace : 69.3%
Number of Vehicles > 55 MPH : 634
Percent of Vehicles > 55 MPH : 21.2%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code: 735

Station ID:

FM 150 W

Approx 5 Miles East of FM 3237

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3
01:00	0	0	0	0	0	0	0	0	0	2	2	0	0	1	5
02:00	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
03:00	0	0	0	0	0	0	0	3	1	2	2	3	1	1	13
04:00	0	0	0	0	0	0	0	0	3	9	9	5	2	0	28
05:00	0	0	0	0	0	0	0	2	6	29	31	7	2	0	77
06:00	0	0	0	0	0	0	0	0	24	71	60	19	2	0	176
07:00	0	0	0	0	0	0	2	4	31	117	88	15	1	0	258
08:00	0	0	0	0	0	0	2	9	18	92	90	30	1	1	243
09:00	0	0	1	0	0	0	1	4	31	73	69	27	4	0	210
10:00	0	0	0	0	0	1	0	6	27	75	61	24	4	1	199
11:00	0	0	0	0	0	0	0	0	25	87	48	19	7	0	186
12 PM	0	0	1	0	0	1	1	7	33	73	44	17	4	0	181
13:00	0	0	0	0	0	0	0	3	18	85	69	22	4	2	203
14:00	0	0	0	0	0	0	1	3	26	80	49	17	2	1	179
15:00	1	0	0	0	0	0	0	7	38	104	86	24	5	0	265
16:00	0	0	0	0	0	0	0	8	48	120	113	20	1	3	313
17:00	0	0	0	0	0	0	0	20	73	164	91	16	0	0	364
18:00	0	0	1	0	0	0	4	19	46	84	60	14	3	1	232
19:00	0	0	0	0	0	0	1	15	17	36	38	5	0	1	113
20:00	0	0	1	0	0	0	1	0	5	23	17	14	1	0	62
21:00	0	0	0	0	0	0	0	0	7	8	19	7	5	0	46
22:00	0	0	0	0	0	0	1	0	4	9	9	10	3	2	38
23:00	0	0	0	0	0	0	0	0	1	8	5	1	0	0	15
Total	1	0	4	0	0	2	14	110	483	1352	1062	317	53	14	3412

Daily

15th Percentile : 53 MPH
50th Percentile : 59 MPH
85th Percentile : 64 MPH
95th Percentile : 68 MPH

Mean Speed(Average) : 60 MPH
10 MPH Pace Speed : 56-65 MPH
Number in Pace : 2414
Percent in Pace : 70.8%
Number of Vehicles > 55 MPH : 2798
Percent of Vehicles > 55 MPH : 82.0%

Grand Total

1	0	4	0	0	2	14	110	483	1352	1062	317	53	14	3412
---	---	---	---	---	---	----	-----	-----	------	------	-----	----	----	------

Overall

15th Percentile : 53 MPH
50th Percentile : 59 MPH
85th Percentile : 64 MPH
95th Percentile : 68 MPH

Mean Speed(Average) : 60 MPH
10 MPH Pace Speed : 56-65 MPH
Number in Pace : 2414
Percent in Pace : 70.8%
Number of Vehicles > 55 MPH : 2798
Percent of Vehicles > 55 MPH : 82.0%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code: 735

Station ID:

FM 150 W

Approx 5 Miles East of FM 3237

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	1	3	6	3	0	0	0	13
01:00	0	0	0	0	0	0	0	0	2	3	2	0	0	0	7
02:00	0	0	0	0	1	0	0	2	1	2	1	0	0	0	7
03:00	0	0	0	0	0	0	0	0	3	1	1	0	1	0	6
04:00	0	0	0	0	0	0	0	0	4	3	6	1	1	0	15
05:00	0	0	0	0	0	0	0	1	7	22	10	3	0	1	44
06:00	0	0	0	0	0	0	0	10	27	88	49	2	0	0	176
07:00	0	0	0	0	0	1	7	18	95	213	69	5	0	0	408
08:00	0	0	0	0	0	0	1	20	57	98	42	8	0	0	226
09:00	1	0	0	1	1	0	2	9	42	84	30	5	1	0	176
10:00	0	0	0	0	0	0	3	14	65	87	20	1	0	0	190
11:00	0	0	0	1	0	0	2	16	69	61	18	2	1	0	170
12 PM	0	0	0	0	0	0	1	6	47	84	28	5	0	0	171
13:00	0	0	0	1	0	0	1	5	55	82	31	3	0	0	178
14:00	0	0	0	0	0	0	0	9	54	105	44	7	2	0	221
15:00	0	0	0	0	0	0	0	8	95	129	35	2	0	0	269
16:00	0	0	1	0	0	0	3	18	65	163	46	9	1	0	306
17:00	0	0	1	0	0	0	0	26	77	147	52	6	0	0	309
18:00	0	0	0	0	0	0	3	16	94	90	25	4	0	0	232
19:00	0	0	0	0	0	0	1	3	42	80	34	2	0	0	162
20:00	0	0	1	0	1	0	1	2	16	51	15	4	2	0	93
21:00	0	0	0	0	0	0	0	3	22	37	17	2	1	0	82
22:00	0	0	0	0	0	0	0	1	16	13	12	0	1	0	43
23:00	0	0	0	0	0	0	0	1	3	13	8	0	1	0	26
Total	1	0	3	3	3	1	25	189	961	1662	598	71	12	1	3530

Daily

15th Percentile : 51 MPH
50th Percentile : 56 MPH
85th Percentile : 61 MPH
95th Percentile : 64 MPH

Mean Speed(Average) : 57 MPH

10 MPH Pace Speed : 51-60 MPH

Number in Pace : 2623

Percent in Pace : 74.3%

Number of Vehicles > 55 MPH : 2344

Percent of Vehicles > 55 MPH : 66.4%

Grand Total

1 0 3 3 3 1 25 189 961 1662 598 71 12 1 3530

Overall

15th Percentile : 51 MPH
50th Percentile : 56 MPH
85th Percentile : 61 MPH
95th Percentile : 64 MPH

Mean Speed(Average) : 57 MPH

10 MPH Pace Speed : 51-60 MPH

Number in Pace : 2623

Percent in Pace : 74.3%

Number of Vehicles > 55 MPH : 2344

Percent of Vehicles > 55 MPH : 66.4%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code: 756

Station ID: 28017

RR 12

North of FM 150 W

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	1	0	0	2	5	1	0	0	0	0	9
01:00	0	2	0	0	0	1	0	2	0	1	0	1	0	0	7
02:00	0	0	0	0	1	0	1	3	2	0	0	0	0	0	7
03:00	0	0	0	0	3	1	0	0	3	5	0	0	0	0	12
04:00	0	1	3	0	6	3	1	3	8	6	4	2	1	0	38
05:00	0	0	4	6	19	21	8	11	32	34	21	8	1	0	165
06:00	0	2	6	6	38	59	41	68	82	60	17	2	1	0	382
07:00	0	0	1	15	86	153	85	156	149	56	7	2	0	0	710
08:00	0	0	11	25	78	163	115	136	107	46	6	0	0	0	687
09:00	0	0	6	7	31	92	61	103	98	33	5	2	0	0	438
10:00	0	1	10	15	32	72	47	56	81	46	7	1	0	1	369
11:00	0	0	4	11	32	56	39	58	89	43	11	2	1	0	346
12 PM	0	2	3	10	36	68	42	82	85	47	8	3	0	0	386
13:00	0	0	3	9	42	58	47	59	83	46	14	1	0	0	362
14:00	0	1	5	11	44	81	55	65	85	44	7	0	0	0	398
15:00	0	0	3	12	36	90	68	71	75	41	13	6	0	0	415
16:00	0	0	1	5	44	108	61	66	93	52	7	1	0	0	438
17:00	0	0	3	4	47	110	79	97	73	26	7	1	0	0	447
18:00	0	0	0	7	37	57	45	57	56	29	6	0	1	0	295
19:00	0	0	2	3	22	27	16	32	47	22	2	0	0	0	173
20:00	0	0	0	2	8	18	9	17	38	16	8	1	0	0	117
21:00	0	1	0	0	12	15	9	6	12	6	11	1	0	0	73
22:00	0	0	1	2	5	8	3	8	7	10	0	1	0	0	45
23:00	0	0	0	0	1	3	1	2	4	1	0	0	0	0	12
Total	0	10	66	150	661	1264	833	1160	1314	671	161	35	5	1	6331

Daily
15th Percentile : 35 MPH
50th Percentile : 45 MPH
85th Percentile : 54 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 46 MPH
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2474
Percent in Pace : 39.1%
Number of Vehicles > 55 MPH : 873
Percent of Vehicles > 55 MPH : 13.8%

Grand Total	0	10	66	150	661	1264	833	1160	1314	671	161	35	5	1	6331
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Overall
15th Percentile : 35 MPH
50th Percentile : 45 MPH
85th Percentile : 54 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 46 MPH
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2474
Percent in Pace : 39.1%
Number of Vehicles > 55 MPH : 873
Percent of Vehicles > 55 MPH : 13.8%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code: 756

Station ID: 28017

RR 12

North of FM 150 W

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	2	4	1	10	4	2	1	0	0	0	24
01:00	0	0	0	0	0	1	2	5	2	0	0	0	0	0	10
02:00	0	0	0	0	2	2	1	3	2	4	0	0	0	0	14
03:00	0	0	0	0	0	3	1	0	1	2	0	0	0	0	7
04:00	0	0	0	1	3	2	4	2	1	0	0	0	0	0	13
05:00	0	0	0	1	2	6	2	5	16	1	0	0	0	0	33
06:00	0	0	0	3	17	23	17	31	33	11	0	0	0	0	135
07:00	0	2	0	5	43	48	47	82	44	9	0	0	0	0	280
08:00	2	2	5	8	40	66	57	87	51	9	0	1	0	0	328
09:00	1	2	3	9	27	67	54	74	59	12	1	0	0	0	309
10:00	0	3	2	13	31	58	63	82	44	8	0	0	0	0	304
11:00	0	3	2	8	35	71	64	100	39	5	0	0	0	0	327
12 PM	0	1	0	6	52	75	74	102	44	3	0	0	0	0	357
13:00	0	1	0	11	41	66	77	116	51	6	0	0	0	0	369
14:00	0	3	0	8	40	106	106	124	62	9	1	0	0	0	459
15:00	1	0	0	9	58	104	92	152	68	8	2	1	0	0	495
16:00	1	0	0	12	83	141	120	170	80	9	1	0	0	0	617
17:00	2	2	2	23	111	148	144	171	68	4	0	0	0	0	675
18:00	1	4	3	18	89	84	139	136	82	12	3	0	0	0	571
19:00	1	2	0	4	27	42	47	77	58	14	1	0	0	0	273
20:00	1	2	0	1	23	35	35	52	51	14	1	0	0	0	215
21:00	1	1	0	0	9	19	16	32	38	15	4	0	0	0	135
22:00	0	1	0	1	5	14	6	14	27	7	2	0	0	0	77
23:00	0	0	0	1	2	4	5	5	10	7	2	0	0	0	36
Total	11	29	17	142	742	1189	1174	1632	935	171	19	2	0	0	6063

Daily
15th Percentile : 34 MPH
50th Percentile : 43 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Mean Speed(Average) : 44 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 2806
Percent in Pace : 46.3%
Number of Vehicles > 55 MPH : 192
Percent of Vehicles > 55 MPH : 3.2%

Grand Total	11	29	17	142	742	1189	1174	1632	935	171	19	2	0	0	6063
-------------	----	----	----	-----	-----	------	------	------	-----	-----	----	---	---	---	------

Overall
15th Percentile : 34 MPH
50th Percentile : 43 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Mean Speed(Average) : 44 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 2806
Percent in Pace : 46.3%
Number of Vehicles > 55 MPH : 192
Percent of Vehicles > 55 MPH : 3.2%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code:

Station ID:

RR 12

South of FM 150 W

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7
01:00	0	0	0	1	0	0	0	1	0	1	1	0	0	0	4
02:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8
04:00	0	0	0	0	0	0	0	3	8	6	7	1	0	0	25
05:00	0	0	0	0	0	0	0	17	40	30	14	6	1	0	108
06:00	0	0	0	0	0	1	22	75	97	60	9	1	0	0	265
07:00	0	0	0	0	0	9	42	112	174	86	8	1	0	0	432
08:00	0	0	0	5	6	5	49	125	151	62	9	0	0	0	412
09:00	0	0	0	0	1	5	35	82	115	38	6	0	0	0	282
10:00	0	0	0	2	0	4	33	63	85	42	4	0	0	0	233
11:00	0	0	1	0	0	4	20	78	87	34	5	2	0	0	231
12 PM	0	0	0	0	4	8	31	79	97	31	2	2	0	0	254
13:00	0	0	1	0	1	8	25	93	83	27	0	0	0	0	238
14:00	0	0	0	0	1	5	18	92	110	29	3	0	0	0	258
15:00	0	0	1	0	0	13	39	86	84	29	8	0	0	0	260
16:00	0	0	0	0	0	2	21	85	115	33	4	0	0	0	260
17:00	0	0	0	0	6	17	53	108	78	18	5	0	0	0	285
18:00	0	0	0	1	1	11	28	61	57	19	3	1	0	0	182
19:00	0	0	0	0	0	4	12	40	42	7	1	0	0	0	106
20:00	0	0	0	0	0	0	12	16	39	14	3	0	0	0	84
21:00	0	0	0	0	0	0	3	7	12	11	4	0	0	0	37
22:00	0	0	0	0	0	0	1	11	10	4	1	1	0	0	28
23:00	0	0	0	0	0	0	1	4	2	1	0	0	0	0	8
Total	0	0	3	9	20	96	445	1240	1500	585	97	15	1	0	4011

Daily

15th Percentile : 45 MPH
50th Percentile : 50 MPH
85th Percentile : 55 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 51 MPH
10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2740
Percent in Pace : 68.3%
Number of Vehicles > 55 MPH : 698
Percent of Vehicles > 55 MPH : 17.4%

Grand Total

0 0 3 9 20 96 445 1240 1500 585 97 15 1 0 4011

Overall

15th Percentile : 45 MPH
50th Percentile : 50 MPH
85th Percentile : 55 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 51 MPH
10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2740
Percent in Pace : 68.3%
Number of Vehicles > 55 MPH : 698
Percent of Vehicles > 55 MPH : 17.4%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code:

Station ID:

RR 12

South of FM 150 W

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	5	9	3	1	1	0	0	19
01:00	0	0	0	0	1	1	1	1	4	1	0	0	0	0	9
02:00	0	0	0	0	0	0	2	0	1	3	2	0	1	0	9
03:00	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
04:00	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5
05:00	0	0	0	0	0	0	0	4	10	6	2	0	0	0	22
06:00	0	0	0	0	0	0	6	12	27	27	3	1	1	0	77
07:00	0	0	0	0	0	3	17	43	75	34	5	0	0	0	177
08:00	0	0	0	0	3	5	10	57	77	43	4	1	0	0	200
09:00	1	0	0	2	0	3	13	64	88	40	11	0	0	0	222
10:00	0	0	0	3	0	5	8	45	80	38	6	0	0	0	185
11:00	0	0	0	0	0	1	11	61	86	42	6	0	0	0	207
12 PM	0	0	0	0	0	1	11	57	101	48	6	0	0	0	224
13:00	0	0	1	0	0	3	7	55	119	51	2	1	0	0	239
14:00	0	0	0	0	0	1	9	63	140	69	7	1	0	0	290
15:00	0	0	0	0	0	1	8	74	150	64	11	0	0	1	309
16:00	0	0	0	0	0	2	18	71	191	69	10	2	2	0	365
17:00	0	0	0	0	0	5	35	114	184	73	5	0	0	0	416
18:00	0	0	0	0	0	1	28	130	157	61	6	0	0	0	383
19:00	0	0	0	0	0	2	17	55	76	40	5	0	0	0	195
20:00	0	0	0	0	0	1	2	36	62	35	5	0	0	0	141
21:00	0	0	0	0	0	0	7	18	41	28	4	2	1	0	101
22:00	0	0	0	0	0	0	2	9	32	10	2	0	0	0	55
23:00	0	0	0	0	1	0	2	5	7	5	5	1	0	0	26
Total	1	0	1	5	5	35	214	981	1719	792	110	10	5	1	3879

Daily

15th Percentile : 46 MPH
50th Percentile : 52 MPH
85th Percentile : 57 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 52 MPH

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2700

Percent in Pace : 69.6%

Number of Vehicles > 55 MPH : 918

Percent of Vehicles > 55 MPH : 23.7%

Grand
Total

1 0 1 5 5 35 214 981 1719 792 110 10 5 1 3879

Overall

15th Percentile : 46 MPH
50th Percentile : 52 MPH
85th Percentile : 57 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 52 MPH

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2700

Percent in Pace : 69.6%

Number of Vehicles > 55 MPH : 918

Percent of Vehicles > 55 MPH : 23.7%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code: 750
Station ID: 28011
FM 1826

East of FM 150
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	7	3	1	0	0	0	0	11
01:00	0	0	0	0	0	0	1	1	3	1	0	0	0	0	6
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	4	3	0	0	1	0	0	8
04:00	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7
05:00	0	0	0	0	0	2	5	10	9	6	0	0	0	0	32
06:00	0	0	0	0	1	12	21	46	27	7	0	0	0	0	114
07:00	0	0	0	0	0	5	23	95	60	12	1	0	1	0	197
08:00	0	0	0	0	0	11	47	92	70	6	1	0	0	0	227
09:00	0	0	0	0	0	16	28	76	36	8	1	0	0	0	165
10:00	0	0	0	0	1	7	25	54	46	9	2	0	0	1	145
11:00	0	0	0	0	0	8	43	43	41	9	1	1	0	0	146
12 PM	0	0	0	0	1	6	34	65	39	12	1	1	0	0	159
13:00	0	0	0	0	0	10	29	85	43	8	1	0	0	0	176
14:00	0	0	0	0	2	4	40	84	58	15	2	1	1	0	207
15:00	0	0	0	0	0	20	60	127	85	13	1	0	1	0	307
16:00	0	0	1	5	9	27	102	173	69	6	0	0	0	0	392
17:00	0	0	0	0	8	24	108	164	61	2	0	0	0	0	367
18:00	0	0	0	1	5	24	67	110	55	6	2	0	0	0	270
19:00	0	0	0	1	3	8	37	71	51	8	2	0	0	0	181
20:00	0	0	0	0	0	4	16	40	37	5	1	0	0	0	103
21:00	0	0	0	0	0	2	9	31	30	3	0	0	0	0	75
22:00	0	0	0	0	0	0	5	17	11	5	2	1	0	0	41
23:00	0	0	0	0	0	0	2	3	16	3	2	0	0	0	26
Total	0	0	1	7	30	192	704	1402	854	145	20	5	3	1	3364

Daily
15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 53 MPH
95th Percentile : 55 MPH

Mean Speed(Average) : 48 MPH
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2256
Percent in Pace : 67.1%
Number of Vehicles > 55 MPH : 174
Percent of Vehicles > 55 MPH : 5.2%

Grand Total	0	0	1	7	30	192	704	1402	854	145	20	5	3	1	3364
-------------	---	---	---	---	----	-----	-----	------	-----	-----	----	---	---	---	------

Overall
15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 53 MPH
95th Percentile : 55 MPH

Mean Speed(Average) : 48 MPH
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2256
Percent in Pace : 67.1%
Number of Vehicles > 55 MPH : 174
Percent of Vehicles > 55 MPH : 5.2%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code: 750
Station ID: 28011

FM 1826

East of FM 150

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
03:00	0	0	0	0	0	0	1	2	0	1	0	0	0	0	4
04:00	0	0	0	0	0	1	0	2	10	4	0	0	0	0	17
05:00	0	0	0	0	0	0	4	12	29	24	7	1	0	1	78
06:00	0	0	0	0	0	6	10	73	133	60	6	0	0	1	289
07:00	0	0	0	0	2	0	25	137	221	48	6	0	0	0	439
08:00	0	0	0	0	0	7	20	114	139	49	5	1	0	1	336
09:00	0	0	0	0	0	1	27	82	84	26	2	0	0	0	222
10:00	0	0	0	0	0	5	22	67	70	26	4	2	0	0	196
11:00	0	0	0	0	0	4	24	61	68	14	2	0	0	0	173
12 PM	0	0	0	0	0	6	39	58	55	14	4	1	0	2	179
13:00	0	0	0	0	0	3	20	72	46	19	0	0	0	0	160
14:00	0	0	0	0	0	1	18	58	48	20	4	0	0	0	149
15:00	0	0	0	0	0	1	32	95	74	18	2	1	0	0	223
16:00	0	1	0	0	1	5	34	99	80	14	5	1	0	0	240
17:00	0	0	0	0	0	7	54	115	58	16	2	0	0	0	252
18:00	0	0	0	0	0	9	30	68	56	14	0	0	0	0	177
19:00	0	0	0	0	0	4	15	34	23	7	0	0	0	0	83
20:00	0	0	0	0	0	1	9	21	24	9	3	0	0	0	67
21:00	0	0	0	0	0	1	5	12	17	8	0	1	0	0	44
22:00	0	0	0	0	0	1	3	5	7	2	1	0	1	1	21
23:00	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
Total	0	1	0	0	3	63	392	1190	1247	395	54	9	1	6	3361

Daily
15th Percentile : 45 MPH
50th Percentile : 50 MPH
85th Percentile : 54 MPH
95th Percentile : 58 MPH

Mean Speed(Average) : 51 MPH
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2437
Percent in Pace : 72.5%
Number of Vehicles > 55 MPH : 465
Percent of Vehicles > 55 MPH : 13.8%

Grand Total	0	1	0	0	3	63	392	1190	1247	395	54	9	1	6	3361
-------------	---	---	---	---	---	----	-----	------	------	-----	----	---	---	---	------

Overall
15th Percentile : 45 MPH
50th Percentile : 50 MPH
85th Percentile : 54 MPH
95th Percentile : 58 MPH

Mean Speed(Average) : 51 MPH
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2437
Percent in Pace : 72.5%
Number of Vehicles > 55 MPH : 465
Percent of Vehicles > 55 MPH : 13.8%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code:

Station ID:

FM 1826

East of Split with FM 967

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	1	5	3	1	0	0	0	0	10
01:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
02:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
03:00	0	0	0	0	0	0	2	0	1	1	0	0	1	0	5
04:00	0	0	0	0	1	4	1	2	1	1	0	0	0	0	10
05:00	0	0	0	0	0	6	5	15	9	3	0	1	0	0	39
06:00	0	0	0	0	0	6	17	50	39	4	1	0	0	0	117
07:00	0	0	0	0	0	14	35	98	48	10	4	1	0	0	210
08:00	1	0	2	1	2	17	29	85	63	13	0	0	0	0	213
09:00	0	0	0	2	8	23	43	67	31	12	0	0	0	0	186
10:00	1	0	0	2	2	9	21	63	41	9	1	0	0	0	149
11:00	0	0	3	2	4	10	40	55	52	11	0	0	0	0	177
12 PM	1	0	0	1	4	14	59	82	52	11	2	0	0	0	226
13:00	0	1	1	11	7	11	44	89	55	12	0	0	0	0	231
14:00	1	0	0	4	4	17	57	83	56	13	2	0	0	0	237
15:00	0	0	0	0	5	20	72	145	104	16	3	0	0	0	365
16:00	0	0	0	1	4	17	102	235	145	22	4	0	0	0	530
17:00	1	0	0	0	1	41	192	265	92	8	0	0	0	0	600
18:00	3	0	0	0	2	44	128	175	83	9	1	0	0	0	445
19:00	0	0	0	0	2	7	39	78	68	14	1	0	0	0	209
20:00	0	0	0	0	1	5	19	32	38	11	1	0	0	0	107
21:00	0	0	0	0	0	2	3	24	30	9	0	0	0	0	68
22:00	1	0	0	0	1	2	5	15	11	4	1	0	0	0	40
23:00	0	0	0	1	1	3	3	6	8	8	0	0	0	0	30
Total	9	1	6	25	49	272	917	1673	1032	203	21	2	1	0	4211

Daily

15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 53 MPH
95th Percentile : 55 MPH

Mean Speed(Average) : 48 MPH

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2705

Percent in Pace : 64.2%

Number of Vehicles > 55 MPH : 227

Percent of Vehicles > 55 MPH : 5.4%

Grand Total

9 1 6 25 49 272 917 1673 1032 203 21 2 1 0 4211

Overall

15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 53 MPH
95th Percentile : 55 MPH

Mean Speed(Average) : 48 MPH

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2705

Percent in Pace : 64.2%

Number of Vehicles > 55 MPH : 227

Percent of Vehicles > 55 MPH : 5.4%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code:

Station ID:

FM 1826

East of Split with FM 967

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	2	2	0	1	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	5	4	0	0	2	2	4	5	2	0	0	0	25
05:00	0	0	0	2	0	0	7	13	17	30	11	3	0	0	83
06:00	0	1	3	10	12	12	45	65	110	89	15	1	0	0	363
07:00	0	0	0	15	23	23	78	159	178	83	20	1	0	0	580
08:00	0	1	10	52	19	27	65	110	126	71	3	1	1	0	486
09:00	0	0	1	7	5	18	39	72	93	32	3	0	0	0	270
10:00	0	9	6	17	7	11	27	52	60	33	4	0	1	0	227
11:00	0	0	1	11	6	7	27	48	47	32	3	0	0	0	182
12 PM	0	0	4	18	3	14	27	57	53	24	11	1	0	0	212
13:00	0	0	8	18	9	10	29	51	44	25	2	0	0	0	196
14:00	0	0	10	17	6	6	25	53	46	28	5	1	0	0	197
15:00	0	0	6	23	5	14	38	66	68	21	6	0	0	0	247
16:00	0	0	1	2	7	7	38	101	67	23	5	0	1	0	252
17:00	1	0	0	3	1	5	38	94	80	22	3	1	0	0	248
18:00	0	0	0	0	1	10	60	88	48	12	0	1	0	0	220
19:00	0	0	0	0	0	6	27	39	32	12	0	1	0	0	117
20:00	0	0	0	0	3	5	30	60	38	8	2	0	0	0	146
21:00	0	0	0	0	0	4	20	32	32	6	2	0	0	0	96
22:00	0	0	0	0	1	1	6	6	3	5	2	1	1	0	26
23:00	0	0	0	0	1	0	3	7	1	1	2	0	0	0	15
Total	1	12	55	201	109	180	633	1177	1150	564	101	12	4	0	4199

Daily

15th Percentile : 40 MPH
50th Percentile : 48 MPH
85th Percentile : 55 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 48 MPH
10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2327
Percent in Pace : 55.4%
Number of Vehicles > 55 MPH : 681
Percent of Vehicles > 55 MPH : 16.2%

Grand Total

1	12	55	201	109	180	633	1177	1150	564	101	12	4	0	4199
---	----	----	-----	-----	-----	-----	------	------	-----	-----	----	---	---	------

Overall

15th Percentile : 40 MPH
50th Percentile : 48 MPH
85th Percentile : 55 MPH
95th Percentile : 59 MPH

Mean Speed(Average) : 48 MPH
10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2327
Percent in Pace : 55.4%
Number of Vehicles > 55 MPH : 681
Percent of Vehicles > 55 MPH : 16.2%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code: 753

Station ID: 28014

FM 967

Southeast of FM 1826

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	2	0	3	1	0	0	0	6
01:00	0	0	0	0	0	0	1	1	1	1	0	1	0	0	5
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	1	2	1	2	2	0	0	0	8
04:00	0	0	0	1	2	3	4	2	4	3	2	0	0	0	21
05:00	0	0	0	0	2	3	2	13	20	7	6	1	0	0	54
06:00	0	0	0	3	4	12	28	50	44	37	16	4	1	1	200
07:00	0	0	0	0	2	5	31	59	116	80	25	4	0	1	323
08:00	0	0	0	1	8	12	49	73	86	49	12	3	0	0	293
09:00	0	0	0	4	7	8	19	24	56	33	15	1	0	0	167
10:00	1	0	0	1	2	8	27	24	27	30	11	3	1	0	135
11:00	0	0	0	4	7	1	7	17	26	23	16	1	1	0	103
12 PM	0	0	1	0	0	0	16	43	47	16	6	2	0	0	131
13:00	0	0	0	4	0	5	13	16	38	24	6	1	0	0	107
14:00	0	0	0	1	3	8	15	27	37	44	4	0	0	1	140
15:00	0	0	0	6	10	9	7	30	40	39	17	1	0	0	159
16:00	0	0	0	0	0	1	16	38	57	62	10	3	0	0	187
17:00	0	0	0	0	1	0	3	28	59	62	24	1	1	0	179
18:00	0	0	0	0	1	6	15	29	48	32	13	1	0	0	145
19:00	0	0	0	0	0	0	2	18	32	23	11	1	1	0	88
20:00	0	0	0	0	0	1	8	12	24	7	9	3	0	0	64
21:00	0	0	0	0	0	1	1	9	12	15	12	0	0	0	50
22:00	0	0	0	0	0	1	1	3	4	3	3	1	0	1	17
23:00	0	0	0	0	0	0	0	3	6	2	2	0	0	0	13
Total	1	0	1	25	49	84	267	523	785	597	223	32	5	4	2596

Daily

15th Percentile : 44 MPH
50th Percentile : 52 MPH
85th Percentile : 58 MPH
95th Percentile : 62 MPH

Mean Speed(Average) : 52 MPH
10 MPH Pace Speed : 51-60 MPH

Number in Pace : 1382
Percent in Pace : 53.2%
Number of Vehicles > 55 MPH : 861
Percent of Vehicles > 55 MPH : 33.2%

Grand Total

1	0	1	25	49	84	267	523	785	597	223	32	5	4	2596
---	---	---	----	----	----	-----	-----	-----	-----	-----	----	---	---	------

Overall

15th Percentile : 44 MPH
50th Percentile : 52 MPH
85th Percentile : 58 MPH
95th Percentile : 62 MPH

Mean Speed(Average) : 52 MPH
10 MPH Pace Speed : 51-60 MPH

Number in Pace : 1382
Percent in Pace : 53.2%
Number of Vehicles > 55 MPH : 861
Percent of Vehicles > 55 MPH : 33.2%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code: 753

Station ID: 28014

FM 967

Southeast of FM 1826

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	1	2	0	0	0	0	4
03:00	0	0	0	0	0	1	3	1	2	0	0	0	0	0	7
04:00	0	0	0	0	0	2	5	3	2	0	1	0	0	0	13
05:00	0	0	0	0	1	8	9	10	5	5	0	0	0	0	38
06:00	0	0	0	0	1	3	15	50	36	5	1	0	0	0	111
07:00	0	0	0	1	1	13	28	63	56	7	4	0	0	0	173
08:00	0	0	0	0	3	5	16	43	51	9	2	0	0	0	129
09:00	0	0	0	0	6	14	38	45	26	8	0	0	0	0	137
10:00	0	0	0	0	5	11	18	34	23	3	0	0	0	0	94
11:00	0	0	0	0	2	16	23	37	24	8	1	0	0	0	111
12 PM	0	0	0	2	5	16	42	47	25	8	2	0	0	0	147
13:00	0	3	0	0	4	7	42	54	31	8	4	1	0	0	154
14:00	0	0	0	3	9	18	37	46	25	7	1	0	0	0	146
15:00	0	0	0	0	1	22	48	76	54	10	1	0	1	0	213
16:00	0	0	0	0	9	19	51	116	85	10	3	0	0	0	293
17:00	0	0	0	1	3	19	132	183	65	9	4	0	0	0	416
18:00	0	0	0	2	2	14	67	87	40	7	2	0	0	0	221
19:00	0	0	2	0	2	7	25	35	17	3	0	0	0	0	91
20:00	0	0	0	0	2	6	22	25	12	2	0	0	0	0	69
21:00	0	0	0	0	0	4	16	17	9	3	0	1	0	0	50
22:00	0	0	1	0	1	4	8	11	5	0	0	0	0	0	30
23:00	0	0	0	0	0	2	5	2	1	1	0	0	0	0	11
Total	0	3	3	9	57	211	651	986	597	116	26	2	1	0	2662

Daily

15th Percentile : 40 MPH
50th Percentile : 47 MPH
85th Percentile : 52 MPH
95th Percentile : 55 MPH

Mean Speed(Average) : 47 MPH
10 MPH Pace Speed : 41-50 MPH

Number in Pace : 1637
Percent in Pace : 61.5%
Number of Vehicles > 55 MPH : 145
Percent of Vehicles > 55 MPH : 5.4%

Grand Total

0	3	3	9	57	211	651	986	597	116	26	2	1	0	2662
---	---	---	---	----	-----	-----	-----	-----	-----	----	---	---	---	------

Overall

15th Percentile : 40 MPH
50th Percentile : 47 MPH
85th Percentile : 52 MPH
95th Percentile : 55 MPH

Mean Speed(Average) : 47 MPH
10 MPH Pace Speed : 41-50 MPH

Number in Pace : 1637
Percent in Pace : 61.5%
Number of Vehicles > 55 MPH : 145
Percent of Vehicles > 55 MPH : 5.4%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code: 715
Station ID: 25414
Elder Hill Rd
West of FM 150

Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	3	4	2	0	0	0	0	0	0	0	9
05:00	0	0	0	2	21	24	9	1	1	0	0	0	0	0	58
06:00	0	0	1	4	53	75	10	1	0	0	0	0	0	0	144
07:00	0	2	0	15	143	64	2	0	0	0	0	0	0	0	226
08:00	0	0	0	6	95	62	7	1	0	0	0	0	0	0	171
09:00	0	0	1	11	62	50	5	0	0	0	0	0	0	0	129
10:00	0	0	2	9	66	36	5	0	0	0	0	0	0	0	118
11:00	1	0	1	8	51	28	5	0	0	0	0	0	0	0	94
12 PM	0	0	0	23	67	25	4	0	0	0	0	0	0	0	119
13:00	0	0	0	13	43	20	3	0	0	0	0	0	0	0	79
14:00	0	1	2	6	25	28	5	0	0	0	0	0	0	0	67
15:00	0	0	0	11	61	36	2	1	0	0	0	0	0	0	111
16:00	0	0	0	15	51	29	5	0	0	0	0	0	0	0	100
17:00	0	0	5	16	38	28	1	0	0	0	0	0	0	0	88
18:00	0	0	1	19	55	5	1	0	0	0	0	0	0	0	81
19:00	0	0	1	3	15	12	0	0	0	0	0	0	0	0	31
20:00	0	0	0	3	9	7	1	0	0	0	0	0	0	0	20
21:00	0	0	2	1	6	6	1	0	0	0	0	0	0	0	16
22:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
Total	2	3	16	167	868	544	69	4	1	0	0	0	0	0	1674

Daily
15th Percentile : 30 MPH
50th Percentile : 33 MPH
85th Percentile : 38 MPH
95th Percentile : 39 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 1412
Percent in Pace : 84.3%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

Grand Total	2	3	16	167	868	544	69	4	1	0	0	0	0	0	1674
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Overall
15th Percentile : 30 MPH
50th Percentile : 33 MPH
85th Percentile : 38 MPH
95th Percentile : 39 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 1412
Percent in Pace : 84.3%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code: 715
Station ID: 25414
Elder Hill Rd

West of FM 150
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
02:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6
06:00	0	1	0	3	8	8	1	0	0	0	0	0	0	0	21
07:00	0	0	1	9	26	14	2	0	0	0	0	0	0	0	52
08:00	0	1	6	17	36	27	2	0	0	0	0	0	0	0	89
09:00	0	1	1	13	26	22	4	0	0	0	0	0	0	0	67
10:00	0	1	1	10	31	24	2	0	0	0	0	0	0	0	69
11:00	0	0	1	13	34	22	2	1	0	0	0	0	0	0	73
12 PM	1	0	2	22	41	31	7	0	0	0	0	0	0	0	104
13:00	0	0	1	12	39	31	3	0	0	0	0	0	0	0	86
14:00	0	0	1	5	32	42	4	1	0	0	0	0	0	0	85
15:00	0	0	4	19	61	58	12	0	0	0	0	0	0	0	154
16:00	0	0	3	19	88	87	10	1	0	0	0	0	0	0	208
17:00	0	0	2	28	81	58	4	0	0	0	0	0	0	0	173
18:00	0	0	1	11	61	41	4	1	0	0	0	0	0	0	119
19:00	0	0	1	9	35	31	3	2	0	0	0	0	0	0	81
20:00	0	0	1	8	20	22	5	2	0	0	0	0	0	0	58
21:00	0	0	0	3	19	14	2	1	0	0	0	0	0	0	39
22:00	0	0	0	0	7	8	3	0	0	0	0	0	0	0	18
23:00	0	0	0	0	7	2	3	0	0	0	0	0	0	0	12
Total	1	4	27	208	666	545	73	9	0	0	0	0	0	0	1533

Daily
15th Percentile : 29 MPH
50th Percentile : 33 MPH
85th Percentile : 38 MPH
95th Percentile : 40 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 1211
Percent in Pace : 79.0%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

Grand Total	1	4	27	208	666	545	73	9	0	0	0	0	0	0	1533
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Overall
15th Percentile : 29 MPH
50th Percentile : 33 MPH
85th Percentile : 38 MPH
95th Percentile : 40 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 1211
Percent in Pace : 79.0%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 1

Site Code: Apollyon
Station ID: SN:025427

FM 3237

West of FM 150

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	5	4	4	0	0	0	0	13
01:00	0	0	0	0	0	0	1	1	3	4	0	0	0	0	9
02:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
03:00	0	0	0	0	0	0	1	0	3	1	0	1	0	0	6
04:00	0	0	0	0	0	0	0	1	3	1	3	0	0	0	8
05:00	0	0	0	0	0	0	1	0	8	5	3	0	0	0	17
06:00	0	0	0	0	1	0	8	11	25	23	9	1	0	0	78
07:00	0	0	0	0	3	4	15	22	63	77	12	1	0	0	197
08:00	0	0	0	0	0	0	10	25	35	55	11	1	0	0	137
09:00	0	0	0	0	0	2	3	14	43	48	12	1	0	0	123
10:00	0	0	0	0	2	2	20	24	55	25	5	0	0	0	133
11:00	0	0	0	0	1	4	12	13	47	43	5	0	1	0	126
12 PM	0	0	0	0	1	8	12	14	41	49	10	0	0	0	135
13:00	0	0	0	0	0	3	13	19	35	55	16	1	1	1	144
14:00	0	0	0	0	1	4	17	31	62	52	17	2	2	0	188
15:00	0	0	2	1	1	4	15	32	83	79	17	0	2	0	236
16:00	0	0	0	0	1	0	9	43	99	79	12	0	1	0	244
17:00	0	0	0	0	1	9	33	50	99	60	13	3	1	0	269
18:00	0	0	0	0	1	7	23	70	82	36	2	1	0	1	223
19:00	0	0	0	0	3	15	19	40	46	33	5	0	0	0	161
20:00	0	0	0	0	2	3	6	9	32	29	4	0	0	0	85
21:00	0	0	0	0	1	2	6	20	29	19	3	2	1	0	83
22:00	0	0	0	0	1	4	8	7	15	9	2	1	0	0	47
23:00	0	0	0	0	0	1	3	4	10	9	1	1	0	0	29
Total	0	0	2	1	20	72	235	455	923	795	163	16	9	2	2693

Daily
15th Percentile : 45 MPH
50th Percentile : 53 MPH
85th Percentile : 58 MPH
95th Percentile : 61 MPH

Mean Speed(Average) : 53 MPH
10 MPH Pace Speed : 51-60 MPH
Number in Pace : 1718
Percent in Pace : 63.8%
Number of Vehicles > 55 MPH : 985
Percent of Vehicles > 55 MPH : 36.6%

Grand Total	0	0	2	1	20	72	235	455	923	795	163	16	9	2	2693
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Overall
15th Percentile : 45 MPH
50th Percentile : 53 MPH
85th Percentile : 58 MPH
95th Percentile : 61 MPH

Mean Speed(Average) : 53 MPH
10 MPH Pace Speed : 51-60 MPH
Number in Pace : 1718
Percent in Pace : 63.8%
Number of Vehicles > 55 MPH : 985
Percent of Vehicles > 55 MPH : 36.6%

GRAM Traffic Counting Inc.

3751 Fm 1105 Building A
Georgetown, Texas 78626

Page 2

Site Code: Apollyon
Station ID: SN:025427
FM 3237
West of FM 150
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/30/16	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3
02:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
03:00	0	0	0	0	0	0	0	4	4	2	0	0	0	1	11
04:00	0	0	0	0	0	0	0	2	8	10	5	0	0	0	25
05:00	0	0	0	0	0	1	1	6	25	31	7	2	0	0	73
06:00	0	0	0	0	0	0	3	22	60	81	10	1	0	1	178
07:00	0	0	0	0	1	2	4	10	100	88	22	7	2	0	236
08:00	0	0	0	0	0	1	4	23	78	112	37	2	0	0	257
09:00	0	0	0	0	0	0	1	9	29	102	22	2	2	0	167
10:00	0	0	0	0	0	1	6	10	66	70	14	3	0	0	170
11:00	0	1	0	0	0	1	3	11	52	52	24	3	1	0	148
12 PM	0	0	0	0	0	0	1	17	64	50	14	4	1	0	151
13:00	0	0	0	0	0	0	0	7	49	80	25	5	1	0	167
14:00	0	0	0	0	0	0	0	25	47	46	20	1	0	1	140
15:00	0	0	0	0	0	0	4	18	91	88	22	1	0	1	225
16:00	0	1	0	0	0	1	11	34	92	90	18	1	0	1	249
17:00	0	0	0	0	0	3	15	30	118	84	12	2	0	0	264
18:00	0	0	0	0	1	5	23	41	65	26	3	0	0	0	164
19:00	0	0	0	0	0	1	8	15	24	11	6	1	0	0	66
20:00	0	0	0	0	0	0	2	9	19	12	5	1	0	0	48
21:00	0	0	0	0	0	0	1	5	16	6	3	0	0	0	31
22:00	0	0	0	0	0	0	1	0	6	7	3	0	0	0	17
23:00	0	0	0	0	0	0	0	1	10	0	2	0	0	0	13
Total	0	2	0	0	2	16	88	299	1027	1051	275	37	7	5	2809

Daily
15th Percentile : 50 MPH
50th Percentile : 54 MPH
85th Percentile : 59 MPH
95th Percentile : 63 MPH

Mean Speed(Average) : 55 MPH
10 MPH Pace Speed : 51-60 MPH
Number in Pace : 2078
Percent in Pace : 74.0%
Number of Vehicles > 55 MPH : 1375
Percent of Vehicles > 55 MPH : 48.9%

Grand Total	0	2	0	0	2	16	88	299	1027	1051	275	37	7	5	2809
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Overall
15th Percentile : 50 MPH
50th Percentile : 54 MPH
85th Percentile : 59 MPH
95th Percentile : 63 MPH

Mean Speed(Average) : 55 MPH
10 MPH Pace Speed : 51-60 MPH
Number in Pace : 2078
Percent in Pace : 74.0%
Number of Vehicles > 55 MPH : 1375
Percent of Vehicles > 55 MPH : 48.9%

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SECTION 5

Crash Data

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Crash Data FM 150 Corridor: July 2014 through August 2016

CRASH_ID	LATITUDE	LONGITUDE	Crash_Date	Rpt_Hwy_N	At_Intrstct	Wthr_Cond	Light_Cond	Bridge_Det	Harm_Evnt	Intrstct_Re	FHE_Collsn	Obj_Struck	Cnty_ID	City_ID	Milepoint	Rural_Fl	Crash_Sev	Day_of_Wee
14409535	30.047706	-97.988652	4/30/2015	150	N	11	3	8	7	4	1	62	105	1670	12.248	Y	5	THU
14517668	30.086679	-98.014893	6/30/2015	150	N	2	1	8	9	4	1	3	105	1670	8.761	Y	5	TUE
14448958	30.100285	-98.017623	5/13/2015	150	N	2	1	8	10	4	1	1	105	1670	7.797	Y	5	WED
14492679	30.120538	-98.031165	6/12/2015	150	N	11	1	8	7	4	1	33	105	1670	6.134	Y	2	FRI
14202182	30.04736	-97.988704	1/2/2015	3237	N	2	3	8	2	2	30	33	105	1670	20.17	Y	1	FRI
14296614	30.080619	-98.007541	2/14/2015	150	N	11	1	8	10	4	1	1	105	1670	9.48	Y	1	SAT
14364611	30.08254	-98.007526	3/29/2015	150	N	11	1	8	7	4	1	63	105	1670	9.35	Y	2	SUN
14935577	30.046811	-97.983658	2/6/2016	150	N	11	1	8	2	3	24	64	105	1670	22.589	Y	5	SAT
14915698	30.047357	-97.988625	2/8/2016	0	Y	11	4	8	7	4	1	33	105	1670	12.271	Y	5	MON
14909046	30.047524	-97.988638	2/11/2016	150	N	11	1	8	2	2	20	64	105	1670	12.26	Y	5	THU
14881756	30.063821	-97.993228	1/20/2016	150	N	11	1	8	10	4	1	1	105	1670	11.092	Y	5	WED
14070642	30.040928	-97.955981	10/12/2014	150	N	12	3	8	6	4	1	64	105	1670	24.367	Y	5	SUN
14108766	30.046549	-97.981463	10/27/2014	150	N	11	1	8	7	4	1	32	105	1670	22.727	Y	5	MON
14104430	30.047165	-97.986744	10/22/2014	150	N	11	1	8	2	3	24	64	105	1670	22.395	Y	5	WED
14003311	30.05487	-97.989424	8/17/2014	150	N	11	3	8	7	4	1	32	105	1670	11.774	Y	5	SUN
14070644	30.078419	-98.004417	10/11/2014	150	N	2	1	8	7	4	1	62	105	1670	9.789	Y	5	SAT
14087548	30.102588	-98.018591	10/25/2014	150	N	11	1	8	2	3	31	64	105	1670	7.633	Y	5	SAT
14056956	30.120416	-98.031094	9/22/2014	150	N	12	3	8	7	4	1	33	105	1670	6.143	Y	0	MON
14012186	30.13824	-98.032135	9/7/2014	150	N	11	1	8	7	4	1	23	105	1670	4.958	Y	5	SUN
14670395	30.032758	-97.93334	10/1/2015	150	N	11	1	8	6	4	1	64	105	1670	25.892	Y	5	THU
14573492	30.043214	-97.96197	8/4/2015	150	Y	11	1	8	2	2	20	64	105	1670	23.966	Y	0	TUE
14573494	30.044882	-97.970013	8/2/2015	150	N	11	3	8	7	4	1	62	105	1670	23.451	Y	5	SUN
14682013	30.047356	-97.988625	9/20/2015	150	Y	11	1	8	2	2	20	64	105	1670	12.271	Y	5	SUN
14594081	30.061861	-97.990802	8/14/2015	150	N	11	3	8	10	4	1	1	105	1670	11.297	Y	5	FRI
14605661	30.063348	-97.992626	8/20/2015	150	Y	11	1	8	2	1	24	64	105	1670	11.142	Y	3	THU
14676397	30.076392	-98.002198	10/5/2015	150	N	11	3	8	6	4	1	64	105	1670	9.991	Y	5	MON
14677019	30.080619	-98.007541	9/4/2015	150	N	11	3	8	7	4	1	32	105	1670	9.48	Y	2	FRI
14631667	30.082916	-98.007893	9/6/2015	150	N	11	3	8	10	4	1	1	105	1670	9.315	Y	5	SUN
14573495	30.083167	-98.008288	7/28/2015	150	N	11	3	8	7	4	1	32	105	1670	9.284	Y	5	TUE
14626287	30.083665	-98.009103	9/5/2015	150	N	11	1	8	10	4	1	1	105	1670	9.221	Y	1	SAT
14603700	30.090728	-98.013692	8/17/2015	150	N	11	3	8	6	4	1	64	105	1670	8.478	Y	5	MON
14611343	30.123232	-98.031539	8/19/2015	150	Y	11	1	8	2	1	24	64	105	1670	5.953	Y	5	WED
14620691	30.131823	-98.031929	8/31/2015	1826	Y	11	1	8	2	2	22	64	105	1670	5.386	Y	5	MON
15222989	30.047327	-97.988314	7/17/2016	150	N	11	3	8	2	2	14	64	105	1670	12.292	Y	1	SUN
15186936	30.047356	-97.988625	6/25/2016	3237	Y	2	1	8	2	2	22	64	105	1670	12.271	Y	2	SAT
15250806	30.076392	-98.002198	8/3/2016	150	N	11	3	8	7	4	1	32	105	1670	9.991	Y	4	WED
15217512	30.082816	-98.007772	7/8/2016	150	N	12	2	8	10	4	1	1	105	1670	9.325	Y	3	FRI
15214387	30.123234	-98.031539	7/18/2016	150	Y	11	1	8	2	1	10	64	105	1670	5.953	Y	3	MON
15133144	30.053977	-97.989329	5/30/2016	150	N	11	1	8	6	4	1	64	105	1670	11.833	Y	2	MON
14124575	30.045141	-97.972131	11/14/2014	150	N	12	3	8	6	4	1	64	105	1670	23.317	Y	5	FRI
14699580	30.149882	-98.060628	10/16/2015	150	N	11	3	8	7	4	1	33	105	1670	2.196	Y	5	FRI
14699581	30.149882	-98.060628	10/16/2015	150	N	11	3	8	10	4	1	1	105	1670	2.196	Y	5	FRI
14731700	30.083197	-98.008337	10/21/2015	150	N	2	1	8	7	4	1	22	105	1670	9.28	Y	5	WED
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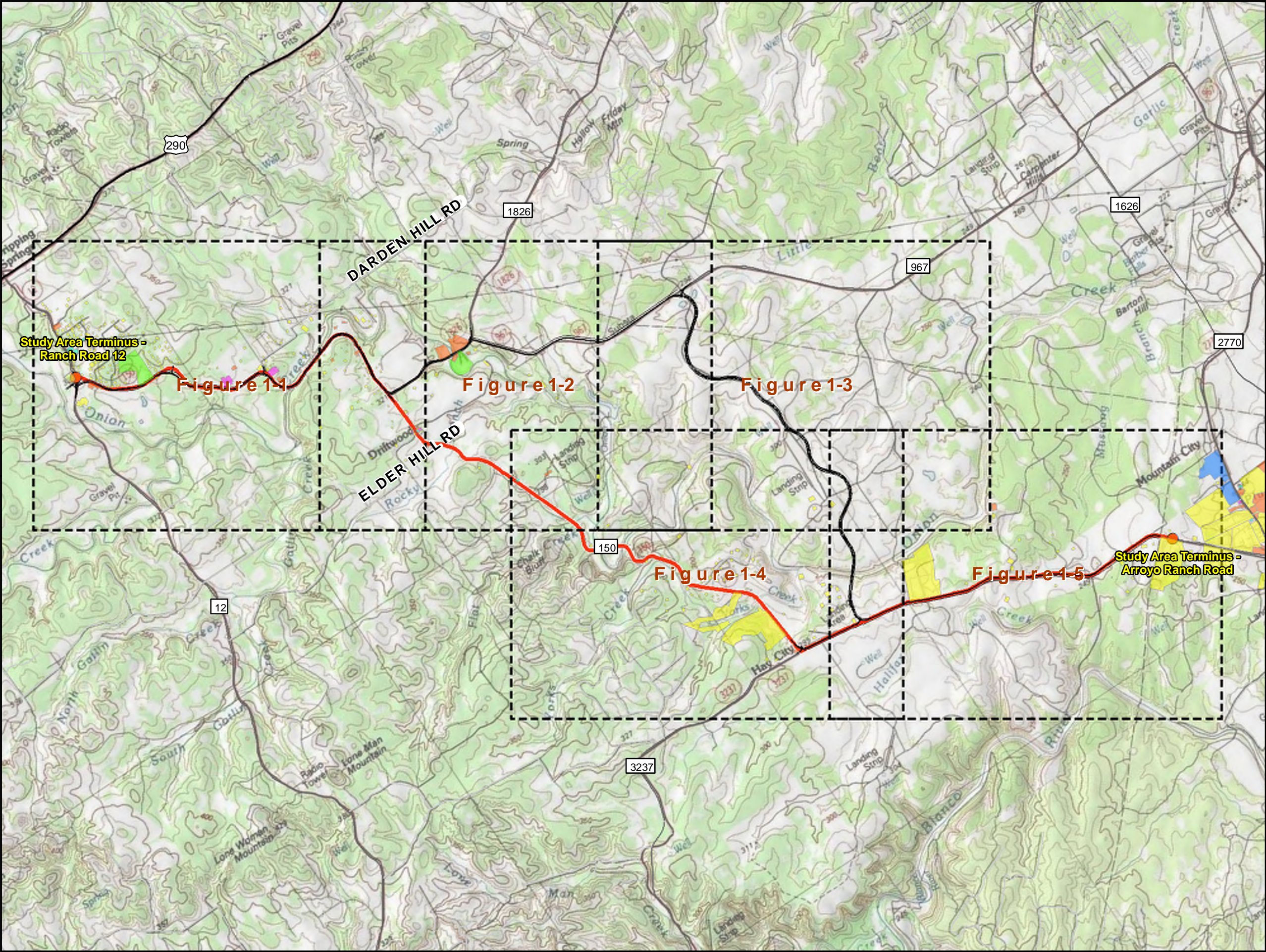
SECTION 6

Existing Land Uses and Key Features

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FM 150 Businesses, Subdivisions, Ranches, Community Resources & Open Spaces (from northwest to southeast)		
Businesses		
Twisted X Brewing Company	Stinson's Distilling	Mandola Winery & Trattoria Lisina
Bella Nido Bed & Breakfast	Intuitive Coatings	Duchman Family Winery
Dog Camp Boarding	Lloyd's Automotive Shop	AJ Tree Services
Austin Equine Associates	Epic Communications	Speakeasy Telecom, LLC
CX2 Construction Inc.	The Salt Lick Restaurant	Hays City Store Restaurant
Driftwood Kennels	Creekside Wedding & Event Venue	Hays City Ice House
Xanadu Nursery & Landscape	Fall Creek Vineyards	Mad Rooster's Beer, Wine & Spirits
The Cabins at Onion Creek	Flex Coat Co. Inc.	Sage Hill Inn at Onion Creek
4 Seasons Outdoors	Stonehouse Villa	Grooming by Trish
Educated Roofing Systems	Michael Hall's Studio Foundry	
Subdivisions¹		
Caliterra	Hummingbird Acres	Running Rope Estates
Howard Ranch	Driftwood	Price Addition
Springwood	Grand Cypress at Onion Creek	Hays City Estates
The Woods	Rutherford West	Crosshouse
Crooked Oaks	John Lloyd's Rutherford Ranch	Indian Hills
Laurel Canyon	Vineyard Subdivision	Roth-Thompson
Creeks of Driftwood	Little Star Ranch	Oak Mesa
JV Ash	York Creek Ranch	Arroyo Ranch
Driftwood Falls Estates	Los Ranchos	
Driftwood Acres	Sierra West	
Ranches¹		
Browning Ranch	Lazy Z Ranch	Loma Alta 1861 Ranch
Rogers Ranch	Speakeasy Ranch	Halifax Ranch Ltd.
Rutherford Ranch	HO Ranch	Michaelis Ranch
Triple C Ranch	6F Ranch	
Community Resources and Open Spaces		
Philips Cemetery	US Post Office - Driftwood	Lloyd Municipal Preserve
Charro Ranch Park & Ranch	Driftwood United Methodist Church	Orr Municipal Preserve
Ragdale Ranch Conservation Easement	Driftwood Community Center	Ashmun Conservation Easement
Burke Center for Youth	Driftwood Cemetery	Nester Conservation Easement
Hays County Citizens Recycling Collection Center	Baptist Church of Driftwood	City of Austin - Onion Creek Natural Area Municipal Preserve
Camp Ben McCullough	City of Austin Water Quality Lands Municipal Preserves	Halifax Ranch Conservation Easement
Ragland Private Reserve	City of Austin Water Quality Lands Conservation Easements	Kuykendall 101 Ranch Mausoleum Cemetery

¹ Other residences, ranches and communities exist along the corridor within the study area but are not within a named community or a visibly named ranch. Once projects are identified within the study area, more in-depth land use and community impact evaluations will occur.



LAND USE
FM 150 STUDY AREA

- Key to Features**
- FM 150
 - Conceptual Project Alignments
- Land Use Types**
- Cemetery
 - Church
 - Commercial
 - Park
 - Public Facility
 - Residential
 - School
 - Utility

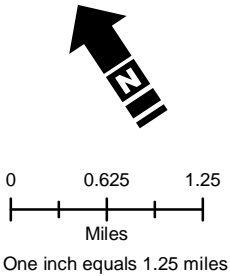
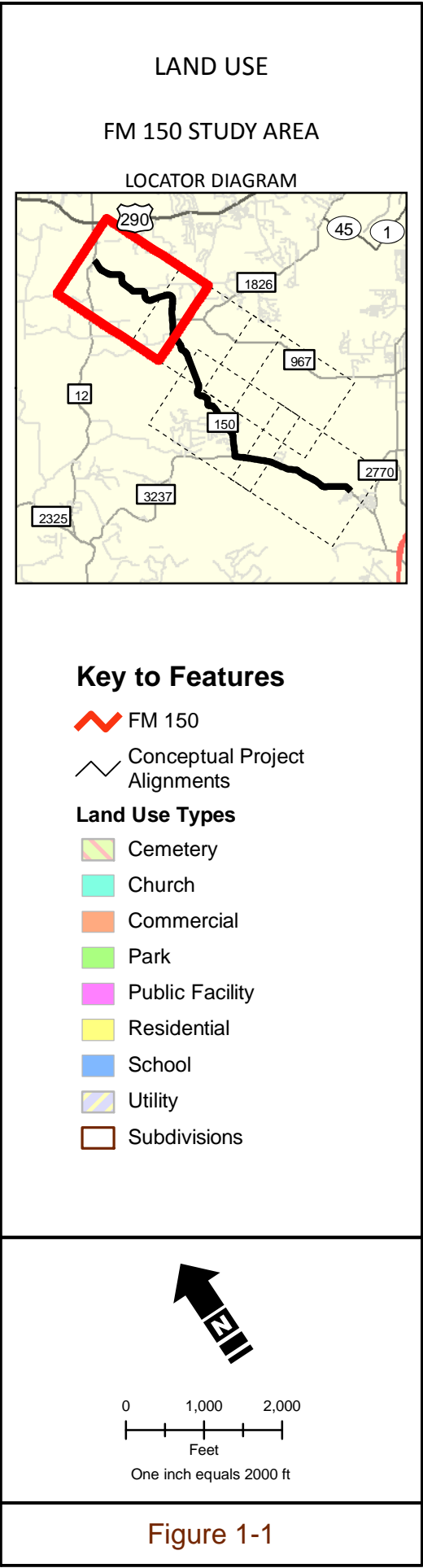
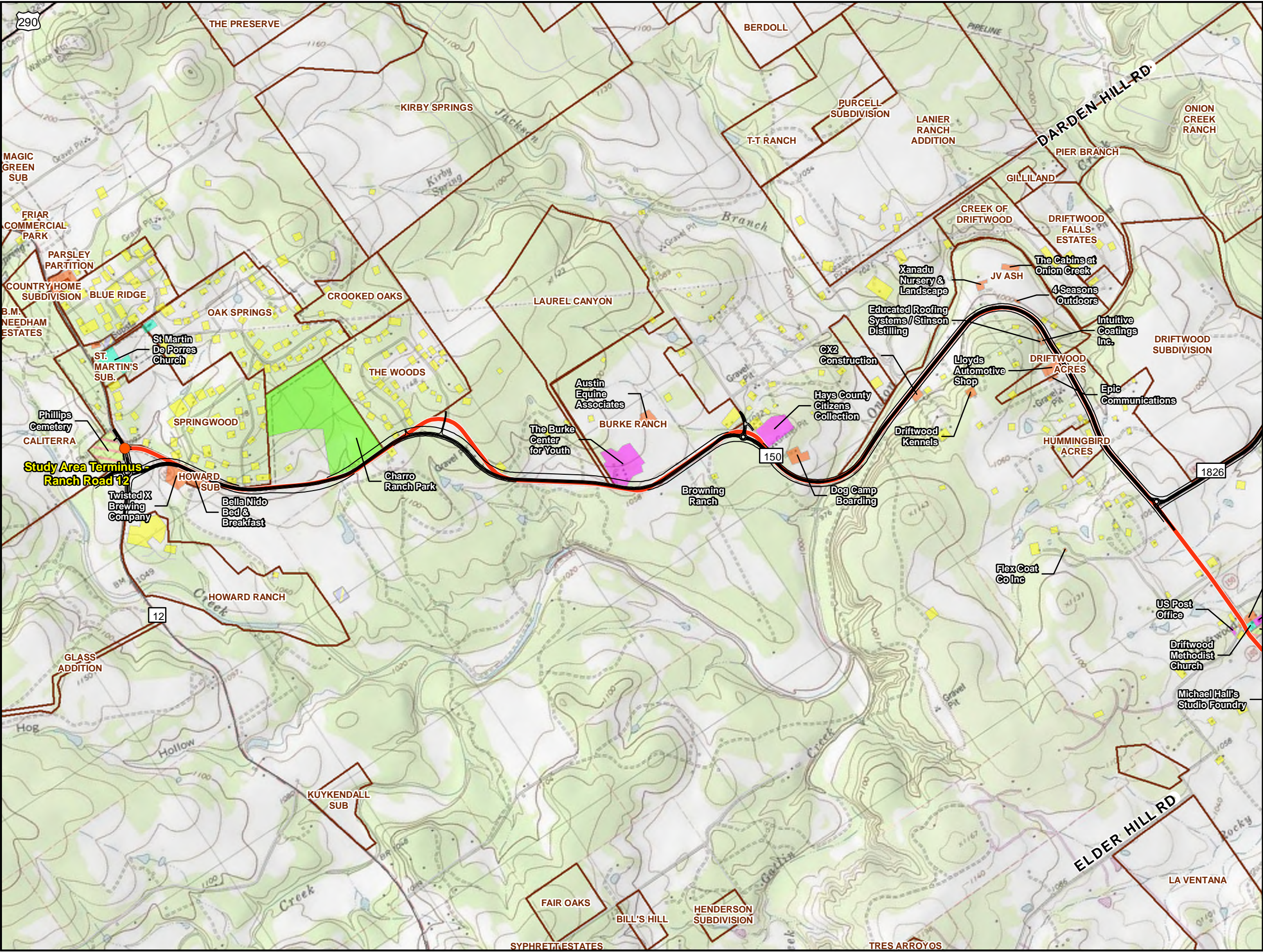
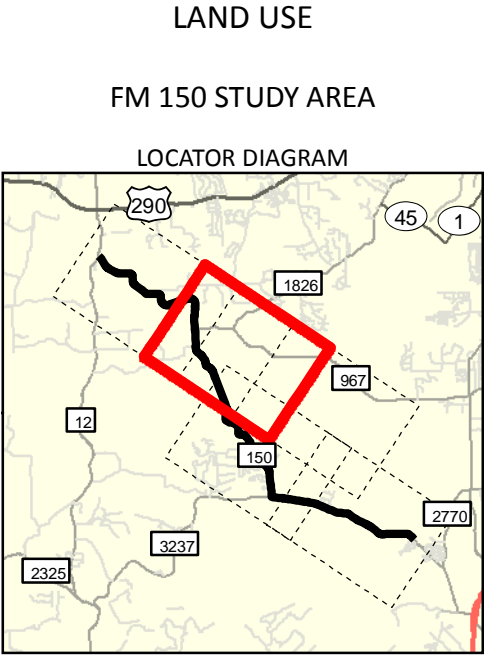
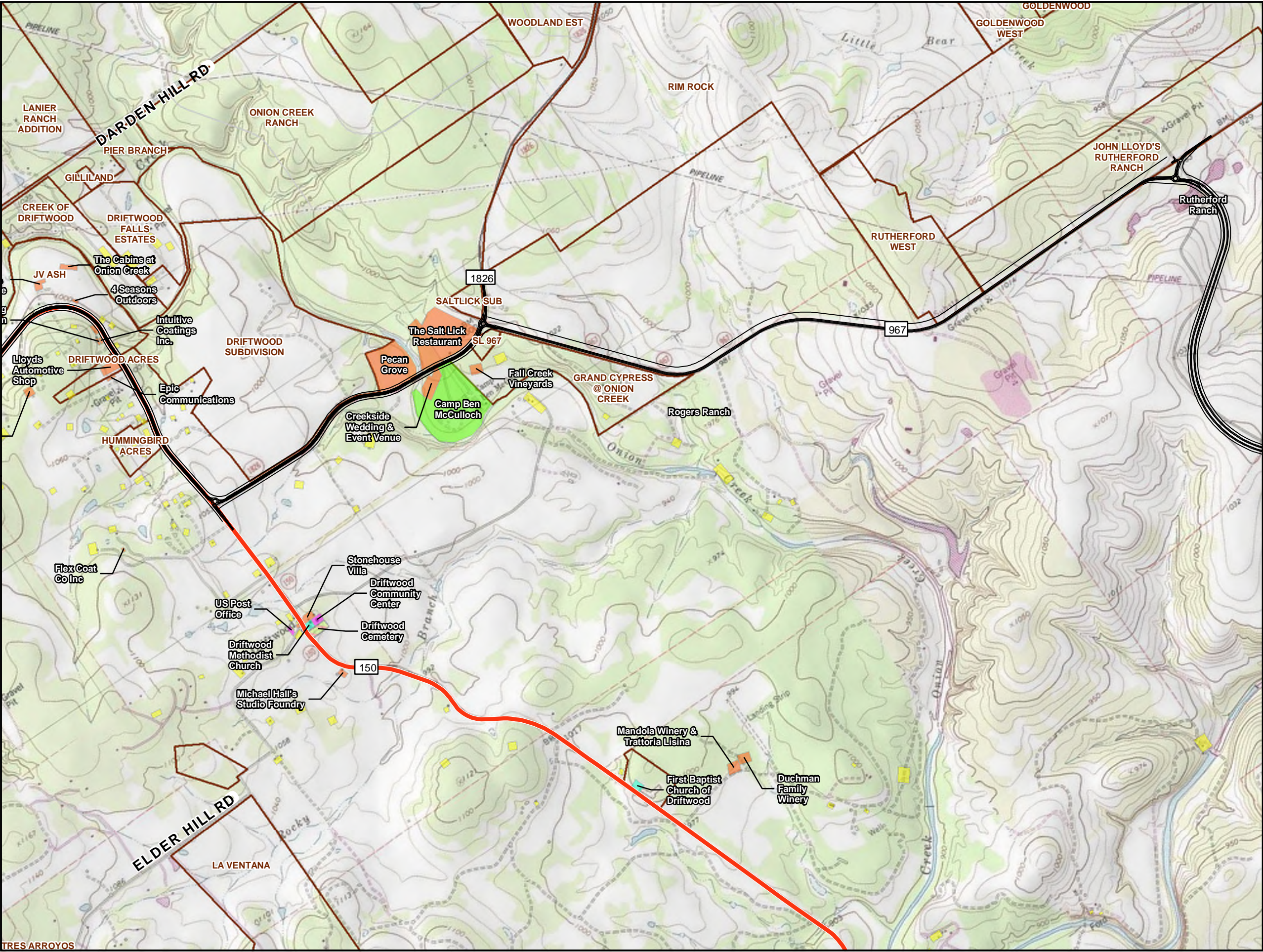


Figure 2





Key to Features

- FM 150
- Conceptual Project Alignments
- Land Use Types
 - Cemetery
 - Church
 - Commercial
 - Park
 - Public Facility
 - Residential
 - School
 - Utility
 - Subdivisions

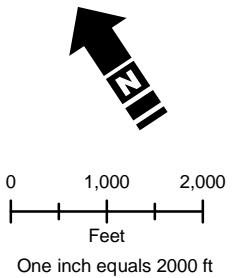
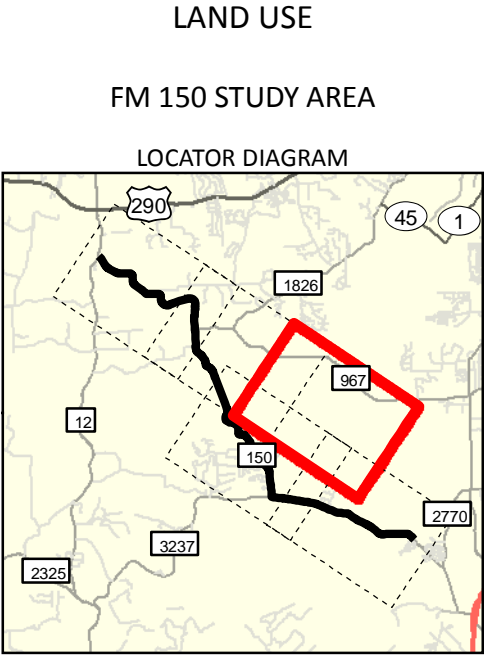
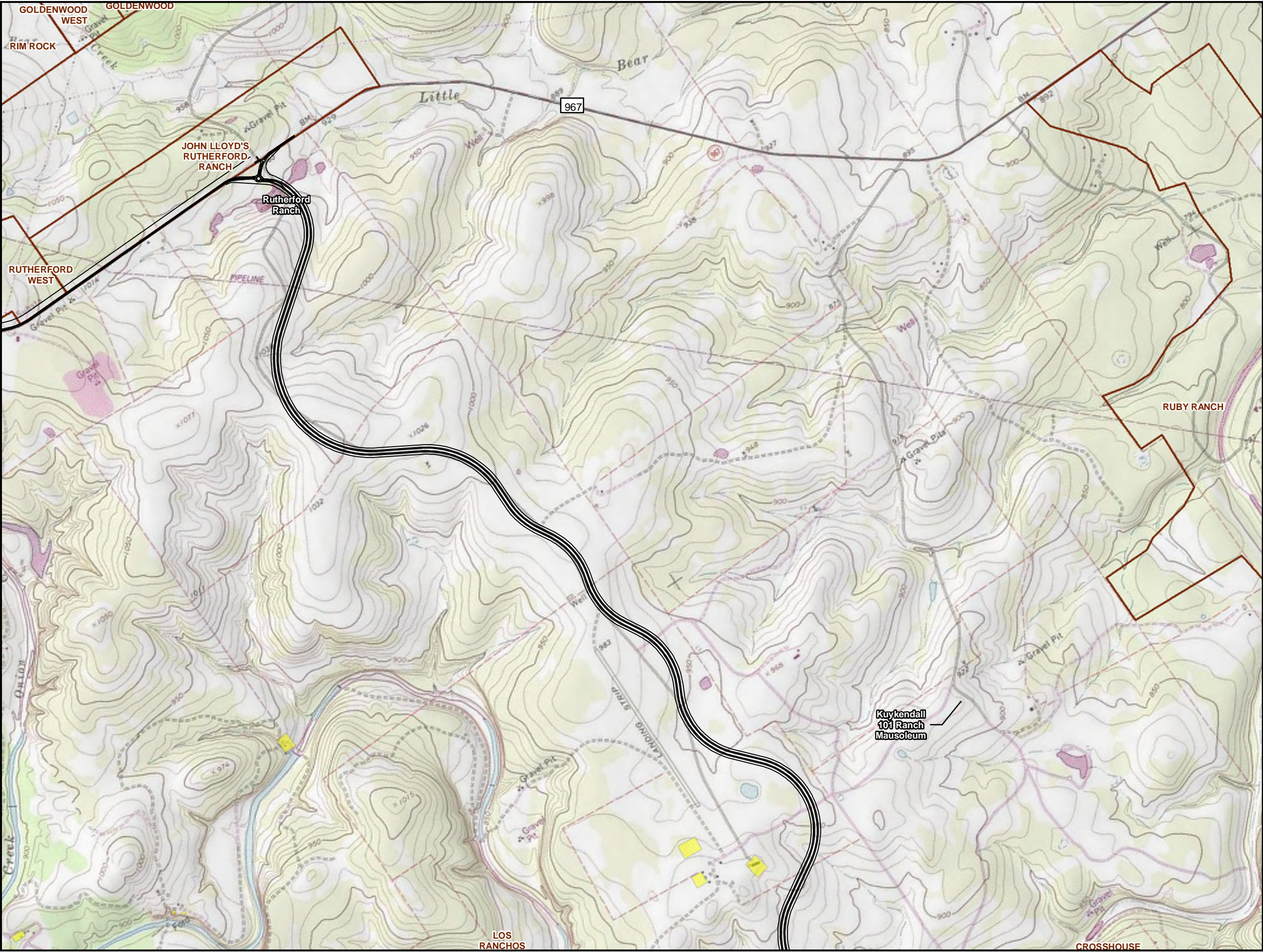


Figure 1-2



Key to Features

- FM 150
- Conceptual Project Alignments
- Land Use Types
 - Cemetery
 - Church
 - Commercial
 - Park
 - Public Facility
 - Residential
 - School
 - Utility
 - Subdivisions

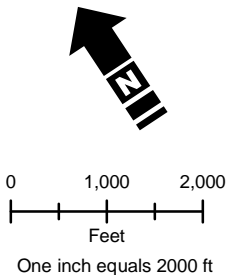
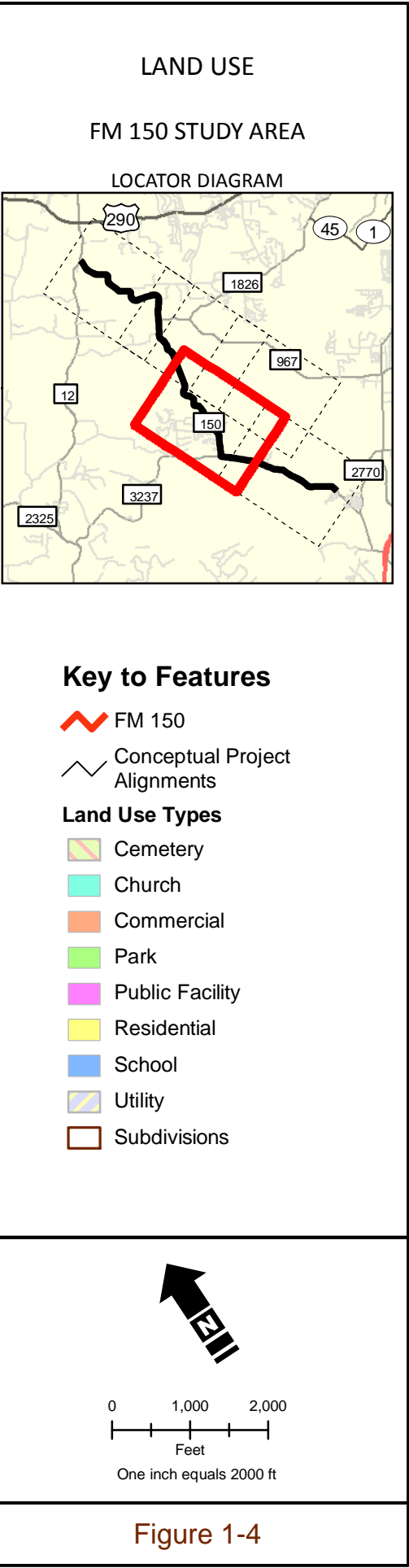
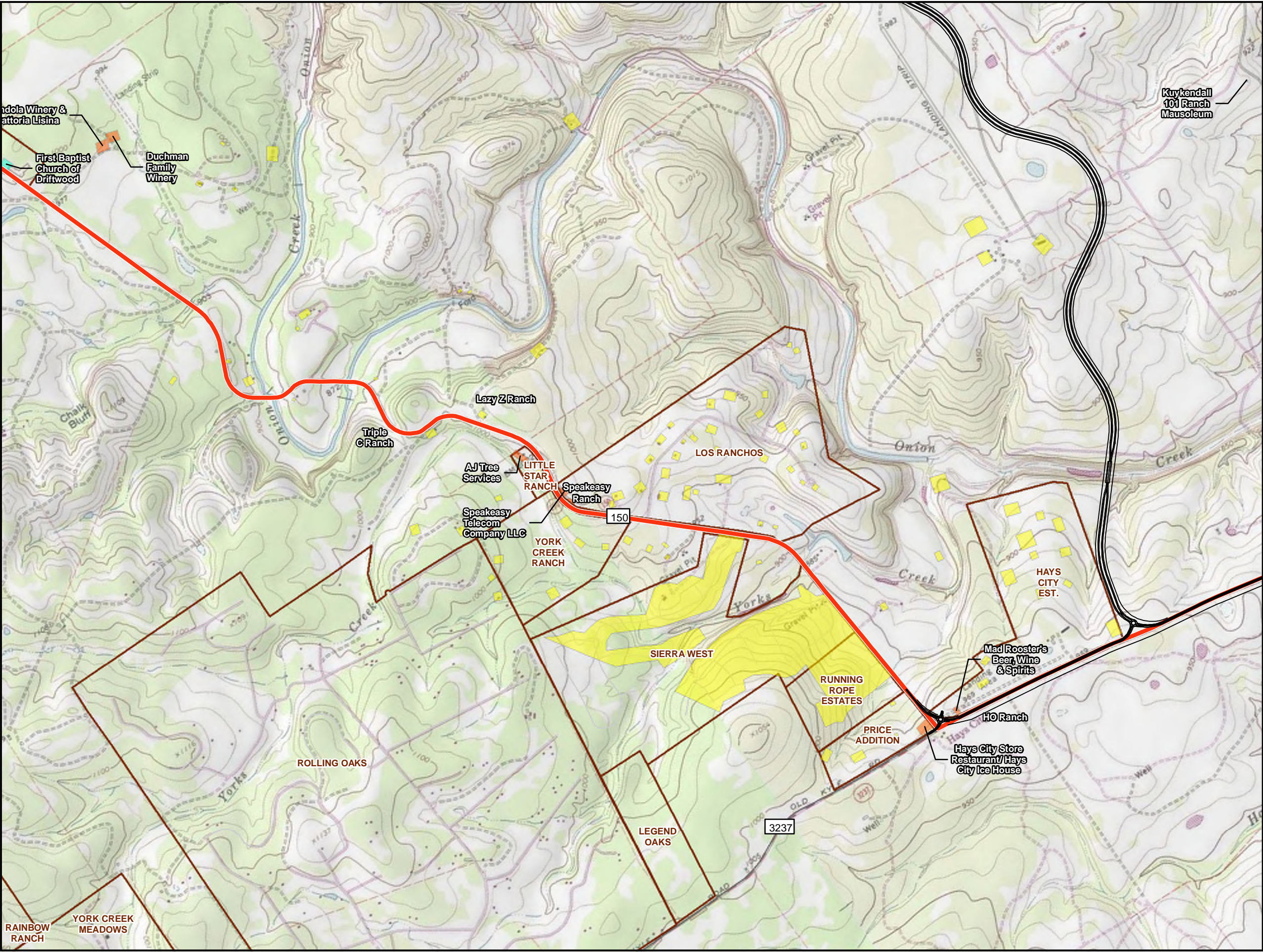


Figure 1-3



Key to Features

- FM 150
- Conceptual Project Alignments
- Land Use Types**
 - Cemetery
 - Church
 - Commercial
 - Park
 - Public Facility
 - Residential
 - School
 - Utility
 - Subdivisions

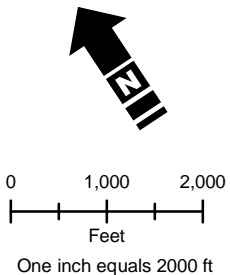
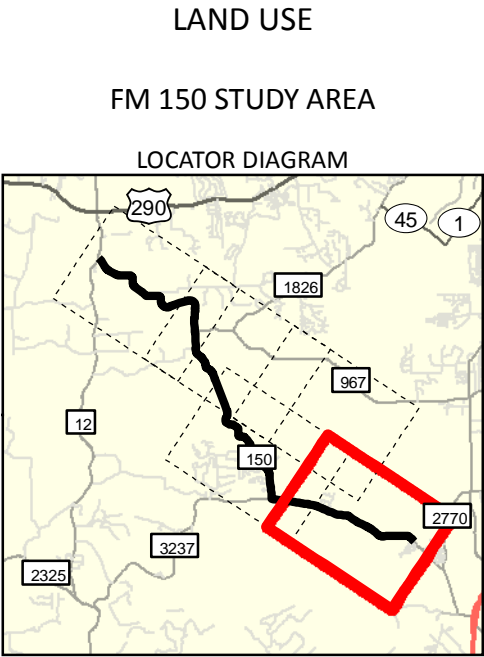
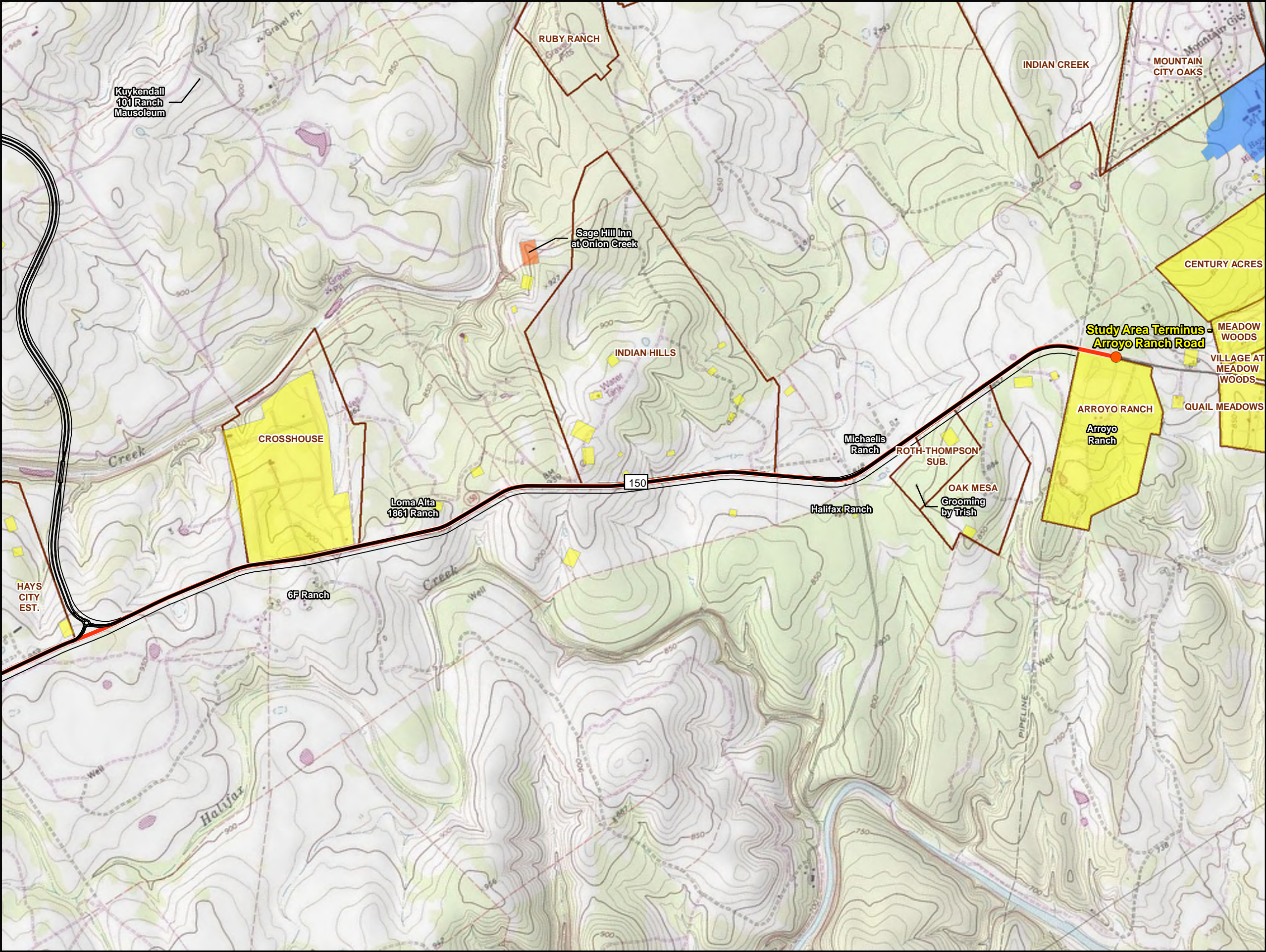


Figure 1-4



Key to Features

- FM 150
- Conceptual Project Alignments
- Land Use Types
 - Cemetery
 - Church
 - Commercial
 - Park
 - Public Facility
 - Residential
 - School
 - Utility
 - Subdivisions

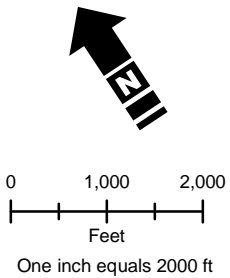


Figure 1-5

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SECTION 7

Potential Environmental and Cultural Constraints

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POTENTIAL ENVIRONMENTAL AND
CULTURAL CONSTRAINTS
FM 150 STUDY AREA

- Key to Features**
- FM 150
 - Conceptual Project Alignments
 - Rivers and Streams

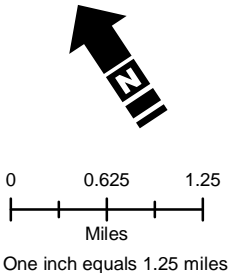
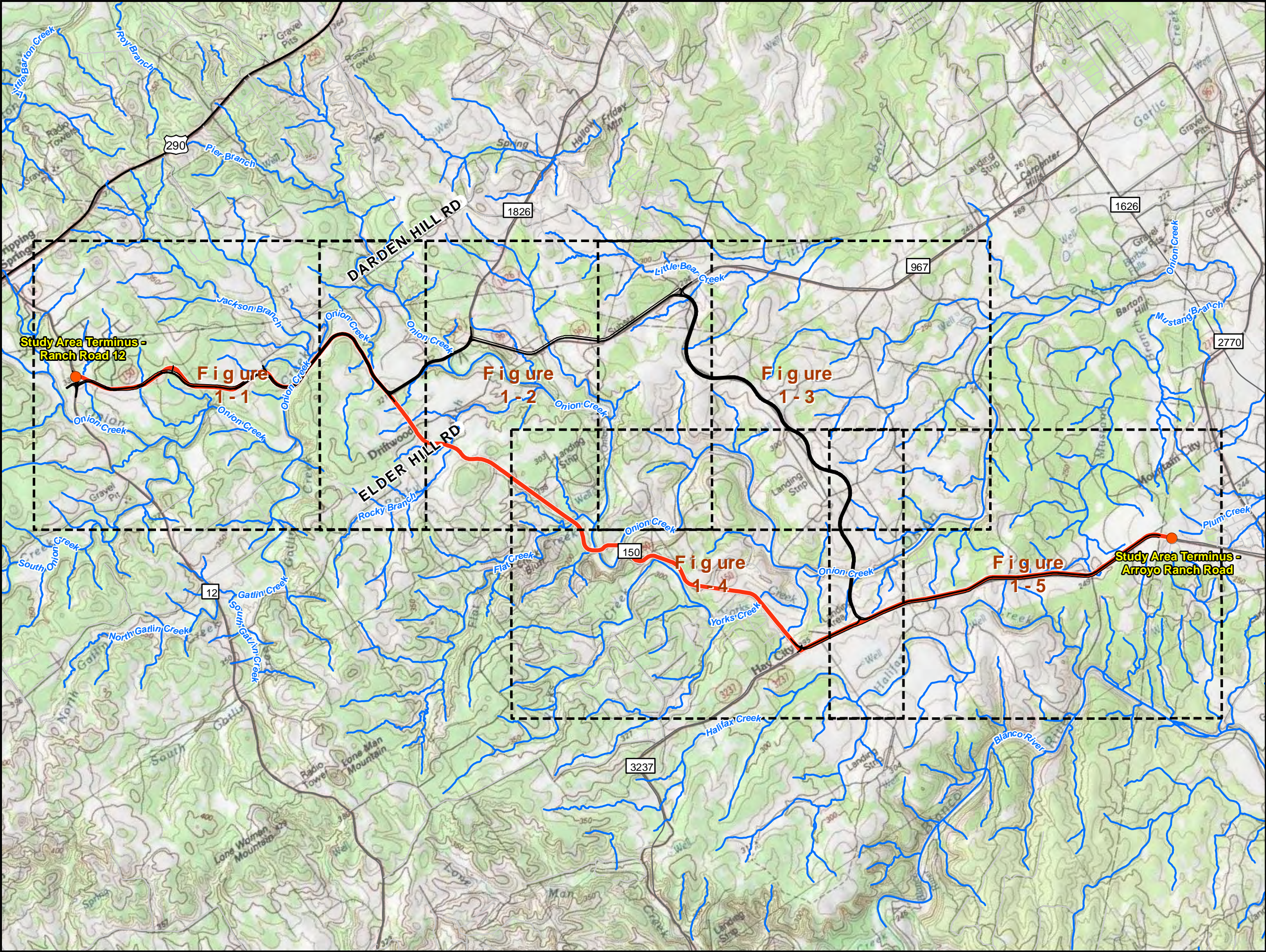
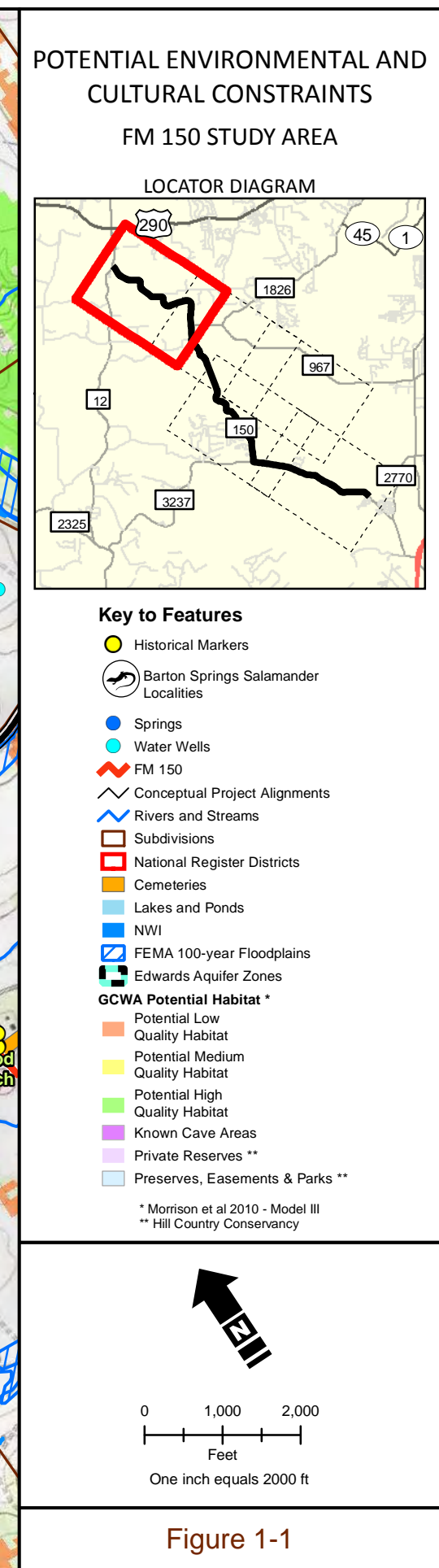
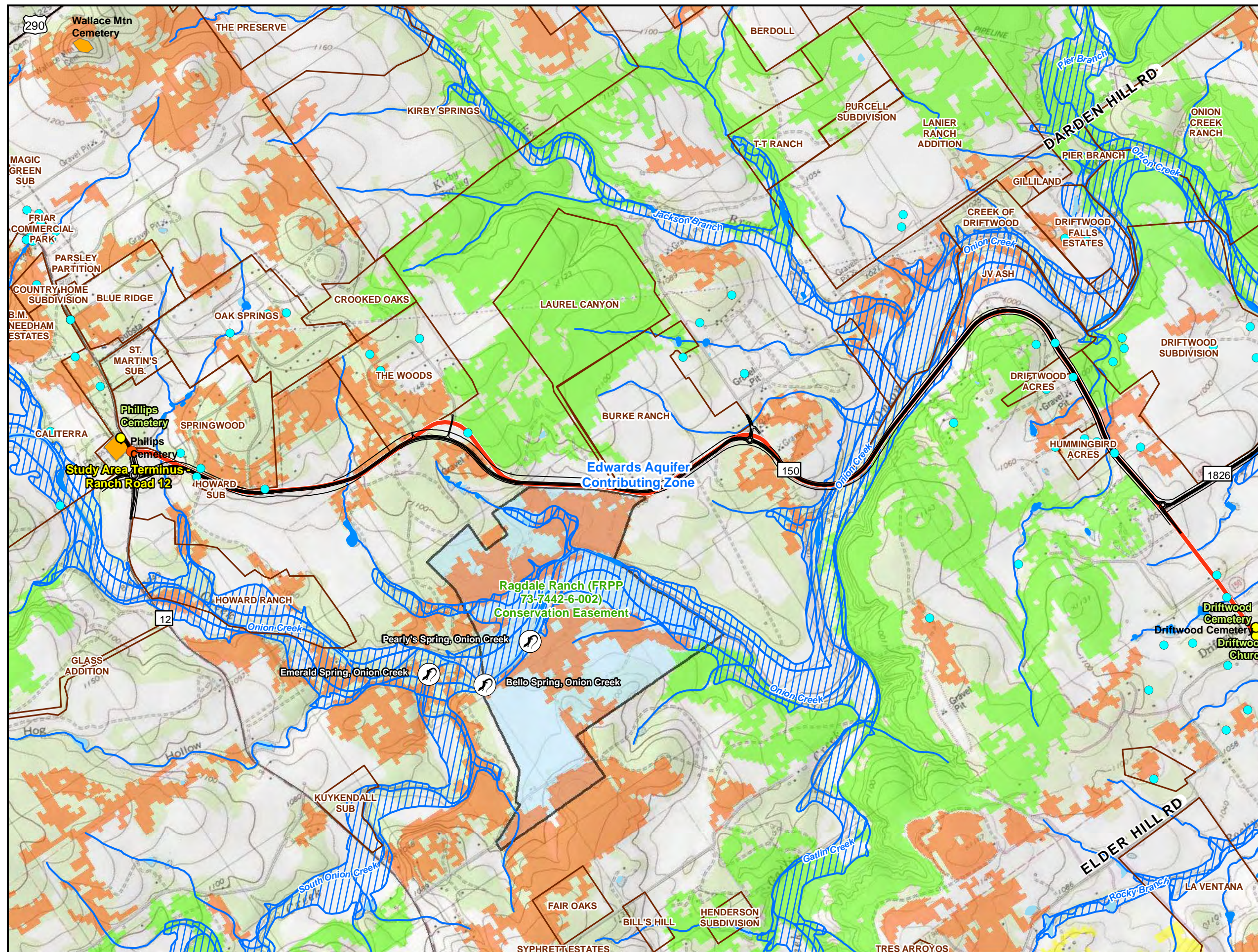
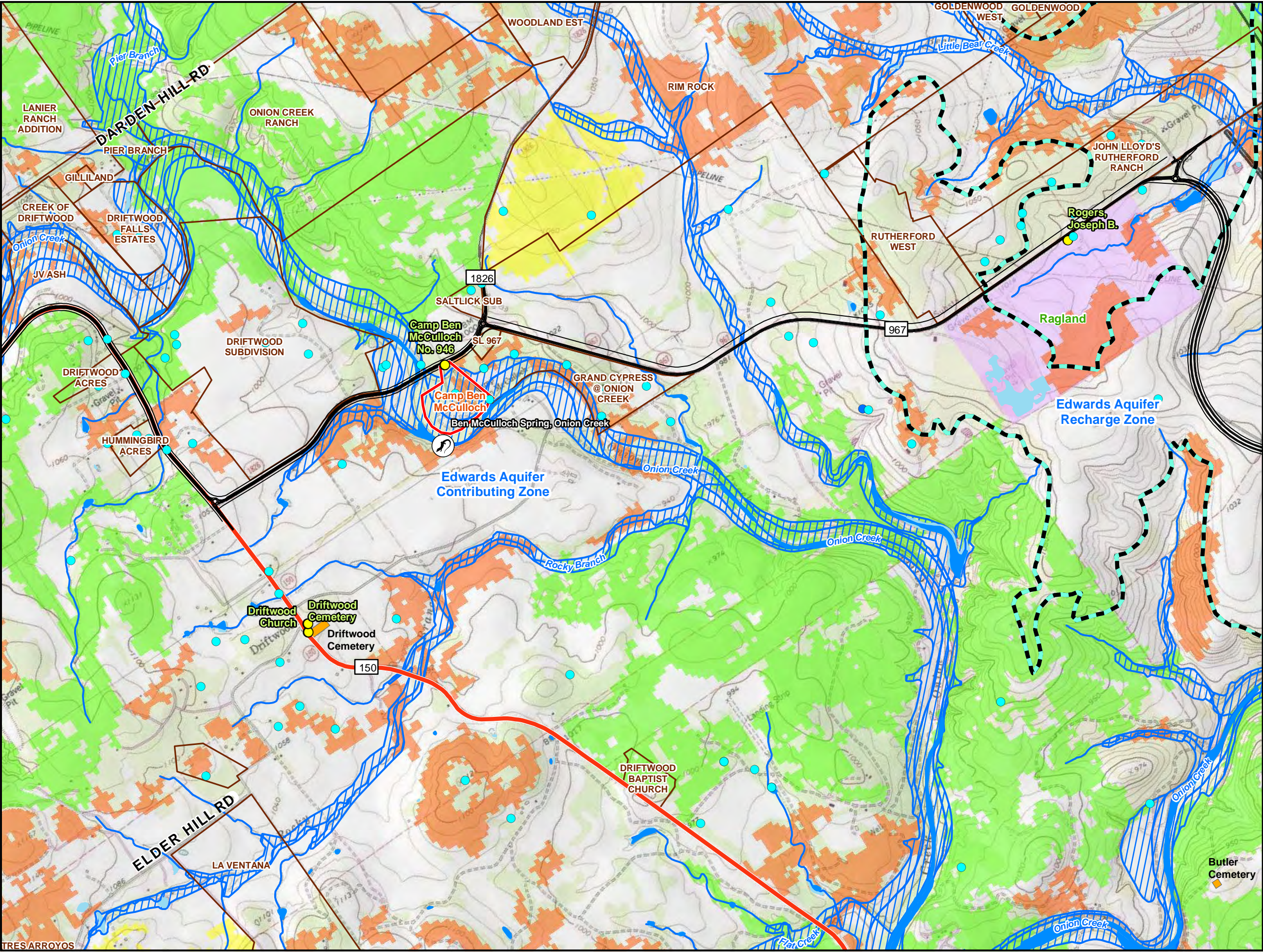


Figure 3



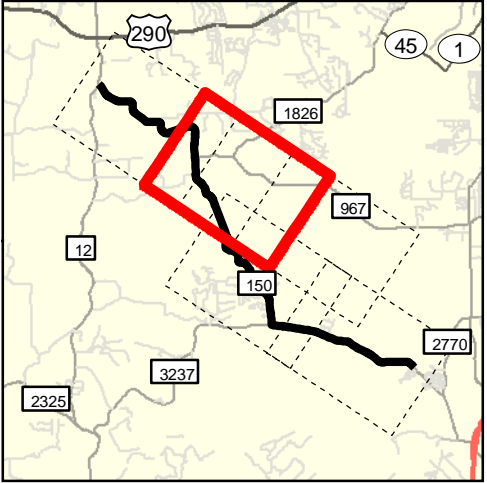




POTENTIAL ENVIRONMENTAL AND CULTURAL CONSTRAINTS

FM 150 STUDY AREA

LOCATOR DIAGRAM



Key to Features

- Historical Markers
- Barton Springs Salamander Localities
- Springs
- Water Wells
- FM 150
- Conceptual Project Alignments
- Rivers and Streams
- Subdivisions
- National Register Districts
- Cemeteries
- Lakes and Ponds
- NWI
- FEMA 100-year Floodplains
- Edwards Aquifer Zones

GCWA Potential Habitat *

- Potential Low Quality Habitat
- Potential Medium Quality Habitat
- Potential High Quality Habitat
- Known Cave Areas
- Private Reserves **
- Preserves, Easements & Parks **

* Morrison et al 2010 - Model III
** Hill Country Conservancy



0 1,000 2,000
Feet
One inch equals 2000 ft

Figure 1-2

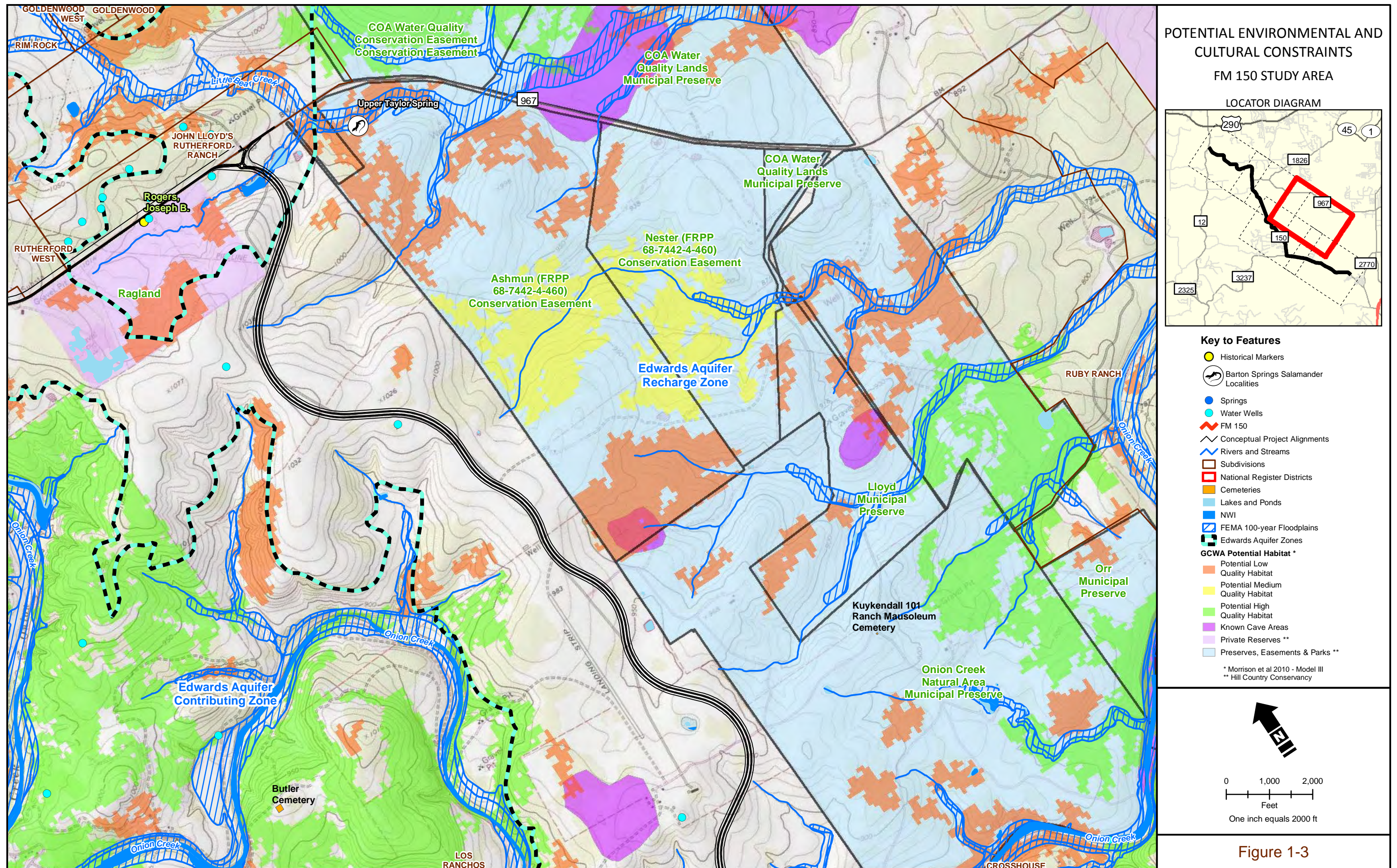
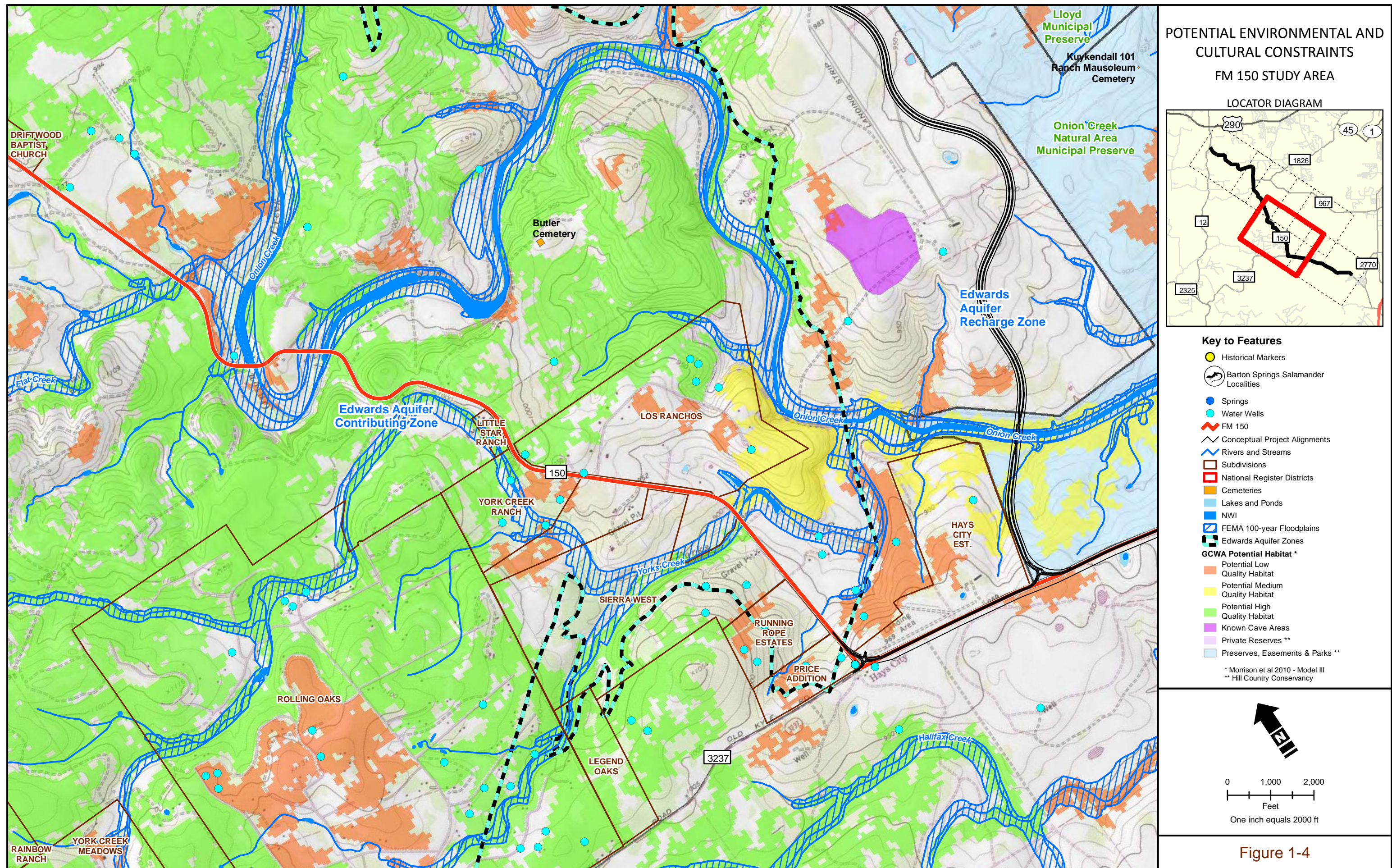
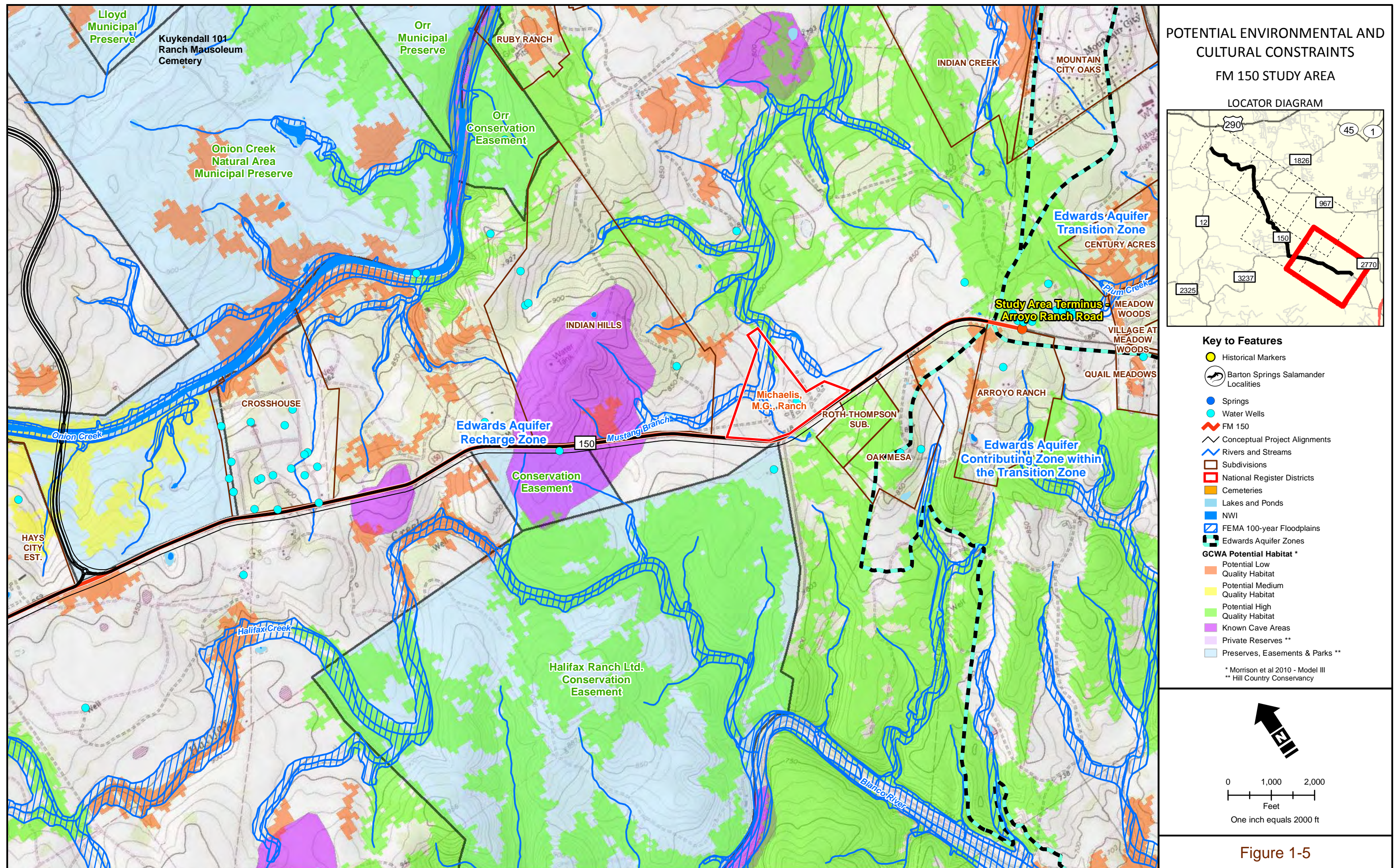


Figure 1-3





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SECTION 8

Vegetation Communities

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FM 150 Corridor Ecological Mapping Systems of Texas Vegetation Communities¹

Vegetation Community Names	TPWD/TxDOT MOU Habitat Types ²
Barren	Agriculture
Edwards Plateau: Ashe Juniper / Live Oak Shrubland	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Ashe Juniper / Live Oak Slope Shrubland	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Ashe Juniper Motte and Woodland	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Ashe Juniper Slope Forest	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Deciduous Oak / Evergreen Motte and Woodland	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Floodplain Ashe Juniper Shrubland	Floodplain
Edwards Plateau: Floodplain Deciduous Shrubland	Floodplain
Edwards Plateau: Floodplain Hardwood / Ashe Juniper Forest	Floodplain
Edwards Plateau: Floodplain Hardwood Forest	Floodplain
Edwards Plateau: Floodplain Herbaceous Vegetation	Floodplain
Edwards Plateau: Floodplain Live Oak Forest	Floodplain
Edwards Plateau: Live Oak Motte and Woodland	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Live Oak Slope Forest	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Oak / Ashe Juniper Slope Forest	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Oak / Hardwood Motte and Woodland	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Oak / Hardwood Slope Forest	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Post Oak Motte and Woodland	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Riparian Ashe Juniper Forest	Riparian
Edwards Plateau: Riparian Ashe Juniper Shrubland	Riparian
Edwards Plateau: Riparian Deciduous Shrubland	Riparian
Edwards Plateau: Riparian Hardwood / Ashe Juniper Forest	Riparian
Edwards Plateau: Riparian Hardwood Forest	Riparian
Edwards Plateau: Riparian Herbaceous Vegetation	Riparian
Edwards Plateau: Riparian Live Oak Forest	Riparian
Edwards Plateau: Savanna Grassland	Edwards Plateau Savannah, Woodland, and Shrubland
Edwards Plateau: Shin Oak Shrubland	Edwards Plateau Savannah, Woodland, and Shrubland
Native Invasive: Deciduous Woodland	Disturbed Prairie
Native Invasive: Juniper Shrubland	Disturbed Prairie
Native Invasive: Juniper Woodland	Disturbed Prairie
Native Invasive: Mesquite Shrubland	Disturbed Prairie
Open Water	Riparian
Row Crops	Agriculture
Urban High Intensity	Urban
Urban Low Intensity	Urban

¹ Includes Driftwood Bypass.

² The TxDOT-TPWD Threshold Table Programmatic Agreement for the 2013 Memorandum of Understanding (MOU) groups EMST vegetation types into broader MOU habitat types.

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SECTION 9

List of Threatened, Endangered, and Rare Species

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Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
PLANTS					
Bracted twistflower <i>Streptanthus bracteatus</i>	C	NL	Texas endemic; shallow, well-drained gravelly clays and clay loams over limestone in oak juniper woodlands and associated openings, on steep to moderate slopes and in canyon bottoms; several known soils include Tarrant, Brackett, or Speck over Edwards, Glen Rose, and Walnut geologic formations.	Yes	Yes; for new location or widening projects affecting woodlands.
Buckley tridens <i>Tridens buckleyanus</i>	NL	SGCN	Occurs in juniper-oak woodlands on rocky limestone slopes. Perennial; flowering/fruiting April-November.	Yes	Yes; for new location or widening projects affecting woodlands.
Hill Country wild-mercury <i>Argythamnia aphoroides</i>	NL	SGCN	Texas endemic; mostly in bluestem-grama grasslands associated with plateau live oak woodlands on shallow to moderately deep clays and clay loams over limestone on rolling uplands, also in partial shade of oak-juniper woodlands in gravelly soils on rocky limestone slopes; flowering April-May with fruit.	Yes	Yes; for new location or widening projects affecting woodlands.
Texas wild-rice <i>Zizania texana</i>	E	E	Texas endemic; spring-fed river, in clear, cool, swift water mostly less than 1 m deep, with coarse sandy soils rather than finer clays; flowering year-round, peaking March-June.	No	No; only known from the San Marcos River.
Glass Mountains coral-root <i>Hexalectris nitida</i>	NL	SGCN	Rarely occurring in mixed woodlands in canyons in the mountains of Brewster County, but encountered with regularity, albeit in small numbers, under <i>Juniperus ashei</i> in woodlands over limestone on the Edwards Plateau, Callahan Divide, and Lampasas Cut Plain. Perennial; flowering June-September and fruiting July-September.	Yes	Yes; for new location or widening projects affecting woodlands.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
Warnock's coral-root <i>Hexalectris warnockii</i>	NL	SGCN	In leaf litter and humus in oak-juniper woodlands on shaded slopes and intermittent, rocky creekbeds in canyons; in the Trans Pecos in oak-pinyon-juniper woodlands in higher mesic canyons (to 2000 m [6550 ft]), primarily on igneous substrates; on Edwards Plateau in oak-juniper woodlands on limestone slopes; flowering June-September; individual plants do not usually bloom in successive years.	Yes	Yes; for new location or widening projects affecting woodlands.
Gravelbar brickellbrush <i>Brickellia dentata</i>	NL	SGCN	Essentially restricted to frequently scoured, gravelly alluvial beds in creek and river bottoms. Perennial; flowering June-November and fruiting June-October.	Yes	Yes; for projects affecting creek beds.
Narrowleaf brickellbrush <i>B. eupatorioides</i> var. <i>gracillima</i>	NL	SGCN	Occurs in moist to gravelly alluvial soils along riverbanks but also on limestone slopes. Perennial; flowering/fruiting April-November.	Yes	Yes; for projects affecting alluvial soils or limestone slopes.
Hall's prairie clover <i>Dalea hallii</i>	NL	SGCN	In grasslands on eroded limestone or chalk and in oak scrub on rocky hillsides; perennial; flowering May-Sept; fruiting June-Sept.	Yes	Yes; habitat common in corridor.
Heller's marbleseed <i>Onosmodium helleri</i>	NL	SGCN	Occurs in loamy, calcareous soils in oak-juniper woodlands on rocky limestone slopes, often in more mesic portions of canyons. Perennial; flowering March-May.	Yes	Yes; for new location or widening projects affecting woodlands.
Net-leaf Bundleflower <i>Desmanthus reticulatus</i>	NL	SGCN	Mostly occurs on clay prairies of the coastal plain of central and south Texas. Perennial; flowering April-July and fruiting April-October.	No	No; corridor is outside the known range of this species.
Osage Plains false foxglove <i>Agalinis densiflora</i>	NL	SGCN	Primarily from grasslands on shallow, gravelly, well drained, calcareous soils; prairies, dry limestone soils. Annual; flowering Aug-Oct.	Yes	Yes; habitat common in corridor.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
Plateau loosestrife <i>Lythrum ovalifolium</i>	NL	SGCN	Occurs on banks and gravelly beds of perennial (or strong intermittent) streams of the Edwards Plateau, Llano Uplift, and Lampasas Cut Plain. Perennial; flowering/fruiting April-November.	Yes	Yes; for projects affecting creek banks and/or beds.
Plateau milkvine <i>Matelea edwardsensis</i>	NL	SGCN	Occurs in various types of oak-juniper woodlands. Perennial; flowering March-October and fruiting May-June.	Yes	Yes; habitat common in corridor.
Scarlet leather-flower <i>Clematis texensis</i>	NL	SGCN	Usually occurs in oak-juniper woodlands in mesic, rocky limestone canyons or along perennial streams. Perennial; flowering March-July and fruiting May-July.	Yes	Yes; for projects affecting woodlands on steep, rocky banks along streams.
Sycamore-leaf snowbell <i>Styrax platanifolius</i> <i>ssp. platanifolius</i>	NL	SGCN	Rare throughout its range, this species usually occurs in oak-juniper woodlands on steep rocky banks and ledges along intermittent or perennial streams, rarely far from some reliable source of moisture. Perennial; flowering April-May and fruiting May-August.	Yes	Yes; for projects affecting woodlands on steep, rocky banks along streams.
Texas amorphia <i>Amorpha roemeriana</i>	NL	SGCN	Wide-ranging but scarce; occurs in a variety of grassland and shrubland situations, mostly on calcareous soils underlain by limestone but occasionally in sandier neutral soils underlain by granite. Perennial; flowering February-May and October and fruiting February-September.	Yes	Yes; habitat common in corridor.
Texas barberry <i>Berberis swaseyi</i>	NL	SGCN	Occurs on shallow, calcareous, stony clay of upland grasslands & shrublands over limestone as well as in loamier soils in openly wooded canyons and on creek terraces. Perennial; flowering and fruiting March-June.	Yes	Yes; habitat common in corridor.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
Texas fescue <i>Festuca versuta</i>	NL	SGCN	Occurs in mesic woodlands on limestone-derived soils on stream terraces and canyon slopes. Perennial; flowering and fruiting April-June.	Yes	Yes; for projects affecting woodlands on stream terraces and canyon slopes.
Texas seymeria <i>Seymeria texana</i>	NL	SGCN	Found primarily in grassy openings in juniper-oak woodlands on dry, rocky slopes but sometimes on rock outcrops in shaded canyons. Annual; flowering May-November and fruiting July-November.	Yes	Yes; habitat common in corridor.
Tree dodder <i>Cuscuta exaltata</i>	NL	SGCN	Parasitic and found on various species of <i>Quercus</i> , <i>Juglans</i> , <i>Rhus</i> , <i>Vitis</i> , <i>Ulmus</i> , and <i>Diospyros</i> species as well as <i>Acacia berlandieri</i> and other woody plants. Annual; flowering May-October and fruiting July-October.	Yes	Yes; host species common in corridor.
MOLLUSKS					
Texas Fatmucket <i>Lampsilis bracteata</i>	C	T	Streams and rivers on sand, mud, and gravel substrates; intolerant of impoundment; broken bedrock and coarse gravel or sand in moderately flowing water; Colorado and Guadalupe River basins.	Yes	Yes; in projects that might affect Onion Creek bed.
False Spike Mussel <i>Quadrula mitchelli</i>	NL	T	Possible extirpated in Texas; probably medium to large rivers; substrates varying from mud through mixtures of sand, gravel and cobble; one study indicated water lilies were present at the site; Rio Grande, Brazos, Colorado, and Guadalupe (historic) river basins.	No	No; suitable habitat not present.
Golden Orb <i>Quadrula aurea</i>	C	T	Sand and gravel in some locations and mud at others; found in lentic and lotic; Guadalupe, San Antonio, Lower San Marcos, and Nueces River basins.	No	No; habitat not suitable and corridor is outside the known range of this species.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
Smooth Pimpleback <i>Quadrula houstonensis</i>	C	T	Small to moderate streams and rivers as well as moderate-size reservoirs; mixed mud, sand, and fine gravel. Tolerates very slow to moderate flow rates; appears not to tolerate dramatic water level fluctuations; scoured bedrock substrates or shifting sand bottoms. Lower Trinity (questionable), Brazos, and Colorado River basins.	No	No; corridor is outside the known range of this species.
Texas Pimpleback <i>Quadrula petrina</i>	C	T	Mud, gravel, and sand substrates, generally in areas with slow flow rates; Colorado and Guadalupe river basins.	Yes	Yes; in projects that might affect Onion Creek bed.
CRUSTACEANS					
A cave obligate crustacean <i>Monodella texana</i>	NL	SGCN	Subaquatic, subterranean obligate; underground freshwater aquifers.	No	No; assuming shallow impacts.
Balcones Cave amphipod <i>Stygobromus balconis</i>	NL	SGCN	Subaquatic, subterranean obligate amphipod.	No	No; assuming shallow impacts.
Ezell's cave amphipod <i>Stygobromus flagellatus</i>	NL	SGCN	Known only from artesian wells.	No	No; assuming shallow impacts.
Peck's Cave amphipod <i>Stygobromus pecki</i>	E	E	Primarily an aquifer dweller; collected at Comal & Hueco Springs outlets and in the Panther Canyon monitoring well drilled into the Edwards Aquifer. When found outside aquifer, typically in rock revices of rocks and gravel near spring outlets.	No	No; corridor is outside the known range of this species.
Texas cave shrimp <i>Palaemonetes antrorum</i>	NL	SGCN	Subterranean sluggish streams and pools.	Yes	Yes; in projects that might affect Onion Creek bed.
Texas troglobitic water slater <i>Lirceolus smithii</i>	NL	SGCN	Subaquatic, subterranean aquifer obligate.	No	No; assuming shallow impacts

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
INSECTS					
Comal Springs dryopid beetle <i>Stygoparnus comalensis</i>	E	E	Dryopids usually cling to objects in a stream; dryopids are sometimes found crawling on streams bottoms or along shores; adults may leave the stream and fly about, especially at night; most dryopid larvae are vermiform and live in soil or decaying wood.	No	No; corridor is outside the known range of this species.
Comal Springs riffle beetle <i>Heterelmis comalensis</i>	E	E	Comal and San Marcos Springs.	No	No; corridor is outside the known range of this species.
Edwards Aquifer diving beetle <i>Haideoporus texanus</i>	NL	SGCN	Habitat poorly known; known from an artesian well in Hays County.	No	Not likely; assuming shallow impacts.
Flint's net-spinning caddisfly <i>Cheumatopsyche flinti</i>	NL	SGCN	Very poorly known species with habitat description limited to 'a spring.'	No	No; no springs known to occur in corridor right of way
San Marcos saddle-case caddisfly <i>Protophila arca</i>	NL	SGCN	Known from an artesian well in Hays County; locally very abundant; swift, well-oxygenated warm water about 1-2 m deep; larvae and pupal cases abundant on rocks.	No	Not likely; assuming shallow impacts.
Texas austrotinodes caddisfly <i>Austrotinodes texensis</i>	NL	SGCN	Appears endemic to the karst springs and spring runs of the Edwards Plateau region; flow in type locality swift but may drop significantly during periods of little drought; substrate coarse and ranges from cobble and gravel to limestone bedrock; many limestone outcroppings also found along the streams.	No	No; no springs known to occur in corridor right of way.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
ARACHNIDS					
Bandit Cave spider <i>Cicurina bandida</i>	NL	SGCN	Very small, subterranean, subterranean obligate.	Yes	Yes
FISHES					
Fountain darter <i>Etheostoma fonticola</i>	E	E	Known only from the San Marcos and Comal rivers; springs and spring-fed streams in dense beds of aquatic plants growing close to bottom, which is normally musky; feeding mostly diurnal; spawns year-round with August and late winter to early spring peaks.	No	No; only occurs in San Marcos & Comal Rivers.
Guadalupe bass <i>Micropterus treculii</i>	NL	SGCN	Endemic to perennial streams of the Edward's Plateau region; introduced in Nueces River system.	Yes	Yes; particularly for projects potentially affecting Onion Creek.
Ironcolor shiner <i>Notropis chalybaeus</i>	NL	SGCN	Big Cypress Bayou and Sabine River basins; spawns April-September, eggs sink to bottom of pool; pools and slow runs of low gradient small acidic streams with sandy substrate and clear well vegetated water; feeds mainly on small insects, ingested plant material not digested.	No	No; corridor is outside the known range of this species.
San Marcos gambusia <i>Gambusia georgei</i>	E	E	Extinct; endemic; formerly known from upper San Marcos River; restricted to shallow, quiet, mud-bottomed shoreline areas without dense vegetation in thermally constant main channel.	No	No; corridor is outside the known range of this species.
AMPHIBIANS					
Austin Blind Salamander <i>Eurycea waterlooensis</i>	E	SGCN	Mostly restricted to subterranean cavities of the Edwards Aquifer; dependent upon water flow/quality from the Barton Springs segment of the Edwards Aquifer; only known from the outlets of Barton Springs.	No	No; assuming shallow impacts.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
Barton Springs salamander <i>Erycea sosorum</i>	E	E	Dependent upon water flow/quality from the Barton Springs pool of the Edwards Aquifer; known from the outlets of Barton Springs and subterranean water-filled caverns; found under rocks, in gravel, or among aquatic vascular plants and algae, as available; feed primarily on amphipods.	Yes	Yes; particularly projects affecting Onion Creek and/or springs.
Blanco blind salamander <i>Erycea robusta</i>	NL	T	Troglobitic; water-filled subterranean caverns; may inhabit deep levels of the Balcones aquifer to the north and east of the Blanco River.	No	No; assuming shallow impacts.
Blanco River springs salamander <i>Erycea pterophila</i>	NL	SGCN	Subaquatic; springs and caves in the Blanco River drainage.	No	No; project corridor not likely connected hydrologically to the Blanco River drainage basin.
San Marcos salamander <i>Erycea nana</i>	T	T	Headwaters of the San Marcos River downstream to ca. ½ miles past IH-35; water over gravelly substrate characterized by dense mats of algae (<i>Lyng bya</i>) and aquatic moss (<i>Leptodictym riparium</i>), and water temperatures of 21-22 O C; diet includes amphipods, midge larve, and aquatic snails.	No	No; corridor is outside the known range of this species.
Texas Blind salamander <i>Erycea rathbuni</i>	E	E	Troglobitic; water-filled subterranean caverns along a six mile stretch of the San Marcos Spring Fault, in the vicinity of San Marcos; eats small invertebrates, including snails, copepods, amphipods, and shrimp.	No	No; corridor is outside the known range of this species.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
REPTILES					
Cagle's map turtle <i>Graptemys caglei</i>	NL	T	Endemic; Guadalupe River Systems; shallow water with swift to moderate flow and gravel or cobble bottoms, connected by deeper pools with a slower flow rate and a silt or mud bottom; gravel bar riffles and transition areas between riffles and pool especially important in providing insect prey items; nests on gently sloping sand banks within ca. 30 feet of water's edge.	No	No; corridor is outside the known range of this species.
Spot-tailed earless lizard <i>Holbrookia lacerata</i>	NL	SGCN	Associated with central and south Texas and adjacent Mexico in moderately open prairie-brushland and fairly flat areas free of vegetation or other obstructions, including disturbed areas. Feeds on small invertebrates and lays eggs underground.	No	No; corridor landscape is unsuitable given thick vegetation and slopes.
Texas garter snake <i>Thamnophis sirtalis annectens</i>	NL	SGCN	Wet or moist microhabitats are conducive to the species occurrence but this species is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August.	Yes	Yes; particularly at stream crossings
Texas horned lizard <i>Phrynosoma cornutum</i>	NL	T	Open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September.	Yes	Yes; possible but not likely given soil types and thick vegetation.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
BIRDS					
Zone-tailed Hawk <i>Buteo albonotatus</i>	NL	T	Arid open country, including open deciduous or pine-oak woodland, mesa or mountain country, often near watercourses, and wooded canyons and tree-lined river along middle-slopes of desert mountains; nests in various habitats and sites, ranging from small tress in lower desert, giant cottonwoods in riparian areas, to mature conifers in high mountain regions.	Yes	Yes; could utilize canyon areas; particularly along Onion Creek.
Bald Eagle <i>Haliaeetus leucocephalus</i>	DL	T	Found primarily near rivers and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter.	No	No; typically only at large lakes and rivers
American Peregrine Falcon <i>Falco peregrinus anatum</i>	DL	T	Nests in tall cliff eyries in west Texas; migrant across state from more northern breeding areas in U.S. and Canada, winters along coast and farther south; occupies wide range of habitats during migration, including urban.	Yes	Yes, but only migratory.
Arctic Peregrine Falcon <i>Falco peregrinus tundrius</i>	DL	NL	Nests in tundra regions; migrates through Texas; winter inhabitant of coastlines and mountains from Florida to South America. Occupies wide range of habitats during migration, including urban; stopovers at leading landscape edges, usually near water.	Yes	Yes, but only migratory.
Peregrine Falcon <i>Falco peregrinus</i>	DL	T	Breed in open landscapes with cliffs (or skyscrapers) for nest sites up to about 12,000 feet; along rivers and coastlines or in cities; Rock Pigeon offer a reliable food supply; migration and winter in open habitat and along barrier islands, mudflats, coastlines, lake edges, and mountain chains (Cornell 2015).	Yes	Yes, but only migratory.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
Whooping Crane <i>Grus americana</i>	E	E	Potential migrant via plains throughout most of state to coast; winters in coastal marshes of Aransas, Calhoun, and Refugio counties	No	No; no suitable stopover habitat within corridor.
Mountain Plover <i>Charadrius montanus</i>	NL	SGCN	Associated with shortgrass plains and plowed fields; nests on the ground in shallow depressions on high plains or shortgrass prairie	No	No; typically found in more open areas.
Western Burrowing Owl <i>Athene cunicularia hypugaea</i>	NL	SGCN	Prairies, pastures, agricultural areas, savannas, open areas, vacant lots near human habitation.	No	No; typically found in more open areas.
Black-capped Vireo <i>Vireo atricapilla</i>	E	E	Found in oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open, grassy spaces; requires foliage reaching to ground level for nesting cover; return to same territory, or one nearby, year after year; deciduous and broad-leaved shrubs and trees provide insects for feeding; species composition less important than presence of adequate broad-leaved shrubs, foliage to ground level, and required structure; nesting season March-late summer.	Yes	Yes; sparingly documented in vicinity of corridor.
Sprague's Pipit <i>Anthus spragueii</i>	NL	NL	Wintering migrant in TX; strongly tied to native upland prairie, can be locally common in coastal grasslands, uncommon to rare further west; sensitive to patch size, avoids edges.	No	No; typically found in more open areas.

Threatened, Endangered and Rare Species of Potential Occurrence in Hays County, Texas					
Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present?	Effects/Impact Potential*
Golden-cheeked Warbler <i>Setophaga chrysoparia</i>	E	E	Found in juniper-oak woodlands; dependent on Ashe juniper (also known as cedar) for long fine bark strips, only available from mature trees, used in nest construction; nests are placed in various trees other than Ashe juniper; only a few mature junipers or nearby cedar brakes can provide the necessary nest material; forage for insects in broad-leaved trees and shrubs; nesting late March-early summer	Yes	Yes; documented in vicinity of corridor.
MAMMALS					
Cave myotis bat <i>Myotis velifer</i>	NL	SGCN	Colonial and cave-dwelling; also roost in rock crevices, old buildings, carports, under bridges, and even in abandoned Cliff Swallow (<i>Hirundo pyrrhonota</i>) nests; roosts in clusters of up to thousands of individuals; hibernates in limestone caves of Edwards Plateau and gypsum cave of Panhandle during winter; opportunistic insectivore.	Yes	Yes; could utilize buildings and/or rock crevices along corridor.
Red wolf <i>Canis rufus</i>	E	E	Extirpated; formerly known throughout eastern half of Texas in brushy and forested areas, as well as coastal prairies	No	No; considered extirpated.
Plains spotted skunk <i>Spilogale putorius interrupta</i>	NL	SGCN	Habitat generalist; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie.	Yes	Yes; habitat common along corridor.
E – Endangered T – Threatened C – Candidate for Listing SGCN – Species of Greatest Conservation Need; rare, but with no current regulatory protection NL – Not Listed; rare, but with no current regulatory protection					

*Effect or impact potential determinations are not to be interpreted as a professional opinion on any specific project(s) and are only offered to suggest whether or not a typical roadway project, such as those discussed in the FM 150 corridor, might have the potential for issues with any given species or habitat.

Sources:

U.S. Fish and Wildlife Service Endangered Species List. List of Species by County for Texas: Hays County, Version 2.1.0. <https://ecos.fws.gov/ipac/> (accessed September 22, 2017) & USFWS iPAC project file:///T:/14165A_FM%20150%20CPNCP%20Phase%20II/Phase%20II%20Report/IPaC_%20Hays%20County%20FM%20150%20Corridor%20Plan_Nature%20and%20Character%20Plan.html.

Does not include species of concern only for wind projects.

Texas Parks and Wildlife Department Annotated County Lists of Rare Species: Hays County, last revision December 30, 2016. <http://tpwd.texas.gov/gis/rtest/> (accessed September 21, 2017).

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SECTION 10

Historic Ranch Properties Overviews

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Family Land Heritage Program

The Family Land Heritage Program, through the Texas Department of Agriculture, honors families that have owned and continuously operated an agricultural property for 100 years or more in Texas. This is a commemorative (non-regulatory) program that celebrates the legacy of Texas farmers and ranchers. Properties receiving this honorary recognition are included in the Family Land Heritage Registry. There is no regulatory oversight for these properties, and the recognition is purely honorary. Two properties within the project study are Family Land Heritage Program honorees: the Rogers Ranch (9655 FM 967) and the Flying Horseshoe Ranch (20601 West FM 150).

Recorded Texas Historic Landmark (RTHL)

The Rogers Ranch House, located on the Rogers Ranch property, has been designated as a Recorded Texas Historic Landmark (RTHL) by the Texas Historical Commission (THC). An Official Texas Historical Marker (OTHM) commemorates the site. RTHL designation is for buildings that have been identified as historically and architecturally significant, are over 50 years of age, and are worthy of preservation. RTHL designation requires that an OTHM be purchased and displayed on the property. RTHL properties are protected under state law. The THC has review authority over exterior changes to RTHL properties and requires notification of proposed changes 60 days in advance to allow time for review and comment.

Potential Significance of Properties

Information has been provided in the following narratives for three historic-age properties within the study area: the Rogers Ranch, the Flying Horseshoe Ranch, and what is being referred to as the Butler-Odells-Zimmerman property (11300 FM 150). This information includes historic background material about the establishment of the properties and the associated families. Both the Rogers Ranch and the Butler-Odells-Zimmerman property contain structures that appear to be of historic age and that may be significant architecturally or historically. It is uncertain whether the structures visible on aerial photography on the Flying Horseshoe Ranch are of historic age. Further investigation is recommended for all three properties to fully evaluate the significance and integrity of the structures.

As a designated RTHL, the Rogers Ranch House on the Rogers Ranch has already been determined to be historically significant. Additional outbuildings near the house may also be of historic importance.

Rogers Ranch

Parcel ID: R16364

Address: 9655 FM 967

History

The Rogers Ranch is located approximately four miles east of the town of Driftwood at 9655 FM 967. In 1975, the Rogers Ranch was recognized by the Texas Department of Agriculture's Family Land Heritage Program.¹ In addition, the historic-age Joseph B. Rogers House remains on the property and is a Recorded Texas Historic Landmark (RTHL) with an Official Texas Historical Marker (OTHM) through the Texas Historical Commission.²

The land comprising the Rogers Ranch was once owned by Peter Klein, who purchased 320 acres from the original land holder Thomas W. Moore in 1853.³ According to sources, Klein improved the property with the construction of a log and rock house, a well, and rock walls.⁴ While Klein was serving in the Civil War, his wife remained on the property with their four children.⁵ Three of the children died of diphtheria and were buried on the property. The Klein cemetery has no markers but is identified by a rock mound located near the fence line along FM 967.⁶ The remaining family members soon moved to Travis County and the property was sold to Joe Hunter.⁷

Joseph B. Rogers (1833–1912) came to the Driftwood area in 1867 with his first wife Anna Maria and their children.⁸ Joseph Rogers was the son of members of Stephen F. Austin's "Little Colony" and had grown up near Hornsby Bend in Travis County.⁹ The Rogers family settled on the former Klein property, officially purchasing the 320-acre property from Joe Hunter in 1869.¹⁰ The family lived in the Klein's log and rock house until the 1870s when a new home was constructed of native limestone.¹¹ The house featured a full front porch, central hall plan, and chimneys at either end.¹² Joseph Rogers raised cattle, cotton and corn as well as raising and selling quarter horses.¹³ According to the application for the Family Land Heritage Program, Joseph Rogers was the first area land owner to fence his property with barbed wire and was instrumental in helping to establish a county road (today's FM 967).¹⁴ Joseph Rogers's first wife died in 1891. He was remarried in 1898 to Edna Oldham, and they had one son, Martin Oldham (known as Oldham).¹⁵

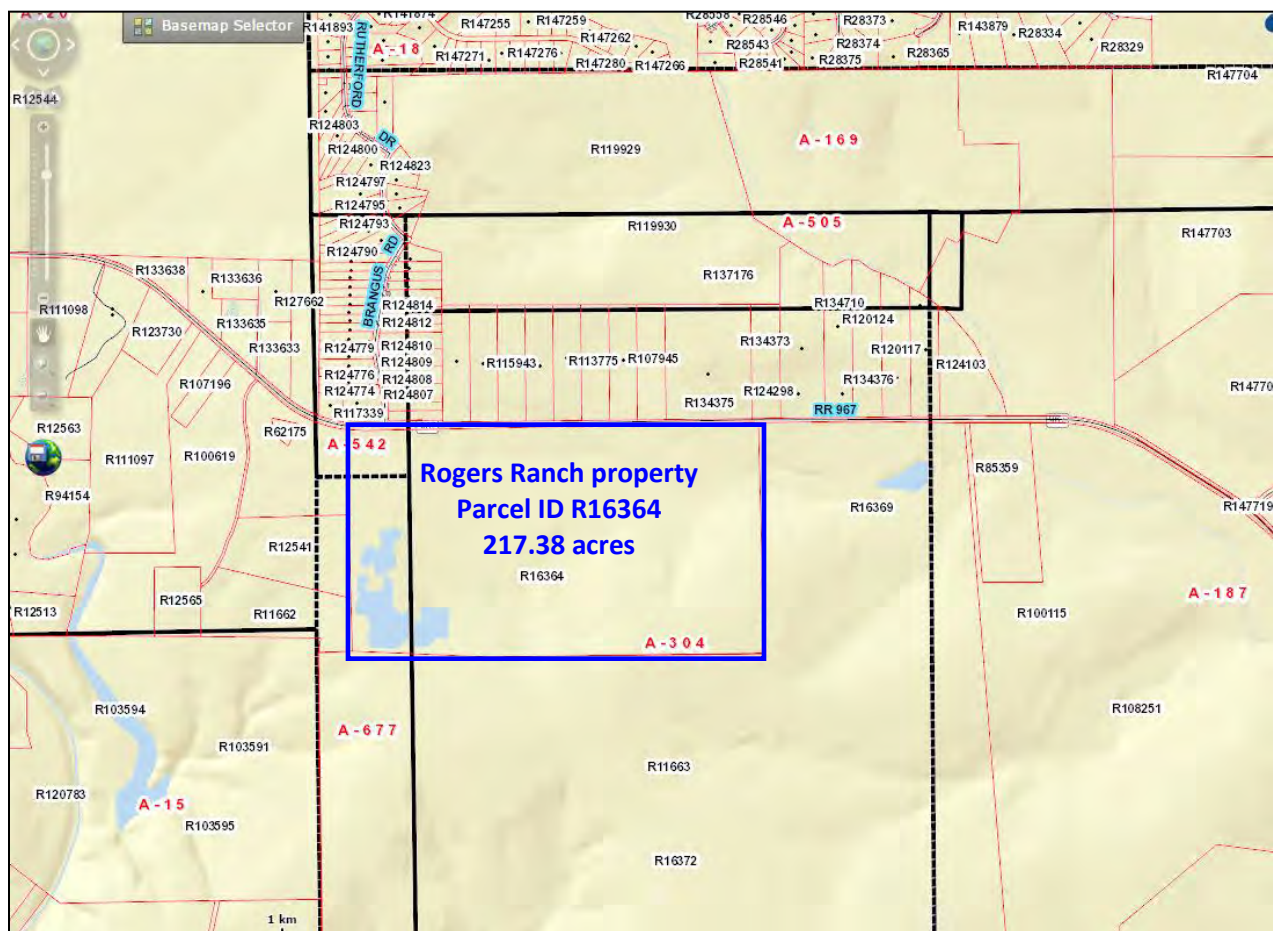
Oldham Rogers (1899–1975) acquired the ranch in 1912, raising cattle, hogs, sheep, goats, cotton, oats, and cane.¹⁶ The property encompassed 635.5 acres, and he added an additional 101 acres over time.¹⁷ He made a number of improvements to the land including clearing cedar, constructing terraces, establishing stock ponds, and grafting native pecan trees.¹⁸ He also donated right of way for the construction of FM 967.¹⁹ Oldham Rogers remained on the family property and continued to live in the house with his wife Minnie Lea Posey Rogers.²⁰ Oldham and Minnie Rogers had two children, Mary Edna and Joe Robert.²¹ Mary Edna married Denton Ragland and had three children: Denton, Jr., Patrice, and Marilyn.²² According to deed records, the Rogers property was conveyed by Minnie Lea Rogers to her grandchildren Denton Ragland, Jr., Marilyn Ragland Painchaud, and Patrice Ragland in 1996 (Volume 1252, Page 283, 9/6/1996).²³ It appears that Patrice may have died in 2013, as a probate will conveyed

the property to Denton Jr. and Marilyn at that time (6/2/2013).²⁴ Both Denton Ragland, Jr. and Marilyn Ragland Painchaud are listed as the current owners with the Hays Central Appraisal District.²⁵

A copy of the original application materials from the Family Land Heritage Program was provided via email from the Texas Department of Agriculture to a Hicks & Company historian on May 11, 2017. In 1975, when the application was submitted and the property included in the Family Land Heritage Registry, the original 320-acre tract (that included the 1870s house) had not been disturbed.²⁶

Significance

Today, the property contains 217.38 acres.²⁷ The 1870s Joseph B. Rogers House (designated RTHL) remains on the property as well as additional outbuildings visible on Google and Bing maps. The property is significant for its association with and continued ownership by members of the Rogers family since 1869. Further investigation is recommended to fully evaluate the significance and integrity of the resources on the property.



Hays Central Appraisal District: <http://esearch.hayscad.com/Property/View/R16364>

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- ¹ Texas Department of Agriculture. The Family Land Heritage Program. Available at: <http://www.texasagriculture.gov/NewsEvents/FamilyLandHeritage.aspx>. Accessed May 8, 2017.
- ² Texas Historical Commission Historic Sites Atlas. "Joseph B. Rogers House." Available at: <https://atlas.thc.state.tx.us/>. Accessed May 8, 2017.
- ³ Rogers, Minnie Lea, ed. *Driftwood Heritage: The History of Driftwood, Texas*. Driftwood Ladies-Aid. 1970.
- ⁴ Rogers, 1970.
- ⁵ Hearn, Jo Ann Elam and Dorothy Wimberley Kerbow. *Hays County, Texas Cemetery Inscriptions, Volume I*. A Hays County Historical Commission Project. Hays County Historical Commission. 1990. Available at: <http://www.hank.ci.san-marcos.tx.us/SMHC/DOCUMENTS/Cemetery%20Inscriptions/Hays%20County%20Cemetery%20Inscriptions%20Combined%20Volumes.pdf>. Accessed May 8, 2017.
- ⁶ Hearn and Kerbow, 1990.
- ⁷ Rogers, 1970.
- ⁸ Rogers, 1970.
- ⁹ Rogers, 1970.
- ¹⁰ Rogers, 1970.
- ¹¹ Rogers, 1970.
- ¹² Texas Historical Commission Historic Sites Atlas. "Joseph B. Rogers House."
- ¹³ Texas Department of Agriculture. The Family Land Heritage Program. "Application – Rogers Ranch." Provided by the Texas Department of Agriculture. May 10, 2017.
- ¹⁴ Texas Department of Agriculture. The Family Land Heritage Program. "Application – Rogers Ranch."
- ¹⁵ Rogers, 1970.
- ¹⁶ Texas Department of Agriculture. The Family Land Heritage Program. "Application – Rogers Ranch."
- ¹⁷ Texas Department of Agriculture. The Family Land Heritage Program. "Application – Rogers Ranch."
- ¹⁸ Texas Department of Agriculture. The Family Land Heritage Program. "Application – Rogers Ranch."
- ¹⁹ Texas Department of Agriculture. The Family Land Heritage Program. "Application – Rogers Ranch."
- ²⁰ Rogers, 1970.
- ²¹ Rogers, 1970.
- ²² Rogers, 1970.
- ²³ Hays County Clerk – Records Division. Public Land Records Search. Available at: <http://landmark.co.hays.tx.us/LandmarkWeb/>. Accessed May 9, 2017.
- ²⁴ Hays Central Appraisal District (HCAD) Property Search. Available at: <http://esearch.hayscad.com/>. Accessed May 9, 2017.
- ²⁵ HCAD, 2017.
- ²⁶ Texas Department of Agriculture. The Family Land Heritage Program. "Application – Rogers Ranch."
- ²⁷ HCAD, 2017.

Flying Horseshoe Ranch

Property ID: R11130

Address: 20601 West FM 150

History

The Flying Horseshoe Ranch is located approximately four miles southeast of the town of Dripping Springs at 20601 West FM 150. In 2003, the Flying Horseshoe Ranch was recognized by the Texas Department of Agriculture's Family Land Heritage Program.¹

The Flying Horseshoe Ranch was established in 1900 by George Hill Wilson.² He purchased 323 acres of land in Hays County from J.F. Fisher and raised corn, cotton, maize, sheep, goats, and cattle.³ George was born in Caldwell County in 1852 to Irish immigrant parents who had settled in Texas in 1846.⁴ In 1880, George married Mary Blackwell, and the couple had six children in Caldwell County: J.W. (Will), Vira, Eula, twins Ray B. and Mae, and Vivian.⁵

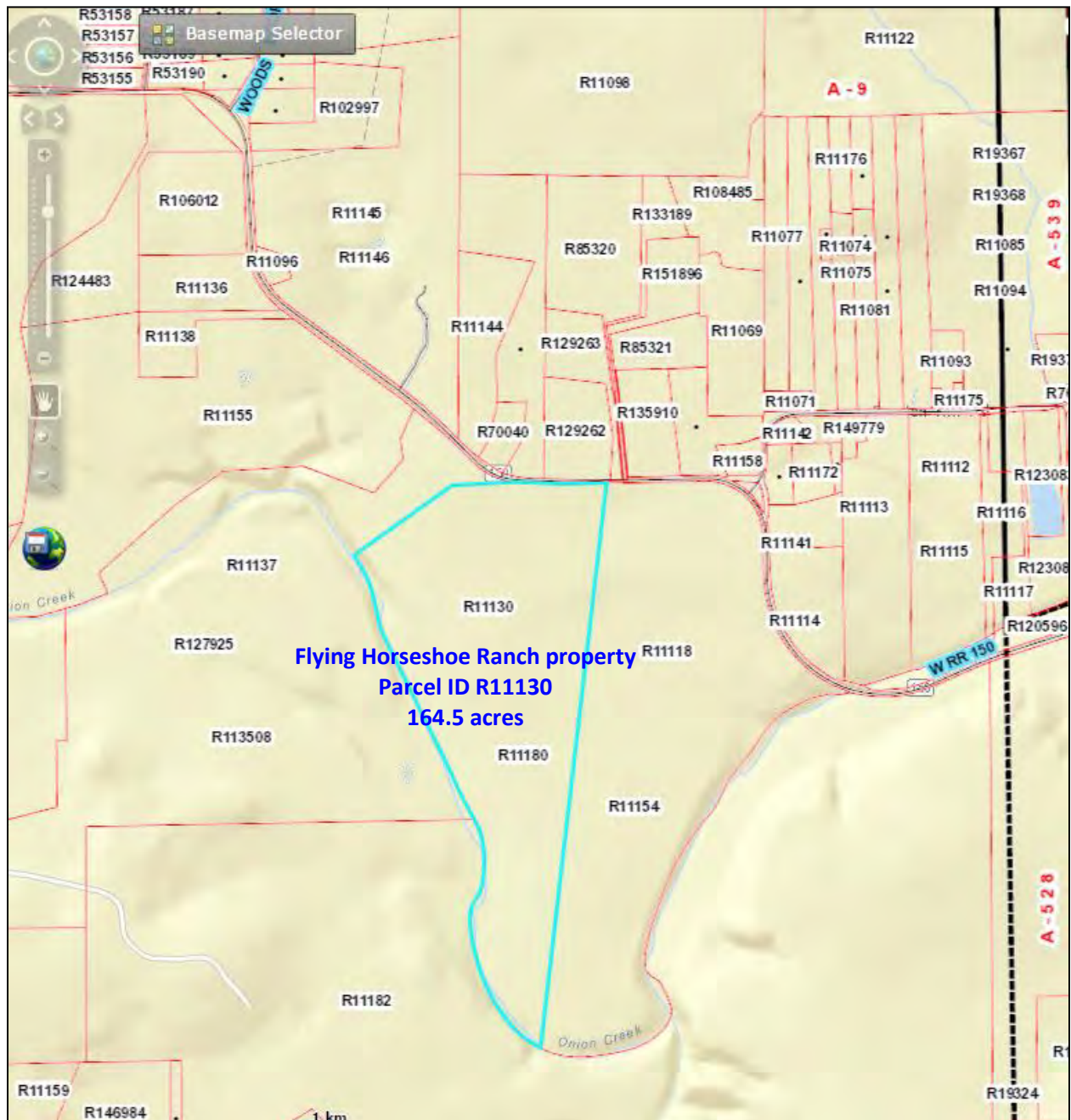
George's son, Ray B. Wilson, inherited the original 323-acre property in 1927 and continued the family operations of raising corn, cotton, sheep, goats, and cattle.⁶ He and his wife Bessie Ragland had two children: Ray B. Jr. and Marjorie Rae.⁷

Ray B. Wilson, Jr. (1925–2014) was known as "R.B." and was the grandson of ranch founder George Wilson.⁸ He inherited 164.5 acres of the original 323-acre ranch in 1972 and continued agricultural operations on the land.⁹ R.B. and his first wife Doris Carson had three children: Rawanda Jane, Connie Ann, and Judy Kay.¹⁰ After her death, R.B. married Julia Bauder Doherty in 1984.¹¹ Together they built a home on the property in which they lived, and as of 2003, they raised cattle and goats on the land.¹² In addition to ranching, R.B. Wilson worked for the Texas Southwestern Cattle Raisers Association (TSCRA) from 1947 to 1960 and for the Department of Agriculture.¹³ According to his obituary in 2014, R.B. was inducted into the Texas Cowboy Hall of Fame in 2005.¹⁴

Deed research indicated that 164.84 acres of the original family ranch property was conveyed to R.B. Wilson from his sister Marjorie Rae and her husband in 1972 (Volume 249, Page 342, 3/22/1972).¹⁵ The deed noted that the land was "a portion of the tract of 323 acres of land conveyed to Ray B. Wilson [Sr.] by M.E. Wilson by deed dated November 14, 1928..."¹⁶ R.B. Wilson in turn conveyed 174.84 acres of the original family ranch to his sister Marjorie at the same time (Volume 249, Page 338, 3/22/ 1972).¹⁷ In 2012, R.B. and his wife Julia conveyed the 164.84-acre property to Alfred Albert, LLC but maintained a Life Estate on the land (Volume 4398, Page 724, 7/20/2012).¹⁸ Provisions of the Life Estate included the Wilsons remaining in the existing house on the property, continuing to conduct farming and ranching operations, and maintaining vehicular and pedestrian access to the property.¹⁹ It was further provided that if R.B. Wilson was to die before his wife Julia, then she would retain the same rights only to a 3.85-acre portion of the property (presumably where the residence was located).²⁰ R.B. Wilson died in 2014, and it is not known at this time whether his wife Julia Wilson is still living or residing on the property.²¹ According to Hays Central Appraisal District data, the property is currently owned by Alfred Albert, LLC.²²

Significance

The property appears to be significant for its association with and continued ownership by members of the Wilson family from 1900 through at least 2014. Structures are visible on the property on Google and Bing maps, but further investigation is recommended to evaluate the age, significance, and integrity of the existing resources. Further investigation is also recommended to determine whether Julia Wilson remains living on a portion of the property.



Hays Central Appraisal District: <http://esearch.hayscad.com/Property/View/R11130>

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- ¹ Texas Department of Agriculture. The Family Land Heritage Program. Available at: <http://www.texasagriculture.gov/NewsEvents/FamilyLandHeritage.aspx>. Accessed May 8, 2017.
- ² Texas Department of Agriculture.
- ³ Texas Department of Agriculture.
- ⁴ Rogers, Minnie Lea, ed. *Driftwood Heritage: The History of Driftwood, Texas*. Driftwood Ladies-Aid. 1970.
- ⁵ Rogers, 1970.
- ⁶ Texas Department of Agriculture. Family Land Heritage Registry 2003. "Flying Horseshoe Ranch."
- ⁷ Texas Department of Agriculture. Family Land Heritage Registry 2003. "Flying Horseshoe Ranch."
- ⁸ Texas Department of Agriculture. Family Land Heritage Registry 2003. "Flying Horseshoe Ranch."
- ⁹ Texas Department of Agriculture. Family Land Heritage Registry 2003. "Flying Horseshoe Ranch."
- ¹⁰ Texas Department of Agriculture. Family Land Heritage Registry 2003. "Flying Horseshoe Ranch."
- ¹¹ Texas Department of Agriculture. Family Land Heritage Registry 2003. "Flying Horseshoe Ranch."
- ¹² Texas Department of Agriculture. Family Land Heritage Registry 2003. "Flying Horseshoe Ranch."
- ¹³ *Austin American-Statesman*. Obituary. "Ray B. Wilson." October 29, 2014. Available at: <http://www.legacy.com/obituaries/statesman/obituary.aspx?pid=172981600>. Accessed May 4, 2017.
- ¹⁴ *Austin American-Statesman*. October 29, 2014.
- ¹⁵ Hays County Clerk – Records Division. Public Land Records Search. Volume 249, Page 342. 3/22/1972. Available at: <http://landmark.co.hays.tx.us/LandmarkWeb/>. Accessed May 8, 2017.
- ¹⁶ Hays County Clerk – Records Division. Public Land Records Search. Available at: <http://landmark.co.hays.tx.us/LandmarkWeb/>. Accessed May 9, 2017.
- ¹⁷ Hays County Clerk – Records Division. Public Land Records Search. Available at: <http://landmark.co.hays.tx.us/LandmarkWeb/>. Accessed May 10, 2017.
- ¹⁸ Hays County Clerk – Records Division. Public Land Records Search. Volume 4398, Page 724, 7/20/2012. Available at: <http://landmark.co.hays.tx.us/LandmarkWeb/>. Accessed May 8, 2017.
- ¹⁹ Hays County Clerk – Records Division. Public Land Records Search. Available at: <http://landmark.co.hays.tx.us/LandmarkWeb/>. Accessed May 8, 2017.
- ²⁰ Hays County Clerk – Records Division. Public Land Records Search. Available at: <http://landmark.co.hays.tx.us/LandmarkWeb/>. Accessed May 8, 2017.
- ²¹ *Austin American-Statesman*. October 29, 2014.
- ²² Hays Central Appraisal District Property Search. Available at: <http://esearch.hayscad.com/>. Accessed May 8, 2017.

Butler-Odells-Zimmerman Property

Parcel ID: R11669)

11300 FM 150

History

The property at 11300 FM 150 near the community of Driftwood contains 255.58 acres and is currently owned by Frank W. Zimmerman, Jr.¹ Preliminary research indicates that at least part of this property has been historically associated with a number of early community residents including J.C. “Jack” Johnson, John M. Butler, Beverly Butler, the Ed Odells family, and the Zimmerman family.²

Reportedly, in 1854, early settler J.C. “Jack” Johnson purchased a half league of land (nearly 4,000 acres) from Charles Travis.³ Charles Travis was the son of William B. Travis and had inherited his father’s original land grant in Hays County.⁴ The following year, in 1855, Jack Johnson sold approximately 884 acres to his brother-in-law, John M. Butler.⁵ Butler was the son of Reece and Lucy Butler, early settlers of the area who had arrived in 1851.⁶ John Butler married Georgia Whisenant in 1883, and they had two sons: Beverly and Lee.⁷ The family resided on the land, and a house was constructed on the bank of Onion Creek.⁸ An 1896 topographic map of Austin identifies the Butler Ranch in this area.⁹ After the death of John Butler (1905) and his brother Lee (1916), Beverly Butler continued to live on the land until his own death in 1938.¹⁰ The Butler Cemetery is located on the property and contains the graves of numerous Butlers and the neighboring Mayes and Meeks families.¹¹

The Ed Odells family came to the Driftwood area in 1937 with six of their eight children.¹² They were reportedly living on the former Butler property in the late 1930s.¹³ It is not known at this time whether the Odells purchased or were renting the land. The property was acquired at an unknown date by Frank W. Zimmerman. Today, 255.28 acres remains under the ownership of Frank W. Zimmerman, Jr. and is known as the Lazy Z Ranch.¹⁴ The Butler Cemetery remains on the property.

Significance

At least three structures are visible through Google and Bing maps near the property entrance on FM 150. These appear to be a stone barn with a gambrel roof, a house with a stone chimney, and a windmill. A low rock wall with rock pillars is also located at the entry gate. As of 1969, it was reported that the original nineteenth-century Butler house remained on the property and was used as a hunting cabin.¹⁵

Further investigation is recommended to definitively determine land acquisition and ownership and to evaluate the significance and integrity of the existing structures on the property.



Hays Central Appraisal District: <http://esearch.hayscad.com/Property/View/R11669>

¹ Hays Central Appraisal District Property Search. Available at: <http://esearch.hayscad.com/>. Accessed May 10, 2017.

² Rogers, Minnie Lea, ed. *Driftwood Heritage: The History of Driftwood, Texas*. Driftwood Ladies-Aid. 1970.

³ Rogers, 1970.

⁴ Rogers, 1970.

⁵ Rogers, 1970.

⁶ Rogers, 1970.

⁷ Rogers, 1970.

⁸ Rogers, 1970.

⁹ University of Texas at Austin. Perry-Castaneda Library Map Collection. Texas Topographic Maps. *Austin. 1895-96*. Available at: <http://www.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-austin-1896.jpg>. Accessed May 5, 2017.

¹⁰ Rogers, 1970.

¹¹ Hays County Historical Commission - Cemeteries and Locations (A–F). Available at: <http://www.hayshistoricalcommission.com/cemeteries-a-f.html>. Accessed May 10, 2017.

¹² Rogers, 1970.

¹³ Rogers, 1970.

¹⁴ Hays Central Appraisal District Property Search and Texas Historical Commission Historic Sites Atlas. “Butler Cemetery.” Available at: <https://atlas.thc.state.tx.us/>. Accessed May 10, 2017.

¹⁵ Rogers, 1970.

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