AGENDA
CITY COUNCIL REGULAR MEETING
CITY COUNCIL CHAMBERS
5803 THUNDERBIRD
LAGO VISTA, TX
MAY 2, 2024 AT 5:30 PM

AMENDED

(Executive Session Item D Added)

JOIN MEETING VIA VIDEO CONFERENCE

Please join my meeting from your computer, tablet or smartphone.
https://meet.goto.com/913370989

You can also dial in using your phone.
United States: +1 (224) 501-3412

Access Code: 913-370-989

CALL TO ORDER, CALL OF ROLL

Kevin Sullivan, Mayor
Chelaine Marion, Mayor Pro-Tem
Shane Saum, Council Member
Stephanie Smith, Council Member
Rob Durbin, Council Member
Paul Roberts, Council Member
Paul Prince, Council Member

EXECUTIVE SESSION

Convene into a closed Executive Session pursuant to;

A. Consultation with Legal Counsel concerning all regular meeting agenda items requiring confidential, attorney/client advice (as needed). (Texas Government Code Section 551.071)
B. Consultation with Legal Counsel and deliberation regarding consideration of a formal complaint filed against the Mayor under Section 3.08 of the City Charter. (Texas Government Code Sections 551.071 and 551.074)
C. Consultation with Legal Counsel and deliberation regarding evaluation, duties or discipline of a public officer (Mayor). (Texas Government Code Sections 551.071 and 551.074)
D. Consultation with Legal Counsel and deliberation regarding the evaluation, duties, or discipline of the City Manager. (Texas Government Code Sections 551.071 and 551.074)

ACTION ON EXECUTIVE SESSION ITEMS (action and/or vote may be taken on the following agenda items):
Reconvene from Executive Session into open session to act as deemed appropriate in City Council's discretion regarding:

A. Consultation with Legal Counsel concerning all regular meeting agenda items requiring confidential, attorney/client advice (as needed). (Texas Government Code Section 551.071)
B. Consultation with Legal Counsel and deliberation regarding consideration of a formal complaint filed against the Mayor under Section 3.08 of the City Charter. (Texas Government Code Sections 551.071 and 551.074)
C. Consultation with Legal Counsel and deliberation regarding evaluation, duties or discipline of a public officer (Mayor). (Texas Government Code Sections 551.071 and 551.074)
D. Consultation with Legal Counsel and deliberation regarding the evaluation, duties, or discipline of the City Manager. (Texas Government Code Sections 551.071 and 551.074)

PLEDGE OF ALLEGIANCE, PLEDGE TO TEXAS FLAG

CITIZEN COMMENTS
In accordance with the Open Meetings Act, Council is prohibited from acting or discussing (other than factual responses to specific questions) any items not on the agenda.

To participate in the citizen comments portion of the meeting, you must submit a completed form. If you are attending the meeting in the City Council Chambers you must complete the form available at that location and provide it to the Mayor prior to the start of the meeting. If you will be participating using the online videoconferencing tool, you must complete the form and submit it by email in accordance with the instructions included within the form. It is found on the City's website at the link below. The Council will reconvene from executive session at or around 6:30 p.m.

Citizen Participation Registration Form

ITEMS OF COMMUNITY INTEREST
Pursuant to Texas Government Code Section 551.0415, the City Council may report on any of the following items:

a. Expression of thanks, gratitude, and condolences.
b. Information regarding holiday schedules.
c. Recognition of individuals, i.e. Proclamations.
d. Reminders regarding City Council events.
e. Reminders regarding community events.
f. Health and safety announcements.

STAFF AND COUNCIL LIAISON REPORTS

1. Routine Reports from City staff.

1a. Report of December 2023, January 2024, and February 2024 Unaudited Monthly Financials and Grant Tracking Sheet.

2. Routine Reports from City Council Board/Commission/Committee Liaisons.
    - Economic Development Advisory Committee, Councilor Saum
    - Golf Course Advisory Committee, Councilor Saum
    - Governmental Affairs, Councilor Saum
    - Water Issues; Lower Colorado River Authority Board, Texas Water Development Board, and other entities as appropriate; Councilor Saum
    - Parks & Recreation Advisory Committee, Councilor Smith
    - Turnback Canyon Trail Conservancy, Councilor Smith
    - Airport Advisory Board, Councilor Durbin
    - Planning & Zoning Commission, Councilor Durbin
    - Board of Adjustment, Mayor Pro Tem Marion
    - Lago Vista Independent School District, Mayor Pro Tem Marion
    - Lago Vista Starry Skies, Mayor Pro Tem Marion
    - Building and Standards Commission, Councilor Roberts
    - Library Advisory Board, Councilor Prince
    - Lago Vista Property Owner's Association, Councilor Prince
    - Youth Advisory Committee, Mayor Sullivan
    - Keep Lago Vista Beautiful, Mayor Sullivan
    - Capital Area Council of Governments, Mayor Sullivan
    - CapMetro, Mayor Sullivan
    - Texas Department of Transportation, Mayor Sullivan

2a. Update from the City Council subcommittee on the development of rules and regulations related to City Council and Staff duties and responsibilities regarding communication and information requests.

CONSENT AGENDA

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

3. Consider approval of the April 4, 2024, regular meeting minutes.

4. Consider approval of the April 9, 2024, special called Town Hall meeting minutes.

5. Consider approval of the purchase of additional software modules and licenses from Motorola Inc. for the Police Department Computer Aided Dispatch (CAD) and Records Management System (RMS) Project.

PUBLIC HEARING AND POSSIBLE ACTION

6. Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-05-02-01, an ordinance of the City Council of Lago Vista, Texas amending the official zoning map by changing the zoning district for Lot 8-C, Lot 9-C, and Lot 10-C of Lago Vista Travis Plaza, located at 20811 Dawn Drive from the C-1A “Professional Office, Neighborhood Retail” zoning district to the C-1A “Professional Office, Neighborhood Retail” zoning district with a special use permit (SUP) approval to allow for the sale of “specialty and novelty items” enumerated in section 18.20(f) of chapter 14 from within suite 100 and 150.

7. Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-05-02-02, an ordinance of the City Council of Lago Vista, Texas amending the official zoning map by changing the zoning district for Lot 18005-B of Bar-K Ranches, Section 18, commonly referred to as 8019 Bronco Lane, from the C-1A ("Professional Office, Neighborhood Retail") zoning district to the C-2 ("General Commercial / Retail") zoning district together with the required design approval.

8. Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-05-02-03, an ordinance of the City Council of Lago Vista, Texas amending the official zoning map by changing the zoning district for approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245, commonly referred to as being located at 7602 Bar-K Ranch Road from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district.

9. Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-05-02-04, an ordinance of the City Council of Lago Vista, Texas amending the official zoning map regarding the current "Planned Development District" (PDD) known as "Turnback Ranch" established by Ordinance No. 07-04-05-03 and amended by Ordinance No. 23-09-21-01 to approve a detail plan for the "SFD Parcel."

ACTION ITEMS

10. Discussion, consideration, and possible action to consider Ordinance No. 24-05-02-05, an ordinance of the City Council of Lago Vista, Texas amending Section 5.101, Section 5.105, Section 5.112, Section 5.115, and Table A of Chapter 5 of the Lago Vista Code of Ordinances, to update various provisions related to sign regulations.

11. Discussion, consideration, and possible action on a proposal for a city ordinance to strengthen property owners' rights relating to squatters.

12. Discussion, consideration, and possible action moving forward with procuring an online City Council discussion board.

13. Discussion, consideration, and possible action regarding Resolution No. 24-2058; a resolution by the City Council of the City of Lago Vista, Texas appointing an individual to fill an unexpired vacant term as a member serving on the Building and Standards Commission.

14. Discussion, consideration, and possible action on the first draft report of the Traffic Safety Analysis produced by Freese & Nichols, and provide staff with clear direction on changes or revisions that council would like made.

ADJOURNMENT

IT IS HEREBY CERTIFIED that the above amended Notice was posted on the Bulletin Board located at all times in City Hall in said City at 5:10 p.m. on the 29th day of April 2024.

_____

Lucy Aldrich, City Secretary

THIS MEETING SHALL BE CONDUCTED PURSUANT TO THE TEXAS GOVERNMENT CODE SECTION 551.001 ET SEQ. AT ANY TIME DURING THE MEETING THE COUNCIL RESERVES THE RIGHT TO ADJOURN INTO EXECUTIVE SESSION ON ANY OF THE ABOVE POSTED AGENDA ITEMS IN ACCORDANCE WITH THE SECTIONS 551.071, 551.072, 551.073, 551.074, 551.075 OR 551.076.

THE CITY OF LAGO VISTA IS COMMITTED TO COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. REASONABLE MODIFICATIONS AND EQUAL ACCESS TO COMMUNICATIONS WILL BE PROVIDED UPON REQUEST.

AT THIS MEETING AT THE STATED LOCATION, A QUORUM OF THE CITY COUNCIL WILL BE PHYSICALLY PRESENT, AND THIS NOTICE SPECIFIES THE INTENT TO HAVE A QUORUM PRESENT THERE, AND THE MEMBER OF THE CITY COUNCIL PRESIDING OVER THE MEETING WILL BE PHYSICALLY PRESENT AT THAT LOCATION. ONE OR MORE MEMBERS OF THE CITY COUNCIL MAY PARTICIPATE IN THIS MEETING REMOTELY, AND IF SO, VIDEOCONFERENCE EQUIPMENT PROVIDING TWO-WAY AUDIO AND VIDEO DISPLAY AND COMMUNICATION WITH EACH MEMBER WHO IS PARTICIPATING BY VIDEOCONFERENCE CALL WILL BE MADE AVAILABLE.

AGENDA ITEM NO. 1

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	May 2, 2024
SUBMITTED BY:	Lucy Aldrich, City Secretary
SUBJECT:	Routine Reports from City staff.
FINANCIAL IMPACT:	N/A

AGENDA ITEM NO. 1a

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Jai Brown, Finance

SUBJECT: Report of December 2023, January 2024, and February 2024 Unaudited Monthly Financials and Grant Tracking Sheet.

BACKGROUND: The monthly financials are provided to the city council via an email. These same financials are posted to the city website on the Financial Department webpage. The Chief Financial Officer will provide quarterly executive summary reports of the city's financial outlook and accomplishments for the previous quarter end reporting period.

1. Update on city's financial outlook and accomplishments for the second quarter of FY2024.
2. Tracking of current grants that the city has obtained and grant applications that the city has inquired about.

FINDINGS:

December 2023

Revenue for the General Fund without transfers monthly total increased by $388,027 year over year. The main contributing factors were an increase in the Ad Valorem Tax Revenue of $403,548. The total year over year total revenue increased $677,701. An increase in Administration Revenue of $503,399 and Public Works Revenue of $161,248 were the main departments that contributed to this increase. The monthly year over year expenditures decreased by $264,003. The main factors that contributed to this decrease in expenditures are a decrease in Administration costs of $93,319, Solid Waste costs of $73,659, and General Fund Information Technology costs of $21,188 respectively, which total $188,166. The total year over year total expenditures increased by $1,975,018. The main factor that caused this increase was an increase from the Police Department expenditures totaling $1,955,411 for Personnel $158,442, Fixed Assets, $1,796,969 (encumbered for police radios and dispatch system).

Expenditures for the Utility Fund increased $1,168,265. There are four departments that contributed to $997,053 of that

increase in expenditures: Public Works $113,993, Water Services $620,728, Sewer Services $58,014, and Lift Stations $204,318.

January 2024

Revenue for the General Fund without transfers monthly total increased by $649,936.19 year over year. Main contributing factors are an increase by $447,130.18 in Ad Valorem Tax Revenue, an increase in Grant Revenue of $123,079.15 for Winter Storm Mara, and an increase of $75,000.09 in Public Works Impact Fees. Main contributing factors for an increase in the General Fund (year over year) of $1,327,637.46 are an increased by $837,424.09 in Ad Valorem Tax Revenue, an increase in Grant Revenue of $123,079.15 for Winter Storm Mara, and an increase of $236,248.21 in Public Works (mainly Impact Fees). Main contributing factors for the year over year expenses in the General Fund are an increase of $2,023,162.98 = (All are for the Police Department: Personnel $188,145.27, Services $50,041.90, and Fixed Assets $1,784,975.81 encumbered for police radios and dispatch system).

Main contributing factors for an increase in Utility Fund Expenses (year over year) are an increase of $2,040,649.60 = (Public Works $885,409.67, Water Services $606,591.16, WTP #1 $98,741.86, WTP #3 $90,453.24, Sewer Services $103,972.89, Sewer Services $47,935.95, and Lift Stations $207,544.83).

February 2024

Revenue for the General Fund without transfers year over year increased $1,237,777.73. Main contributing factors are an increased by $1,155,857.65 in Ad Valorem Tax Revenue. The monthly year over year expenditures increased by $1,008,809.04. Main contributing factors are increased expenses for the Public Works/Street Department totaling $949,532.92 (Personnel Services: maintenance personnel costs of $18,714.58, Engineering/Planning costs of $17,285.39, and continuing street rehabilitation costs of $913,532.95). The total year over year total expenditures increased by $3,153,100.04.Main contributing factors for the year over year expenses in the General Fund are an increase of Main contributing factors are increased expenses for the Public Works/Street Department totaling $1,180,228.88 = [Personnel $67,075.71, Operations & Maintenance ($1,978.00), Supplies ($1,678.28), Services $204,448.13, Fixed Asset $912,361.32] and an increase in expenses for the Police Department totaling $2,060,757.59 = [Personnel

$249,340.56, Operations & Maintenance ($10,217.78), Supplies ($32,340.88), Services $57,006.88, and Fixed Assets $1,796,958.81].

Main contributing factors for an increase in Utility Fund Expenses (year over year) are an increase of $1,672,252.48. Main contributing factors are an increase of $1,603,174.44 = (Public Works $908,334.73, Water Services $484,287.18, and Lift Stations $210,552.53) .

Attached is a grant tracking sheet that t racks the current grants that the city has obtained and grant applications that the city has inquired about.

FINANCIAL IMPACT: N/A

ATTACHMENTS:
FY 2024 - 1st qtr CFO Exec Summ.pdf
FY 2024 - 2nd qtr CFO Exec Summ.pdf
123123 Unaudited Monthly Financial Report.pdf
013124 Unaudited Monthly Financial Report.pdf
022924 Unaudited Monthly Financial Report-LV001951-T.pdf
Grant Tracking Sheet 04.24.24.pdf

FY 2024 - 1st Quarter – Chief Financial Executive Summary

In our first quarter of FY 2024, we have implemented procedures to identify and mitigate fraudulent activity on our bank accounts, enacted updates to improve our credit card, investment, and purchasing and procurement policies, and attended training that keeps the financial staff in compliance with the rules and regulations set forth by the Texas Division of Emergency Management (TDEM) and Government Financial Officers Association (GFOA).

Below are some of the highlights of tasks we were able to accomplish in the first quarter of FY 2024 as well as items that we strive to complete in the second quarter of FY 2024.

1st Quarter Accomplishments:

- Prepared Budget Book to the GFOA to win the Distinguished Budget Presentation Award.
- Created monthly reports in OpenGov and posted monthly financial reports to the City of Lago Vista website in a timely manner.
- Chief Financial Officer, Financial Director, and Financial Supervisor attended Public Funds Investment Act Training given by TDEM.
- The Chief Financial Officer also attended Governmental Account Academy #2 and 5th Annual MiniMuni Conference.
- Created internal monthly financial reporting Standard Operating Procedure.
- Prepared for Certificate of Obligation Bond discussion, consideration, possible action, and issuance.
- Prepared for FY 2023 audit.

2nd Quarter Goals:

- Submit Budget Book to the GFOA to win the Distinguished Budget Presentation Award.
- Fund several Capital Improvement Plan (CIP) projects with proceeds from Certificate of Obligation (CO) Bonds
- Create check writing and verification internal Standard Operating Procedure
- Update Fee Schedule
- Achieve clean final audit opinion for FY 2023

We look forward to keeping our citizens and city council informed of major financial events that affect the daily lives and future of everyone in the City of Lago Vista.

V/r,

Jai Brown
Chief Financial Officer
City of Lago Vista

Jai Brown

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Date: 2024.04.25 13:58:09 -05'00'

FY 2024 – 2nd Quarter – Chief Financial Executive Summary

In our second quarter of FY 2024, we have successfully:

2nd Quarter Accomplishments:

- Submitted Budget Book to the GFOA to win the Distinguished Budget Presentation Award.
- Funded several Capital Improvement Plan (CIP) projects with proceeds from Certificate of Obligation (CO) Bonds
- Created check writing and verification internal Standard Operating Procedure
- Updated Fee Schedule
- Signed Tyler technologies contract to improve online payments system.
- Attended Strategic Planning Meeting in February 2024
- Obtained clean final audit opinion for FY 2023
- Began search for grant administrator.

3rd Quarter Goals:

- Submit application for State of Texas Comptroller Transparency Stars Award.
- Begin preparing Budget for 2024-2025 Fiscal Year.
- Obtained AA credit rating from S & P. Global.
- Conclude search for grant administrator.

We look forward to keeping our citizens and city council informed of major financial events that affect the daily lives and future of everyone in the City of Lago Vista.

V/r,

Jai Brown
Chief Financial Officer
City of Lago Vista

Jai Brown

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Date: 2024.04.25 13:58:09 -05'00'

Security Bank:

General Account	$	4,525,190.15
Utility Account	$	526,180.98
Payroll Account	$	4,488.44
Accounts Payable Account	$	14,133.73

Logic Investments:

Debt Service	$	539,395.21
Debt Service Interest	$	86,608.47
Utility Reserve Account	$	15,433,311.45
Utility Reserve Account Interest	$	935,575.93
Impact Fees	$	3,709,789.28
Park Fund	$	624,900.00
Bed Tax	$	925,823.61
Customer Deposits	$	322,760.00
Impact Fees Interest	$	363,215.37
Park Fund Interest	$	71,142.67
Bed Tax Interest	$	74,530.18
Customer Deposits Interest	$	42,887.11
Austin Boulevard Paving	$	26,049.92
Austin Boulevard Paving Interest	$	3,953.23
WasteWater Impact Fees	$	4,360,928.79
WasteWater Impact Fees Interest	$	377,631.57
2017 CO Receiving Acct	$	526,653.71
2017 CO Receiving Acct Interest	$	369,847.23
2018 LCRA Reuse Water Grant Proje	$	6,446.87
2018 LCRA Reuse Water Grant Proje	$	1,932.12
Town Center Development	$	959,575.00
Town Center Development Interest	$	82,435.95
General Fund Reserve Account	$	2,402,175.59
General Fund Reserve Account Inter	$	177,457.89
Real Estate	$	1,005,892.43
Real Estate Interest	$	60,553.70
LV Sunset Park	$	252,202.63
LV Sunset Park Interest	$	24,122.83
ARPA Grant	$	1,350,051.48
ARPA Grant Interest	$	123,871.82
WTP Expansion	$	740,315.38
WTP Expansion Interest	$	56,371.14
Waterline: Bar-K to Bronco	$	253,908.54
Waterline: Bar-K to Bronco Interest	$	57,585.65
Street/Roadway Impact Fees	$	626,481.96
Street/Roadway Impact Fees Interest	$	11,127.09
TOTAL	$	42,057,505.10

		Budgeted		Actual Collected	Percent Collected
2023-24 Taxes	$	9,636,659	$	5,192,928	53.89%
Delinquent Taxes	$	-	$	(27,301)	-0.28%
Total	$	9,636,659	$	5,165,626	53.60%

Revenues for Fiscal Year without Transfers:

General Fund	$	5,251,261.50
Utility Fund	$	2,752,278.15
Golf Course Fund	$	134,065.24
Aviation Fund	$	98,038.00
Hotel Fund	$	83,580.53
	$	8,319,223.42

Expenditures for Fiscal Year without transfers:

General Fund	$	5,130,824.01
Utility Fund	$	2,643,095.91
Golf Course Fund	$	467,368.76
Aviation Fund	$	63,204.01
Hotel Fund	$	83,509.20
	$	8,388,001.89

General Fund Revenue and Expenses this year vs last year

PREVIOUS YEAR	
CURRENT YEAR	

General Fund WITHOUT Transfer		General Fund WITH Transfer		Amount of Transfer	Significant Yr over Yr Variances (abnormal balances or > or = $250K)	Description	Explanation
DEC 22 INCOME	$3,509,527	DEC 22 INCOME	$3,681,164	($171,636.92)			
DEC 23 INCOME	$3,897,554	DEC 23 INCOME	$4,069,191	($171,636.92)	$388,026.64	Income (Monthly)	Main contributing factors are an increased by $403,548 in Ad Valorem Tax Revenue
YTD DEC 22 INCOME	$4,573,560	YTD DEC 22 INCOME	$5,088,471	($514,910.76)			
YTD DEC 23 INCOME	$5,251,262	YTD DEC 23 INCOME	$5,766,172	($514,910.76)	$677,701.27	Income (Year to Date)	Main contributing factors are an increase of $664,647 = ($503,399 Administration Revenue, $161,248 Public Works Revenue)
DEC 22 EXPENSES	$1,077,599	DEC 22 EXPENSES	$1,077,599	$0.00			
DEC 23 EXPENSES	$813,596	DEC 23 EXPENSES	$813,596	$0.00	($264,002.93)	Expenses (Monthly)	Main contributing factors are a decrease of $188,166 = ($93,319 for Administration, $73,659 for Solid Waste, $21,188 for Gen Fund Info Tech)
YTD DEC 22 EXPENSES	$3,155,806	YTD DEC 22 EXPENSES	$3,155,806	$0.00			
YTD DEC 23 EXPENSES	$5,130,824	YTD DEC 23 EXPENSES	$5,130,824	$0.00	$1,975,018.29	Expenses (Year to Date)	Main contributing factors are an increase of $1,955,411 = (All are for the Police Department: Personnel $158,442, Fixed Assets $1,796,969 encumbered for police radios and dispatch system)

Utility Fund WITHOUT Transfer		Utility Fund WITH Transfer					
DEC 22 INCOME	$731,645	DEC 22 INCOME	$731,645	$0.00			
DEC 23 INCOME	$822,319	DEC 23 INCOME	$822,319	$0.00	$90,674.47	Income (Monthly)	
YTD DEC 22 INCOME	$2,542,817	YTD DEC 22 INCOME	$2,542,817	$0.00			
YTD DEC 23 INCOME	$2,752,278	YTD DEC 23 INCOME	$2,752,278	$0.00	$209,460.79	Income (Year to Date)	
DEC 22 EXPENSES	$415,609	DEC 22 EXPENSES	$587,246	($171,636.92)			
DEC 23 EXPENSES	$330,107	DEC 23 EXPENSES	$501,744	($171,636.92)	($85,501.37)	Expenses (Monthly)	Main contributing factors are a decrease of $76,517 = (All are for Water Services: Personnel $38,429, Operations & Maintenance $38,088)
YTD DEC 22 EXPENSES	$1,474,831	YTD DEC 22 EXPENSES	$1,989,742	($514,910.76)			
YTD DEC 23 EXPENSES	$2,643,096	YTD DEC 23 EXPENSES	$3,158,007	($514,910.76)	$1,168,265.10	Expenses (Year to Date)	Main contributing factors are an increase of $997.053 = (Public Works $113,993, Water Services $620,728, Sewer Services $58,014, Lift Stations $204,318)

Golf Course Fund WITHOUT Transfer		Golf Course Fund WITH Transfer				
DEC 22 INCOME	$31,218	DEC 22 INCOME	$31,218	$0.00		
DEC 23 INCOME	$46,299	DEC 23 INCOME	$46,299	$0.00	$15,081.15	Income (Monthly)
YTD DEC 22 INCOME	$109,861	YTD DEC 22 INCOME	$109,861	$0.00		
YTD DEC 23 INCOME	$134,065	YTD DEC 23 INCOME	$134,065	$0.00	$24,204.74	Income (Year to Date)
DEC 22 EXPENSES	$78,202	DEC 22 EXPENSES	$78,202	$0.00		
DEC 23 EXPENSES	$113,289	DEC 23 EXPENSES	$113,289	$0.00	$35,087.07	Expenses (Monthly)
YTD DEC 22 EXPENSES	$269,745	YTD DEC 22 EXPENSES	$269,745	$0.00		
YTD DEC 23 EXPENSES	$467,369	YTD DEC 23 EXPENSES	$467,369	$0.00	$197,624.01	Expenses (Year to Date)

Aviation Fund				
DEC 22 INCOME	$15,331			
DEC 23 INCOME	$22,861	$7,530.20	Income (Monthly)	
YTD DEC 22 INCOME	$67,683			
YTD DEC 23 INCOME	$98,038	$30,355.42	Income (Year to Date)	
DEC 22 EXPENSES	$39,923			
DEC 23 EXPENSES	$8,045	($31,877.74)	Expenses (Monthly)	Main contributing factors are a decrease in the amount of fuel purchased by $32,856
YTD DEC 22 EXPENSES	$56,208			
YTD DEC 23 EXPENSES	$63,204	$6,996.04	Expenses (Year to Date)	

Hotel Fund	
YTD DEC 23 INCOME	$83,581
YTD DEC 23 EXPENSES	$83,509

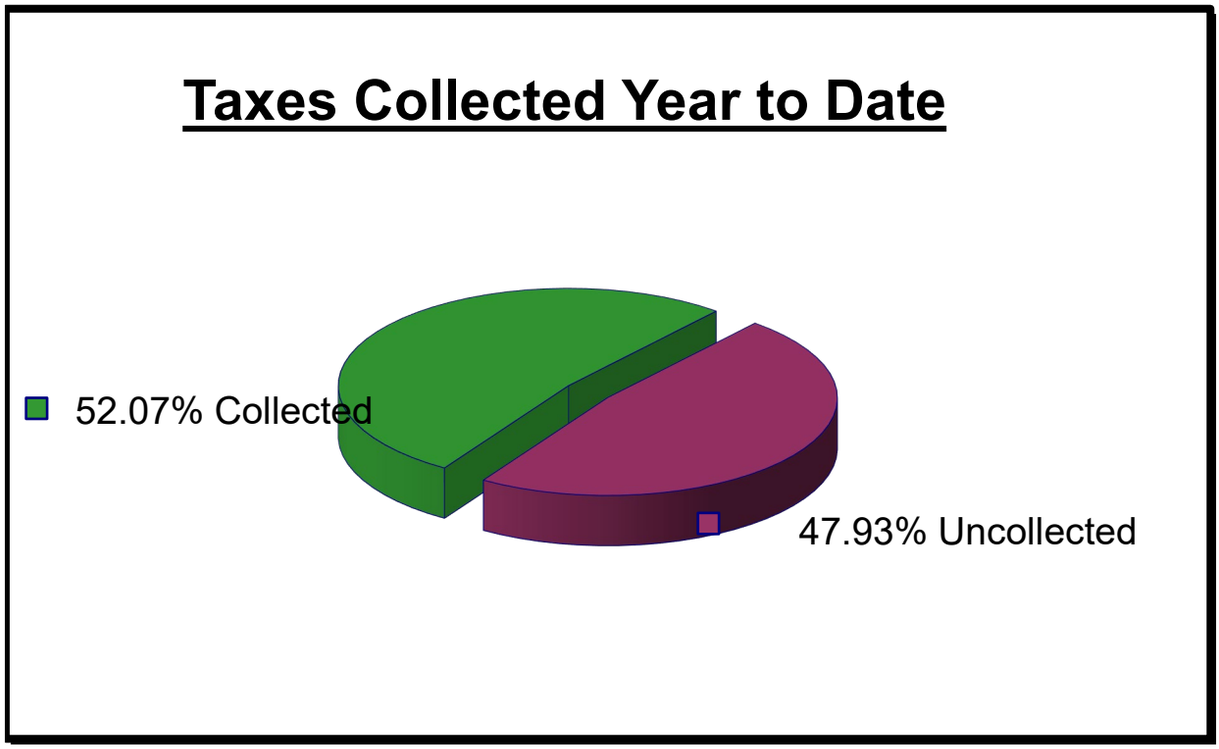
CITY OF LAGO VISTA MONTHLY FINANCIAL REPORT

AS OF DEC 31, 2023 - FISCAL YEAR END SEPTEMBER 30, 2024 - Ad Valorem Taxes

Ad Valorem Taxes

A 0.4139 tax rate and anticipated collection rate of 100% equates to anticipated collection: $9,999,062.51

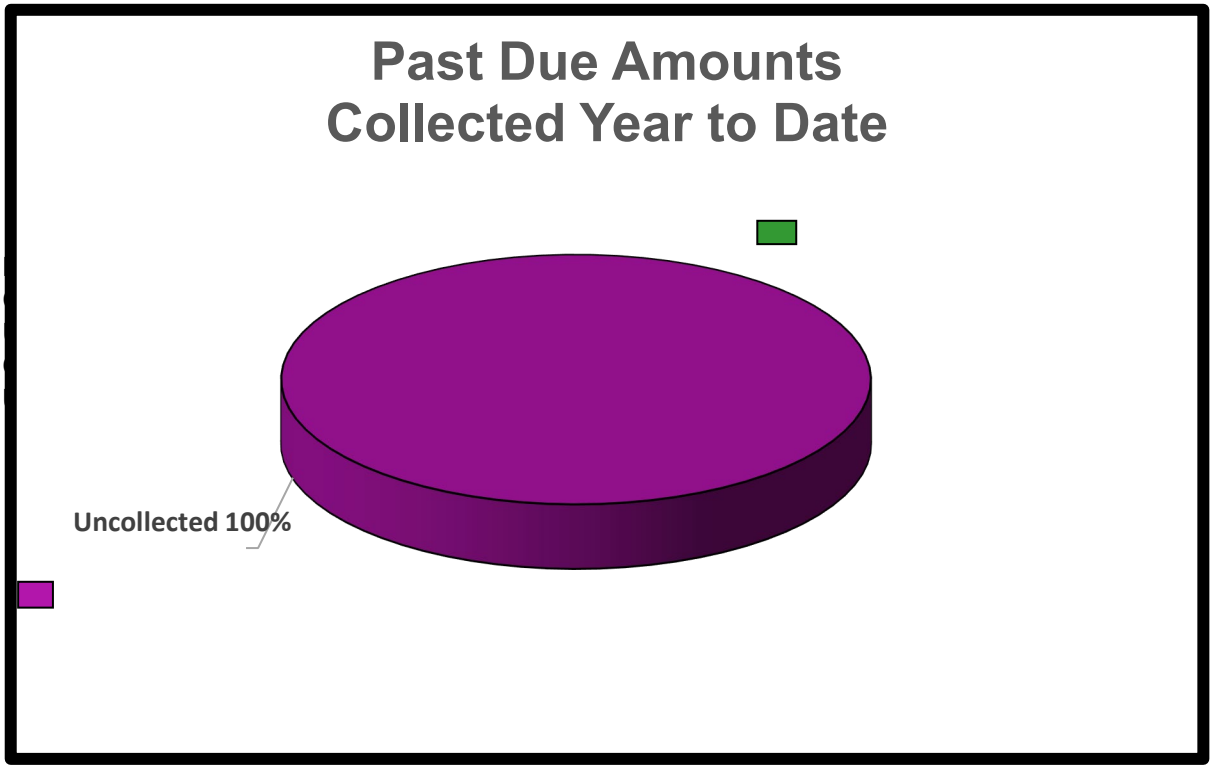
Current Taxes for Year 2023 - Billed by Travis County Tax Office:	$	9,999,062.51
Tax Adjustments for Year 2023 from Travis County Tax Office:	$	25,903.47
Current Taxes for Year 2023 after adjustments:	$	9,973,159.04
Base Tax Amount Collected by Travis County Tax Office for 2023:	$	5,192,801.08
Base Tax Reversals for Year 2023 by Travis County Tax Office:	$	-
Net Base Tax Collected for Year 2023 by Travis County:	$	5,192,801.08
Percentage Collected:		52.07%
Amount Still Due for 2023 Taxes:	$	4,780,357.96
Penalty and Interest Collected for 2023	$	-
Penalty and Interest Reversals for 2023	$	(126.56)
Net Penalty and Interest Collected for 2023 by Travis County:	$	126.56
Total Amount paid to City of Lago Vista for 2023 Taxes:	$	5,192,927.64

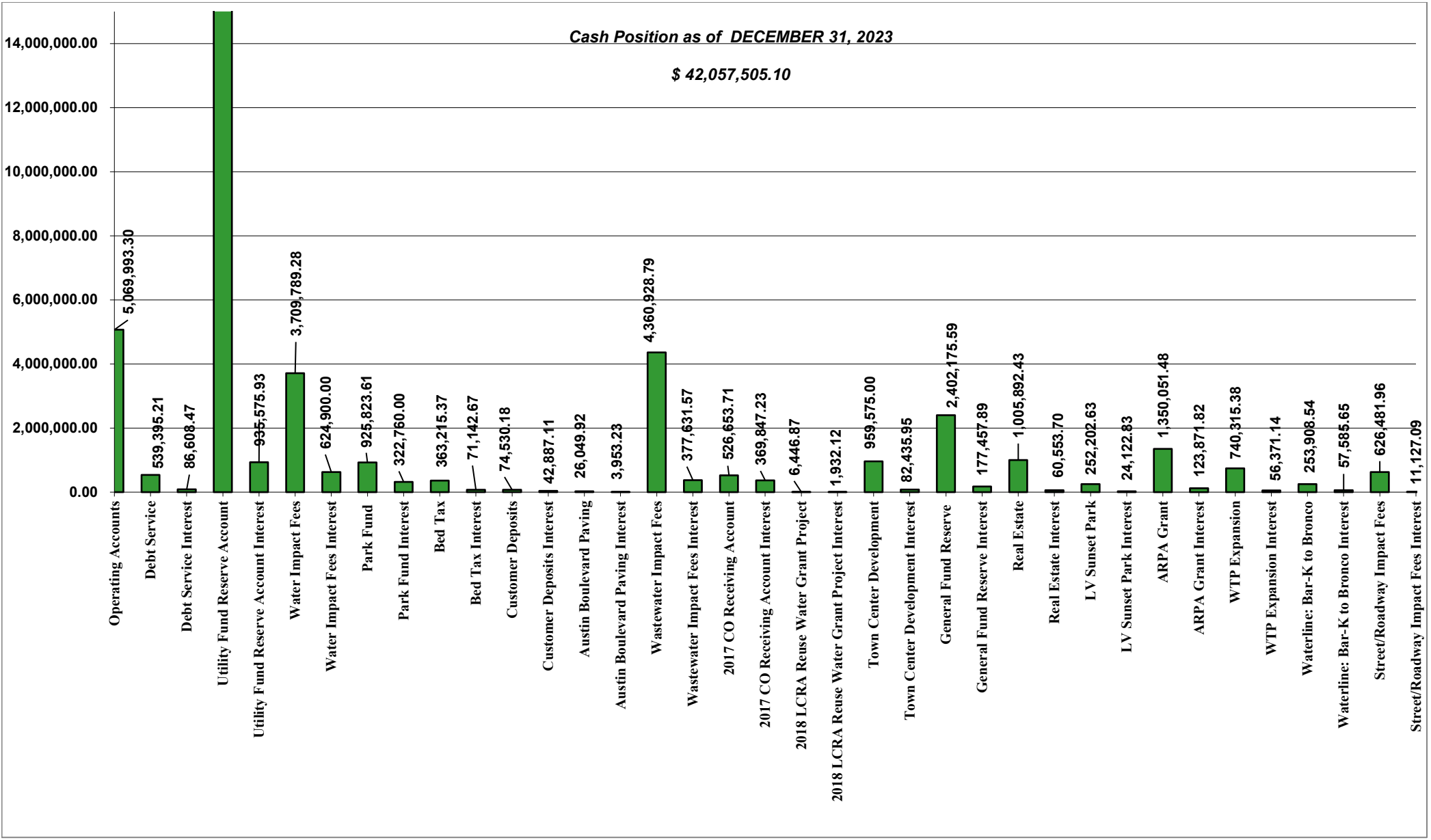


CITY OF LAGO VISTA MONTHLY FINANCIAL REPORT

As of DECEMBER 31, 2023 - Ad Valorem Taxes Past Due from Previous Years

Past Due Taxes from 1973 - 2022	$	378,949.53
Tax Adjustments from Travis County Tax Office:	$	75,754.93
Past Due Taxes after adjustments:	$	303,194.60
Base Tax Amount Collected by Travis County Tax Office:	$	38,352.42
Base Tax Reversals for Past Due by Travis County Tax Office:	$	75,935.02
Net Base Tax Collected for Past Due by Travis County:	$	(37,582.60)
Percentage Collected:		-12.40%
Amount Still Due for Past Due Taxes:	$	340,777.20
Penalty and Interest Collected for Past Due Amounts:	$	10,371.06
Penalty and Interest Reversals for Past Due Amounts:	$	89.88
Net Penalty and Interest Collected by Travis County:	$	10,281.18
Total Amount paid to City of Lago Vista for Past Due Taxes:	$	(27,301.42)




Cash Position as of DECEMBER 31, 2023
$ 42,057,505.10
14,000,000.00
12,000,000.00
10,000,000.00
8,000,000.00
6,000,000.00
4,000,000.00
2,000,000.00
0.00
Operating Accounts 5,069,993.30
Debt Service 539,395.21
Debt Service Interest 86,608.47
Utility Fund Reserve Account
Utility Fund Reserve Account Interest 935,575.93
Water Impact Fees 3,709,789.28
Water Impact Fees Interest 624,900.00
Park Fund 925,823.61
Park Fund Interest 322,760.00
Bed Tax 363,215.37
Bed Tax Interest 71,142.67
Customer Deposits 74,530.18
Customer Deposits Interest 42,887.11
Austin Boulevard Paving 26,049.92
Austin Boulevard Paving Interest 3,953.23
Wastewater Impact Fees 4,360,928.79
Wastewater Impact Fees Interest 377,631.57
2017 CO Receiving Account 526,653.71
2017 CO Receiving Account Interest 369,847.23
2018 LCRA Reuse Water Grant Project 6,446.87
2018 LCRA Reuse Water Grant Project Interest 1,932.12
Town Center Development 959,575.00
Town Center Development Interest 82,435.95
General Fund Reserve 2,402,175.59
General Fund Reserve Interest 177,457.89
Real Estate 1,005,892.43
Real Estate Interest 60,553.70
LV Sunset Park 252,202.63
LV Sunset Park Interest 24,122.83
ARPA Grant 1,350,051.48
ARPA Grant Interest 123,871.82
WTP Expansion 740,315.38
WTP Expansion Interest 56,371.14
Waterline: Bar-K to Bronco 253,908.54
Waterline: Bar-K to Bronco Interest 57,585.65
Street/Roadway Impact Fees 626,481.96
Street/Roadway Impact Fees Interest 11,127.09

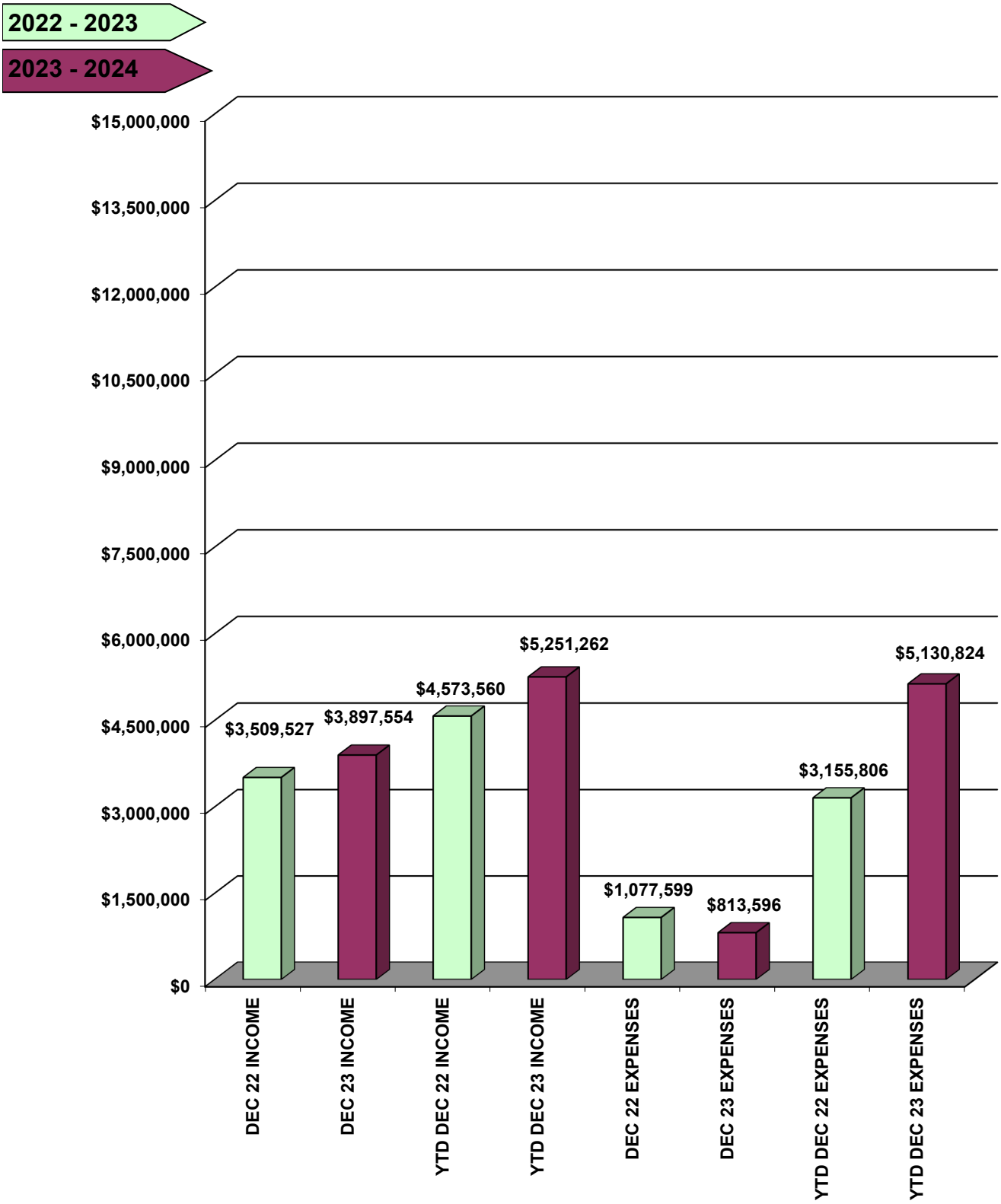
Logic Government Investment Co-Op-FD Dec-23
Average Monthly Interest Rate = 5.5411%
Average Weighted Average Maturity = 53 Days
Net Asset Value for 12/29/2023 = 1.000254
All Accounts Held in Government Pools

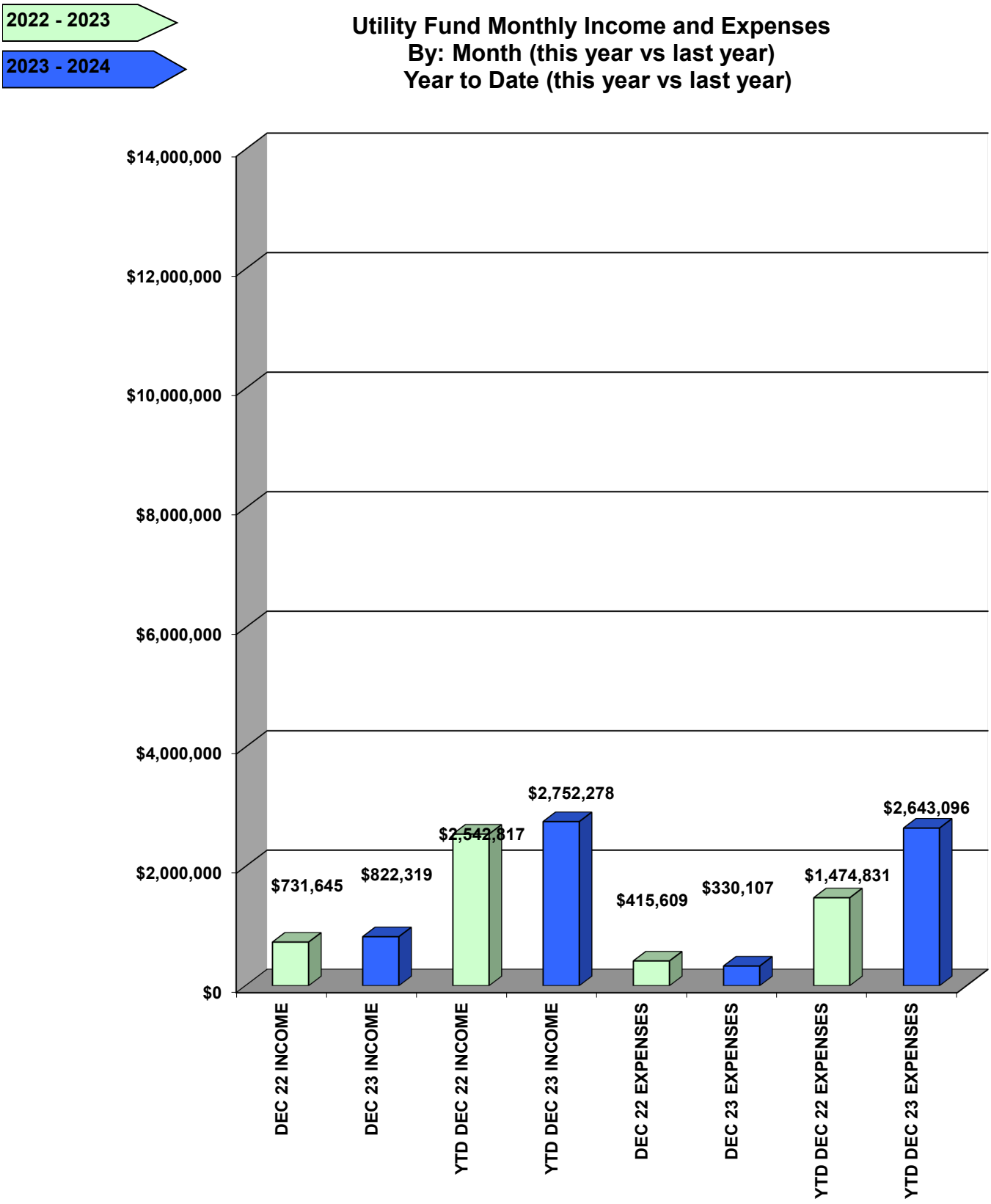
Account	Description	Period	Beginning Balance	Transfers In	Interest Earned	Transfers Out	Ending Balance
Logic #03	Debt Service	12/1/23-12/31/23	$ 509,580.01	$ 29,815.20	$ 2,416.31	$ 2,416.31	$ 539,395.21
Logic #04	Debt Service Interest	12/1/23-12/31/23	$ 83,797.80	$ 2,416.31	$ 394.36	$ -	$ 86,608.47
Logic #05	Utility Reserve Account	12/1/23-12/31/23	$ 14,683,311.45	$ 750,000.00	$ 71,151.37	$ 71,151.37	$ 15,433,311.45
Logic #06	Utility Reserve Account Interest	12/1/23-12/31/23	$ 846,129.50	$ 85,438.37	$ 4,008.06	$ -	$ 935,575.93
Logic #61	Impact Fees	12/1/23-12/31/23	$ 3,616,153.28	$ 93,636.00	$ 17,188.96	$ 17,188.96	$ 3,709,789.28
Logic #62	Park Fund	12/1/23-12/31/23	$ 624,900.00	$ -	$ 2,940.89	$ 2,940.89	$ 624,900.00
Logic #63	Bed Tax	12/1/23-12/31/23	$ 864,939.96	$ 69,883.65	$ 4,279.79	$ 13,279.79	$ 925,823.61
Logic #66	Customer Deposits	12/1/23-12/31/23	$ 327,420.00	$ -	$ 1,523.87	$ 6,183.87	$ 322,760.00
Logic #71	Impact Fees Interest	12/1/23-12/31/23	$ 344,405.58	$ 17,188.96	$ 1,620.83	$ -	$ 363,215.37
Logic #72	Park Fund Interest	12/1/23-12/31/23	$ 67,882.32	$ 2,940.89	$ 319.46	$ -	$ 71,142.67
Logic #73	Bed Tax Interest	12/1/23-12/31/23	$ 69,921.32	$ 4,279.79	$ 329.07	$ -	$ 74,530.18
Logic #76	Customer Deposits Interest	12/1/23-12/31/23	$ 41,169.48	$ 1,523.87	$ 193.76	$ -	$ 42,887.11
Logic #96	Austin Boulevard Paving	12/1/23-12/31/23	$ 26,049.92	$ -	$ 122.58	$ 122.58	$ 26,049.92
Logic #97	Austin Boulevard Paving Interest	12/1/23-12/31/23	$ 3,812.69	$ 122.58	$ 17.96	$ -	$ 3,953.23
Logic #104	WasteWater Impact Fees	12/1/23-12/31/23	$ 4,286,203.79	$ 74,725.00	$ 20,302.28	$ 20,302.28	$ 4,360,928.79
Logic #105	WasteWater Impact Fees Interest	12/1/23-12/31/23	$ 355,655.52	$ 20,302.28	$ 1,673.77	$ -	$ 377,631.57
Logic #106	2017 CO Receiving Acct	12/1/23-12/31/23	$ 566,077.71	$ -	$ 2,478.51	$ 41,902.51	$ 526,653.71
Logic #107	2017 CO Receiving Acct Interest	12/1/23-12/31/23	$ 365,647.90	$ 2,478.51	$ 1,720.82	$ -	$ 369,847.23
Logic #136	2018 LCRA Reuse Water Grant Project	12/1/23-12/31/23	$ 6,446.87	$ -	$ 30.36	$ 30.36	$ 6,446.87
Logic #137	2018 LCRA Reuse Water Grant Project Interest	12/1/23-12/31/23	$ 1,892.82	$ 30.36	$ 8.94	$ -	$ 1,932.12
Logic #138	Town Center Development	12/1/23-12/31/23	$ 959,575.00	$ -	$ 4,515.93	$ 4,515.93	$ 959,575.00
Logic #139	Town Center Development Interest	12/1/23-12/31/23	$ 77,555.03	$ 4,515.93	$ 364.99	$ -	$ 82,435.95
Logic #144	General Fund Reserve Account	12/1/23-12/31/23	$ 2,402,175.59	$ -	$ 11,305.05	$ 11,305.05	$ 2,402,175.59
Logic #145	General Fund Reserve Account Interest	12/1/23-12/31/23	$ 165,374.57	$ 11,305.05	$ 778.27	$ -	$ 177,457.89
Logic #146	Real Estate	12/1/23-12/31/23	$ 1,005,892.43	$ -	$ 4,733.89	$ 4,733.89	$ 1,005,892.43
Logic #147	Real Estate Interest	12/1/23-12/31/23	$ 55,448.40	$ 4,843.89	$ 261.41	$ -	$ 60,553.70
Logic #170	LV Sunset Park	12/1/23-12/31/23	$ 252,202.63	$ -	$ 1,186.89	$ 1,186.89	$ 252,202.63
Logic #171	LV Sunset Park Interest	12/1/23-12/31/23	$ 22,828.51	$ 1,186.89	$ 107.43	$ -	$ 24,122.83
Logic #172	ARPA Grant	12/1/23-12/31/23	$ 1,350,051.48	$ -	$ 6,353.59	$ 6,353.59	$ 1,350,051.48
Logic #173	ARPA Grant Interest	12/1/23-12/31/23	$ 116,967.77	$ 6,353.59	$ 550.46	$ -	$ 123,871.82
Logic #174	WTP Expansion	12/1/23-12/31/23	$ 761,174.74	$ -	$ 3,525.25	$ 24,384.61	$ 740,315.38
Logic #175	WTP Expansion Interest	12/1/23-12/31/23	$ 52,598.35	$ 3,525.25	$ 247.54	$ -	$ 56,371.14
Logic #176	Waterline: Bar-K to Bronco	12/1/23-12/31/23	$ 553,970.79	$ -	$ 1,787.20	$ 301,849.45	$ 253,908.54
Logic #177	Waterline: Bar-K to Bronco Interest	12/1/23-12/31/23	$ 55,537.09	$ 1,787.20	$ 261.36	$ -	$ 57,585.65
Logic #178	Street/Roadway Impact Fees	12/1/23-12/31/23	$ 462,787.57	$ 163,694.39	$ 2,425.43	$ 2,425.43	$ 626,481.96
Logic #179	Street/Roadway Impact Fees Interest	12/1/23-12/31/23	$ 8,660.94	$ 2,425.43	$ 40.72	$ -	$ 11,127.09
			$ -	$ -	$ -	$ -	$ -
		12/1/23-12/31/23	$ 35,994,198.81	$ 1,354,419.39	$ 171,167.36	$ 532,273.76	$ 36,987,511.80
Totals		Period	Beginning Balance	Transfers In	Interest Earned	Transfers Out	Ending Balance

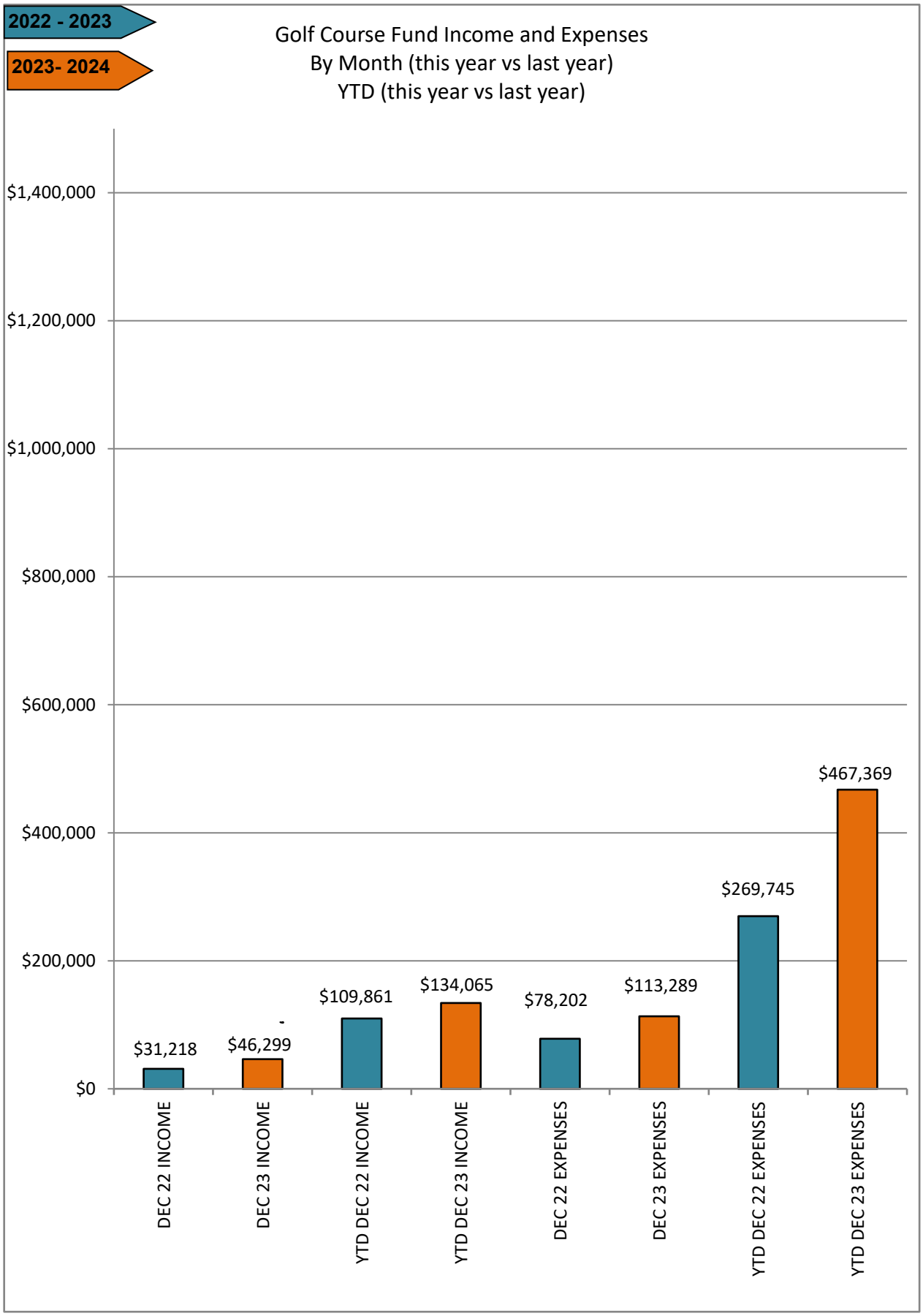
Logic Government Investment Co-Op-FD Quarter Ending 12/31/2023
Average Monthly Interest Rate = 5.548034%
Average Weighted Average Maturity = 49.67 Days
Net Average Asset Value for Qtr Ending 12/31/2023 = 1.000254
All Accounts Held in Government Pools

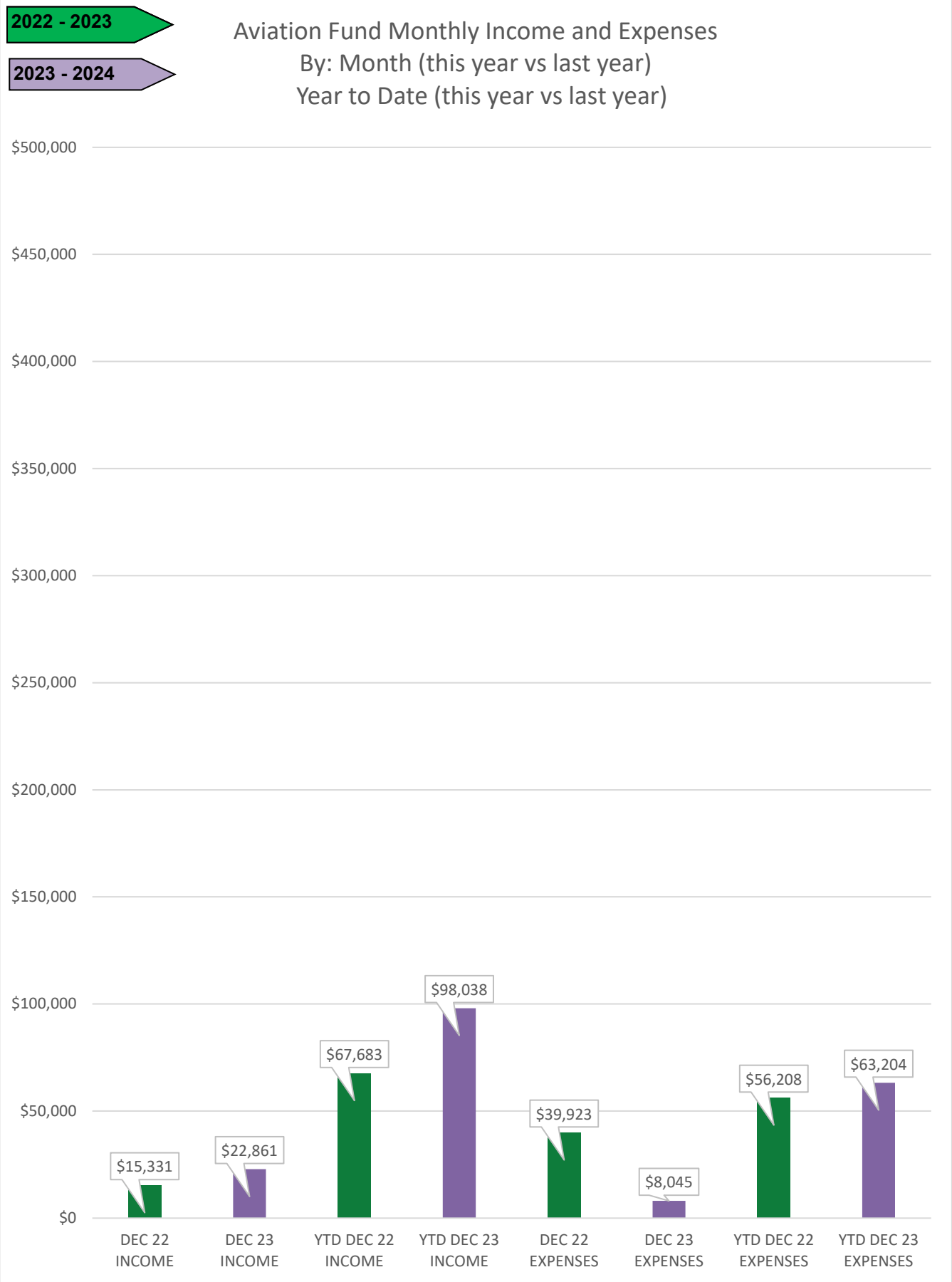
Account	Description	Period	Beginning Balance	Transfers In	Interest Earned	Transfers Out	Ending Balance
Logic #03	Debt Service	10/1/23-12/31/23	$ 495,711.74	$ 43,683.47	$ 7,112.74	$ 7,112.74	$ 539,395.21
Logic #04	Debt Service Interest	10/1/23-12/31/23	$ 78,861.31	$ 7,112.74	$ 1,134.42	$ 500.00	$ 86,608.47
Logic #05	Utility Reserve Account	10/1/23-12/31/23	$ 14,683,311.45	$ 750,000.00	$ 207,377.48	$ 207,377.48	$ 15,433,311.45
Logic #06	Utility Reserve Account Interest	10/1/23-12/31/23	$ 717,260.60	$ 221,664.48	$ 10,937.85	$ 14,287.00	$ 935,575.93
Logic #61	Impact Fees	10/1/23-12/31/23	$ 3,658,293.28	$ 131,496.00	$ 50,740.11	$ 130,740.11	$ 3,709,789.28
Logic #62	Park Fund	10/1/23-12/31/23	$ 624,900.00	$ -	$ 8,738.48	$ 8,738.48	$ 624,900.00
Logic #63	Bed Tax	10/1/23-12/31/23	$ 928,458.43	$ 74,632.88	$ 12,782.91	$ 90,050.61	$ 925,823.61
Logic #66	Customer Deposits	10/1/23-12/31/23	$ 331,530.00	$ -	$ 4,577.14	$ 13,347.14	$ 322,760.00
Logic #71	Impact Fees Interest	10/1/23-12/31/23	$ 307,915.98	$ 50,740.11	$ 4,559.28	$ -	$ 363,215.37
Logic #72	Park Fund Interest	10/1/23-12/31/23	$ 61,499.88	$ 8,738.48	$ 904.31	$ -	$ 71,142.67
Logic #73	Bed Tax Interest	10/1/23-12/31/23	$ 60,833.30	$ 12,782.91	$ 913.97	$ -	$ 74,530.18
Logic #76	Customer Deposits Interest	10/1/23-12/31/23	$ 37,758.21	$ 4,577.14	$ 551.76	$ -	$ 42,887.11
Logic #96	Austin Boulevard Paving	10/1/23-12/31/23	$ 26,049.92	$ -	$ 364.30	$ 364.30	$ 26,049.92
Logic #97	Austin Boulevard Paving Interest	10/1/23-12/31/23	$ 3,537.49	$ 364.30	$ 51.44	$ -	$ 3,953.23
Logic #104	WasteWater Impact Fees	10/1/23-12/31/23	$ 4,249,328.79	$ 111,600.00	$ 59,928.07	$ 59,928.07	$ 4,360,928.79
Logic #105	WasteWater Impact Fees Interest	10/1/23-12/31/23	$ 313,030.36	$ 59,928.07	$ 4,673.14	$ -	$ 377,631.57
Logic #106	2017 CO Receiving Acct	10/1/23-12/31/23	$ 566,077.71	$ -	$ 7,730.37	$ 47,154.37	$ 526,653.71
Logic #107	2017 CO Receiving Acct Interest	10/1/23-12/31/23	$ 357,064.13	$ 7,730.37	$ 5,052.73	$ -	$ 369,847.23
Logic #136	2018 LCRA Reuse Water Grant Project	10/1/23-12/31/23	$ 6,446.87	$ -	$ 90.16	$ 90.16	$ 6,446.87
Logic #137	2018 LCRA Reuse Water Grant Project Interest	10/1/23-12/31/23	$ 1,815.96	$ 90.16	$ 26.00	$ -	$ 1,932.12
Logic #138	Town Center Development	10/1/23-12/31/23	$ 959,575.00	$ -	$ 13,418.49	$ 13,418.49	$ 959,575.00
Logic #139	Town Center Development Interest	10/1/23-12/31/23	$ 68,000.13	$ 13,418.49	$ 1,017.33	$ -	$ 82,435.95
Logic #144	General Fund Reserve Account	10/1/23-12/31/23	$ 3,247,175.59	$ -	$ 37,901.24	$ 882,901.24	$ 2,402,175.59
Logic #145	General Fund Reserve Account Interest	10/1/23-12/31/23	$ 137,436.29	$ 37,901.24	$ 2,120.36	$ -	$ 177,457.89
Logic #146	Real Estate	10/1/23-12/31/23	$ 1,005,892.43	$ -	$ 14,176.18	$ 14,176.18	$ 1,005,892.43
Logic #147	Real Estate Interest	10/1/23-12/31/23	$ 48,509.26	$ 14,176.18	$ 713.92	$ 2,845.66	$ 60,553.70
Logic #170	LV Sunset Park	10/1/23-12/31/23	$ 256,745.89	$ -	$ 3,549.47	$ 8,092.73	$ 252,202.63
Logic #171	LV Sunset Park Interest	10/1/23-12/31/23	$ 20,272.09	$ 3,549.47	$ 301.27	$ -	$ 24,122.83
Logic #172	ARPA Grant	10/1/23-12/31/23	$ 1,874,120.73	$ -	$ 23,181.33	$ 547,250.58	$ 1,350,051.48
Logic #173	ARPA Grant Interest	10/1/23-12/31/23	$ 99,178.79	$ 23,181.33	$ 1,511.70	$ -	$ 123,871.82
Logic #174	WTP Expansion	10/1/23-12/31/23	$ 791,300.00	$ -	$ 10,738.62	$ 61,723.24	$ 740,315.38
Logic #175	WTP Expansion Interest	10/1/23-12/31/23	$ 44,950.64	$ 10,738.62	$ 681.88	$ -	$ 56,371.14
Logic #176	Waterline: Bar-K to Bronco	10/1/23-12/31/23	$ 845,138.84	$ -	$ 8,689.87	$ 599,920.17	$ 253,908.54
Logic #177	Waterline: Bar-K to Bronco Interest	10/1/23-12/31/23	$ 48,168.90	$ 8,689.87	$ 726.88	$ -	$ 57,585.65
Logic #178	Street/Roadway Impact Fees	10/1/23-12/31/23	$ 396,840.70	$ 229,641.26	$ 6,468.69	$ 6,468.69	$ 626,481.96
Logic #179	Street/Roadway Impact Fees Interest	10/1/23-12/31/23	$ 4,566.73	$ 6,468.69	$ 91.67	$ -	$ 11,127.09
			$ -	$ -	$ -	$ -	$ -
		10/1/23-12/31/23	$ 37,357,557.42	$ 1,832,906.26	$ 513,535.56	$ 2,716,487.44	$ 36,987,511.80
Totals		Period	Beginning Balance	Transfers In	Interest Earned	Transfers Out	Ending Balance

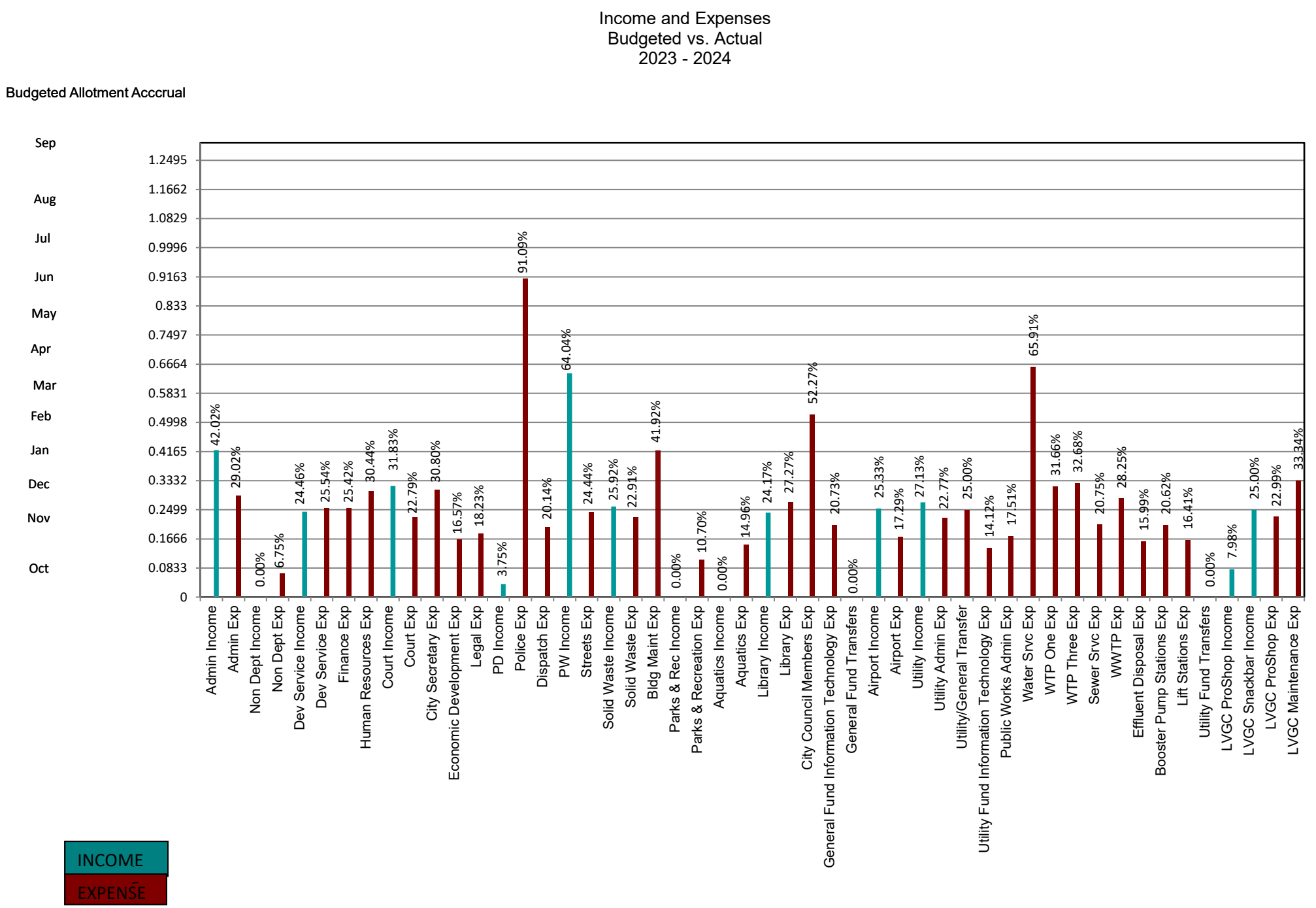
General Fund Monthly Income and Expense
By: Month (this Year vs Last Year)
Year to Date (this Year vs Last Year)




2022 - 2023
2023 - 2024
Utility Fund Monthly Income and Expenses
By: Month (this year vs last year)
Year to Date (this year vs last year)
$14,000,000
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$0
$731,645
$822,319
$2,542,817
$2,752,278
$415,609
$330,107
$1,474,831
$2,643,096
DEC 22 INCOME
DEC 23 INCOME
YTD DEC 22 INCOME
YTD DEC 23 INCOME
DEC 22 EXPENSES
DEC 23 EXPENSES
YTD DEC 22 EXPENSES
YTD DEC 23 EXPENSES


2022 - 2023
2023- 2024
Golf Course Fund Income and Expenses
By Month (this year vs last year)
YTD (this year vs last year)
$1,400,000
$1,200,000
$1,000,000
$800,000
$600,000
$400,000
$200,000
$0
$31,218
$46,299
$109,861
$134,065
$78,202
$113,289
$269,745
$467,369
DEC 22 INCOME
DEC 23 INCOME
YTD DEC 22 INCOME
YTD DEC 23 INCOME
DEC 22 EXPENSES
DEC 23 EXPENSES
YTD DEC 22 EXPENSES
YTD DEC 23 EXPENSES


2022 - 2023
2023 - 2024
Aviation Fund Monthly Income and Expenses
By: Month (this year vs last year)
Year to Date (this year vs last year)
$500,000
$450,000
$400,000
$350,000
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$0
$15,331
$22,861
$67,683
$98,038
$39,923
$8,045
$56,208
$63,204
DEC 22 INCOME
DEC 23 INCOME
YTD DEC 22 INCOME
YTD DEC 23 INCOME
DEC 22 EXPENSES
DEC 23 EXPENSES
YTD DEC 22 EXPENSES
YTD DEC 23 EXPENSES


Income and Expenses
Budgeted vs. Actual
2023 - 2024
Budgeted Allotment Acccrual
Sep
Aug
Jul
Jun
May
Apr
Mar
Feb
Jan
Dec
Nov
Oct
1.2495
1.1662
1.0829
0.9996
0.9163
0.833
0.7497
0.6664
0.5831
0.4998
0.4165
0.3332
0.2499
0.1666
0.0833
0
42.02%
29.02%
0.00%
6.75%
24.46%
25.54%
25.42%
30.44%
31.83%
22.79%
30.80%
16.57%
18.23%
3.75%
91.09%
20.14%
64.04%
24.44%
25.92%
22.91%
41.92%
0.00%
10.70%
0.00%
14.96%
24.17%
27.27%
52.27%
20.73%
0.00%
25.33%
17.29%
27.13%
22.77%
25.00%
14.12%
17.51%
65.91%
31.66%
32.68%
20.75%
28.25%
15.99%
20.62%
16.41%
0.00%
7.98%
25.00%
22.99%
33.34%
Admin Income
Admin Exp
Non Dept Income
Non Dept Exp
Dev Service Income
Dev Service Exp
Finance Exp
Human Resources Exp
Court Income
Court Exp
City Secretary Exp
Economic Development Exp
Legal Exp
PD Income
Police Exp
Dispatch Exp
PW Income
Streets Exp
Solid Waste Income
Solid Waste Exp
Bldg Maint Exp
Parks & Rec Income
Parks & Recreation Exp
Aquatics Income
Aquatics Exp
Library Income
Library Exp
City Council Members Exp
General Fund Information Technology Exp
General Fund Transfers
Airport Income
Airport Exp
Utility Income
Utility Admin Exp
Utility/General Transfer
Utility Fund Information Technology Exp
Public Works Admin Exp
Water Srvc Exp
WTP One Exp
WTP Three Exp
Sewer Srvc Exp
WWTP Exp
Effluent Disposal Exp
Booster Pump Stations Exp
Lift Stations Exp
Utility Fund Transfers
LVGC ProShop Income
LVGC Snackbar Income
LVGC ProShop Exp
LVGC Maintenance Exp
INCOME
EXPENSE

Fiscal Year - Lago Vista Golf Course Sales History

	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	
October - LVGC	$ -	$ 68,810		$ 75,182	$ 65,534	$ 61,014	$ 73,291	$ 55,882	$ 56,207	$ 78,072	$ 56,070	$ 58,153	$ 49,404	$ 39,665	$ 48,811	$ 104,172	$ 78,199	$ 43,171	$ 39,894	October - LVGC
October - HLGC						$ 29,767	$ 26,850	$ 22,354	$ 17,358	$ 11,255	$ 17,314	$ 24,722	$ -	$ -	$ -	$ -	$ -	$ -		October - HLGC
October - American Girl Grill								$ 4,633	$ 5,090	$ 6,266	$ 6,534	$ -	$ -	$ -	$ -	$ -	$ -	$ -		October - American Girl Grill
October - LVGC Snackbar												$ 19,222	$ 20,370	$ -	$ -	$ -	$ -	$ -	$ 2,850	October - LVGC Snackbar
November - LVGC	$ -	$ 58,871		$ 57,720	$ 60,640	$ 44,530	$ 56,351	$ 61,110	$ 41,581	$ 70,375	$ 33,806	$ 34,646	$ 48,147	$ 39,713	$ 40,528	$ 99,633	$ 73,966	$ 35,466	$ 42,173	November - LVGC
November - HLGC						$ 15,568	$ 22,187	$ 22,839	$ 14,724	$ -	$ 16,285	$ 11,342	$ -	$ -	$ -	$ -	$ -	$ -		November - HLGC
November - American Girl Grill								$ 4,166	$ 3,872	$ 4,076	$ 4,921	$ -	$ -	$ -	$ -	$ -	$ -	$ -		November - American Girl Grill
November - LVGC Snackbar												$ 14,396	$ 18,642	$ -	$ -	$ -	$ -	$ -	$ 2,850	November - LVGC Snackbar
December - LVGC	$ -	$ 50,754		$ 50,374	$ 36,426	$ 54,817	$ 58,023	$ 47,081	$ 40,860	$ 51,074	$ 34,115	$ 28,133	$ 41,024	$ 35,551	$ 38,842	$ 80,636	$ 64,456	$ 31,214	$ 43,449	December - LVGC
December - HLGC						$ 16,734	$ 12,208	$ 15,975	$ 9,673	$ -	$ 15,611	$ 9,397	$ -	$ -	$ -	$ -	$ -	$ -		December - HLGC
December - American Girl Grill								$ 3,271	$ 3,174	$ 3,209	$ 4,858	$ -	$ -	$ -	$ -	$ -	$ -	$ -		December - American Girl Grill
December - LVGC Snackbar												$ 11,922	$ 13,939	$ -	$ -	$ -	$ -	$ -	$ 2,850	December - LVGC Snackbar
January - LVGC	$ -	$ 27,994		$ 57,360	$ 39,341	$ 42,080	$ 55,755	$ 47,966	$ 47,872	$ 37,543	$ 38,660	$ 25,901	$ 31,237	$ 42,689	$ 48,130	$ 86,124	$ 65,756	$ 40,446		January - LVGC
January - HLGC						$ 11,585	$ 19,150	$ 15,490	$ 13,676	$ 10,883	$ 19,314	$ 12,132	$ -	$ -	$ -	$ -	$ -	$ -		January - HLGC
January - American Girl Grill							$ 458	$ 3,606	$ 3,743	$ 4,142	$ 5,014	$ -	$ -	$ -	$ -	$ -	$ -	$ -		January - American Girl Grill
January - LVGC Snackbar												$ 14,862	$ 13,234	$ -	$ -	$ -	$ -	$ -		January - LVGC Snackbar
February - LVGC	$ 173,708	$ 56,183		$ 58,840	$ 51,354	$ 53,485	$ 61,998	$ 73,495	$ 55,750	$ 53,070	$ 59,682	$ 33,900	$ 29,992	$ 54,786	$ 46,595	$ 44,504	$ 51,328	$ 42,026		February - LVGC
February - HLGC						$ 20,858	$ 18,429	$ 21,094	$ 19,542	$ 15,857	$ 21,146	$ 14,391	$ -	$ -	$ -	$ -	$ -	$ -		February - HLGC
February - American Girl Grill							$ 5,267	$ 5,435	$ 4,333	$ 4,143	$ 3,902	$ -	$ -	$ -	$ -	$ -	$ -	$ -		February - American Girl Grill
February - LVGC Snackbar											$ 2,471	$ 15,357	$ 9,446	$ -	$ -	$ -	$ -	$ -		February - LVGC Snackbar
March - LVGC	$ 141,034	$ 80,067		$ 82,646	$ 80,322	$ 88,707	$ 79,587	$ 87,435	$ 88,277	$ 74,459	$ 59,291	$ 49,847	$ 53,679	$ 54,730	$ 50,033	$ 82,545	$ 70,131	$ 54,149		March - LVGC
March - HLGC						$ 26,966	$ 27,581	$ 34,159	$ 20,968	$ 22,830	$ 25,759	$ 25,147	$ -	$ -	$ -	$ -	$ -	$ -		March - HLGC
March - American Girl Grill							$ 9,161	$ 10,534	$ 8,380	$ 8,931	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		March - American Girl Grill
March - LVGC Snackbar											$ 21,959	$ 31,280	$ 9,396	$ -	$ -	$ -	$ -	$ -		March - LVGC Snackbar
April - LVGC	$ 111,828	$ 84,729		$ 80,131	$ 82,690	$ 93,438	$ 87,507	$ 71,700	$ 69,570	$ 73,645	$ 73,867	$ 44,288	$ 49,075	$ 79,318	$ 40,965	$ 84,675	$ 79,796	$ 65,306		April - LVGC
April - HLGC						$ 33,282	$ 34,837	$ 32,243	$ 19,878	$ 31,624	$ 29,267	$ 21,825	$ -	$ -	$ -	$ -	$ -	$ -		April - HLGC
April - American Girl Grill							$ 7,244	$ 6,323	$ 6,444	$ 6,619	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		April - American Girl Grill
April - LVGC Snackbar											$ 20,933	$ 22,550	$ -	$ -	$ -	$ -	$ -	$ -		April - LVGC Snackbar
May - LVGC	$ 66,789	$ 87,227		$ 90,953	$ 91,132	$ 88,898	$ 75,228	$ 80,268	$ 82,951	$ 62,245	$ 50,572	$ 42,377	$ 56,434	$ 48,831	$ 82,573	$ 79,946	$ 71,117	$ 46,573		May - LVGC
May - HLGC						$ 26,545	$ 22,587	$ 27,998	$ 27,051	$ 25,303	$ 25,290	$ 16,079	$ -	$ -	$ -	$ -	$ -	$ -		May - HLGC
May - American Girl Grill							$ 7,286	$ 7,610	$ 5,869	$ 6,410	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		May - American Girl Grill
May - LVGC Snackbar											$ 16,830	$ 22,241	$ -	$ -	$ -	$ -	$ -	$ -		May - LVGC Snackbar
June - LVGC	$ 65,747	$ 87,935		$ 76,487	$ 78,045	$ 69,315	$ 68,444	$ 76,252	$ 83,566	$ 87,189	$ 64,988	$ 39,520	$ 59,749	$ 48,568	$ 90,631	$ 85,261	$ 68,652	$ 50,134		June - LVGC
June - HLGC						$ 26,269	$ 27,704	$ 35,889	$ 24,873	$ 28,687	$ 27,991	$ 21,499	$ -	$ -	$ -	$ -	$ -	$ -		June - HLGC
June - American Girl Grill							$ 6,579	$ 6,991	$ 5,574	$ 7,845	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		June - American Girl Grill
June - LVGC Snackbar											$ 17,213	$ 24,050	$ -	$ -	$ -	$ -	$ -	$ -		June - LVGC Snackbar
July - City - LVGC			$ 35,828	$ 78,723	$ 94,292	$ 97,111	$ 78,576	$ 69,193	$ 65,387	$ 75,638	$ 60,603	$ 39,495	$ 54,824	$ 49,522	$ 99,704	$ 70,680	$ 53,044	$ 42,604		July - City - LVGC
July - HLGC					$ 1,263	$ 28,290	$ 32,031	$ 34,020	$ 24,944	$ 32,104	$ 28,059	$ 18,244	$ -	$ -	$ -	$ -	$ -	$ -		July - HLGC
July - American Girl Grill							$ 6,246	$ 5,555	$ 5,312	$ 7,698	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		July - American Girl Grill
July - LVGC Snackbar											$ 18,918	$ 22,091	$ -	$ -	$ -	$ -	$ -	$ -		July - LVGC Snackbar
August - LVGC	$ 71,628	$ 74,481	$ 157,377	$ 152,306	$ 108,563	$ 100,568	$ 95,897	$ 99,959	$ 92,562	$ 88,064	$ 57,062	$ 27,029	$ 66,932	$ 43,468	$ 92,360	$ 54,518	$ 40,825	$ 34,828		August - LVGC
August - HLGC					$ 22,377	$ 18,293	$ 24,097	$ 24,254	$ 24,461	$ 27,441	$ 14,491	$ 14,186	$ -	$ -	$ -	$ -	$ -	$ -		August - HLGC
August - American Girl Grill							$ 5,369	$ 5,431	$ 5,365	$ 6,494	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		August - American Girl Grill
August - LVGC Snackbar											$ 12,436	$ 18,887	$ -	$ -	$ -	$ -	$ -	$ -		August - LVGC Snackbar
September - LVGC	$ 76,726	$ 76,684	$ 76,121	$ 70,176	$ 73,234	$ 81,150	$ 90,841	$ 86,519	$ 66,417	$ 73,962	$ 54,700	$ 39,175	$ 44,475	$ 47,550	$ 92,386	$ 57,319	$ 46,253	$ 33,133		September - LVGC
September - HLGC					$ 22,783	$ 28,119	$ 28,796	$ 23,149	$ 16,696	$ 24,942	$ 20,392	$ 16,272	$ -	$ -	$ -	$ -	$ -	$ -		September - HLGC
September - American Girl Grill							$ 5,342	$ 5,524	$ 5,014	$ 6,665	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		September - American Girl Grill
September - LVGC Snackbar											$ 13,181	$ 18,760	$ -	$ -	$ -	$ -	$ -	$ -		September - LVGC Snackbar
Totals	$ 802,637	$ 831,463	$ 269,326	$ 930,898	$ 907,996	$ 1,157,389	$ 1,230,907	$ 1,235,403	$ 1,087,014	$ 1,128,760	$ 1,053,504	$ 903,319	$ 669,998	$ 584,391	$ 771,558	$ 930,013	$ 763,523	$ 519,050	$ 134,065	Totals

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
10-ADMINISTRATION	11,516,722	3,888,920.85	4,838,790.92	0.00	6,677,931.08	42.02
11-NON DEPARTMENTAL	31,757	0.00	0.00	0.00	31,757.00	0.00
12-DEVELOPMENT SERVICES	1,469,039	38,645.07	359,263.99	0.00	1,109,775.01	24.46
15-MUNICIPAL COURT	135,193	13,779.43	43,032.72	0.00	92,160.28	31.83
20-POLICE DEPARTMENT	121,614	1,565.05	4,560.15	0.00	117,053.85	3.75
30-PUBLIC WORKS/BUILDING	273,373	11,378.73	175,073.12	0.00	98,299.88	64.04
31-SOLID WASTE	1,327,122	114,483.43	343,930.76	0.00	983,191.24	25.92
34-PARKS & RECREATION	710	0.00	0.00	0.00	710.00	0.00
35-AQUATICS	11,103	0.00	0.00	0.00	11,103.00	0.00
40-AVIATION DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
45-LIBRARY DEPARTMENT	6,291	418.25	1,520.60	0.00	4,770.40	24.17
TOTAL REVENUES	14,892,924	4,069,190.81	5,766,172.26	0.00	9,126,751.74	38.72
EXPENDITURE SUMMARY						
10-ADMINISTRATION						
PERSONNEL SERVICES	319,964	24,367.34	85,111.86	0.00	234,852.14	26.60
OPERATIONS & MAINTENANCE	37,417	645.72	26,830.03	0.00	10,586.97	71.71
SUPPLIES	7,900	179.72	428.78	0.00	7,471.22	5.43
SERVICES	103,000	11,960.00	20,796.50	0.00	82,203.50	20.19
FIXED ASSETS	0	0.00	2,735.66	0.00	(2,735.66)	0.00
TOTAL 10-ADMINISTRATION	468,281	37,152.78	135,902.83	0.00	332,378.17	29.02
11-NON DEPARTMENTAL						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	93,600	704.82	43,450.13	0.00	50,149.87	46.42
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	550,600	(1,954.00)	46.00	0.00	550,554.00	0.01
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 11-NON DEPARTMENTAL	644,200	(1,249.18)	43,496.13	0.00	600,703.87	6.75
12-DEVELOPMENT SERVICES						
PERSONNEL SERVICES	662,165	59,105.62	188,883.37	0.00	473,281.63	28.53
OPERATIONS & MAINTENANCE	132,264	11,321.07	25,386.49	0.00	106,877.51	19.19
SUPPLIES	9,500	360.22	1,063.01	0.00	8,436.99	11.19
SERVICES	298,200	17,509.65	42,180.34	0.00	256,019.66	14.14
FIXED ASSETS	35,000	0.00	32,858.00	0.00	2,142.00	93.88
TOTAL 12-DEVELOPMENT SERVICES	1,137,129	88,296.56	290,371.21	0.00	846,757.79	25.54

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

10 -GENERAL FUND

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	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
13-FINANCE						
PERSONNEL SERVICES	518,619	43,518.40	144,593.08	0.00	374,025.92	27.88
OPERATIONS & MAINTENANCE	7,565	1,104.35	2,471.33	0.00	5,093.67	32.67
SUPPLIES	2,000	314.88	425.48	0.00	1,574.52	21.27
SERVICES	102,000	12,706.96	12,706.96	0.00	89,293.04	12.46
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 13-FINANCE	630,184	57,644.59	160,196.85	0.00	469,987.15	25.42
14-HUMAN RESOURSES						
PERSONNEL SERVICES	134,975	10,829.86	37,363.95	0.00	97,611.05	27.68
OPERATIONS & MAINTENANCE	15,650	5,615.82	6,065.83	0.00	9,584.17	38.76
SUPPLIES	4,500	234.69	1,810.63	0.00	2,689.37	40.24
SERVICES	33,000	700.00	12,019.95	0.00	20,980.05	36.42
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 14-HUMAN RESOURSES	188,125	17,380.37	57,260.36	0.00	130,864.64	30.44
15-MUNICIPAL COURT						
PERSONNEL SERVICES	155,202	13,076.70	44,098.59	0.00	111,103.41	28.41
OPERATIONS & MAINTENANCE	25,950	659.37	2,836.40	0.00	23,113.60	10.93
SUPPLIES	750	6.99	6.99	0.00	743.01	0.93
SERVICES	43,300	1,548.46	4,389.55	0.00	38,910.45	10.14
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 15-MUNICIPAL COURT	225,202	15,291.52	51,331.53	0.00	173,870.47	22.79
16-CITY SECRETARY						
PERSONNEL SERVICES	103,209	8,254.65	27,690.18	0.00	75,518.82	26.83
OPERATIONS & MAINTENANCE	23,631	86.63	3,691.79	7,948.23	11,990.98	49.26
SUPPLIES	1,000	35.55	35.55	0.00	964.45	3.56
SERVICES	17,350	0.00	5,350.00	0.00	12,000.00	30.84
TOTAL 16-CITY SECRETARY	145,190	8,376.83	36,767.52	7,948.23	100,474.25	30.80
17-ECONOMIC DEVELOPMENT						
PERSONNEL SERVICES	222,051	18,006.32	61,217.10	0.00	160,833.90	27.57
OPERATIONS & MAINTENANCE	135,200	7.70	1,395.12	0.00	133,804.88	1.03
SUPPLIES	1,000	42.69	50.78	0.00	949.22	5.08
SERVICES	20,000	0.00	0.00	0.00	20,000.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 17-ECONOMIC DEVELOPMENT	378,251	18,056.71	62,663.00	0.00	315,588.00	16.57
18-LEGAL						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	405,000	28,918.06	73,828.71	0.00	331,171.29	18.23
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 18-LEGAL	405,000	28,918.06	73,828.71	0.00	331,171.29	18.23

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
20-POLICE DEPARTMENT						
PERSONNEL SERVICES	2,644,091	196,976.23	688,225.55	0.00	1,955,865.45	26.03
OPERATIONS & MAINTENANCE	232,058	8,474.39	64,400.36	10,057.66	157,599.98	32.09
SUPPLIES	115,950	11,942.48	26,038.50	7,224.81	82,686.69	28.69
SERVICES	163,740	3,079.71	88,313.43	3,348.77	72,077.80	55.98
FIXED ASSETS	120,000	0.00	524,069.25	1,572,207.76	(1,976,277.01)	1,746.90
TOTAL 20-POLICE DEPARTMENT	3,275,839	220,472.81	1,391,047.09	1,592,839.00	291,952.91	91.09
25-DISPATCHING						
PERSONNEL SERVICES	567,791	36,371.65	113,775.01	0.00	454,015.99	20.04
OPERATIONS & MAINTENANCE	10,448	610.21	7,839.54	0.00	2,608.46	75.03
SUPPLIES	7,300	359.49	359.49	0.00	6,940.51	4.92
SERVICES	31,850	125.00	125.00	0.00	31,725.00	0.39
FIXED ASSETS	12,500	0.00	4,788.95	0.00	7,711.05	38.31
TOTAL 25-DISPATCHING	629,889	37,466.35	126,887.99	0.00	503,001.01	20.14
30-PUBLIC WORKS STREETS						
PERSONNEL SERVICES	800,602	63,307.94	230,632.28	0.00	569,969.72	28.81
OPERATIONS & MAINTENANCE	159,020	8,053.23	53,761.28	0.00	105,258.72	33.81
SUPPLIES	270,010	4,175.90	17,533.69	0.00	252,476.31	6.49
SERVICES	320,400	1,900.00	28,954.54	0.00	291,445.46	9.04
FIXED ASSETS	12,752	0.00	39,424.00	11,593.70	(38,265.70)	400.08
TOTAL 30-PUBLIC WORKS STREETS	1,562,784	77,437.07	370,305.79	11,593.70	1,180,884.51	24.44
31-SOLID WASTE						
OPERATIONS & MAINTENANCE	9,292	2,395.53	4,126.95	0.00	5,165.05	44.41
SUPPLIES	3,500	0.00	358.74	0.00	3,141.26	10.25
SERVICES	1,215,579	90,016.80	276,968.85	0.00	938,610.15	22.78
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 31-SOLID WASTE	1,228,371	92,412.33	281,454.54	0.00	946,916.46	22.91
32-BUILDING MAINTENANCE						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	29,600	1,017.16	4,616.06	0.00	24,983.94	15.59
SUPPLIES	1,000	0.00	0.00	0.00	1,000.00	0.00
SERVICES	19,000	14,419.38	16,178.09	0.00	2,821.91	85.15
TOTAL 32-BUILDING MAINTENANCE	49,600	15,436.54	20,794.15	0.00	28,805.85	41.92
34-PARK & RECREATION						
PERSONNEL SERVICES	385,216	27,409.22	95,525.05	0.00	289,690.95	24.80
OPERATIONS & MAINTENANCE	64,689	2,454.25	21,076.68	0.00	43,612.32	32.58
SUPPLIES	19,000	1,022.39	3,977.52	0.00	15,022.48	20.93
SERVICES	68,000	0.00	0.00	0.00	68,000.00	0.00
FIXED ASSETS	590,000	0.00	0.00	0.00	590,000.00	0.00
TOTAL 34-PARK & RECREATION	1,126,905	30,885.86	120,579.25	0.00	1,006,325.75	10.70

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
35-AQUATICS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	70,850	10,484.14	18,434.04	0.00	52,415.96	26.02
SUPPLIES	12,000	644.32	1,674.01	0.00	10,325.99	13.95
SERVICES	53,000	0.00	210.00	0.00	52,790.00	0.40
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 35-AQUATICS	135,850	11,128.46	20,318.05	0.00	115,531.95	14.96
45-LIBRARY DEPARTMENT						
PERSONNEL SERVICES	287,226	31,821.12	88,353.01	0.00	198,872.99	30.76
OPERATIONS & MAINTENANCE	28,102	61.40	3,363.95	0.00	24,738.05	11.97
SUPPLIES	20,380	283.07	1,149.86	0.00	19,230.14	5.64
SERVICES	11,100	185.04	1,710.72	0.00	9,389.28	15.41
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 45-LIBRARY DEPARTMENT	346,808	32,350.63	94,577.54	0.00	252,230.46	27.27
50-CITY COUNCIL MEMBERS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	20,000	3,000.00	11,171.04	900.00	7,928.96	60.36
SUPPLIES	2,500	87.36	250.00	0.00	2,250.00	10.00
SERVICES	3,000	0.00	1,007.00	0.00	1,993.00	33.57
TOTAL 50-CITY COUNCIL MEMBERS	25,500	3,087.36	12,428.04	900.00	12,171.96	52.27
58-GENERAL FUND INFO TECH						
PERSONNEL SERVICES	319,225	18,934.23	63,383.55	0.00	255,841.45	19.86
OPERATIONS & MAINTENANCE	288,800	3,206.39	66,926.24	0.00	221,873.76	23.17
SUPPLIES	1,200	0.00	0.00	0.00	1,200.00	0.00
SERVICES	198,000	909.33	37,022.71	0.00	160,977.29	18.70
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-GENERAL FUND INFO TECH	807,225	23,049.95	167,332.50	0.00	639,892.50	20.73
85-DEBT SERVICE						
catg 7 not used	0	0.00	0.00	0.00	0.00	0.00
TOTAL 85-DEBT SERVICE	0	0.00	0.00	0.00	0.00	0.00
86-GENERAL FUND TRANSFERS						
FIXED ASSETS	1,048,044	0.00	0.00	0.00	1,048,044.00	0.00
TOTAL 86-GENERAL FUND TRANSFERS	1,048,044	0.00	0.00	0.00	1,048,044.00	0.00
TOTAL EXPENDITURES	14,458,377	813,595.60	3,517,543.08	1,613,280.93	9,327,552.99	35.49
REVENUE OVER/(UNDER) EXPENDITURES	434,547	3,255,595.21	2,248,629.18	(1,613,280.93)	(200,801.25)	146.21

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

11 -HOTEL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
11-HOTEL	329,997	4,608.86	83,580.53	0.00	246,416.47	25.33
TOTAL REVENUES	329,997	4,608.86	83,580.53	0.00	246,416.47	25.33
EXPENDITURE SUMMARY						
11-HOTEL						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
Hotel Fund Expenses	244,000	9,241.50	65,509.20	18,000.00	160,490.80	34.23
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 11-HOTEL	244,000	9,241.50	65,509.20	18,000.00	160,490.80	34.23
TOTAL EXPENDITURES	244,000	9,241.50	65,509.20	18,000.00	160,490.80	34.23
REVENUE OVER/(UNDER) EXPENDITURES	85,997	(4,632.64)	18,071.33	(18,000.00)	85,925.67	0.08

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

14 -AVIATION FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
40-AVIATION DEPARTMENT	334,565	22,860.83	98,038.00	0.00	236,527.00	29.30
TOTAL REVENUES	334,565	22,860.83	98,038.00	0.00	236,527.00	29.30
EXPENDITURE SUMMARY						
40-AVIATION DEPARTMENT						
PERSONNEL SERVICES	16,797	1,120.04	4,471.83	0.00	12,325.17	26.62
OPERATIONS & MAINTENANCE	34,114	1,551.39	8,339.03	0.00	25,774.97	24.44
SUPPLIES	301,500	83.46	28,103.28	2,341.00	271,055.72	10.10
SERVICES	35,300	5,290.00	22,289.87	1,500.00	11,510.13	67.39
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 40-AVIATION DEPARTMENT	387,711	8,044.89	63,204.01	3,841.00	320,665.99	17.29
TOTAL EXPENDITURES	387,711	8,044.89	63,204.01	3,841.00	320,665.99	17.29
REVENUE OVER/(UNDER) EXPENDITURES	(53,146)	14,815.94	34,833.99	(3,841.00)	(84,138.99)	58.32-

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

15 -MUNICIPAL GOLF COURSE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
10 - LVGC PRO SHOP	1,572,375	43,449.16	125,515.24	0.00	1,446,859.76	7.98
20 - LVGC SNACK BAR	34,200	2,850.00	8,550.00	0.00	25,650.00	25.00
30 - LVGC MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
40 - HLGC PRO SHOP	0	0.00	0.00	0.00	0.00	0.00
50 - HLGC SNACK BAR	0	0.00	0.00	0.00	0.00	0.00
60 - HLGC MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	1,606,575	46,299.16	134,065.24	0.00	1,472,509.76	8.34
EXPENDITURE SUMMARY						
LVGC PRO SHOP/SNACK BAR						
PERSONNEL SERVICES	395,696	28,655.17	99,144.26	0.00	296,551.74	25.06
OPERATIONS & MAINTENANCE	156,638	7,431.34	35,188.84	0.00	121,449.16	22.47
SUPPLIES	53,650	669.30	7,722.70	0.00	45,927.30	14.39
SERVICES	53,400	3,460.31	9,512.26	0.00	43,887.74	17.81
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL LVGC PRO SHOP/SNACK BAR	659,384	40,216.12	151,568.06	0.00	507,815.94	22.99
HLGC PRO SHOP/SNACK BAR						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL HLGC PRO SHOP/SNACK BAR	0	0.00	0.00	0.00	0.00	0.00
LVGC MAINTENANCE						
PERSONNEL SERVICES	570,267	23,539.85	91,591.15	0.00	478,675.85	16.06
OPERATIONS & MAINTENANCE	183,424	16,946.13	46,932.30	82,744.38	53,747.32	70.70
SUPPLIES	127,500	2,494.32	38,918.93	10,337.94	78,243.13	38.63
SERVICES	66,000	30,093.00	30,276.00	15,000.00	20,724.00	68.60
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL LVGC MAINTENANCE	947,191	73,073.30	207,718.38	108,082.32	631,390.30	33.34
TRANSFER TO DEBT SERVIE						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL TRANSFER TO DEBT SERVIE	0	0.00	0.00	0.00	0.00	0.00
DEPRECIATION						
CATG 8 NOT USED	0	0.00	0.00	0.00	0.00	0.00
TOTAL DEPRECIATION	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	1,606,575	113,289.42	359,286.44	108,082.32	1,139,206.24	29.09
REVENUE OVER/(UNDER) EXPENDITURES	0	(66,990.26)	(225,221.20)	(108,082.32)	333,303.52	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
30-CONTRIBUTION CAPITAL	0	0.00	0.00	0.00	0.00	0.00
50-GENERAL OPERATION	848,642	114,910.06	278,620.26	0.00	570,021.74	32.83
60-WATER SERVICES	5,093,208	377,856.19	1,431,531.57	0.00	3,661,676.43	28.11
70-SEWER SERVICES	4,202,493	329,552.83	1,042,126.32	0.00	3,160,366.68	24.80
80-CAPITAL IMPROVEMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	10,144,343	822,319.08	2,752,278.15	0.00	7,392,064.85	27.13
EXPENDITURE SUMMARY						
55-UTILITIES ADMINISTRATI						
PERSONNEL SERVICES	189,533	16,445.72	53,669.91	0.00	135,863.09	28.32
OPERATIONS & MAINTENANCE	128,415	12,091.49	37,282.30	0.00	91,132.70	29.03
SUPPLIES	44,000	2,995.86	6,027.93	0.00	37,972.07	13.70
SERVICES	88,000	2,357.84	5,470.79	0.00	82,529.21	6.22
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 55-UTILITIES ADMINISTRATI	449,948	33,890.91	102,450.93	0.00	347,497.07	22.77
56-GENERAL FUND TRANSFER						
FIXED ASSETS	2,059,643	171,636.92	514,910.76	0.00	1,544,732.24	25.00
TOTAL 56-GENERAL FUND TRANSFER	2,059,643	171,636.92	514,910.76	0.00	1,544,732.24	25.00
57-DEBT SRVCE FUND TRNSF						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 57-DEBT SRVCE FUND TRNSF	0	0.00	0.00	0.00	0.00	0.00
58-UTILITY FUND INFO TECH						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	48,300	545.24	11,305.81	0.00	36,994.19	23.41
SUPPLIES	500	0.00	0.00	0.00	500.00	0.00
SERVICES	35,000	155.25	530.67	0.00	34,469.33	1.52
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-UTILITY FUND INFO TECH	83,800	700.49	11,836.48	0.00	71,963.52	14.12
59-PUBLIC WORKS ADMIN						
PERSONNEL SERVICES	471,415	35,890.51	123,267.79	0.00	348,147.21	26.15
OPERATIONS & MAINTENANCE	72,977	33.27	28,677.35	0.00	44,299.65	39.30
SUPPLIES	9,700	928.46	928.46	0.00	8,771.54	9.57
SERVICES	392,500	29,810.70	33,043.97	0.00	359,456.03	8.42
FIXED ASSETS	158,000	7,468.09	7,468.09	0.00	150,531.91	4.73
TOTAL 59-PUBLIC WORKS ADMIN	1,104,592	74,131.03	193,385.66	0.00	911,206.34	17.51

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
60-WATER SERVICES						
PERSONNEL SERVICES	608,002	47,503.31	177,042.32	0.00	430,959.68	29.12
OPERATIONS & MAINTENANCE	707,696	6,291.66	108,955.07	1,244.70	597,496.23	15.57
SUPPLIES	99,500	2,631.29	13,621.49	695.40	85,183.11	14.39
SERVICES	53,110	282.99	33,928.07	0.00	19,181.93	63.88
FIXED ASSETS	149,633	0.00	674,693.05	56,124.40	(581,184.45)	488.41
TOTAL 60-WATER SERVICES	1,617,941	56,709.25	1,008,240.00	58,064.50	551,636.50	65.91
65-WATER PLANT ONE						
PERSONNEL SERVICES	200,839	0.00	0.00	0.00	200,839.00	0.00
OPERATIONS & MAINTENANCE	132,001	4,647.83	50,744.63	0.00	81,256.37	38.44
SUPPLIES	56,400	2,113.92	14,611.17	28,395.00	13,393.83	76.25
SERVICES	288,500	6,829.03	23,318.99	0.00	265,181.01	8.08
FIXED ASSETS	101,500	0.00	34,624.49	95,000.00	(28,124.49)	127.71
TOTAL 65-WATER PLANT ONE	779,240	13,590.78	123,299.28	123,395.00	532,545.72	31.66
69-WATER PLANT THREE						
PERSONNEL SERVICES	94,368	7,666.84	27,518.83	0.00	66,849.17	29.16
OPERATIONS & MAINTENANCE	161,418	11,497.84	41,073.24	3,248.11	117,096.65	27.46
SUPPLIES	70,800	2,022.67	8,621.75	0.00	62,178.25	12.18
SERVICES	312,800	24,693.90	52,573.64	0.00	260,226.36	16.81
FIXED ASSETS	90,000	3,321.75	46,890.37	58,427.64	(15,318.01)	117.02
TOTAL 69-WATER PLANT THREE	729,386	49,203.00	176,677.83	61,675.75	491,032.42	32.68
70-SEWER SERVICES						
PERSONNEL SERVICES	571,260	39,397.13	131,732.54	0.00	439,527.46	23.06
OPERATIONS & MAINTENANCE	585,066	(5,733.68)	105,988.60	(2,887.05)	481,964.45	17.62
SUPPLIES	37,000	627.11	2,814.98	0.00	34,185.02	7.61
SERVICES	8,700	283.00	588.62	0.00	8,111.38	6.77
FIXED ASSETS	14,176	0.00	14,175.50	0.00	0.50	100.00
TOTAL 70-SEWER SERVICES	1,216,202	34,573.56	255,300.24	(2,887.05)	963,788.81	20.75
75-SEWER PLANT						
PERSONNEL SERVICES	278,496	22,648.24	80,208.90	0.00	198,287.10	28.80
OPERATIONS & MAINTENANCE	140,430	7,228.99	33,174.83	10,935.15	96,320.02	31.41
SUPPLIES	46,500	2,230.82	10,673.35	0.00	35,826.65	22.95
SERVICES	89,750	5,541.41	21,851.63	0.00	67,898.37	24.35
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 75-SEWER PLANT	555,176	37,649.46	145,908.71	10,935.15	398,332.14	28.25
77-EFFLUENT DISPOSAL						
PERSONNEL SERVICES	220,986	12,931.59	44,085.78	0.00	176,900.22	19.95
OPERATIONS & MAINTENANCE	134,574	3,379.29	14,776.93	0.00	119,797.07	10.98
SUPPLIES	18,800	475.11	3,851.16	0.00	14,948.84	20.48
SERVICES	21,000	0.00	523.81	0.00	20,476.19	2.49
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 77-EFFLUENT DISPOSAL	395,360	16,785.99	63,237.68	0.00	332,122.32	15.99

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
79-UTILITY FUND TRANSFER						
catg 3 not used	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 79-UTILITY FUND TRANSFER	0	0.00	0.00	0.00	0.00	0.00
82-BOOSTER PUMP STATIONS						
PERSONNEL SERVICES	32,310	2,996.80	10,846.99	0.00	21,463.01	33.57
OPERATIONS & MAINTENANCE	80,975	2,610.63	9,676.62	0.00	71,298.38	11.95
SUPPLIES	4,650	112.55	297.97	0.00	4,352.03	6.41
SERVICES	17,700	0.00	0.00	13,340.00	4,360.00	75.37
FIXED ASSETS	30,000	0.00	0.00	0.00	30,000.00	0.00
TOTAL 82-BOOSTER PUMP STATIONS	165,635	5,719.98	20,821.58	13,340.00	131,473.42	20.62
84-LIFT STATIONS						
PERSONNEL SERVICES	32,310	2,996.82	10,846.94	0.00	21,463.06	33.57
OPERATIONS & MAINTENANCE	160,067	2,869.45	16,274.58	12,318.15	131,474.27	17.86
SUPPLIES	25,250	1,286.49	1,551.69	0.00	23,698.31	6.15
SERVICES	38,000	0.00	523.81	0.00	37,476.19	1.38
FIXED ASSETS	1,434,400	0.00	20,637.90	215,261.10	1,198,501.00	16.45
TOTAL 84-LIFT STATIONS	1,690,027	7,152.76	49,834.92	227,579.25	1,412,612.83	16.41
85-DEBT SERVICE						
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
DEPRECIATION	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 85-DEBT SERVICE	0	0.00	0.00	0.00	0.00	0.00
86-UTILITY FUND TRANSFERS						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 86-UTILITY FUND TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	10,846,950	501,744.13	2,665,904.07	492,102.60	7,688,943.33	29.11
REVENUE OVER/(UNDER) EXPENDITURES	(702,607)	320,574.95	86,374.08	(492,102.60)	(296,878.48)	57.75

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

40 -CAP IMPROVEMENT PROJECTS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
80-CAPITAL IMPROVEMENT	0	4,379.17	13,315.00	0.00	(13,315.00)	0.00
TOTAL REVENUES	0	4,379.17	13,315.00	0.00	(13,315.00)	0.00
EXPENDITURE SUMMARY						
80-CAPITAL IMPROVEMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 80-CAPITAL IMPROVEMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	4,379.17	13,315.00	0.00	(13,315.00)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

42 -IMPACT FEE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
50- INVESTMENT INTEREST	360,631	40,785.84	119,900.60	0.00	240,730.40	33.25
60-WATER IMPACT REVENUE	706,406	6,972.00	100,608.00	0.00	605,798.00	14.24
70-SEWER IMPACT REVENUE	616,940	9,490.00	84,215.00	0.00	532,725.00	13.65
TOTAL REVENUES	1,683,977	57,247.84	304,723.60	0.00	1,379,253.40	18.10
EXPENDITURE SUMMARY						
10-IMPACT FEE ADMIN						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 10-IMPACT FEE ADMIN	0	0.00	0.00	0.00	0.00	0.00
60-IMPACT FEE WATER						
OPERATIONS & MAINTENANCE	80,000	0.00	80,000.00	0.00	0.00	100.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 60-IMPACT FEE WATER	80,000	0.00	80,000.00	0.00	0.00	100.00
70-IMPACT FEE SEWER						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-IMPACT FEE SEWER	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	80,000	0.00	80,000.00	0.00	0.00	100.00
REVENUE OVER/(UNDER) EXPENDITURES	1,603,977	57,247.84	224,723.60	0.00	1,379,253.40	14.01

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

43 -PARKLAND FEE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
43 PARK FUND	31,356	3,260.35	9,642.79	0.00	21,713.21	30.75
TOTAL REVENUES	31,356	3,260.35	9,642.79	0.00	21,713.21	30.75
EXPENDITURE SUMMARY						
43 PARK FUND						
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 43 PARK FUND	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	31,356	3,260.35	9,642.79	0.00	21,713.21	30.75

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

50 -DEBT SERVICE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
80-ACCUMULATED INTEREST	46,695	2,810.67	8,247.16	0.00	38,447.84	17.66
85-AD VALOREM & OTHER	2,676,372	1,380,677.42	1,426,702.10	0.00	1,249,669.90	53.31
TOTAL REVENUES	2,723,067	1,383,488.09	1,434,949.26	0.00	1,288,117.74	52.70
EXPENDITURE SUMMARY						
80-ACCUMULATED INTEREST						
LEASE PURCHASE	0	0.00	0.00	0.00	0.00	0.00
TOTAL 80-ACCUMULATED INTEREST	0	0.00	0.00	0.00	0.00	0.00
85-AD VALOREM & OTHER						
OPERATIONS & MAINTENANCE	8,000	1,000.00	1,000.00	0.00	7,000.00	12.50
LEASE PURCHASE	0	0.00	0.00	0.00	0.00	0.00
AUDITOR ADJ	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	2,676,372	0.00	0.00	0.00	2,676,372.00	0.00
TOTAL 85-AD VALOREM & OTHER	2,684,372	1,000.00	1,000.00	0.00	2,683,372.00	0.04
TOTAL EXPENDITURES	2,684,372	1,000.00	1,000.00	0.00	2,683,372.00	0.04
REVENUE OVER/(UNDER) EXPENDITURES	38,695	1,382,488.09	1,433,949.26	0.00	(1,395,254.26)	3,705.77

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

90 -GENERAL FIXED ASSETS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

95 -GENERAL LONG-TERM DEBT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

98 -PAYROLL CLEARING ACCOUNT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: DECEMBER 31ST, 2023

99 -DISBURSEMENT ACCOUNT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 25.00

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

Security Bank:

General Account	$	3,520,474.98
Utility Account	$	1,005,839.18
Payroll Account	$	4,487.81
Accounts Payable Account	$	(101,424.62)

Logic Investments:

Debt Service	$	1,933,135.10
Debt Service Interest	$	94,170.38
Utility Reserve Account	$	15,433,311.45
Utility Reserve Account Interest	$	1,012,168.84
Impact Fees	$	3,716,761.28
Park Fund	$	624,900.00
Bed Tax	$	900,340.61
Customer Deposits	$	330,260.00
Impact Fees Interest	$	382,282.05
Park Fund Interest	$	74,399.54
Bed Tax Interest	$	79,152.28
Customer Deposits Interest	$	44,607.07
Austin Boulevard Paving	$	26,049.92
Austin Boulevard Paving Interest	$	4,093.67
WasteWater Impact Fees	$	4,370,418.79
WasteWater Impact Fees Interest	$	399,815.55
2017 CO Receiving Acct	$	526,653.71
2017 CO Receiving Acct Interest	$	374,042.12
2018 LCRA Reuse Water Grant Project	$	6,446.87
2018 LCRA Reuse Water Grant Project Interest	$	1,971.28
Town Center Development	$	959,575.00
Town Center Development Interest	$	87,311.73
General Fund Reserve Account	$	5,402,175.59
General Fund Reserve Account Interest	$	201,748.72
Real Estate	$	1,005,892.43
Real Estate Interest	$	65,543.75
LV Sunset Park	$	252,202.63
LV Sunset Park Interest	$	25,415.80
ARPA Grant	$	1,350,051.48
ARPA Grant Interest	$	130,768.59
WTP Expansion	$	736,993.63
WTP Expansion Interest	$	60,088.42
Waterline: Bar-K to Bronco	$	253,908.54
Waterline: Bar-K to Bronco Interest	$	59,043.09
Street/Roadway Impact Fees	$	637,860.69
Street/Roadway Impact Fees Interest	$	14,124.40
TOTAL	$	46,007,062.35

		Budgeted		Actual Collected	Percent Collected
2023-24 Taxes	$	9,636,659	$	8,849,771	91.83%
Delinquent Taxes	$	-	$	2,669	0.03%
Total	$	9,636,659	$	8,852,440	91.86%

Revenues for Fiscal Year without Transfers:

General Fund	$	8,646,584.34
Utility Fund	$	3,537,206.72
Golf Course Fund	$	167,497.43
Aviation Fund	$	98,038.00
Hotel Fund	$	113,990.44
	$	12,563,316.93

Expenditures for Fiscal Year without transfers:

General Fund	6,100,020.47
Utility Fund	3,810,878.61
Golf Course Fund	539,831.61
Aviation Fund	72,346.23
Hotel Fund	113,500.70
	10,636,577.62

General Fund Revenue and Expenses this year vs last year

PREVIOUS YEAR
CURRENT YEAR

General Fund WITHOUT Transfer		General Fund WITH Transfer		Amount of Transfer	Variances	Description	Explanation for Significant Variances Year over Year > or = to $250,000
JAN 23 INCOME	$2,745,387	JAN 23 INCOME	$2,917,024	(171,636.92)			
JAN 24 INCOME	$3,395,323	JAN 24 INCOME	$3,566,960	(171,636.92)	$649,936.19	Income (Monthly)	Main contributing factors are an increased by $447,130.18 in Ad Valorem Tax Revenue, an increase in Grant Revenue of $123,079.15 for Winter Storm Mara, and an increase of $75,000.09 in Public Works Impact Fees
YTD JAN 23 INCOME	$7,318,947	YTD JAN 23 INCOME	$8,005,495	(686,547.68)			
YTD JAN 24 INCOME	$8,646,584	YTD JAN 24 INCOME	$9,333,132	(686,547.68)	$1,327,637.46	Income (Year to Date)	Main contributing factors are an increased by $837,424.09 in Ad Valorem Tax Revenue, an increase in Grant Revenue of $123,079.15 for Winter Storm Mara, and an increase of $236,248.21 in Public Works (mainly Impact Fees)
JAN 23 EXPENSES	$812,305	JAN 23 EXPENSES	$812,305	0.00			
JAN 24 EXPENSES	$799,482	JAN 24 EXPENSES	$799,482	0.00	($12,822.41)	Expenses (Monthly)	
YTD JAN 23 EXPENSES	$3,963,919	YTD JAN 23 EXPENSES	$3,963,919	0.00			
YTD JAN 24 EXPENSES	$6,100,020	YTD JAN 24 EXPENSES	$6,100,020	0.00	$2,136,101.18	Expenses (Year to Date)	Main contributing factors are an increase of $2,023,162.98 = (All are for the Police Department: Personnel $188,145.27, Services $50,041.90, and Fixed Assets $1,784,975.81 encumbered for police radios and dispatch system)

Utility Fund WITHOUT Transfer		Utility Fund WITH Transfer					
JAN 23 INCOME	$772,383	JAN 23 INCOME	$772,383	0.00			
JAN 24 INCOME	$784,929	JAN 24 INCOME	$784,929	0.00	$12,545.69	Income (Monthly)	
YTD JAN 23 INCOME	$3,315,200	YTD JAN 23 INCOME	$3,315,200	0.00			
YTD JAN 24 INCOME	$3,537,207	YTD JAN 24 INCOME	$3,537,207	0.00	$222,006.48	Income (Year to Date)	
JAN 23 EXPENSES	$351,896	JAN 23 EXPENSES	$523,533	(171,636.92)			
JAN 24 EXPENSES	$425,252	JAN 24 EXPENSES	$596,889	(171,636.92)	$73,356.00	Expenses (Monthly)	
YTD JAN 23 EXPENSES	$1,824,224	YTD JAN 23 EXPENSES	2,510,771.74	(686,547.68)			
YTD JAN 24 EXPENSES	$3,810,879	YTD JAN 24 EXPENSES	4,497,426.29	(686,547.68)	$1,986,654.55	Expenses (Year to Date)	Main contributing factors are an increase of $2,040,649.60 = (Public Works $885,409.67, Water Services $606,591.16, WTP #1 $98,741.86, WTP #3 $90,453.24, Sewer Services $103,972.89, Sewer Services $47,935.95,and Lift Stations $207,544.83)

Golf Course Fund WITHOUT Transfer		Golf Course Fund WITH Transfer				
JAN 23 INCOME	$40,446	JAN 23 INCOME	$40,446	0.00		
JAN 24 INCOME	$33,432	JAN 24 INCOME	$33,432	0.00	($7,013.78)	Income (Monthly)
YTD JAN 23 INCOME	$150,306	YTD JAN 23 INCOME	$150,306	0.00		
YTD JAN 24 INCOME	$167,497	YTD JAN 24 INCOME	$167,497	0.00	$17,190.96	Income (Year to Date)
JAN 23 EXPENSES	$105,916	JAN 23 EXPENSES	$105,916	0.00		
JAN 24 EXPENSES	$81,724	JAN 24 EXPENSES	$81,724	0.00	($24,192.36)	Expenses (Monthly)
YTD JAN 23 EXPENSES	$462,400	YTD JAN 23 EXPENSES	$462,400	0.00		
YTD JAN 24 EXPENSES	$539,832	YTD JAN 24 EXPENSES	$539,832	0.00	$77,431.39	Expenses (Year to Date)

Aviation Fund			
JAN 23 INCOME	$20,493		
JAN 24 INCOME	$0	($20,493.18)	Income (Monthly)
YTD JAN 23 INCOME	$88,176		
YTD JAN 24 INCOME	$98,038	$9,862.24	Income (Year to Date)
JAN 23 EXPENSES	$4,592		
JAN 24 EXPENSES	$5,420	$827.86	Expenses (Monthly)
YTD JAN 23 EXPENSES	$60,800		
YTD JAN 24 EXPENSES	$72,346	$11,545.78	Expenses (Year to Date)

Hotel Fund	
YTD JAN 24 INCOME	$113,990
YTD JAN 24 EXPENSES	$113,501

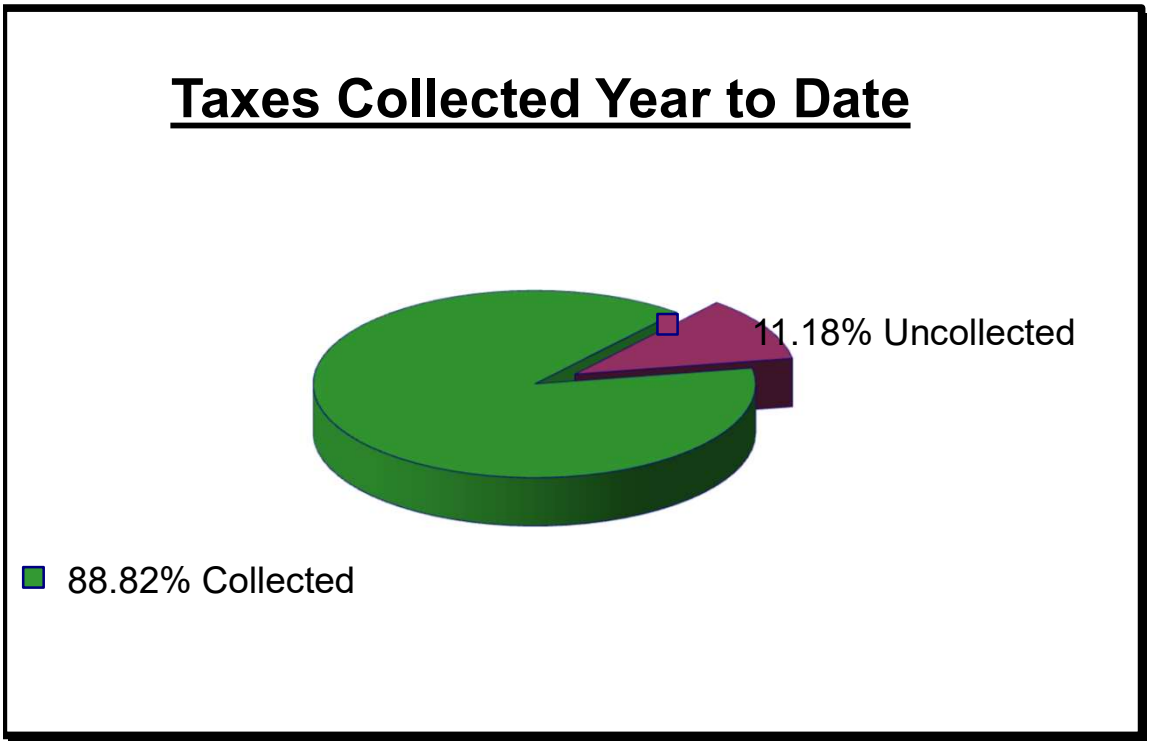
CITY OF LAGO VISTA MONTHLY FINANCIAL REPORT

AS OF JAN 31, 2024 - FISCAL YEAR END SEPTEMBER 30, 2024 - Ad Valorem Taxes

Ad Valorem Taxes

A 0.4139 tax rate and anticipated collection rate of 100% equates to anticipated collection: $9,999,062.51

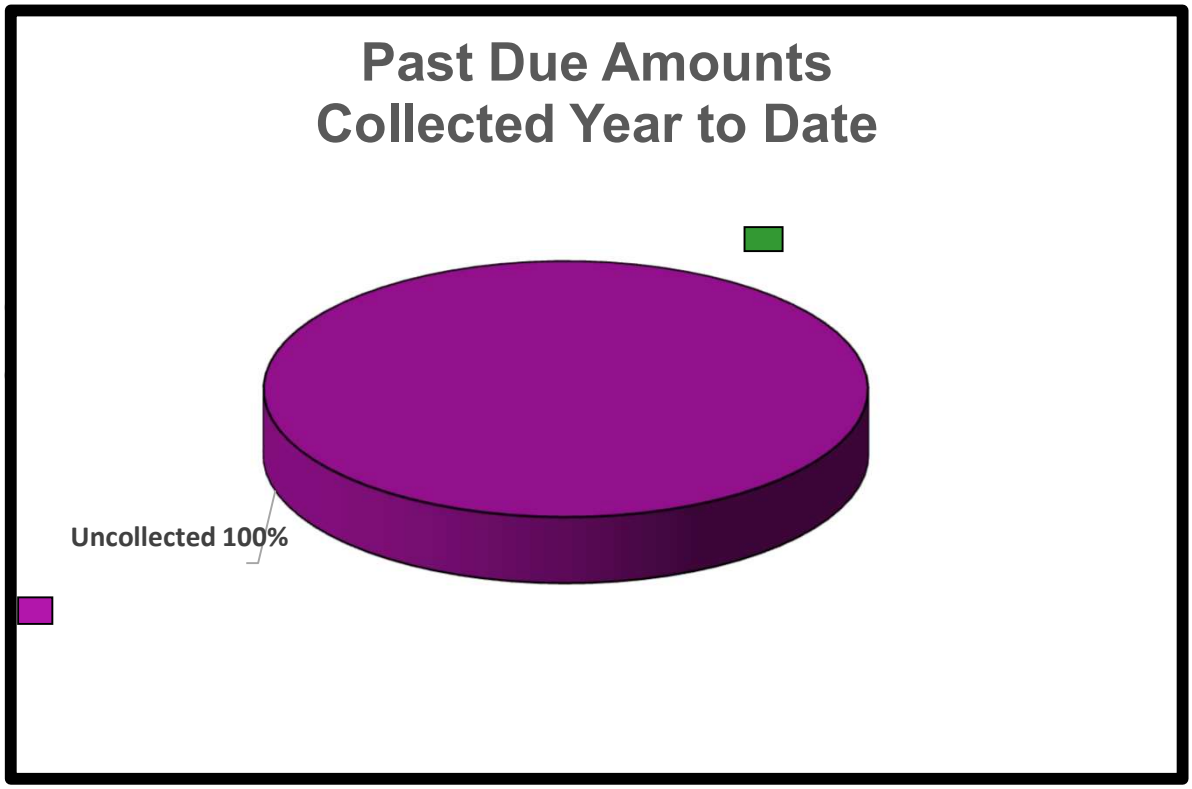
Current Taxes for Year 2023 - Billed by Travis County Tax Office:	$	9,999,062.51
Tax Adjustments for Year 2023 from Travis County Tax Office:	$	35,566.03
Current Taxes for Year 2023 after adjustments:	$	9,963,496.48
Base Tax Amount Collected by Travis County Tax Office for 2023:	$	8,856,743.25
Base Tax Reversals for Year 2023 by Travis County Tax Office:	$	7,101.00
Net Base Tax Collected for Year 2023 by Travis County:	$	8,849,642.25
Percentage Collected:		88.82%
Amount Still Due for 2023 Taxes:	$	1,113,854.23
Penalty and Interest Collected for 2023	$	128.47
Penalty and Interest Reversals for 2023	$	-
Net Penalty and Interest Collected for 2023 by Travis County:	$	128.47
Total Amount paid to City of Lago Vista for 2023 Taxes:	$	8,849,770.72

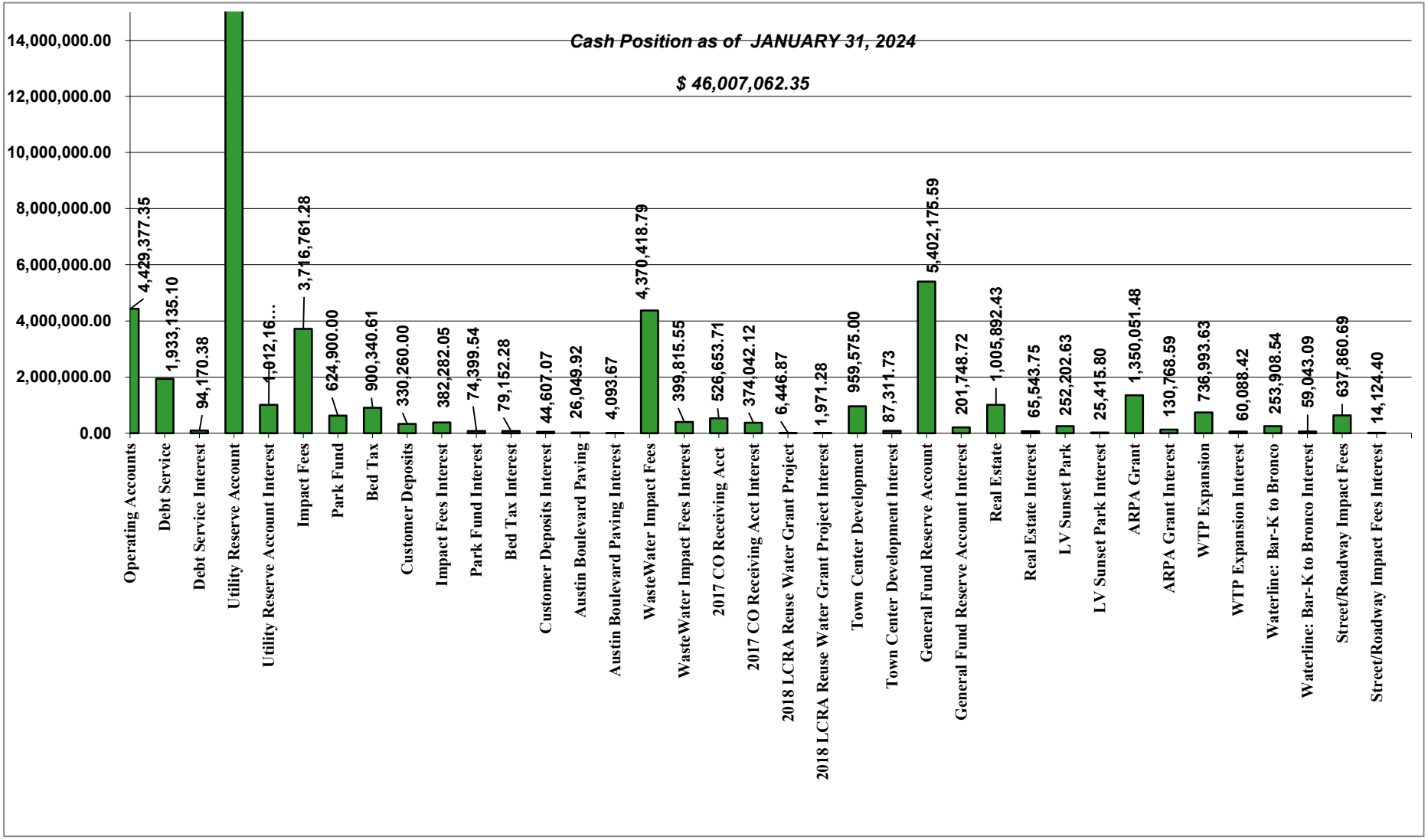


CITY OF LAGO VISTA MONTHLY FINANCIAL REPORT

As of JANUARY 31, 2024 - Ad Valorem Taxes Past Due from Previous Years

Past Due Taxes from 1973 - 2022	$	378,949.53
Tax Adjustments from Travis County Tax Office:	$	78,885.45
Past Due Taxes after adjustments:	$	300,064.08
Base Tax Amount Collected by Travis County Tax Office:	$	65,845.78
Base Tax Reversals for Past Due by Travis County Tax Office:	$	79,261.06
Net Base Tax Collected for Past Due by Travis County:	$	(13,415.28)
Percentage Collected:		-4.47%
Amount Still Due for Past Due Taxes:	$	313,479.36
Penalty and Interest Collected for Past Due Amounts:	$	16,218.47
Penalty and Interest Reversals for Past Due Amounts:	$	133.78
Net Penalty and Interest Collected by Travis County:	$	16,084.69
Total Amount paid to City of Lago Vista for Past Due Taxes:	$	2,669.41

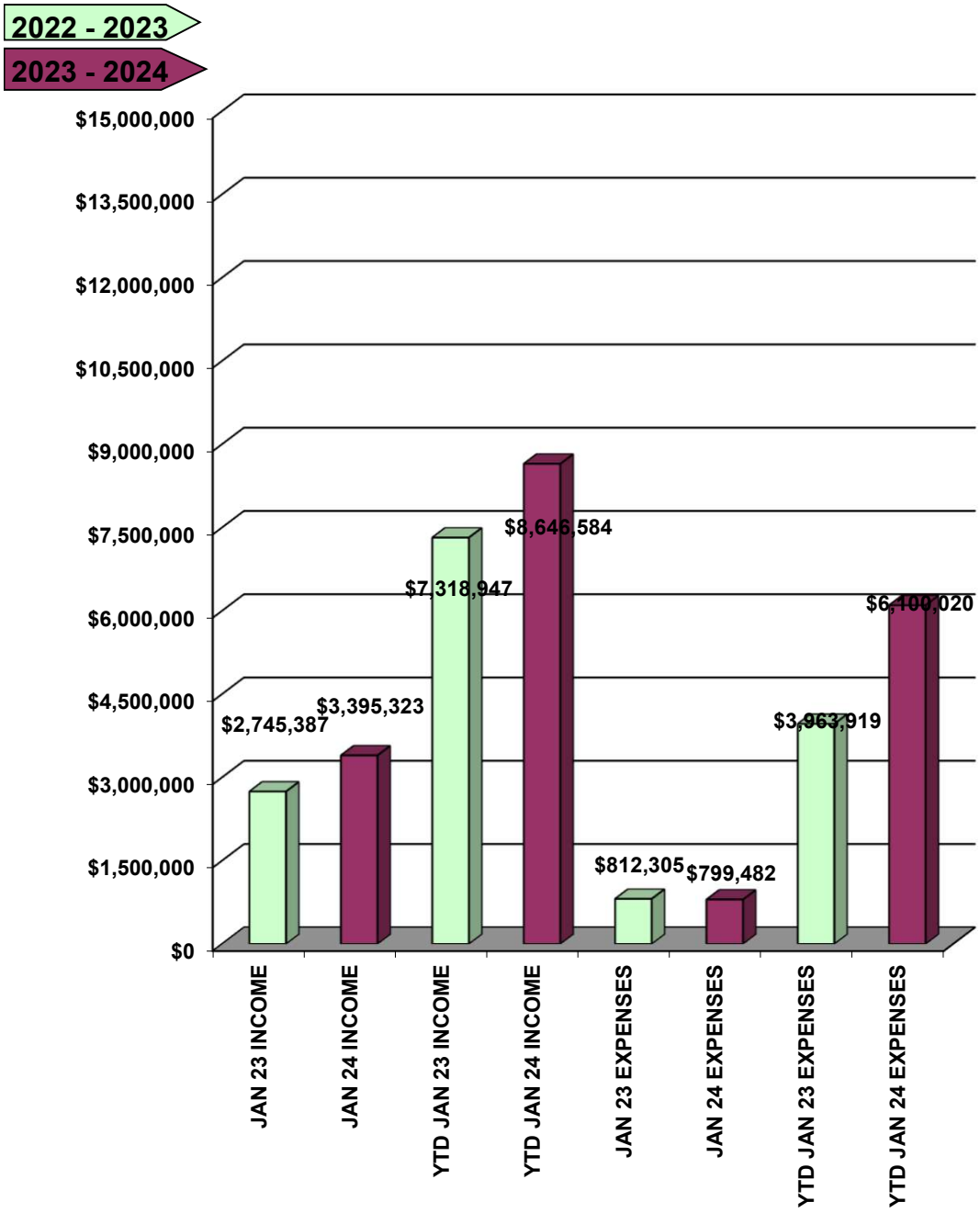


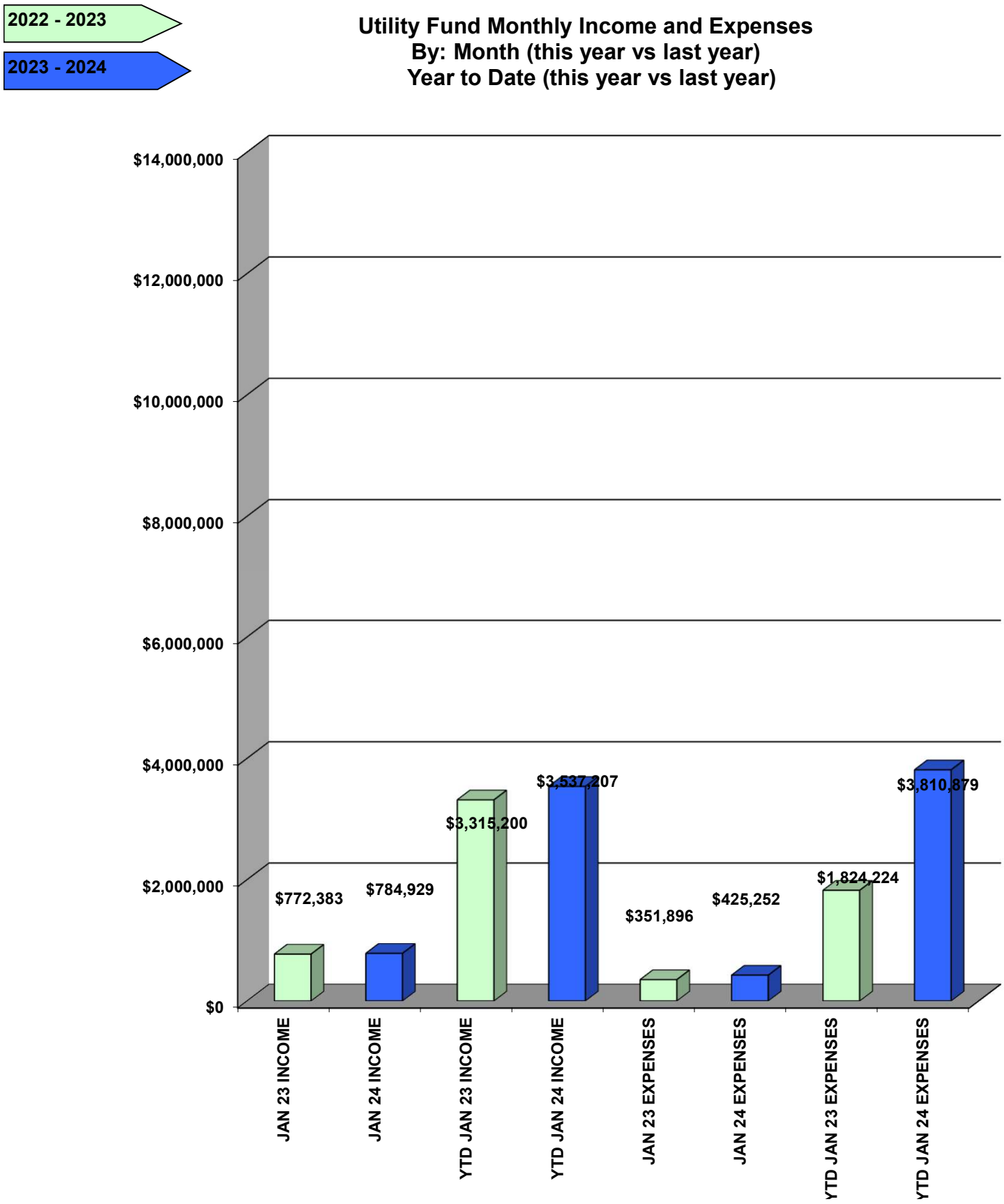

Cash Position as of JANUARY 31, 2024
$ 46,007,062.35
14,000,000.00
12,000,000.00
10,000,000.00
8,000,000.00
6,000,000.00
4,000,000.00
2,000,000.00
0.00
Operating Accounts 4,429,377.35
Debt Service 1,933,135.10
Debt Service Interest 94,170.38
Utility Reserve Account
Utility Reserve Account Interest 1,012,16...
Impact Fees 3,716,761.28
Park Fund 624,900.00
Bed Tax 900,340.61
Customer Deposits 330,260.00
Impact Fees Interest 382,282.05
Park Fund Interest 74,399.54
Bed Tax Interest 79,152.28
Customer Deposits Interest 44,607.07
Austin Boulevard Paving 26,049.92
Austin Boulevard Paving Interest 4,093.67
WasteWater Impact Fees 4,370,418.79
WasteWater Impact Fees Interest 399,815.55
2017 CO Receiving Acct 526,653.71
2017 CO Receiving Acct Interest 374,042.12
2018 LCRA Reuse Water Grant Project 6,446.87
2018 LCRA Reuse Water Grant Project Interest 1,971.28
Town Center Development 959,575.00
Town Center Development Interest 87,311.73
General Fund Reserve Account 5,402,175.59
General Fund Reserve Account Interest 201,748.72
Real Estate 1,005,892.43
Real Estate Interest 65,543.75
LV Sunset Park 252,202.63
LV Sunset Park Interest 25,415.80
ARPA Grant 1,350,051.48
ARPA Grant Interest 130,768.59
WTP Expansion 736,993.63
WTP Expansion Interest 60,088.42
Waterline: Bar-K to Bronco 253,908.54
Waterline: Bar-K to Bronco Interest 59,043.09
Street/Roadway Impact Fees 637,860.69
Street/Roadway Impact Fees Interest 14,124.40

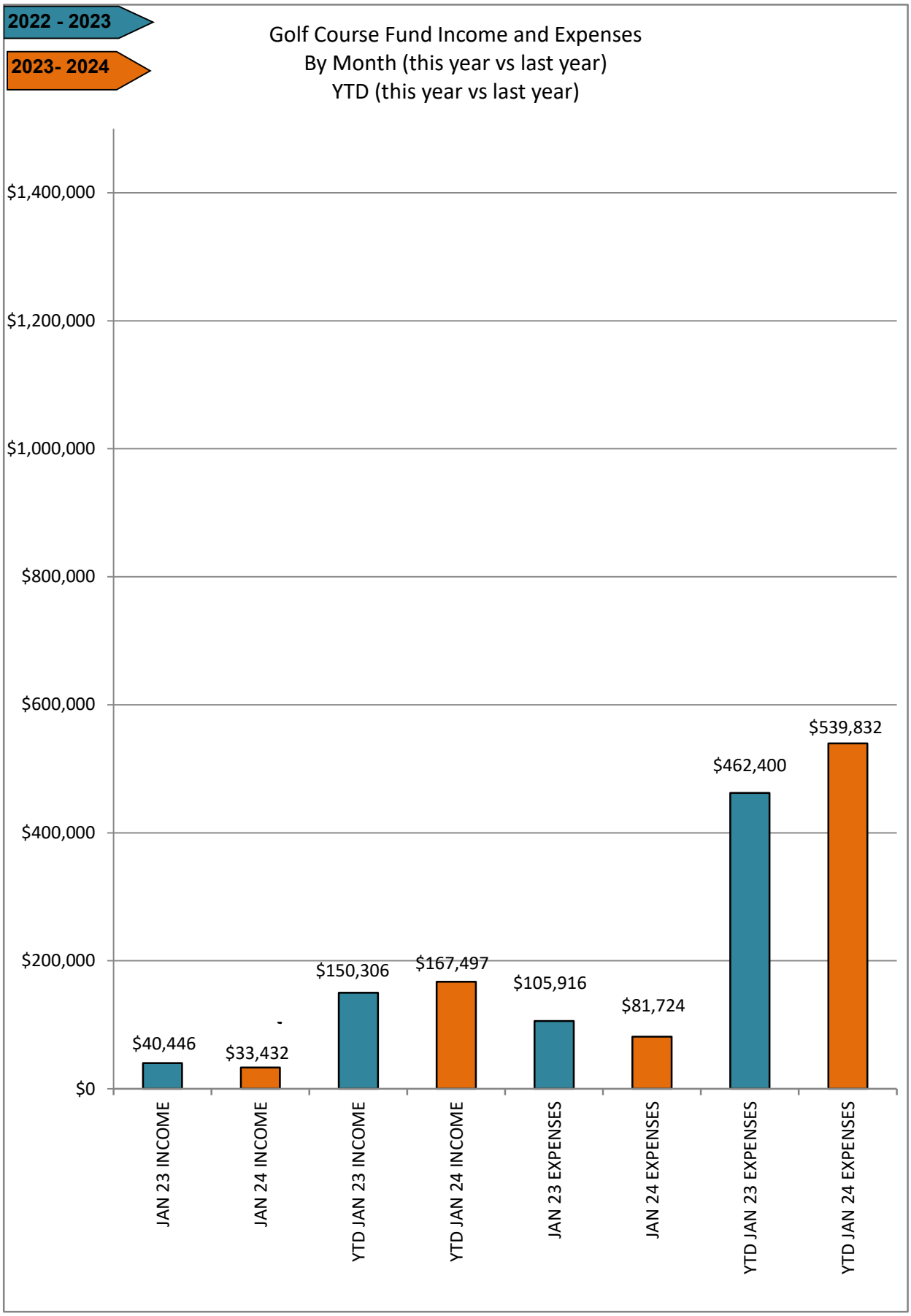
Logic Government Investment Co-Op-FD Jan-24
Average Monthly Interest Rate = 5.5102%
Average Weighted Average Maturity = 53 Days
Net Asset Value for 01/31/2024 = 1.000409
All Accounts Held in Government Pools

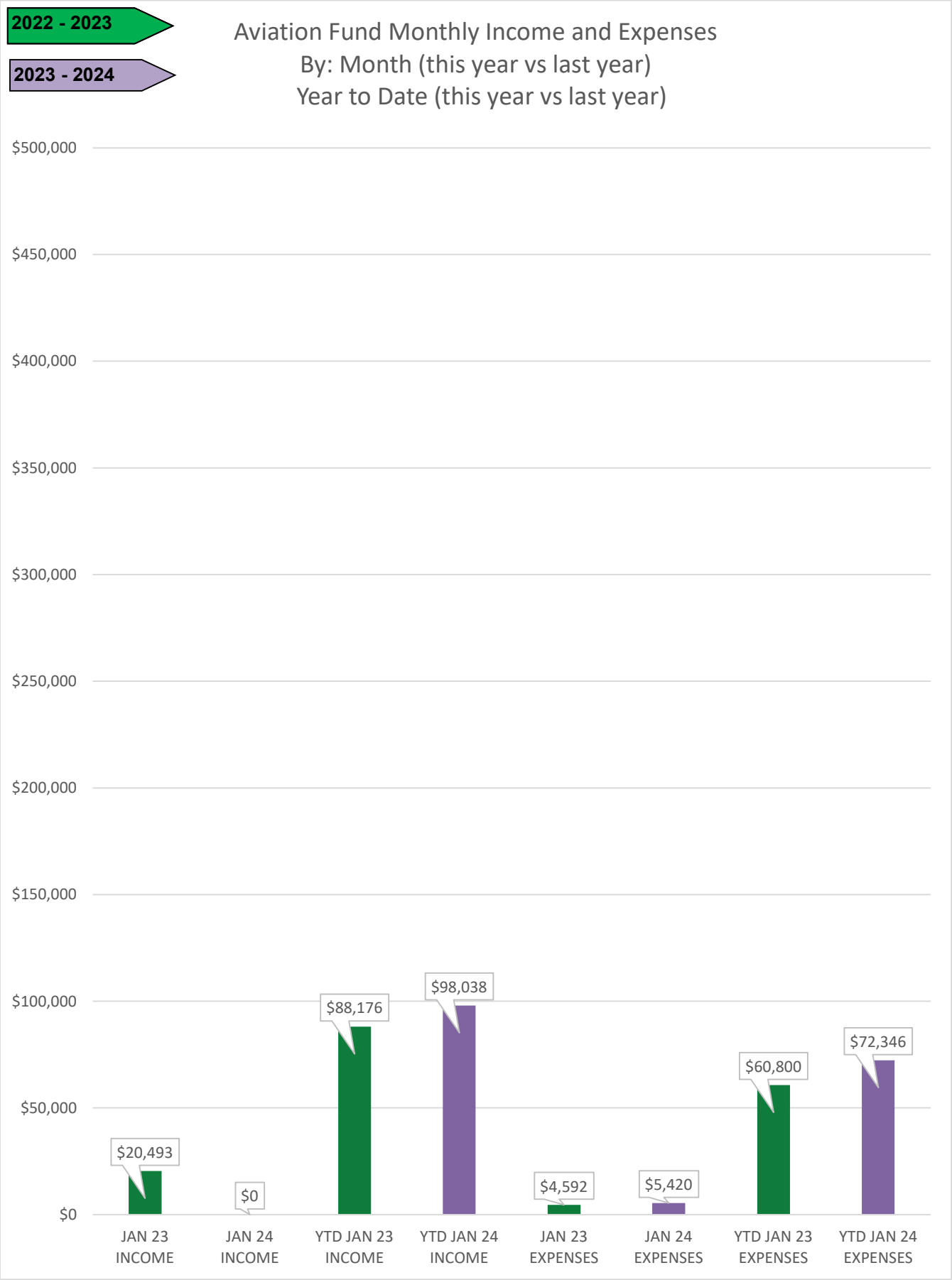
Account	Description	Period	Beginning Balance	Transfers In	Interest Earned	Transfers Out	Ending Balance
Logic #03	Debt Service	01/1/24-01/31/24	$ 539,395.21	$ 1,393,739.89	$ 8,160.21	$ 8,160.21	$ 1,933,135.10
Logic #04	Debt Service Interest	01/1/24-01/31/24	$ 86,608.47	$ 8,160.21	$ 401.70	$ 1,000.00	$ 94,170.38
Logic #05	Utility Reserve Account	01/1/24-01/31/24	$ 15,433,311.45	$ -	$ 72,225.97	$ 72,225.97	$ 15,433,311.45
Logic #06	Utility Reserve Account Interest	01/1/24-01/31/24	$ 935,575.93	$ 72,225.97	$ 4,366.94	$ -	$ 1,012,168.84
Logic #61	Impact Fees	01/1/24-01/31/24	$ 3,709,789.28	$ 6,972.00	$ 17,369.74	$ 17,369.74	$ 3,716,761.28
Logic #62	Park Fund	01/1/24-01/31/24	$ 624,900.00	$ -	$ 2,924.45	$ 2,924.45	$ 624,900.00
Logic #63	Bed Tax	01/1/24-01/31/24	$ 925,823.61	$ -	$ 4,274.03	$ 29,757.03	$ 900,340.61
Logic #66	Customer Deposits	01/1/24-01/31/24	$ 322,760.00	$ 7,500.00	$ 1,519.52	$ 1,519.52	$ 330,260.00
Logic #71	Impact Fees Interest	01/1/24-01/31/24	$ 363,215.37	$ 17,369.74	$ 1,696.94	$ -	$ 382,282.05
Logic #72	Park Fund Interest	01/1/24-01/31/24	$ 71,142.67	$ 2,924.45	$ 332.42	$ -	$ 74,399.54
Logic #73	Bed Tax Interest	01/1/24-01/31/24	$ 74,530.18	$ 4,274.03	$ 348.07	$ -	$ 79,152.28
Logic #76	Customer Deposits Interest	01/1/24-01/31/24	$ 42,887.11	$ 1,519.52	$ 200.44	$ -	$ 44,607.07
Logic #96	Austin Boulevard Paving	01/1/24-01/31/24	$ 26,049.92	$ -	$ 121.91	$ 121.91	$ 26,049.92
Logic #97	Austin Boulevard Paving Interest	01/1/24-01/31/24	$ 3,953.23	$ 121.91	$ 18.53	$ -	$ 4,093.67
Logic #104	WasteWater Impact Fees	01/1/24-01/31/24	$ 4,360,928.79	$ 9,490.00	$ 20,420.05	$ 20,420.05	$ 4,370,418.79
Logic #105	WasteWater Impact Fees Interest	01/1/24-01/31/24	$ 377,631.57	$ 20,420.05	$ 1,763.93	$ -	$ 399,815.55
Logic #106	2017 CO Receiving Acct	01/1/24-01/31/24	$ 526,653.71	$ -	$ 2,464.68	$ 2,464.68	$ 526,653.71
Logic #107	2017 CO Receiving Acct Interest	01/1/24-01/31/24	$ 369,847.23	$ 2,464.68	$ 1,730.21	$ -	$ 374,042.12
Logic #136	2018 LCRA Reuse Water Grant Project	01/1/24-01/31/24	$ 6,446.87	$ -	$ 30.15	$ 30.15	$ 6,446.87
Logic #137	2018 LCRA Reuse Water Grant Project Interest	01/1/24-01/31/24	$ 1,932.12	$ 30.15	$ 9.01	$ -	$ 1,971.28
Logic #138	Town Center Development	01/1/24-01/31/24	$ 959,575.00	$ -	$ 4,490.71	$ 4,490.71	$ 959,575.00
Logic #139	Town Center Development Interest	01/1/24-01/31/24	$ 82,435.95	$ 4,490.71	$ 385.07	$ -	$ 87,311.73
Logic #144	General Fund Reserve Account	01/1/24-01/31/24	$ 2,402,175.59	$ 3,000,000.00	$ 23,462.19	$ 23,462.19	$ 5,402,175.59
Logic #145	General Fund Reserve Account Interest	01/1/24-01/31/24	$ 177,457.89	$ 23,462.19	$ 828.64	$ -	$ 201,748.72
Logic #146	Real Estate	01/1/24-01/31/24	$ 1,005,892.43	$ -	$ 4,707.44	$ 4,707.44	$ 1,005,892.43
Logic #147	Real Estate Interest	01/1/24-01/31/24	$ 60,553.70	$ 4,707.44	$ 282.61	$ -	$ 65,543.75
Logic #170	LV Sunset Park	01/1/24-01/31/24	$ 252,202.63	$ -	$ 1,180.26	$ 1,180.26	$ 252,202.63
Logic #171	LV Sunset Park Interest	01/1/24-01/31/24	$ 24,122.83	$ 1,180.26	$ 112.71	$ -	$ 25,415.80
Logic #172	ARPA Grant	01/1/24-01/31/24	$ 1,350,051.48	$ -	$ 6,318.10	$ 6,318.10	$ 1,350,051.48
Logic #173	ARPA Grant Interest	01/1/24-01/31/24	$ 123,871.82	$ 6,318.10	$ 578.67	$ -	$ 130,768.59
Logic #174	WTP Expansion	01/1/24-01/31/24	$ 740,315.38	$ -	$ 3,454.07	$ 6,775.82	$ 736,993.63
Logic #175	WTP Expansion Interest	01/1/24-01/31/24	$ 56,371.14	$ 3,454.07	$ 263.21	$ -	$ 60,088.42
Logic #176	Waterline: Bar-K to Bronco	01/1/24-01/31/24	$ 253,908.54	$ -	$ 1,188.23	$ 1,188.23	$ 253,908.54
Logic #177	Waterline: Bar-K to Bronco Interest	01/1/24-01/31/24	$ 57,585.65	$ 1,188.23	$ 269.21	$ -	$ 59,043.09
Logic #178	Street/Roadway Impact Fees	01/1/24-01/31/24	$ 626,481.96	$ 11,378.73	$ 2,945.59	$ 2,945.59	$ 637,860.69
Logic #179	Street/Roadway Impact Fees Interest	01/1/24-01/31/24	$ 11,127.09	$ 2,945.59	$ 51.72	$ -	$ 14,124.40
			$ -	$ -	$ -	$ -	$ -
		01/1/24-01/31/24	$ 36,987,511.80	$ 4,606,337.92	$ 190,897.33	$ 207,062.05	$ 41,577,685.00
Totals		Period	Beginning Balance	Transfers In	Interest Earned	Transfers Out	Ending Balance

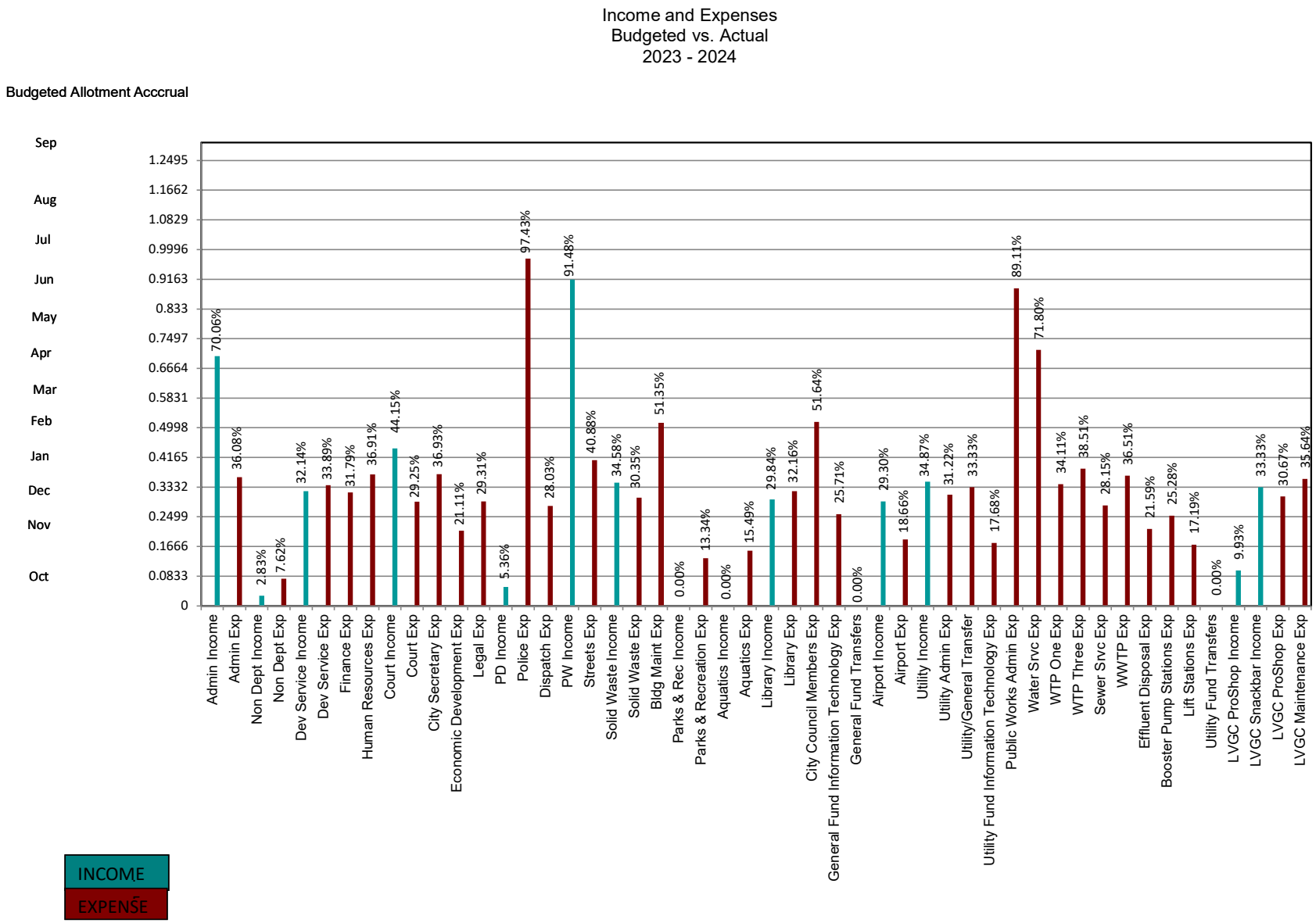
General Fund Monthly Income and Expense
By: Month (this Year vs Last Year)
Year to Date (this Year vs Last Year)




2022 - 2023
2023 - 2024
Utility Fund Monthly Income and Expenses
By: Month (this year vs last year)
Year to Date (this year vs last year)
$14,000,000
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$0
$772,383
$784,929
$3,315,200
$3,537,207
$351,896
$425,252
$1,824,224
$3,810,879
JAN 23 INCOME
JAN 24 INCOME
YTD JAN 23 INCOME
YTD JAN 24 INCOME
JAN 23 EXPENSES
JAN 24 EXPENSES
YTD JAN 23 EXPENSES
YTD JAN 24 EXPENSES


2022 - 2023
2023- 2024
Golf Course Fund Income and Expenses
By Month (this year vs last year)
YTD (this year vs last year)
$1,400,000
$1,200,000
$1,000,000
$800,000
$600,000
$400,000
$200,000
$0
$40,446
$33,432
-
$150,306
$167,497
$105,916
$81,724
$462,400
$539,832
JAN 23 INCOME
JAN 24 INCOME
YTD JAN 23 INCOME
YTD JAN 24 INCOME
JAN 23 EXPENSES
JAN 24 EXPENSES
YTD JAN 23 EXPENSES
YTD JAN 24 EXPENSES


2022 - 2023
2023 - 2024
Aviation Fund Monthly Income and Expenses
By: Month (this year vs last year)
Year to Date (this year vs last year)
$500,000
$450,000
$400,000
$350,000
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$0
$20,493
$0
$88,176
$98,038
$4,592
$5,420
$60,800
$72,346
JAN 23 INCOME
JAN 24 INCOME
YTD JAN 23 INCOME
YTD JAN 24 INCOME
JAN 23 EXPENSES
JAN 24 EXPENSES
YTD JAN 23 EXPENSES
YTD JAN 24 EXPENSES


Income and Expenses
Budgeted vs. Actual
2023 - 2024
Budgeted Allotment Acccrual
Sep
Aug
Jul
Jun
May
Apr
Mar
Feb
Jan
Dec
Nov
Oct
1.2495
1.1662
1.0829
0.9996
0.9163
0.833
0.7497
0.6664
0.5831
0.4998
0.4165
0.3332
0.2499
0.1666
0.0833
0
70.06%
36.08%
2.83%
7.62%
32.14%
33.89%
31.79%
36.91%
44.15%
29.25%
36.93%
21.11%
29.31%
5.36%
97.43%
28.03%
91.48%
40.88%
34.58%
30.35%
51.35%
0.00%
13.34%
0.00%
15.49%
29.84%
32.16%
51.64%
25.71%
0.00%
29.30%
18.66%
34.87%
31.22%
33.33%
17.68%
89.11%
71.80%
34.11%
38.51%
28.15%
36.51%
21.59%
25.28%
17.19%
0.00%
9.93%
33.33%
30.67%
35.64%
Admin Income
Admin Exp
Non Dept Income
Non Dept Exp
Dev Service Income
Dev Service Exp
Finance Exp
Human Resources Exp
Court Income
Court Exp
City Secretary Exp
Economic Development Exp
Legal Exp
PD Income
Police Exp
Dispatch Exp
PW Income
Streets Exp
Solid Waste Income
Solid Waste Exp
Bldg Maint Exp
Parks & Rec Income
Parks & Recreation Exp
Aquatics Income
Aquatics Exp
Library Income
Library Exp
City Council Members Exp
General Fund Information Technology Exp
General Fund Transfers
Airport Income
Airport Exp
Utility Income
Utility Admin Exp
Utility/General Transfer
Utility Fund Information Technology Exp
Public Works Admin Exp
Water Srvc Exp
WTP One Exp
WTP Three Exp
Sewer Srvc Exp
WWTP Exp
Effluent Disposal Exp
Booster Pump Stations Exp
Lift Stations Exp
Utility Fund Transfers
LVGC ProShop Income
LVGC Snackbar Income
LVGC ProShop Exp
LVGC Maintenance Exp
INCOME
EXPENSE

Fiscal Year - Lago Vista Golf Course Sales History

	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	
October - LVGC	$ -	$ 68,810		$ 75,182	$ 65,534	$ 61,014	$ 73,291	$ 55,882	$ 56,207	$ 78,072	$ 56,070	$ 58,153	$ 49,404	$ 39,665	$ 48,811	$104,172	$ 78,199	$ 43,171	$ 39,894	October - LVGC
October - HLGC						$ 29,767	$ 26,850	$ 22,354	$ 17,358	$ 11,255	$ 17,314	$ 24,722	$ -	$ -	$ -	$ -	$ -	$ -		October - HLGC
October - American Girl Grill								$ 4,633	$ 5,090	$ 6,266	$ 6,534	$ -	$ -	$ -	$ -	$ -	$ -	$ -		October - American Girl Grill
October - LVGC Snackbar												$ 19,222	$ 20,370	$ -	$ -	$ -	$ -	$ -	$ 2,850	October - LVGC Snackbar
November - LVGC	$ -	$ 58,871		$ 57,720	$ 60,640	$ 44,530	$ 56,351	$ 61,110	$ 41,581	$ 70,375	$ 33,806	$ 34,646	$ 48,147	$ 39,713	$ 40,528	$ 99,633	$ 73,966	$ 35,466	$ 42,173	November - LVGC
November - HLGC						$ 15,568	$ 22,187	$ 22,839	$ 14,724	$ -	$ 16,285	$ 11,342	$ -	$ -	$ -	$ -	$ -	$ -		November - HLGC
November - American Girl Grill								$ 4,166	$ 3,872	$ 4,076	$ 4,921	$ -	$ -	$ -	$ -	$ -	$ -	$ -		November - American Girl Grill
November - LVGC Snackbar												$ 14,396	$ 18,642	$ -	$ -	$ -	$ -	$ -	$ 2,850	November - LVGC Snackbar
December - LVGC	$ -	$ 50,754		$ 50,374	$ 36,426	$ 54,817	$ 58,023	$ 47,081	$ 40,860	$ 51,074	$ 34,115	$ 28,133	$ 41,024	$ 35,551	$ 38,842	$ 80,636	$ 64,456	$ 31,214	$ 43,449	December - LVGC
December - HLGC						$ 16,734	$ 12,208	$ 15,975	$ 9,673	$ -	$ 15,611	$ 9,397	$ -	$ -	$ -	$ -	$ -	$ -		December - HLGC
December - American Girl Grill								$ 3,271	$ 3,174	$ 3,209	$ 4,858	$ -	$ -	$ -	$ -	$ -	$ -	$ -		December - American Girl Grill
December - LVGC Snackbar												$ 11,922	$ 13,939	$ -	$ -	$ -	$ -	$ -	$ 2,850	December - LVGC Snackbar
January - LVGC	$ -	$ 27,994		$ 57,360	$ 39,341	$ 42,080	$ 55,755	$ 47,966	$ 47,872	$ 37,543	$ 38,660	$ 25,901	$ 31,237	$ 42,689	$ 48,130	$ 86,124	$ 65,756	$ 40,446	$ 30,582	January - LVGC
January - HLGC						$ 11,585	$ 19,150	$ 15,490	$ 13,676	$ 10,883	$ 19,314	$ 12,132	$ -	$ -	$ -	$ -	$ -	$ -		January - HLGC
January - American Girl Grill							$ 458	$ 3,606	$ 3,743	$ 4,142	$ 5,014	$ -	$ -	$ -	$ -	$ -	$ -	$ -		January - American Girl Grill
January - LVGC Snackbar												$ 14,862	$ 13,234	$ -	$ -	$ -	$ -	$ -	$ 2,850	January - LVGC Snackbar
February - LVGC	$173,708	$ 56,183		$ 58,840	$ 51,354	$ 53,485	$ 61,998	$ 73,495	$ 55,750	$ 53,070	$ 59,682	$ 33,900	$ 29,992	$ 54,786	$ 46,595	$ 44,504	$ 51,328	$ 42,026		February - LVGC
February - HLGC						$ 20,858	$ 18,429	$ 21,094	$ 19,542	$ 15,857	$ 21,146	$ 14,391	$ -	$ -	$ -	$ -	$ -	$ -		February - HLGC
February - American Girl Grill							$ 5,267	$ 5,435	$ 4,333	$ 4,143	$ 3,902	$ -	$ -	$ -	$ -	$ -	$ -	$ -		February - American Girl Grill
February - LVGC Snackbar											$ 2,471	$ 15,357	$ 9,446	$ -	$ -	$ -	$ -	$ -		February - LVGC Snackbar
March - LVGC	$141,034	$ 80,067		$ 82,646	$ 80,322	$ 88,707	$ 79,587	$ 87,435	$ 88,277	$ 74,459	$ 59,291	$ 49,847	$ 53,679	$ 54,730	$ 50,033	$ 82,545	$ 70,131	$ 54,149		March - LVGC
March - HLGC						$ 26,966	$ 27,581	$ 34,159	$ 20,968	$ 22,830	$ 25,759	$ 25,147	$ -	$ -	$ -	$ -	$ -	$ -		March - HLGC
March - American Girl Grill							$ 9,161	$ 10,534	$ 8,380	$ 8,931	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		March - American Girl Grill
March - LVGC Snackbar											$ 21,959	$ 31,280	$ 9,396	$ -	$ -	$ -	$ -	$ -		March - LVGC Snackbar
April - LVGC	$111,828	$ 84,729		$ 80,131	$ 82,690	$ 93,438	$ 87,507	$ 71,700	$ 69,570	$ 73,645	$ 73,867	$ 44,288	$ 49,075	$ 79,318	$ 40,965	$ 84,675	$ 79,796	$ 65,306		April - LVGC
April - HLGC						$ 33,282	$ 34,837	$ 32,243	$ 19,878	$ 31,624	$ 29,267	$ 21,825	$ -	$ -	$ -	$ -	$ -	$ -		April - HLGC
April - American Girl Grill							$ 7,244	$ 6,323	$ 6,444	$ 6,619	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		April - American Girl Grill
April - LVGC Snackbar											$ 20,933	$ 22,550	$ -	$ -	$ -	$ -	$ -	$ -		April - LVGC Snackbar
May - LVGC	$ 66,789	$ 87,227		$ 90,953	$ 91,132	$ 88,898	$ 75,228	$ 80,268	$ 82,951	$ 62,245	$ 50,572	$ 42,377	$ 56,434	$ 48,831	$ 82,573	$ 79,946	$ 71,117	$ 46,573		May - LVGC
May - HLGC						$ 26,545	$ 22,587	$ 27,998	$ 27,051	$ 25,303	$ 25,290	$ 16,079	$ -	$ -	$ -	$ -	$ -	$ -		May - HLGC
May - American Girl Grill							$ 7,286	$ 7,610	$ 5,869	$ 6,410	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		May - American Girl Grill
May - LVGC Snackbar											$ 16,830	$ 22,241	$ -	$ -	$ -	$ -	$ -	$ -		May - LVGC Snackbar
June - LVGC	$ 65,747	$ 87,935		$ 76,487	$ 78,045	$ 69,315	$ 68,444	$ 76,252	$ 83,566	$ 87,189	$ 64,988	$ 39,520	$ 59,749	$ 48,568	$ 90,631	$ 85,261	$ 68,652	$ 50,134		June - LVGC
June - HLGC						$ 26,269	$ 27,704	$ 35,889	$ 24,873	$ 28,687	$ 27,991	$ 21,499	$ -	$ -	$ -	$ -	$ -	$ -		June - HLGC
June - American Girl Grill							$ 6,579	$ 6,991	$ 5,574	$ 7,845	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		June - American Girl Grill
June - LVGC Snackbar											$ 17,213	$ 24,050	$ -	$ -	$ -	$ -	$ -	$ -		June - LVGC Snackbar
July - City - LVGC			$ 35,828	$ 78,723	$ 94,292	$ 97,111	$ 78,576	$ 69,193	$ 65,387	$ 75,638	$ 60,603	$ 39,495	$ 54,824	$ 49,522	$ 99,704	$ 70,680	$ 53,044	$ 42,604		July - City - LVGC
July - HLGC					$ 1,263	$ 28,290	$ 32,031	$ 34,020	$ 24,944	$ 32,104	$ 28,059	$ 18,244	$ -	$ -	$ -	$ -	$ -	$ -		July - HLGC
July - American Girl Grill							$ 6,246	$ 5,555	$ 5,312	$ 7,698	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		July - American Girl Grill
July - LVGC Snackbar											$ 18,918	$ 22,091	$ -	$ -	$ -	$ -	$ -	$ -		July - LVGC Snackbar
August - LVGC	$ 71,628	$ 74,481	$157,377	$152,306	$108,563	$ 100,568	$ 95,897	$ 99,959	$ 92,562	$ 88,064	$ 57,062	$ 27,029	$ 66,932	$ 43,468	$ 92,360	$ 54,518	$ 40,825	$ 34,828		August - LVGC
August - HLGC					$ 22,377	$ 18,293	$ 24,097	$ 24,254	$ 24,461	$ 27,441	$ 14,491	$ 14,186	$ -	$ -	$ -	$ -	$ -	$ -		August - HLGC
August - American Girl Grill							$ 5,369	$ 5,431	$ 5,365	$ 6,494	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		August - American Girl Grill
August - LVGC Snackbar											$ 12,436	$ 18,887	$ -	$ -	$ -	$ -	$ -	$ -		August - LVGC Snackbar
September - LVGC	$ 76,726	$ 76,684	$ 76,121	$ 70,176	$ 73,234	$ 81,150	$ 90,841	$ 86,519	$ 66,417	$ 73,962	$ 54,700	$ 39,175	$ 44,475	$ 47,550	$ 92,386	$ 57,319	$ 46,253	$ 33,133		September - LVGC
September - HLGC					$ 22,783	$ 28,119	$ 28,796	$ 23,149	$ 16,696	$ 24,942	$ 20,392	$ 16,272	$ -	$ -	$ -	$ -	$ -	$ -		September - HLGC
September - American Girl Grill							$ 5,342	$ 5,524	$ 5,014	$ 6,665	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		September - American Girl Grill
September - LVGC Snackbar											$ 13,181	$ 18,760	$ -	$ -	$ -	$ -	$ -	$ -		September - LVGC Snackbar
Totals	$802,637	$831,463	$269,326	$930,898	$907,996	$1,157,389	$1,230,907	$1,235,403	$1,087,014	$1,128,760	$1,053,504	$903,319	$669,998	$584,391	$771,558	$930,013	$763,523	$ 519,050	$ 167,497	Totals

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
10-ADMINISTRATION	11,516,722	3,230,273.33	8,069,064.25	0.00	3,447,657.75	70.06
11-NON DEPARTMENTAL	31,757	900.00	900.00	0.00	30,857.00	2.83
12-DEVELOPMENT SERVICES	1,469,039	112,902.77	472,166.76	0.00	996,872.24	32.14
15-MUNICIPAL COURT	135,193	16,656.38	59,689.10	0.00	75,503.90	44.15
20-POLICE DEPARTMENT	121,614	1,952.60	6,512.75	0.00	115,101.25	5.36
30-PUBLIC WORKS/BUILDING	273,373	75,000.09	250,073.21	0.00	23,299.79	91.48
31-SOLID WASTE	1,327,122	114,965.31	458,896.07	0.00	868,225.93	34.58
34-PARKS & RECREATION	710	0.00	0.00	0.00	710.00	0.00
35-AQUATICS	11,103	0.00	0.00	0.00	11,103.00	0.00
40-AVIATION DEPARTMENT	0	13,952.42	13,952.42	0.00	(13,952.42)	0.00
45-LIBRARY DEPARTMENT	6,291	356.86	1,877.46	0.00	4,413.54	29.84
TOTAL REVENUES	14,892,924	3,566,959.76	9,333,132.02	0.00	5,559,791.98	62.67
EXPENDITURE SUMMARY						
10-ADMINISTRATION						
PERSONNEL SERVICES	319,964	24,260.82	109,372.68	0.00	210,591.32	34.18
OPERATIONS & MAINTENANCE	37,417	1,438.38	28,268.41	0.00	9,148.59	75.55
SUPPLIES	7,900	1,372.38	1,801.16	0.00	6,098.84	22.80
SERVICES	103,000	6,000.00	26,796.50	0.00	76,203.50	26.02
FIXED ASSETS	0	0.00	2,735.66	0.00	(2,735.66)	0.00
TOTAL 10-ADMINISTRATION	468,281	33,071.58	168,974.41	0.00	299,306.59	36.08
11-NON DEPARTMENTAL						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	93,600	5,323.44	48,773.57	250.00	44,576.43	52.38
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	550,600	0.00	46.00	0.00	550,554.00	0.01
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 11-NON DEPARTMENTAL	644,200	5,323.44	48,819.57	250.00	595,130.43	7.62
12-DEVELOPMENT SERVICES						
PERSONNEL SERVICES	662,165	43,271.91	232,155.28	0.00	430,009.72	35.06
OPERATIONS & MAINTENANCE	132,264	6,423.74	31,810.23	0.00	100,453.77	24.05
SUPPLIES	9,500	629.03	1,692.04	0.00	7,807.96	17.81
SERVICES	298,200	44,732.25	86,912.59	0.00	211,287.41	29.15
FIXED ASSETS	35,000	0.00	32,858.00	0.00	2,142.00	93.88
TOTAL 12-DEVELOPMENT SERVICES	1,137,129	95,056.93	385,428.14	0.00	751,700.86	33.89

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
13-FINANCE						
PERSONNEL SERVICES	518,619	39,066.85	183,659.93	0.00	334,959.07	35.41
OPERATIONS & MAINTENANCE	7,565	1,075.71	3,547.04	0.00	4,017.96	46.89
SUPPLIES	2,000	0.00	425.48	0.00	1,574.52	21.27
SERVICES	102,000	0.00	12,706.96	0.00	89,293.04	12.46
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 13-FINANCE	630,184	40,142.56	200,339.41	0.00	429,844.59	31.79
14-HUMAN RESOURSES						
PERSONNEL SERVICES	134,975	10,255.94	47,619.89	0.00	87,355.11	35.28
OPERATIONS & MAINTENANCE	15,650	640.39	6,706.22	0.00	8,943.78	42.85
SUPPLIES	4,500	0.00	1,810.63	0.00	2,689.37	40.24
SERVICES	33,000	1,280.01	13,299.96	0.00	19,700.04	40.30
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 14-HUMAN RESOURSES	188,125	12,176.34	69,436.70	0.00	118,688.30	36.91
15-MUNICIPAL COURT						
PERSONNEL SERVICES	155,202	11,957.90	56,056.49	0.00	99,145.51	36.12
OPERATIONS & MAINTENANCE	25,950	1,132.69	3,969.09	0.00	21,980.91	15.30
SUPPLIES	750	0.00	6.99	0.00	743.01	0.93
SERVICES	43,300	1,456.69	5,846.24	0.00	37,453.76	13.50
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 15-MUNICIPAL COURT	225,202	14,547.28	65,878.81	0.00	159,323.19	29.25
16-CITY SECRETARY						
PERSONNEL SERVICES	103,209	7,762.21	35,452.39	0.00	67,756.61	34.35
OPERATIONS & MAINTENANCE	23,631	1,139.25	4,831.04	7,948.23	10,851.73	54.08
SUPPLIES	1,000	0.00	35.55	0.00	964.45	3.56
SERVICES	17,350	0.00	5,350.00	0.00	12,000.00	30.84
TOTAL 16-CITY SECRETARY	145,190	8,901.46	45,668.98	7,948.23	91,572.79	36.93
17-ECONOMIC DEVELOPMENT						
PERSONNEL SERVICES	222,051	16,793.80	78,010.90	0.00	144,040.10	35.13
OPERATIONS & MAINTENANCE	135,200	348.55	1,743.67	0.00	133,456.33	1.29
SUPPLIES	1,000	35.65	86.43	0.00	913.57	8.64
SERVICES	20,000	0.00	0.00	0.00	20,000.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 17-ECONOMIC DEVELOPMENT	378,251	17,178.00	79,841.00	0.00	298,410.00	21.11
18-LEGAL						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	405,000	44,870.58	118,699.29	0.00	286,300.71	29.31
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 18-LEGAL	405,000	44,870.58	118,699.29	0.00	286,300.71	29.31

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
20-POLICE DEPARTMENT						
PERSONNEL SERVICES	2,644,091	188,598.48	876,824.03	0.00	1,767,266.97	33.16
OPERATIONS & MAINTENANCE	232,058	11,817.94	80,016.26	6,462.69	145,579.05	37.27
SUPPLIES	115,950	5,138.67	35,767.17	2,634.81	77,548.02	33.12
SERVICES	163,740	1,875.42	90,188.85	3,348.77	70,202.38	57.13
FIXED ASSETS	120,000	0.00	524,069.25	1,572,207.76	(1,976,277.01)	1,746.90
TOTAL 20-POLICE DEPARTMENT	3,275,839	207,430.51	1,606,865.56	1,584,654.03	84,319.41	97.43
25-DISPATCHING						
PERSONNEL SERVICES	567,791	41,961.47	155,736.48	0.00	412,054.52	27.43
OPERATIONS & MAINTENANCE	10,448	(42.00)	7,872.90	2,888.48	(313.38)	103.00
SUPPLIES	7,300	0.00	359.49	0.00	6,940.51	4.92
SERVICES	31,850	0.00	125.00	0.00	31,725.00	0.39
FIXED ASSETS	12,500	4,788.95	9,577.90	0.00	2,922.10	76.62
TOTAL 25-DISPATCHING	629,889	46,708.42	173,671.77	2,888.48	453,328.75	28.03
30-PUBLIC WORKS STREETS						
PERSONNEL SERVICES	800,602	53,879.47	284,511.75	0.00	516,090.25	35.54
OPERATIONS & MAINTENANCE	159,020	3,004.43	56,765.71	0.00	102,254.29	35.70
SUPPLIES	270,010	7,850.93	25,384.62	43.61	244,581.77	9.42
SERVICES	320,400	27,110.85	56,065.39	165,000.46	99,334.15	69.00
FIXED ASSETS	12,752	0.00	39,424.00	11,593.70	(38,265.70)	400.08
TOTAL 30-PUBLIC WORKS STREETS	1,562,784	91,845.68	462,151.47	176,637.77	923,994.76	40.88
31-SOLID WASTE						
OPERATIONS & MAINTENANCE	9,292	850.76	4,977.71	0.00	4,314.29	53.57
SUPPLIES	3,500	0.00	358.74	0.00	3,141.26	10.25
SERVICES	1,215,579	90,474.75	367,443.60	0.00	848,135.40	30.23
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 31-SOLID WASTE	1,228,371	91,325.51	372,780.05	0.00	855,590.95	30.35
32-BUILDING MAINTENANCE						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	29,600	2,358.02	6,974.08	0.00	22,625.92	23.56
SUPPLIES	1,000	0.00	0.00	0.00	1,000.00	0.00
SERVICES	19,000	2,315.07	18,493.16	0.00	506.84	97.33
TOTAL 32-BUILDING MAINTENANCE	49,600	4,673.09	25,467.24	0.00	24,132.76	51.35
34-PARK & RECREATION						
PERSONNEL SERVICES	385,216	26,697.84	122,222.89	0.00	262,993.11	31.73
OPERATIONS & MAINTENANCE	64,689	2,357.89	23,434.57	0.00	41,254.43	36.23
SUPPLIES	19,000	730.26	4,707.78	0.00	14,292.22	24.78
SERVICES	68,000	0.00	0.00	0.00	68,000.00	0.00
FIXED ASSETS	590,000	0.00	0.00	0.00	590,000.00	0.00
TOTAL 34-PARK & RECREATION	1,126,905	29,785.99	150,365.24	0.00	976,539.76	13.34

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
35-AQUATICS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	70,850	723.00	19,157.04	0.00	51,692.96	27.04
SUPPLIES	12,000	0.00	1,674.01	0.00	10,325.99	13.95
SERVICES	53,000	0.00	210.00	0.00	52,790.00	0.40
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 35-AQUATICS	135,850	723.00	21,041.05	0.00	114,808.95	15.49
45-LIBRARY DEPARTMENT						
PERSONNEL SERVICES	287,226	14,542.46	102,895.47	0.00	184,330.53	35.82
OPERATIONS & MAINTENANCE	28,102	1,437.91	4,801.86	0.00	23,300.14	17.09
SUPPLIES	20,380	577.46	1,727.32	0.00	18,652.68	8.48
SERVICES	11,100	404.64	2,115.36	0.00	8,984.64	19.06
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 45-LIBRARY DEPARTMENT	346,808	16,962.47	111,540.01	0.00	235,267.99	32.16
50-CITY COUNCIL MEMBERS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	20,000	725.06	11,896.10	0.00	8,103.90	59.48
SUPPLIES	2,500	14.70	264.70	0.00	2,235.30	10.59
SERVICES	3,000	0.00	1,007.00	0.00	1,993.00	33.57
TOTAL 50-CITY COUNCIL MEMBERS	25,500	739.76	13,167.80	0.00	12,332.20	51.64
58-GENERAL FUND INFO TECH						
PERSONNEL SERVICES	319,225	17,480.40	80,863.95	0.00	238,361.05	25.33
OPERATIONS & MAINTENANCE	288,800	3,176.02	70,102.26	2,153.20	216,544.54	25.02
SUPPLIES	1,200	0.00	0.00	0.00	1,200.00	0.00
SERVICES	198,000	17,363.34	54,386.05	0.00	143,613.95	27.47
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-GENERAL FUND INFO TECH	807,225	38,019.76	205,352.26	2,153.20	599,719.54	25.71
85-DEBT SERVICE						
catg 7 not used	0	0.00	0.00	0.00	0.00	0.00
TOTAL 85-DEBT SERVICE	0	0.00	0.00	0.00	0.00	0.00
86-GENERAL FUND TRANSFERS						
FIXED ASSETS	1,048,044	0.00	0.00	0.00	1,048,044.00	0.00
TOTAL 86-GENERAL FUND TRANSFERS	1,048,044	0.00	0.00	0.00	1,048,044.00	0.00
TOTAL EXPENDITURES	14,458,377	799,482.36	4,325,488.76	1,774,531.71	8,358,356.53	42.19
REVENUE OVER/(UNDER) EXPENDITURES	434,547	2,767,477.40	5,007,643.26	(1,774,531.71)	(2,798,564.55)	744.02

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

11 -HOTEL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
11-HOTEL	329,997	30,409.91	113,990.44	0.00	216,006.56	34.54
TOTAL REVENUES	329,997	30,409.91	113,990.44	0.00	216,006.56	34.54
EXPENDITURE SUMMARY						
11-HOTEL						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
Hotel Fund Expenses	244,000	25,241.50	90,750.70	22,750.00	130,499.30	46.52
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 11-HOTEL	244,000	25,241.50	90,750.70	22,750.00	130,499.30	46.52
TOTAL EXPENDITURES	244,000	25,241.50	90,750.70	22,750.00	130,499.30	46.52
REVENUE OVER/(UNDER) EXPENDITURES	85,997	5,168.41	23,239.74	(22,750.00)	85,507.26	0.57

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

14 -AVIATION FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
40-AVIATION DEPARTMENT	334,565	0.00	98,038.00	0.00	236,527.00	29.30
TOTAL REVENUES	334,565	0.00	98,038.00	0.00	236,527.00	29.30
EXPENDITURE SUMMARY						
40-AVIATION DEPARTMENT						
PERSONNEL SERVICES	16,797	1,134.37	5,606.20	0.00	11,190.80	33.38
OPERATIONS & MAINTENANCE	34,114	4,033.76	12,372.79	0.00	21,741.21	36.27
SUPPLIES	301,500	123.21	30,448.37	0.00	271,051.63	10.10
SERVICES	35,300	129.00	23,918.87	0.00	11,381.13	67.76
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 40-AVIATION DEPARTMENT	387,711	5,420.34	72,346.23	0.00	315,364.77	18.66
TOTAL EXPENDITURES	387,711	5,420.34	72,346.23	0.00	315,364.77	18.66
REVENUE OVER/(UNDER) EXPENDITURES	(53,146)	(5,420.34)	25,691.77	0.00	(78,837.77)	48.34-

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

15 -MUNICIPAL GOLF COURSE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
10 - LVGC PRO SHOP	1,572,375	30,582.19	156,097.43	0.00	1,416,277.57	9.93
20 - LVGC SNACK BAR	34,200	2,850.00	11,400.00	0.00	22,800.00	33.33
30 - LVGC MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
40 - HLGC PRO SHOP	0	0.00	0.00	0.00	0.00	0.00
50 - HLGC SNACK BAR	0	0.00	0.00	0.00	0.00	0.00
60 - HLGC MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	1,606,575	33,432.19	167,497.43	0.00	1,439,077.57	10.43
EXPENDITURE SUMMARY						
LVGC PRO SHOP/SNACK BAR						
PERSONNEL SERVICES	395,696	25,029.27	124,173.53	0.00	271,522.47	31.38
OPERATIONS & MAINTENANCE	156,638	19,441.34	54,630.18	0.00	102,007.82	34.88
SUPPLIES	53,650	2,494.42	10,217.12	0.00	43,432.88	19.04
SERVICES	53,400	3,700.71	13,212.97	0.00	40,187.03	24.74
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL LVGC PRO SHOP/SNACK BAR	659,384	50,665.74	202,233.80	0.00	457,150.20	30.67
HLGC PRO SHOP/SNACK BAR						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL HLGC PRO SHOP/SNACK BAR	0	0.00	0.00	0.00	0.00	0.00
LVGC MAINTENANCE						
PERSONNEL SERVICES	570,267	22,649.29	114,240.44	0.00	456,026.56	20.03
OPERATIONS & MAINTENANCE	183,424	5,629.41	52,561.71	73,483.46	57,378.83	68.72
SUPPLIES	127,500	2,105.33	41,024.26	10,337.94	76,137.80	40.28
SERVICES	66,000	674.00	30,950.00	15,000.00	20,050.00	69.62
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL LVGC MAINTENANCE	947,191	31,058.03	238,776.41	98,821.40	609,593.19	35.64
TRANSFER TO DEBT SERVIE						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL TRANSFER TO DEBT SERVIE	0	0.00	0.00	0.00	0.00	0.00
DEPRECIATION						
CATG 8 NOT USED	0	0.00	0.00	0.00	0.00	0.00
TOTAL DEPRECIATION	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	1,606,575	81,723.77	441,010.21	98,821.40	1,066,743.39	33.60
REVENUE OVER/(UNDER) EXPENDITURES	0	(48,291.58)	(273,512.78)	(98,821.40)	372,334.18	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
30-CONTRIBUTION CAPITAL	0	0.00	0.00	0.00	0.00	0.00
50-GENERAL OPERATION	848,642	99,173.09	377,793.35	0.00	470,848.65	44.52
60-WATER SERVICES	5,093,208	365,616.00	1,797,147.57	0.00	3,296,060.43	35.29
70-SEWER SERVICES	4,202,493	320,139.48	1,362,265.80	0.00	2,840,227.20	32.42
80-CAPITAL IMPROVEMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	10,144,343	784,928.57	3,537,206.72	0.00	6,607,136.28	34.87
EXPENDITURE SUMMARY						
55-UTILITIES ADMINISTRATI						
PERSONNEL SERVICES	189,533	14,336.89	68,006.80	0.00	121,526.20	35.88
OPERATIONS & MAINTENANCE	128,415	11,193.41	48,475.71	0.00	79,939.29	37.75
SUPPLIES	44,000	4,148.13	10,176.06	0.00	33,823.94	23.13
SERVICES	88,000	8,360.03	13,830.82	0.00	74,169.18	15.72
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 55-UTILITIES ADMINISTRATI	449,948	38,038.46	140,489.39	0.00	309,458.61	31.22
56-GENERAL FUND TRANSFER						
FIXED ASSETS	2,059,643	171,636.92	686,547.68	0.00	1,373,095.32	33.33
TOTAL 56-GENERAL FUND TRANSFER	2,059,643	171,636.92	686,547.68	0.00	1,373,095.32	33.33
57-DEBT SRVCE FUND TRNSF						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 57-DEBT SRVCE FUND TRNSF	0	0.00	0.00	0.00	0.00	0.00
58-UTILITY FUND INFO TECH						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	48,300	840.36	12,146.17	0.00	36,153.83	25.15
SUPPLIES	500	0.00	0.00	0.00	500.00	0.00
SERVICES	35,000	2,136.14	2,666.81	0.00	32,333.19	7.62
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-UTILITY FUND INFO TECH	83,800	2,976.50	14,812.98	0.00	68,987.02	17.68
59-PUBLIC WORKS ADMIN						
PERSONNEL SERVICES	471,415	34,855.94	158,123.73	0.00	313,291.27	33.54
OPERATIONS & MAINTENANCE	72,977	8,745.35	37,422.70	0.00	35,554.30	51.28
SUPPLIES	9,700	70.93	999.39	0.00	8,700.61	10.30
SERVICES	392,500	13,048.66	46,092.63	734,175.00	(387,767.63)	198.79
FIXED ASSETS	158,000	0.00	7,468.09	0.00	150,531.91	4.73
TOTAL 59-PUBLIC WORKS ADMIN	1,104,592	56,720.88	250,106.54	734,175.00	120,310.46	89.11

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
60-WATER SERVICES						
PERSONNEL SERVICES	608,002	45,375.96	222,418.28	0.00	385,583.72	36.58
OPERATIONS & MAINTENANCE	707,696	20,033.66	128,988.73	2,171.50	576,535.77	18.53
SUPPLIES	99,500	7,912.85	21,534.34	695.40	77,270.26	22.34
SERVICES	53,110	1,703.32	35,631.39	0.00	17,478.61	67.09
FIXED ASSETS	149,633	19,437.00	694,130.05	56,124.40	(600,621.45)	501.40
TOTAL 60-WATER SERVICES	1,617,941	94,462.79	1,102,702.79	58,991.30	456,246.91	71.80
65-WATER PLANT ONE						
PERSONNEL SERVICES	200,839	0.00	0.00	0.00	200,839.00	0.00
OPERATIONS & MAINTENANCE	132,001	10,521.21	61,265.84	(119.00)	70,854.16	46.32
SUPPLIES	56,400	1,079.71	15,690.88	29,786.00	10,923.12	80.63
SERVICES	288,500	5,914.10	29,587.59	0.00	258,912.41	10.26
FIXED ASSETS	101,500	0.00	34,624.49	95,000.00	(28,124.49)	127.71
TOTAL 65-WATER PLANT ONE	779,240	17,515.02	141,168.80	124,667.00	513,404.20	34.11
69-WATER PLANT THREE						
PERSONNEL SERVICES	94,368	7,181.59	34,700.42	0.00	59,667.58	36.77
OPERATIONS & MAINTENANCE	161,418	10,602.17	51,675.41	2,861.54	106,881.05	33.79
SUPPLIES	70,800	9,169.00	17,790.75	(230.00)	53,239.25	24.80
SERVICES	312,800	12,968.15	65,541.79	0.00	247,258.21	20.95
FIXED ASSETS	90,000	6,579.50	53,469.87	55,105.89	(18,575.76)	120.64
TOTAL 69-WATER PLANT THREE	729,386	46,500.41	223,178.24	57,737.43	448,470.33	38.51
70-SEWER SERVICES						
PERSONNEL SERVICES	571,260	34,228.52	165,961.06	0.00	405,298.94	29.05
OPERATIONS & MAINTENANCE	585,066	46,092.47	152,081.07	2,171.50	430,813.43	26.36
SUPPLIES	37,000	4,226.65	7,041.63	0.00	29,958.37	19.03
SERVICES	8,700	317.42	906.04	0.00	7,793.96	10.41
FIXED ASSETS	14,176	0.00	14,175.50	0.00	0.50	100.00
TOTAL 70-SEWER SERVICES	1,216,202	84,865.06	340,165.30	2,171.50	873,865.20	28.15
75-SEWER PLANT						
PERSONNEL SERVICES	278,496	23,812.85	104,021.75	0.00	174,474.25	37.35
OPERATIONS & MAINTENANCE	140,430	18,921.41	58,899.64	(42.55)	81,572.91	41.91
SUPPLIES	46,500	2,533.26	13,206.61	0.00	33,293.39	28.40
SERVICES	89,750	3,830.80	26,615.93	0.00	63,134.07	29.66
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 75-SEWER PLANT	555,176	49,098.32	202,743.93	(42.55)	352,474.62	36.51
77-EFFLUENT DISPOSAL						
PERSONNEL SERVICES	220,986	11,735.12	55,820.90	0.00	165,165.10	25.26
OPERATIONS & MAINTENANCE	134,574	6,879.55	21,656.48	2,963.45	109,954.07	18.29
SUPPLIES	18,800	540.09	4,391.25	0.00	14,408.75	23.36
SERVICES	21,000	0.00	523.81	0.00	20,476.19	2.49
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 77-EFFLUENT DISPOSAL	395,360	19,154.76	82,392.44	2,963.45	310,004.11	21.59

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
79-UTILITY FUND TRANSFER						
catg 3 not used	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 79-UTILITY FUND TRANSFER	0	0.00	0.00	0.00	0.00	0.00
82-BOOSTER PUMP STATIONS						
PERSONNEL SERVICES	32,310	2,669.89	13,516.88	0.00	18,793.12	41.83
OPERATIONS & MAINTENANCE	80,975	4,923.45	14,600.07	0.00	66,374.93	18.03
SUPPLIES	4,650	121.41	419.38	0.00	4,230.62	9.02
SERVICES	17,700	0.00	13,310.00	30.00	4,360.00	75.37
FIXED ASSETS	30,000	0.00	0.00	0.00	30,000.00	0.00
TOTAL 82-BOOSTER PUMP STATIONS	165,635	7,714.75	41,846.33	30.00	123,758.67	25.28
84-LIFT STATIONS						
PERSONNEL SERVICES	32,310	2,568.94	13,415.88	0.00	18,894.12	41.52
OPERATIONS & MAINTENANCE	160,067	4,444.81	33,037.54	5,048.25	121,981.21	23.79
SUPPLIES	25,250	56.67	1,608.36	0.00	23,641.64	6.37
SERVICES	38,000	1,135.00	1,658.81	0.00	36,341.19	4.37
FIXED ASSETS	1,434,400	0.00	46,299.90	189,510.00	1,198,590.10	16.44
TOTAL 84-LIFT STATIONS	1,690,027	8,205.42	96,020.49	194,558.25	1,399,448.26	17.19
85-DEBT SERVICE						
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
DEPRECIATION	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 85-DEBT SERVICE	0	0.00	0.00	0.00	0.00	0.00
86-UTILITY FUND TRANSFERS						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 86-UTILITY FUND TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	10,846,950	596,889.29	3,322,174.91	1,175,251.38	6,349,523.71	41.46
REVENUE OVER/(UNDER) EXPENDITURES	(702,607)	188,039.28	215,031.81	(1,175,251.38)	257,612.57	136.67

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

40 -CAP IMPROVEMENT PROJECTS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
80-CAPITAL IMPROVEMENT	0	4,374.49	17,689.49	0.00	(17,689.49)	0.00
TOTAL REVENUES	0	4,374.49	17,689.49	0.00	(17,689.49)	0.00
EXPENDITURE SUMMARY						
80-CAPITAL IMPROVEMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 80-CAPITAL IMPROVEMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	4,374.49	17,689.49	0.00	(17,689.49)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

42 -IMPACT FEE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
50- INVESTMENT INTEREST	360,631	41,250.66	161,151.26	0.00	199,479.74	44.69
60-WATER IMPACT REVENUE	706,406	38,346.00	138,954.00	0.00	567,452.00	19.67
70-SEWER IMPACT REVENUE	616,940	28,930.00	113,145.00	0.00	503,795.00	18.34
TOTAL REVENUES	1,683,977	108,526.66	413,250.26	0.00	1,270,726.74	24.54
EXPENDITURE SUMMARY						
10-IMPACT FEE ADMIN						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 10-IMPACT FEE ADMIN	0	0.00	0.00	0.00	0.00	0.00
60-IMPACT FEE WATER						
OPERATIONS & MAINTENANCE	80,000	0.00	80,000.00	0.00	0.00	100.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 60-IMPACT FEE WATER	80,000	0.00	80,000.00	0.00	0.00	100.00
70-IMPACT FEE SEWER						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-IMPACT FEE SEWER	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	80,000	0.00	80,000.00	0.00	0.00	100.00
REVENUE OVER/(UNDER) EXPENDITURES	1,603,977	108,526.66	333,250.26	0.00	1,270,726.74	20.78

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

43 -PARKLAND FEE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
43 PARK FUND	31,356	3,256.87	12,899.66	0.00	18,456.34	41.14
TOTAL REVENUES	31,356	3,256.87	12,899.66	0.00	18,456.34	41.14
EXPENDITURE SUMMARY						
43 PARK FUND						
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 43 PARK FUND	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	31,356	3,256.87	12,899.66	0.00	18,456.34	41.14

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

50 -DEBT SERVICE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
80-ACCUMULATED INTEREST	46,695	8,561.91	16,809.07	0.00	29,885.93	36.00
85-AD VALOREM & OTHER	2,676,372	1,024,196.90	2,450,899.00	0.00	225,473.00	91.58
TOTAL REVENUES	2,723,067	1,032,758.81	2,467,708.07	0.00	255,358.93	90.62
EXPENDITURE SUMMARY						
80-ACCUMULATED INTEREST						
LEASE PURCHASE	0	0.00	0.00	0.00	0.00	0.00
TOTAL 80-ACCUMULATED INTEREST	0	0.00	0.00	0.00	0.00	0.00
85-AD VALOREM & OTHER						
OPERATIONS & MAINTENANCE	8,000	500.00	1,500.00	0.00	6,500.00	18.75
LEASE PURCHASE	0	0.00	0.00	0.00	0.00	0.00
AUDITOR ADJ	0	9,500.00	9,500.00	0.00	(9,500.00)	0.00
FIXED ASSETS	2,676,372	0.00	0.00	0.00	2,676,372.00	0.00
TOTAL 85-AD VALOREM & OTHER	2,684,372	10,000.00	11,000.00	0.00	2,673,372.00	0.41
TOTAL EXPENDITURES	2,684,372	10,000.00	11,000.00	0.00	2,673,372.00	0.41
REVENUE OVER/(UNDER) EXPENDITURES	38,695	1,022,758.81	2,456,708.07	0.00	(2,418,013.07)	6,348.90

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

90 -GENERAL FIXED ASSETS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

95 -GENERAL LONG-TERM DEBT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

98 -PAYROLL CLEARING ACCOUNT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: JANUARY 31ST, 2024

99 -DISBURSEMENT ACCOUNT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 33.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

Security Bank:

General Account	$	1,139,089.02
Utility Account	$	719,537.49
Payroll Account	$	4,487.95
Accounts Payable Account	$	14,117.17

Logic Investments:

Debt Service	$	798,142.79
Debt Service Interest	$	90,674.36
Utility Reserve Account	$	15,433,311.45
Utility Reserve Account Interest	$	1,083,788.20
Impact Fees	$	3,755,107.28
Park Fund	$	624,900.00
Bed Tax	$	926,128.42
Customer Deposits	$	324,040.00
Impact Fees Interest	$	400,173.55
Park Fund Interest	$	77,444.96
Bed Tax Interest	$	83,445.01
Customer Deposits Interest	$	46,233.02
Austin Boulevard Paving	$	26,049.92
Austin Boulevard Paving Interest	$	4,224.95
WasteWater Impact Fees	$	4,399,348.79
WasteWater Impact Fees Interest	$	420,620.15
2017 CO Receiving Acct	$	526,653.71
2017 CO Receiving Acct Interest	$	377,964.63
2018 LCRA Reuse Water Grant Project	$	6,446.87
2018 LCRA Reuse Water Grant Project Interest	$	2,008.04
Town Center Development	$	959,575.00
Town Center Development Interest	$	91,870.87
General Fund Reserve Account	$	6,902,175.59
General Fund Reserve Account Interest	$	229,761.89
Real Estate	$	1,005,892.43
Real Estate Interest	$	70,209.79
LV Sunset Park	$	252,202.63
LV Sunset Park Interest	$	26,624.81
ARPA Grant	$	1,350,051.48
ARPA Grant Interest	$	137,217.50
WTP Expansion	$	733,826.38
WTP Expansion Interest	$	63,555.87
Waterline: Bar-K to Bronco	$	217,073.90
Waterline: Bar-K to Bronco Interest	$	60,322.94
Street/Roadway Impact Fees	$	637,860.69
Street/Roadway Impact Fees Interest	$	92,042.78
2024 CO Receiving Account	$	25,700,033.80
2024 CO Receiving Account Interest	$	34,768.04
TOTAL	$	69,849,004.12

		Budgeted		Actual Collected	Percent Collected
2023-24 Taxes	$	9,636,659	$	9,294,134	96.45%
Delinquent Taxes	$	-	$	(772)	-0.01%
Total	$	9,636,659	$	9,293,362	96.44%

Revenues for Fiscal Year without Transfers:

General Fund	$	9,453,887.56
Utility Fund	$	4,335,493.28
Golf Course Fund	$	209,466.67
Aviation Fund	$	134,369.40
Hotel Fund	$	122,687.10
	$	14,255,904.01

Expenditures for Fiscal Year without transfers:

General Fund	7,844,970.77
Utility Fund	4,198,145.35
Golf Course Fund	619,434.76
Aviation Fund	110,836.13
Hotel Fund	91,470.70
	12,864,857.71

General Fund Revenue and Expenses this year vs last year

PREVIOUS YEAR
CURRENT YEAR

General Fund WITHOUT Transfer		General Fund WITH Transfer		Amount of Transfer	Variances	Description	Explanation for Significant Variances Year over Year > or = to $250,000
FEB 23 INCOME	$897,163	FEB 23 INCOME	$1,068,800	(171,636.92)			
FEB 24 INCOME	$820,699	FEB 24 INCOME	$992,336	(171,636.92)	($76,463.49)	Income (Monthly)	
YTD FEB 23 INCOME	$8,216,110	YTD FEB 23 INCOME	$9,074,294	(858,184.60)			
YTD FEB 24 INCOME	$9,453,888	YTD FEB 24 INCOME	$10,312,072	(858,184.60)	$1,237,777.73	Income (Year to Date)	Main contributing factors are an increased by $1,155,857.65 in Ad Valorem Tax Revenue
FEB 23 EXPENSES	$716,995	FEB 23 EXPENSES	$716,995	0.00			
FEB 24 EXPENSES	$1,725,805	FEB 24 EXPENSES	$1,725,805	0.00	$1,008,809.04	Expenses (Monthly)	Main contributing factors are increased expenses for the Public Works/Street Department totaling $949,532.92 (Personnel costs of $18,714.58, Engineering/Planning costs of $17,285.39, and continuing street rehabilitationt costs of $913,532.95)
YTD FEB 23 EXPENSES	$4,691,861	YTD FEB 23 EXPENSES	$4,691,861	0.00			
YTD FEB 24 EXPENSES	$7,844,971	YTD FEB 24 EXPENSES	$7,844,971	0.00	$3,153,110.04	Expenses (Year to Date)	Main contributing factors are increased expenses for the Public Works/Street Department totaling $949,532.92 = (Personnel costs of $18,714.58, Engineering/Planning costs of $17,285.39, and continuing street rehabilitationt costs of $913,532.95) and an increase in expenses at the Police Department totaling $2,060,757.59 [Personnel $249,340.56, Operations & Maintenance ($10,217.78), Supplies ($32,340.88), Services $57,006.88, and Fixed Assets $1,796,958.81]

Utility Fund WITHOUT Transfer		Utility Fund WITH Transfer					
FEB 23 INCOME	$772,948	FEB 23 INCOME	$772,948	0.00			
FEB 24 INCOME	$798,131	FEB 24 INCOME	$798,131	0.00	$25,183.14	Income (Monthly)	
YTD FEB 23 INCOME	$4,088,148	YTD FEB 23 INCOME	$4,088,148	0.00			
YTD FEB 24 INCOME	$4,335,493	YTD FEB 24 INCOME	$4,335,493	0.00	$247,344.94	Income (Year to Date)	
FEB 23 EXPENSES	$461,163	FEB 23 EXPENSES	$632,800	(171,636.92)			
FEB 24 EXPENSES	$401,943	FEB 24 EXPENSES	$573,580	(171,636.92)	($59,219.97)	Expenses (Monthly)	
YTD FEB 23 EXPENSES	$2,525,893	YTD FEB 23 EXPENSES	3,384,077.47	(858,184.60)			
YTD FEB 24 EXPENSES	$4,198,145	YTD FEB 24 EXPENSES	5,056,329.95	(858,184.60)	$1,672,252.48	Expenses (Year to Date)	Main contributing factors are an increase of $1,603,174.44 = (Public Works $908,334.73, Water Services $484,287.18, and Lift Stations $210,552.53)

Golf Course Fund WITHOUT Transfer		Golf Course Fund WITH Transfer				
FEB 23 INCOME	$42,026	FEB 23 INCOME	$42,026	0.00		
FEB 24 INCOME	$41,969	FEB 24 INCOME	$41,969	0.00	($56.73)	Income (Monthly)
YTD FEB 23 INCOME	$192,332	YTD FEB 23 INCOME	$192,332	0.00		
YTD FEB 24 INCOME	$209,467	YTD FEB 24 INCOME	$209,467	0.00	$17,134.23	Income (Year to Date)
FEB 23 EXPENSES	$85,460	FEB 23 EXPENSES	$85,460	0.00		
FEB 24 EXPENSES	$83,688	FEB 24 EXPENSES	$83,688	0.00	($1,771.63)	Expenses (Monthly)
YTD FEB 23 EXPENSES	$562,763	YTD FEB 23 EXPENSES	$562,763	0.00		
YTD FEB 24 EXPENSES	$619,435	YTD FEB 24 EXPENSES	$619,435	0.00	$56,672.05	Expenses (Year to Date)

Aviation Fund			
FEB 23 INCOME	$18,357		
FEB 24 INCOME	$22,379	$4,021.67	Income (Monthly)
YTD FEB 23 INCOME	$106,533		
YTD FEB 24 INCOME	$134,369	$27,836.33	Income (Year to Date)
FEB 23 EXPENSES	$37,917		
FEB 24 EXPENSES	$38,490	$573.16	Expenses (Monthly)
YTD FEB 23 EXPENSES	$98,717		
YTD FEB 24 EXPENSES	$110,836	$12,118.94	Expenses (Year to Date)

Hotel Fund	
YTD FEB 24 INCOME	$122,687
YTD FEB 24 EXPENSES	$91,471

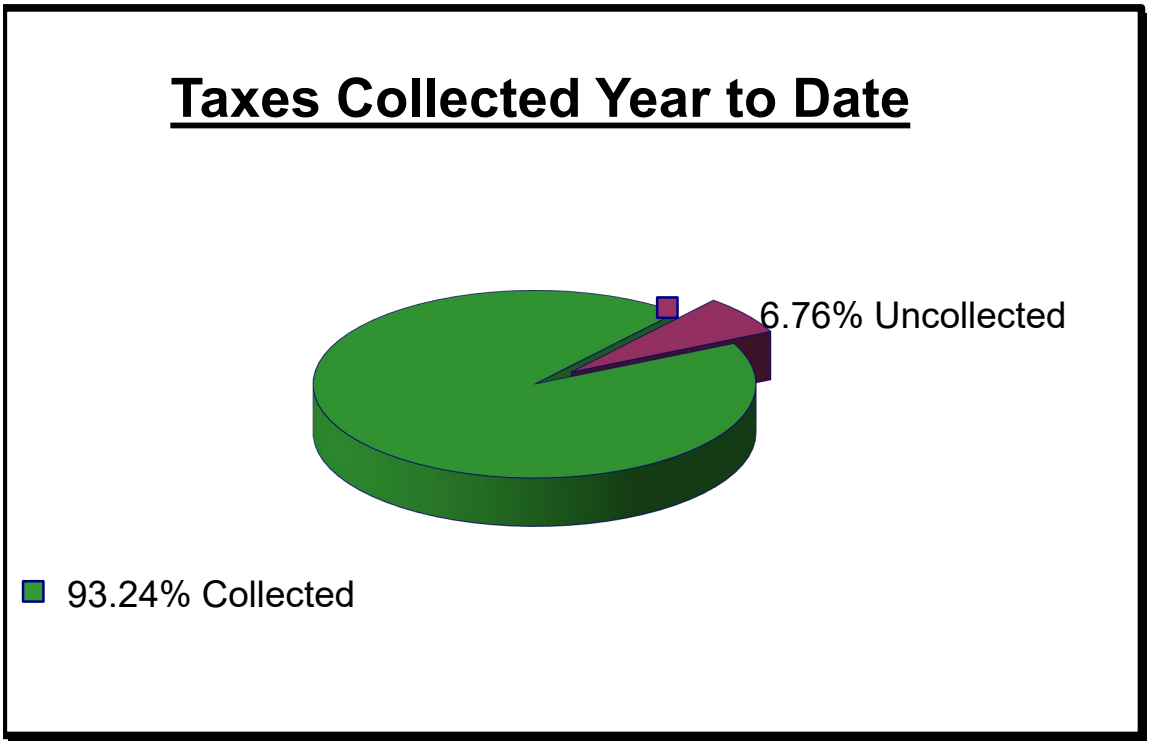
CITY OF LAGO VISTA MONTHLY FINANCIAL REPORT

AS OF FEB 29, 2024 - FISCAL YEAR END SEPTEMBER 30, 2024 - Ad Valorem Taxes

Ad Valorem Taxes

A 0.4139 tax rate and anticipated collection rate of 100% equates to anticipated collection: $9,999,062.51

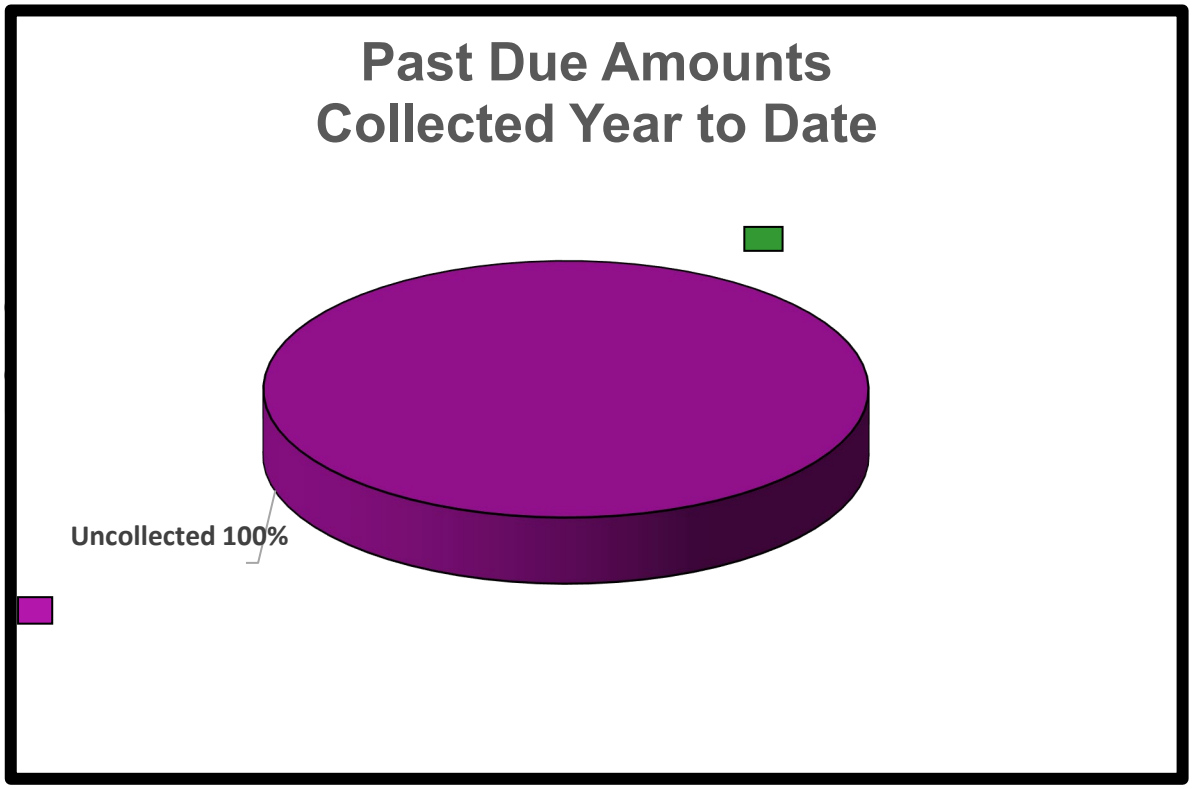
Current Taxes for Year 2023 - Billed by Travis County Tax Office:	$	9,999,062.51
Tax Adjustments for Year 2023 from Travis County Tax Office:	$	45,078.32
Current Taxes for Year 2023 after adjustments:	$	9,953,984.19
Base Tax Amount Collected by Travis County Tax Office for 2023:	$	9,299,038.18
Base Tax Reversals for Year 2023 by Travis County Tax Office:	$	18,173.72
Net Base Tax Collected for Year 2023 by Travis County:	$	9,280,864.46
Percentage Collected:		93.24%
Amount Still Due for 2023 Taxes:	$	673,119.73
Penalty and Interest Collected for 2023	$	13,269.62
Penalty and Interest Reversals for 2023	$	-
Net Penalty and Interest Collected for 2023 by Travis County:	$	13,269.62
Total Amount paid to City of Lago Vista for 2023 Taxes:	$	9,294,134.08

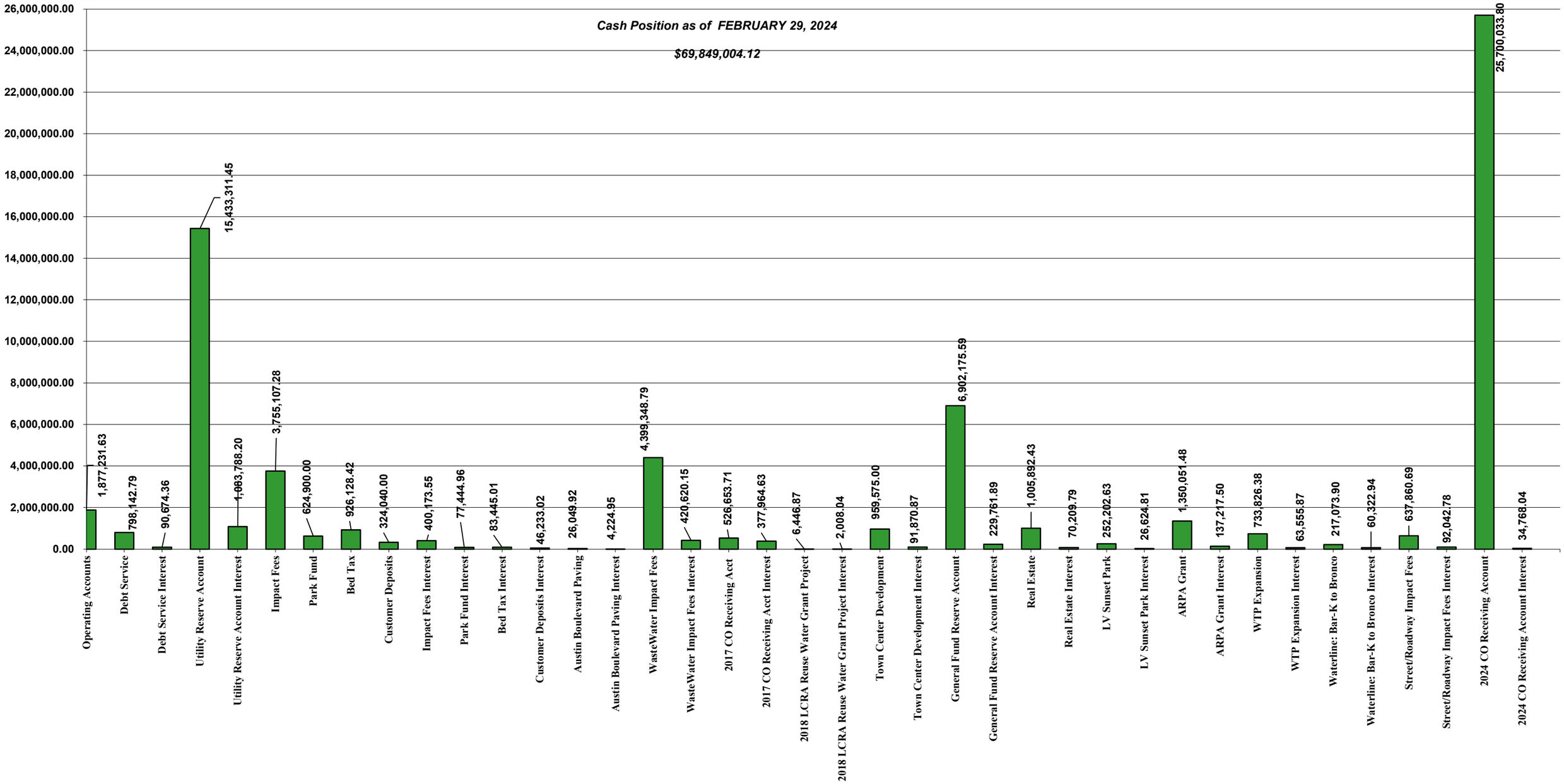


CITY OF LAGO VISTA MONTHLY FINANCIAL REPORT

As of FEBRUARY 29, 2024 - Ad Valorem Taxes Past Due from Previous Years

Past Due Taxes from 1973 - 2022	$	378,949.53
Tax Adjustments from Travis County Tax Office:	$	89,537.95
Past Due Taxes after adjustments:	$	289,411.58
Base Tax Amount Collected by Travis County Tax Office:	$	71,092.82
Base Tax Reversals for Past Due by Travis County Tax Office:	$	89,471.10
Net Base Tax Collected for Past Due by Travis County:	$	(18,378.28)
Percentage Collected:		-6.35%
Amount Still Due for Past Due Taxes:	$	307,789.86
Penalty and Interest Collected for Past Due Amounts:	$	17,749.16
Penalty and Interest Reversals for Past Due Amounts:	$	143.26
Net Penalty and Interest Collected by Travis County:	$	17,605.90
Total Amount paid to City of Lago Vista for Past Due Taxes:	$	(772.38)

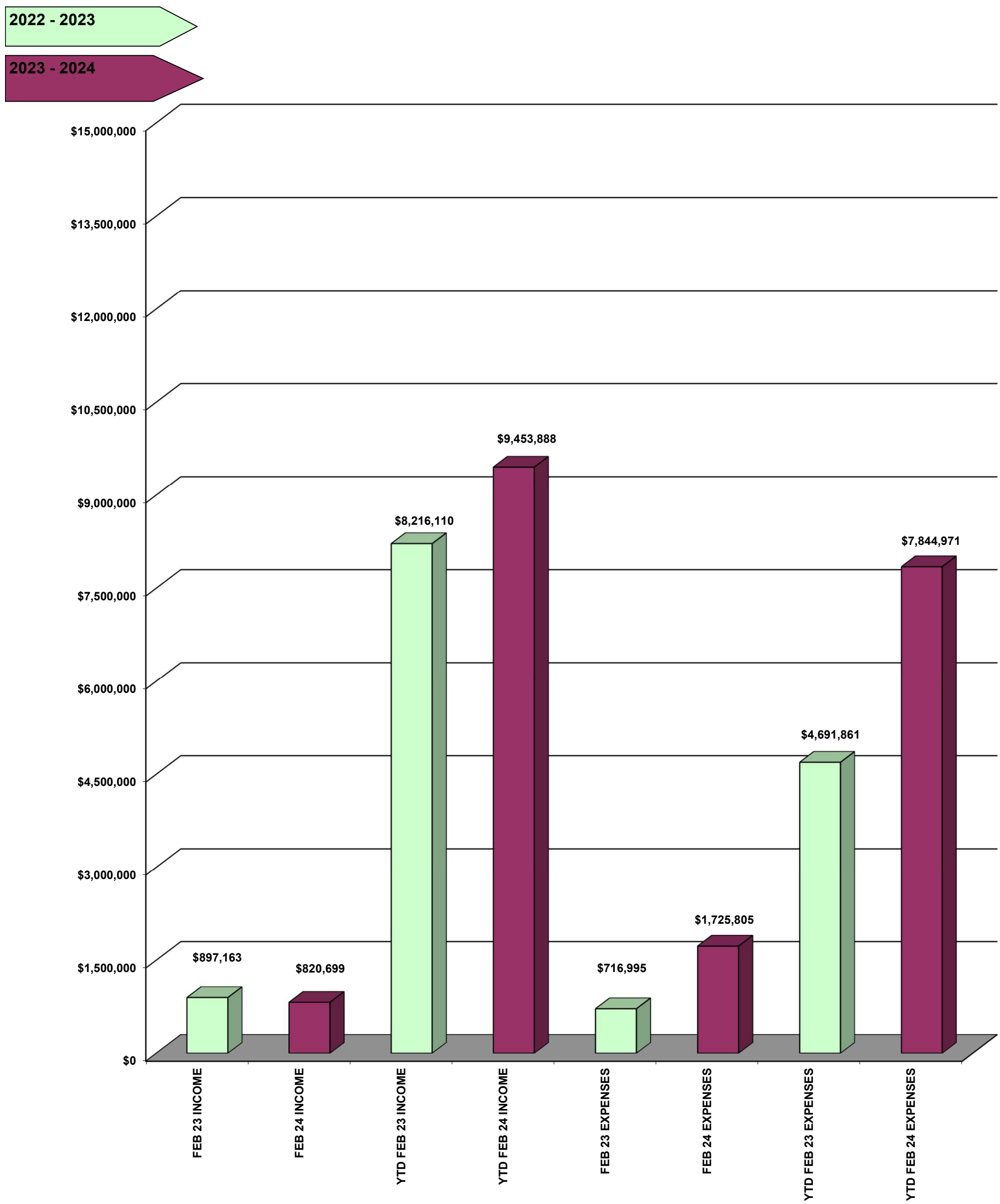


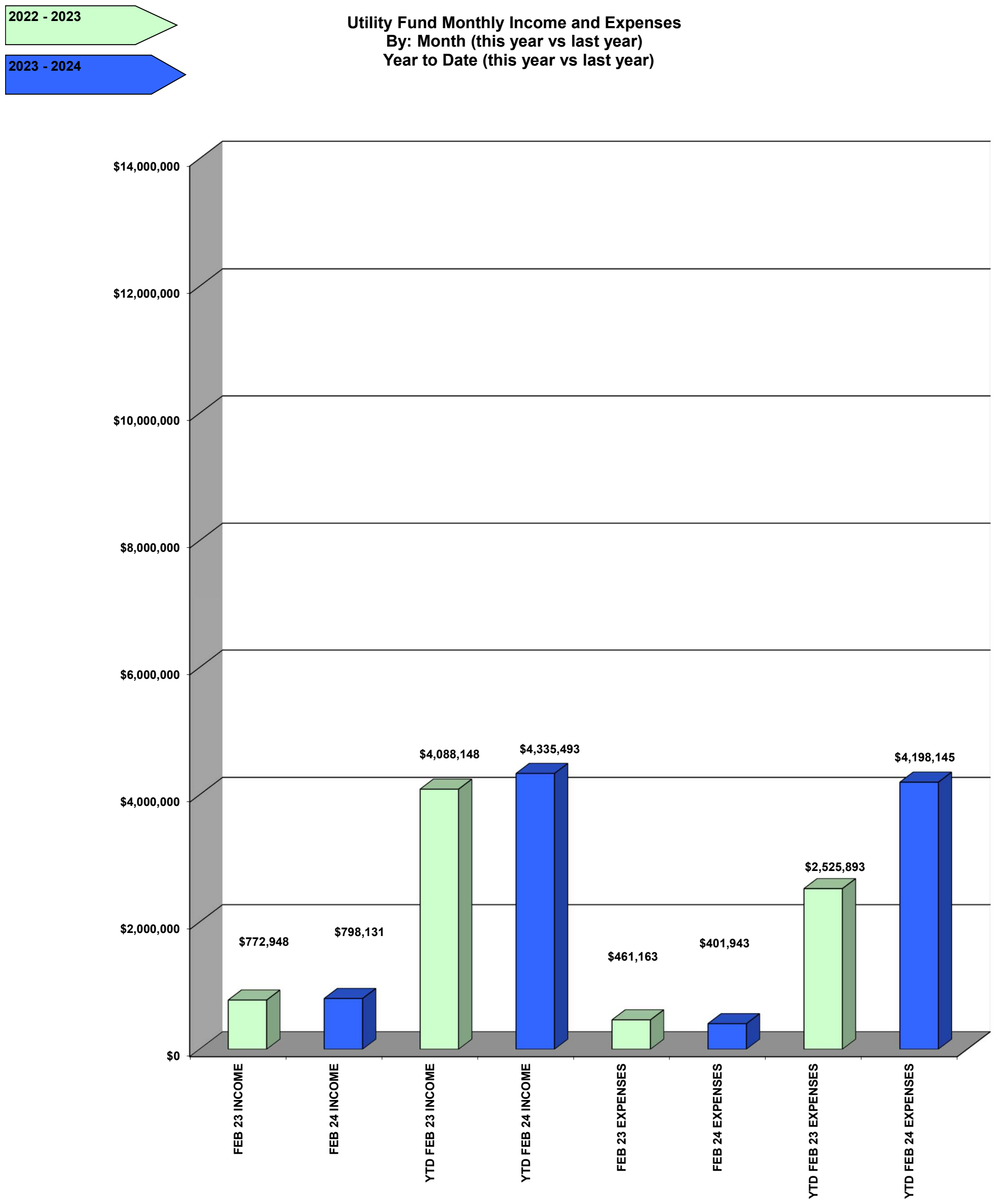

Cash Position as of FEBRUARY 29, 2024
$69,849,004.12
26,000,000.00
24,000,000.00
22,000,000.00
20,000,000.00
18,000,000.00
16,000,000.00
14,000,000.00
12,000,000.00
10,000,000.00
8,000,000.00
6,000,000.00
4,000,000.00
2,000,000.00
0.00
Operating Accounts 1,877,231.63
Debt Service 798,142.79
Debt Service Interest 90,674.36
Utility Reserve Account 15,433,311.45
Utility Reserve Account Interest 1,083,788.20
Impact Fees 3,755,107.28
Park Fund 624,900.00
Bed Tax 926,128.42
Customer Deposits 324,040.00
Impact Fees Interest 400,173.55
Park Fund Interest 77,444.96
Bed Tax Interest 83,445.01
Customer Deposits Interest 46,233.02
Austin Boulevard Paving 26,049.92
Austin Boulevard Paving Interest 4,224.95
WasteWater Impact Fees 4,399,348.79
WasteWater Impact Fees Interest 420,620.15
2017 CO Receiving Acct 526,653.71
2017 CO Receiving Acct Interest 377,964.63
2018 LCRA Reuse Water Grant Project 6,446.87
2018 LCRA Reuse Water Grant Project Interest 2,008.04
Town Center Development 959,575.00
Town Center Development Interest 91,870.87
General Fund Reserve Account 6,902,175.59
General Fund Reserve Account Interest 229,761.89
Real Estate 1,005,892.43
Real Estate Interest 70,209.79
LV Sunset Park 252,202.63
LV Sunset Park Interest 26,624.81
ARPA Grant 1,350,051.48
ARPA Grant Interest 137,217.50
WTP Expansion 733,826.38
WTP Expansion Interest 63,555.87
Waterline: Bar-K to Bronco 217,073.90
Waterline: Bar-K to Bronco Interest 60,322.94
Street/Roadway Impact Fees 637,860.69
Street/Roadway Impact Fees Interest 92,042.78
2024 CO Receiving Account 25,700,033.80
2024 CO Receiving Account Interest 34,768.04

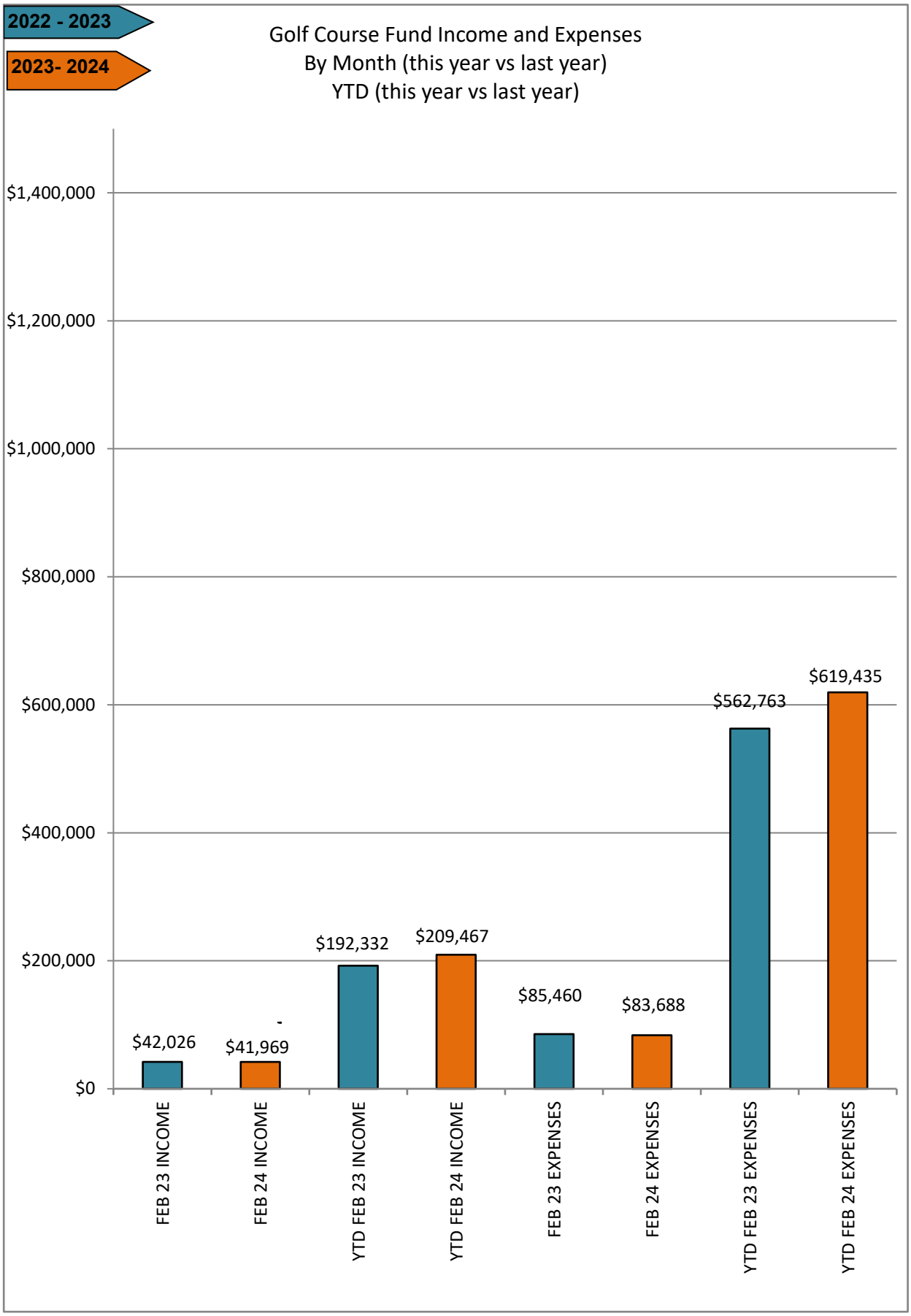
Logic Government Investment Co-Op-FD Feb-24
Average Monthly Interest Rate = 5.4812%
Average Weighted Average Maturity = 45 Days
Net Asset Value for 02/29/2024 = 1.000166
All Accounts Held in Government Pools

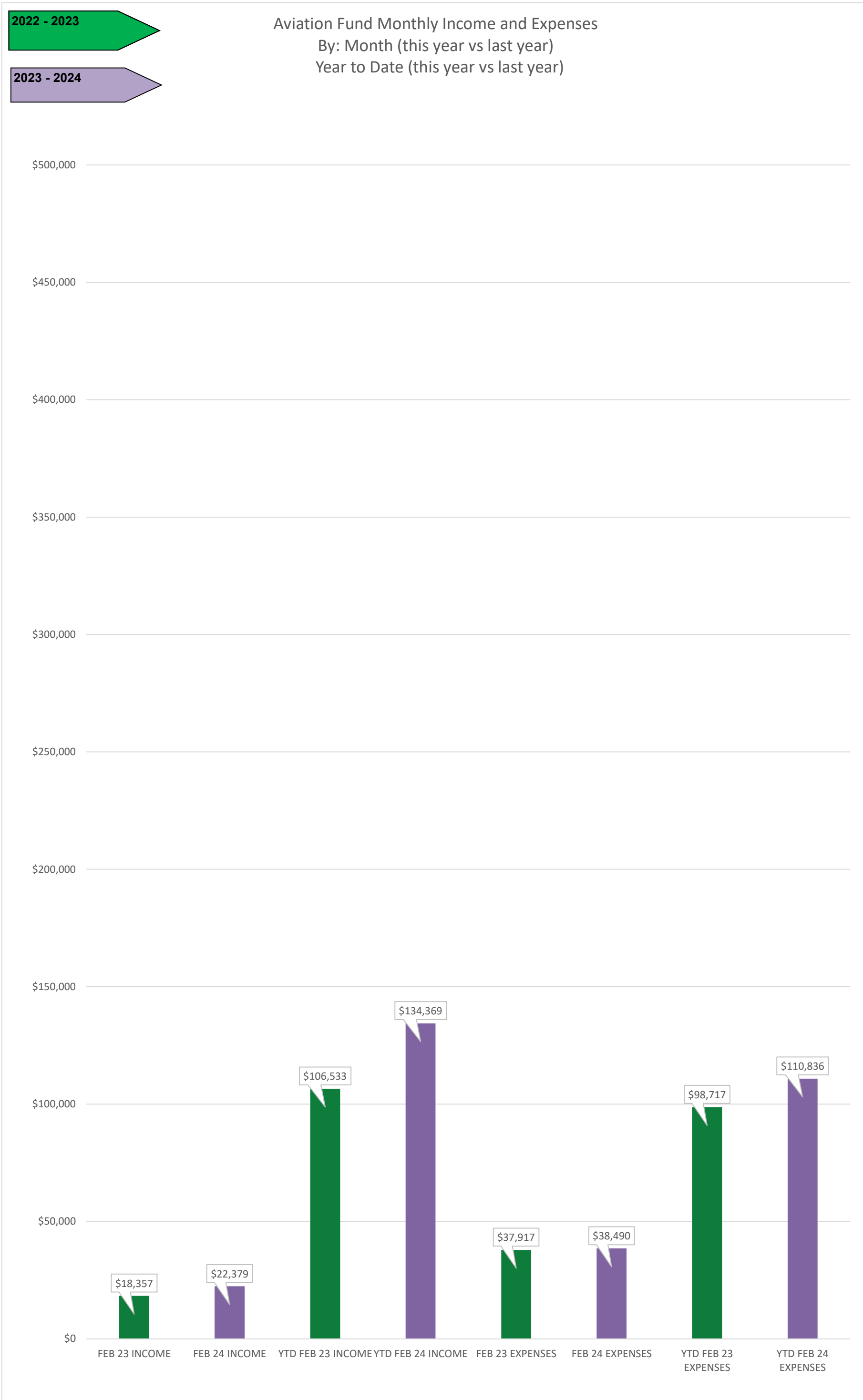
Account	Description	Period	Beginning Balance	Transfers In	Interest Earned	Transfers Out	Ending Balance
Logic #03	Debt Service	02/1/24-02/29/24	$ 1,933,135.10	$ 1,038,089.32	$ 6,116.86	$ 2,179,198.49	$ 798,142.79
Logic #04	Debt Service Interest	02/1/24-02/29/24	$ 94,170.38	$ 6,116.86	$ 387.12	$ 10,000.00	$ 90,674.36
Logic #05	Utility Reserve Account	02/1/24-02/29/24	$ 15,433,311.45	$ -	$ 67,211.41	$ 67,211.41	$ 15,433,311.45
Logic #06	Utility Reserve Account Interest	02/1/24-02/29/24	$ 1,012,168.84	$ 67,211.41	$ 4,407.95	$ -	$ 1,083,788.20
Logic #61	Impact Fees	02/1/24-02/29/24	$ 3,716,761.28	$ 38,346.00	$ 16,226.69	$ 16,226.69	$ 3,755,107.28
Logic #62	Park Fund	02/1/24-02/29/24	$ 624,900.00	$ -	$ 2,721.41	$ 2,721.41	$ 624,900.00
Logic #63	Bed Tax	02/1/24-02/29/24	$ 900,340.61	$ 25,787.81	$ 3,948.05	$ 3,948.05	$ 926,128.42
Logic #66	Customer Deposits	02/1/24-02/29/24	$ 330,260.00	$ -	$ 1,431.70	$ 7,651.70	$ 324,040.00
Logic #71	Impact Fees Interest	02/1/24-02/29/24	$ 382,282.05	$ 16,226.69	$ 1,664.81	$ -	$ 400,173.55
Logic #72	Park Fund Interest	02/1/24-02/29/24	$ 74,399.54	$ 2,721.41	$ 324.01	$ -	$ 77,444.96
Logic #73	Bed Tax Interest	02/1/24-02/29/24	$ 79,152.28	$ 3,948.05	$ 344.68	$ -	$ 83,445.01
Logic #76	Customer Deposits Interest	02/1/24-02/29/24	$ 44,607.07	$ 1,431.70	$ 194.25	$ -	$ 46,233.02
Logic #96	Austin Boulevard Paving	02/1/24-02/29/24	$ 26,049.92	$ -	$ 113.46	$ 113.46	$ 26,049.92
Logic #97	Austin Boulevard Paving Interest	02/1/24-02/29/24	$ 4,093.67	$ 113.46	$ 17.82	$ -	$ 4,224.95
Logic #104	WasteWater Impact Fees	02/1/24-02/29/24	$ 4,370,418.79	$ 28,930.00	$ 19,063.41	$ 19,063.41	$ 4,399,348.79
Logic #105	WasteWater Impact Fees Interest	02/1/24-02/29/24	$ 399,815.55	$ 19,063.41	$ 1,741.19	$ -	$ 420,620.15
Logic #106	2017 CO Receiving Acct	02/1/24-02/29/24	$ 526,653.71	$ -	$ 2,293.57	$ 2,293.57	$ 526,653.71
Logic #107	2017 CO Receiving Acct Interest	02/1/24-02/29/24	$ 374,042.12	$ 2,293.57	$ 1,628.94	$ -	$ 377,964.63
Logic #136	2018 LCRA Reuse Water Grant Project	02/1/24-02/29/24	$ 6,446.87	$ -	$ 28.11	$ 28.11	$ 6,446.87
Logic #137	2018 LCRA Reuse Water Grant Project Interest	02/1/24-02/29/24	$ 1,971.28	$ 28.11	$ 8.65	$ -	$ 2,008.04
Logic #138	Town Center Development	02/1/24-02/29/24	$ 959,575.00	$ -	$ 4,178.89	$ 4,178.89	$ 959,575.00
Logic #139	Town Center Development Interest	02/1/24-02/29/24	$ 87,311.73	$ 4,178.89	$ 380.25	$ -	$ 91,870.87
Logic #144	General Fund Reserve Account	02/1/24-02/29/24	$ 5,402,175.59	$ 1,500,000.00	$ 27,133.13	$ 27,133.13	$ 6,902,175.59
Logic #145	General Fund Reserve Account Interest	02/1/24-02/29/24	$ 201,748.72	$ 36,633.13	$ 880.04	$ 9,500.00	$ 229,761.89
Logic #146	Real Estate	02/1/24-02/29/24	$ 1,005,892.43	$ -	$ 4,380.61	$ 4,380.61	$ 1,005,892.43
Logic #147	Real Estate Interest	02/1/24-02/29/24	$ 65,543.75	$ 4,380.61	$ 285.43	$ -	$ 70,209.79
Logic #170	LV Sunset Park	02/1/24-02/29/24	$ 252,202.63	$ -	$ 1,098.33	$ 1,098.33	$ 252,202.63
Logic #171	LV Sunset Park Interest	02/1/24-02/29/24	$ 25,415.80	$ 1,098.33	$ 110.68	$ -	$ 26,624.81
Logic #172	ARPA Grant	02/1/24-02/29/24	$ 1,350,051.48	$ -	$ 5,879.41	$ 5,879.41	$ 1,350,051.48
Logic #173	ARPA Grant Interest	02/1/24-02/29/24	$ 130,768.59	$ 5,879.41	$ 569.50	$ -	$ 137,217.50
Logic #174	WTP Expansion	02/1/24-02/29/24	$ 736,993.63	$ -	$ 3,205.77	$ 6,373.02	$ 733,826.38
Logic #175	WTP Expansion Interest	02/1/24-02/29/24	$ 60,088.42	$ 3,205.77	$ 261.68	$ -	$ 63,555.87
Logic #176	Waterline: Bar-K to Bronco	02/1/24-02/29/24	$ 253,908.54	$ -	$ 1,022.71	$ 37,857.35	$ 217,073.90
Logic #177	Waterline: Bar-K to Bronco Interest	02/1/24-02/29/24	$ 59,043.09	$ 1,022.71	$ 257.14	$ -	$ 60,322.94
Logic #178	Street/Roadway Impact Fees	02/1/24-02/29/24	$ 637,860.69	$ -	$ 2,777.87	$ 2,777.87	$ 637,860.69
Logic #179	Street/Roadway Impact Fees Interest	02/1/24-02/29/24	$ 14,124.40	$ 77,777.96	$ 140.42	$ -	$ 92,042.78
Logic #180	2024 CO Receiving Account	02/1/24-02/29/24	$ -	$ 25,700,033.80	$ 34,768.04	$ 34,768.04	$ 25,700,033.80
Logic #181	2024 CO Receiving Account Interest	02/1/24-02/29/24	$ -	$ 34,768.04	$ -	$ -	$ 34,768.04
			$ -	$ -	$ -	$ -	$ -
		02/1/24-02/29/24	$ 41,577,685.00	$ 28,619,286.45	$ 217,203.99	$ 2,442,402.95	$ 67,971,772.49
Totals		Period	Beginning Balance	Transfers In	Interest Earned	Transfers Out	Ending Balance

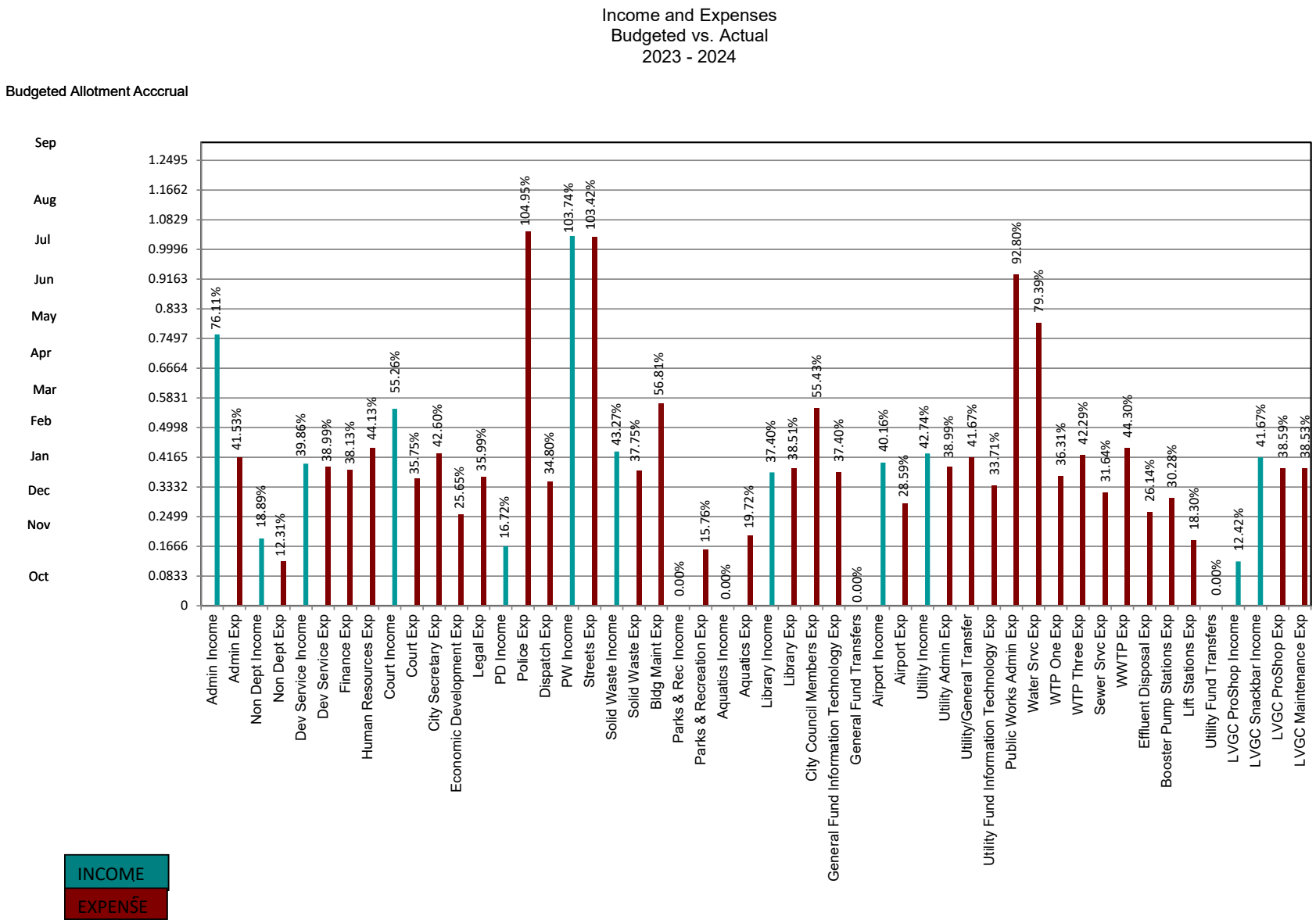
General Fund Monthly Income and Expense
By: Month (this Year vs Last Year)
Year to Date (this Year vs Last Year)




2022 - 2023
2023 - 2024
Utility Fund Monthly Income and Expenses
By: Month (this year vs last year)
Year to Date (this year vs last year)
$14,000,000
$12,000,000
$10,000,000
$8,000,000
$6,000,000
$4,000,000
$2,000,000
$0
$772,948
$798,131
$4,088,148
$4,335,493
$461,163
$401,943
$2,525,893
$4,198,145
FEB 23 INCOME
FEB 24 INCOME
YTD FEB 23 INCOME
YTD FEB 24 INCOME
FEB 23 EXPENSES
FEB 24 EXPENSES
YTD FEB 23 EXPENSES
YTD FEB 24 EXPENSES


2022 - 2023
2023- 2024
Golf Course Fund Income and Expenses
By Month (this year vs last year)
YTD (this year vs last year)
$1,400,000
$1,200,000
$1,000,000
$800,000
$600,000
$400,000
$200,000
$0
$42,026
$41,969
-
$192,332
$209,467
$85,460
$83,688
$562,763
$619,435
FEB 23 INCOME
FEB 24 INCOME
YTD FEB 23 INCOME
YTD FEB 24 INCOME
FEB 23 EXPENSES
FEB 24 EXPENSES
YTD FEB 23 EXPENSES
YTD FEB 24 EXPENSES


2022 - 2023
2023 - 2024
Aviation Fund Monthly Income and Expenses
By: Month (this year vs last year)
Year to Date (this year vs last year)
$500,000
$450,000
$400,000
$350,000
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$0
$18,357
$22,379
$106,533
$134,369
$37,917
$38,490
$98,717
$110,836
FEB 23 INCOME
FEB 24 INCOME
YTD FEB 23 INCOME
YTD FEB 24 INCOME
FEB 23 EXPENSES
FEB 24 EXPENSES
YTD FEB 23 EXPENSES
YTD FEB 24 EXPENSES


Income and Expenses
Budgeted vs. Actual
2023 - 2024
Budgeted Allotment Acccrual
Sep
Aug
Jul
Jun
May
Apr
Mar
Feb
Jan
Dec
Nov
Oct
1.2495
1.1662
1.0829
0.9996
0.9163
0.833
0.7497
0.6664
0.5831
0.4998
0.4165
0.3332
0.2499
0.1666
0.0833
0
76.11%
41.53%
18.89%
12.31%
39.86%
38.99%
38.13%
44.13%
55.26%
35.75%
42.60%
25.65%
35.99%
16.72%
104.95%
34.80%
103.74%
103.42%
43.27%
37.75%
56.81%
0.00%
15.76%
0.00%
19.72%
37.40%
38.51%
55.43%
37.40%
0.00%
40.16%
28.59%
42.74%
38.99%
41.67%
33.71%
92.80%
79.39%
36.31%
42.29%
31.64%
44.30%
26.14%
30.28%
18.30%
0.00%
12.42%
41.67%
38.59%
38.53%
Admin Income
Admin Exp
Non Dept Income
Non Dept Exp
Dev Service Income
Dev Service Exp
Finance Exp
Human Resources Exp
Court Income
Court Exp
City Secretary Exp
Economic Development Exp
Legal Exp
PD Income
Police Exp
Dispatch Exp
PW Income
Streets Exp
Solid Waste Income
Solid Waste Exp
Bldg Maint Exp
Parks & Rec Income
Parks & Recreation Exp
Aquatics Income
Aquatics Exp
Library Income
Library Exp
City Council Members Exp
General Fund Information Technology Exp
General Fund Transfers
Airport Income
Airport Exp
Utility Income
Utility Admin Exp
Utility/General Transfer
Utility Fund Information Technology Exp
Public Works Admin Exp
Water Srvc Exp
WTP One Exp
WTP Three Exp
Sewer Srvc Exp
WWTP Exp
Effluent Disposal Exp
Booster Pump Stations Exp
Lift Stations Exp
Utility Fund Transfers
LVGC ProShop Income
LVGC Snackbar Income
LVGC ProShop Exp
LVGC Maintenance Exp
INCOME
EXPENSE

Fiscal Year - Lago Vista Golf Course Sales History

	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	
October - LVGC	$ -	$ 68,810		$ 75,182	$ 65,534	$ 61,014	$ 73,291	$ 55,882	$ 56,207	$ 78,072	$ 56,070	$ 58,153	$ 49,404	$ 39,665	$ 48,811	$104,172	$ 78,199	$ 43,171	$ 39,894	October - LVGC
October - HLGC						$ 29,767	$ 26,850	$ 22,354	$ 17,358	$ 11,255	$ 17,314	$ 24,722	$ -	$ -	$ -	$ -	$ -	$ -		October - HLGC
October - American Girl Grill								$ 4,633	$ 5,090	$ 6,266	$ 6,534	$ -	$ -	$ -	$ -	$ -	$ -	$ -		October - American Girl Grill
October - LVGC Snackbar												$ 19,222	$ 20,370	$ -	$ -	$ -	$ -	$ -	$ 2,850	October - LVGC Snackbar
November - LVGC	$ -	$ 58,871		$ 57,720	$ 60,640	$ 44,530	$ 56,351	$ 61,110	$ 41,581	$ 70,375	$ 33,806	$ 34,646	$ 48,147	$ 39,713	$ 40,528	$ 99,633	$ 73,966	$ 35,466	$ 42,173	November - LVGC
November - HLGC						$ 15,568	$ 22,187	$ 22,839	$ 14,724	$ -	$ 16,285	$ 11,342	$ -	$ -	$ -	$ -	$ -	$ -		November - HLGC
November - American Girl Grill								$ 4,166	$ 3,872	$ 4,076	$ 4,921	$ -	$ -	$ -	$ -	$ -	$ -	$ -		November - American Girl Grill
November - LVGC Snackbar												$ 14,396	$ 18,642	$ -	$ -	$ -	$ -	$ -	$ 2,850	November - LVGC Snackbar
December - LVGC	$ -	$ 50,754		$ 50,374	$ 36,426	$ 54,817	$ 58,023	$ 47,081	$ 40,860	$ 51,074	$ 34,115	$ 28,133	$ 41,024	$ 35,551	$ 38,842	$ 80,636	$ 64,456	$ 31,214	$ 43,449	December - LVGC
December - HLGC						$ 16,734	$ 12,208	$ 15,975	$ 9,673	$ -	$ 15,611	$ 9,397	$ -	$ -	$ -	$ -	$ -	$ -		December - HLGC
December - American Girl Grill								$ 3,271	$ 3,174	$ 3,209	$ 4,858	$ -	$ -	$ -	$ -	$ -	$ -	$ -		December - American Girl Grill
December - LVGC Snackbar												$ 11,922	$ 13,939	$ -	$ -	$ -	$ -	$ -	$ 2,850	December - LVGC Snackbar
January - LVGC	$ -	$ 27,994		$ 57,360	$ 39,341	$ 42,080	$ 55,755	$ 47,966	$ 47,872	$ 37,543	$ 38,660	$ 25,901	$ 31,237	$ 42,689	$ 48,130	$ 86,124	$ 65,756	$ 40,446	$ 30,582	January - LVGC
January - HLGC						$ 11,585	$ 19,150	$ 15,490	$ 13,676	$ 10,883	$ 19,314	$ 12,132	$ -	$ -	$ -	$ -	$ -	$ -		January - HLGC
January - American Girl Grill							$ 458	$ 3,606	$ 3,743	$ 4,142	$ 5,014	$ -	$ -	$ -	$ -	$ -	$ -	$ -		January - American Girl Grill
January - LVGC Snackbar												$ 14,862	$ 13,234	$ -	$ -	$ -	$ -	$ -	$ 2,850	January - LVGC Snackbar
February - LVGC	$173,708	$ 56,183		$ 58,840	$ 51,354	$ 53,485	$ 61,998	$ 73,495	$ 55,750	$ 53,070	$ 59,682	$ 33,900	$ 29,992	$ 54,786	$ 46,595	$ 44,504	$ 51,328	$ 42,026	$ 41,969	February - LVGC
February - HLGC						$ 20,858	$ 18,429	$ 21,094	$ 19,542	$ 15,857	$ 21,146	$ 14,391	$ -	$ -	$ -	$ -	$ -	$ -		February - HLGC
February - American Girl Grill							$ 5,267	$ 5,435	$ 4,333	$ 4,143	$ 3,902	$ -	$ -	$ -	$ -	$ -	$ -	$ -		February - American Girl Grill
February - LVGC Snackbar											$ 2,471	$ 15,357	$ 9,446	$ -	$ -	$ -	$ -	$ -	$ 2,850	February - LVGC Snackbar
March - LVGC	$141,034	$ 80,067		$ 82,646	$ 80,322	$ 88,707	$ 79,587	$ 87,435	$ 88,277	$ 74,459	$ 59,291	$ 49,847	$ 53,679	$ 54,730	$ 50,033	$ 82,545	$ 70,131	$ 54,149		March - LVGC
March - HLGC						$ 26,966	$ 27,581	$ 34,159	$ 20,968	$ 22,830	$ 25,759	$ 25,147	$ -	$ -	$ -	$ -	$ -	$ -		March - HLGC
March - American Girl Grill							$ 9,161	$ 10,534	$ 8,380	$ 8,931	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		March - American Girl Grill
March - LVGC Snackbar											$ 21,959	$ 31,280	$ 9,396	$ -	$ -	$ -	$ -	$ -		March - LVGC Snackbar
April - LVGC	$111,828	$ 84,729		$ 80,131	$ 82,690	$ 93,438	$ 87,507	$ 71,700	$ 69,570	$ 73,645	$ 73,867	$ 44,288	$ 49,075	$ 79,318	$ 40,965	$ 84,675	$ 79,796	$ 65,306		April - LVGC
April - HLGC						$ 33,282	$ 34,837	$ 32,243	$ 19,878	$ 31,624	$ 29,267	$ 21,825	$ -	$ -	$ -	$ -	$ -	$ -		April - HLGC
April - American Girl Grill							$ 7,244	$ 6,323	$ 6,444	$ 6,619	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		April - American Girl Grill
April - LVGC Snackbar											$ 20,933	$ 22,550	$ -	$ -	$ -	$ -	$ -	$ -		April - LVGC Snackbar
May - LVGC	$ 66,789	$ 87,227		$ 90,953	$ 91,132	$ 88,898	$ 75,228	$ 80,268	$ 82,951	$ 62,245	$ 50,572	$ 42,377	$ 56,434	$ 48,831	$ 82,573	$ 79,946	$ 71,117	$ 46,573		May - LVGC
May - HLGC						$ 26,545	$ 22,587	$ 27,998	$ 27,051	$ 25,303	$ 25,290	$ 16,079	$ -	$ -	$ -	$ -	$ -	$ -		May - HLGC
May - American Girl Grill							$ 7,286	$ 7,610	$ 5,869	$ 6,410	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		May - American Girl Grill
May - LVGC Snackbar											$ 16,830	$ 22,241	$ -	$ -	$ -	$ -	$ -	$ -		May - LVGC Snackbar
June - LVGC	$ 65,747	$ 87,935		$ 76,487	$ 78,045	$ 69,315	$ 68,444	$ 76,252	$ 83,566	$ 87,189	$ 64,988	$ 39,520	$ 59,749	$ 48,568	$ 90,631	$ 85,261	$ 68,652	$ 50,134		June - LVGC
June - HLGC						$ 26,269	$ 27,704	$ 35,889	$ 24,873	$ 28,687	$ 27,991	$ 21,499	$ -	$ -	$ -	$ -	$ -	$ -		June - HLGC
June - American Girl Grill							$ 6,579	$ 6,991	$ 5,574	$ 7,845	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		June - American Girl Grill
June - LVGC Snackbar											$ 17,213	$ 24,050	$ -	$ -	$ -	$ -	$ -	$ -		June - LVGC Snackbar
July - City - LVGC			$ 35,828	$ 78,723	$ 94,292	$ 97,111	$ 78,576	$ 69,193	$ 65,387	$ 75,638	$ 60,603	$ 39,495	$ 54,824	$ 49,522	$ 99,704	$ 70,680	$ 53,044	$ 42,604		July - City - LVGC
July - HLGC					$ 1,263	$ 28,290	$ 32,031	$ 34,020	$ 24,944	$ 32,104	$ 28,059	$ 18,244	$ -	$ -	$ -	$ -	$ -	$ -		July - HLGC
July - American Girl Grill							$ 6,246	$ 5,555	$ 5,312	$ 7,698	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		July - American Girl Grill
July - LVGC Snackbar											$ 18,918	$ 22,091	$ -	$ -	$ -	$ -	$ -	$ -		July - LVGC Snackbar
August - LVGC	$ 71,628	$ 74,481	$157,377	$152,306	$108,563	$ 100,568	$ 95,897	$ 99,959	$ 92,562	$ 88,064	$ 57,062	$ 27,029	$ 66,932	$ 43,468	$ 92,360	$ 54,518	$ 40,825	$ 34,828		August - LVGC
August - HLGC					$ 22,377	$ 18,293	$ 24,097	$ 24,254	$ 24,461	$ 27,441	$ 14,491	$ 14,186	$ -	$ -	$ -	$ -	$ -	$ -		August - HLGC
August - American Girl Grill							$ 5,369	$ 5,431	$ 5,365	$ 6,494	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		August - American Girl Grill
August - LVGC Snackbar											$ 12,436	$ 18,887	$ -	$ -	$ -	$ -	$ -	$ -		August - LVGC Snackbar
September - LVGC	$ 76,726	$ 76,684	$ 76,121	$ 70,176	$ 73,234	$ 81,150	$ 90,841	$ 86,519	$ 66,417	$ 73,962	$ 54,700	$ 39,175	$ 44,475	$ 47,550	$ 92,386	$ 57,319	$ 46,253	$ 33,133		September - LVGC
September - HLGC					$ 22,783	$ 28,119	$ 28,796	$ 23,149	$ 16,696	$ 24,942	$ 20,392	$ 16,272	$ -	$ -	$ -	$ -	$ -	$ -		September - HLGC
September - American Girl Grill							$ 5,342	$ 5,524	$ 5,014	$ 6,665	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		September - American Girl Grill
September - LVGC Snackbar											$ 13,181	$ 18,760	$ -	$ -	$ -	$ -	$ -	$ -		September - LVGC Snackbar
Totals	$802,637	$831,463	$269,326	$930,898	$907,996	$1,157,389	$1,230,907	$1,235,403	$1,087,014	$1,128,760	$1,053,504	$903,319	$669,998	$584,391	$771,558	$930,013	$763,523	$ 519,050	$ 212,317	Totals

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
10-ADMINISTRATION	11,516,722	695,761.20	8,765,381.63	0.00	2,751,340.37	76.11
11-NON DEPARTMENTAL	31,757	5,100.00	6,000.00	0.00	25,757.00	18.89
12-DEVELOPMENT SERVICES	1,469,039	113,350.96	585,517.72	0.00	883,521.28	39.86
15-MUNICIPAL COURT	135,193	15,013.71	74,702.81	0.00	60,490.19	55.26
20-POLICE DEPARTMENT	121,614	13,820.92	20,333.67	0.00	101,280.33	16.72
30-PUBLIC WORKS/BUILDING	273,373	33,523.71	283,596.92	0.00	(10,223.92)	103.74
31-SOLID WASTE	1,327,122	115,290.40	574,186.47	0.00	752,935.53	43.27
34-PARKS & RECREATION	710	0.00	0.00	0.00	710.00	0.00
35-AQUATICS	11,103	0.00	0.00	0.00	11,103.00	0.00
40-AVIATION DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
45-LIBRARY DEPARTMENT	6,291	475.48	2,352.94	0.00	3,938.06	37.40
TOTAL REVENUES	14,892,924	992,336.38	10,312,072.16	0.00	4,580,851.84	69.24
EXPENDITURE SUMMARY						
10-ADMINISTRATION						
PERSONNEL SERVICES	319,964	24,516.74	133,889.42	0.00	186,074.58	41.85
OPERATIONS & MAINTENANCE	37,417	760.82	29,029.23	0.00	8,387.77	77.58
SUPPLIES	7,900	233.90	2,035.06	0.00	5,864.94	25.76
SERVICES	103,000	0.00	26,796.50	0.00	76,203.50	26.02
FIXED ASSETS	0	0.00	2,735.66	0.00	(2,735.66)	0.00
TOTAL 10-ADMINISTRATION	468,281	25,511.46	194,485.87	0.00	273,795.13	41.53
11-NON DEPARTMENTAL						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	93,600	9,391.98	58,165.55	9,609.98	25,824.47	72.41
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	550,600	11,500.00	11,546.00	0.00	539,054.00	2.10
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 11-NON DEPARTMENTAL	644,200	20,891.98	69,711.55	9,609.98	564,878.47	12.31
12-DEVELOPMENT SERVICES						
PERSONNEL SERVICES	662,165	34,485.46	266,640.74	0.00	395,524.26	40.27
OPERATIONS & MAINTENANCE	132,264	5,347.10	37,157.33	0.00	95,106.67	28.09
SUPPLIES	9,500	283.89	1,975.93	0.00	7,524.07	20.80
SERVICES	298,200	17,831.38	104,743.97	0.00	193,456.03	35.13
FIXED ASSETS	35,000	0.00	32,858.00	0.00	2,142.00	93.88
TOTAL 12-DEVELOPMENT SERVICES	1,137,129	57,947.83	443,375.97	0.00	693,753.03	38.99

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
13-FINANCE						
PERSONNEL SERVICES	518,619	39,345.27	223,005.20	0.00	295,613.80	43.00
OPERATIONS & MAINTENANCE	7,565	581.70	4,128.74	0.00	3,436.26	54.58
SUPPLIES	2,000	0.00	425.48	0.00	1,574.52	21.27
SERVICES	102,000	0.00	12,706.96	0.00	89,293.04	12.46
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 13-FINANCE	630,184	39,926.97	240,266.38	0.00	389,917.62	38.13
14-HUMAN RESOURSES						
PERSONNEL SERVICES	134,975	10,494.98	58,114.87	0.00	76,860.13	43.06
OPERATIONS & MAINTENANCE	15,650	38.43	6,744.65	0.00	8,905.35	43.10
SUPPLIES	4,500	367.94	2,178.57	0.00	2,321.43	48.41
SERVICES	33,000	2,688.94	15,988.90	0.00	17,011.10	48.45
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 14-HUMAN RESOURSES	188,125	13,590.29	83,026.99	0.00	105,098.01	44.13
15-MUNICIPAL COURT						
PERSONNEL SERVICES	155,202	12,206.79	68,263.28	0.00	86,938.72	43.98
OPERATIONS & MAINTENANCE	25,950	441.67	4,410.76	0.00	21,539.24	17.00
SUPPLIES	750	0.00	6.99	0.00	743.01	0.93
SERVICES	43,300	1,976.33	7,822.57	0.00	35,477.43	18.07
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 15-MUNICIPAL COURT	225,202	14,624.79	80,503.60	0.00	144,698.40	35.75
16-CITY SECRETARY						
PERSONNEL SERVICES	103,209	7,996.09	43,448.48	0.00	59,760.52	42.10
OPERATIONS & MAINTENANCE	23,631	196.88	5,027.92	7,948.23	10,654.85	54.91
SUPPLIES	1,000	37.38	72.93	0.00	927.07	7.29
SERVICES	17,350	0.00	5,350.00	0.00	12,000.00	30.84
TOTAL 16-CITY SECRETARY	145,190	8,230.35	53,899.33	7,948.23	83,342.44	42.60
17-ECONOMIC DEVELOPMENT						
PERSONNEL SERVICES	222,051	17,049.72	95,060.62	0.00	126,990.38	42.81
OPERATIONS & MAINTENANCE	135,200	148.84	1,892.51	0.00	133,307.49	1.40
SUPPLIES	1,000	0.00	86.43	0.00	913.57	8.64
SERVICES	20,000	0.00	0.00	0.00	20,000.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 17-ECONOMIC DEVELOPMENT	378,251	17,198.56	97,039.56	0.00	281,211.44	25.65
18-LEGAL						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	405,000	17,530.87	145,745.16	0.00	259,254.84	35.99
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 18-LEGAL	405,000	17,530.87	145,745.16	0.00	259,254.84	35.99

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
20-POLICE DEPARTMENT						
PERSONNEL SERVICES	2,644,091	220,348.98	1,097,173.01	0.00	1,546,917.99	41.50
OPERATIONS & MAINTENANCE	232,058	10,688.14	96,870.99	296.10	134,890.91	41.87
SUPPLIES	115,950	4,874.35	42,466.52	809.81	72,673.67	37.32
SERVICES	163,740	11,515.17	101,704.02	2,363.52	59,672.46	63.56
FIXED ASSETS	120,000	0.00	524,069.25	1,572,207.76	(1,976,277.01)	1,746.90
TOTAL 20-POLICE DEPARTMENT	3,275,839	247,426.64	1,862,283.79	1,575,677.19	(162,121.98)	104.95
25-DISPATCHING						
PERSONNEL SERVICES	567,791	42,895.73	198,632.21	0.00	369,158.79	34.98
OPERATIONS & MAINTENANCE	10,448	430.50	8,303.40	2,888.48	(743.88)	107.12
SUPPLIES	7,300	447.57	807.06	0.00	6,492.94	11.06
SERVICES	31,850	3,684.00	3,809.00	0.00	28,041.00	11.96
FIXED ASSETS	12,500	(4,788.95)	4,788.95	0.00	7,711.05	38.31
TOTAL 25-DISPATCHING	629,889	42,668.85	216,340.62	2,888.48	410,659.90	34.80
30-PUBLIC WORKS STREETS						
PERSONNEL SERVICES	800,602	68,558.22	353,069.97	0.00	447,532.03	44.10
OPERATIONS & MAINTENANCE	159,020	8,512.12	65,277.83	0.00	93,742.17	41.05
SUPPLIES	270,010	3,362.46	28,747.08	0.00	241,262.92	10.65
SERVICES	320,400	17,285.39	73,350.78	131,310.11	115,739.11	63.88
FIXED ASSETS	12,752	913,532.95	964,550.65	0.00	(951,798.65)	7,563.92
TOTAL 30-PUBLIC WORKS STREETS	1,562,784	1,011,251.14	1,484,996.31	131,310.11	(53,522.42)	103.42
31-SOLID WASTE						
OPERATIONS & MAINTENANCE	9,292	76.33	5,054.04	0.00	4,237.96	54.39
SUPPLIES	3,500	0.00	358.74	0.00	3,141.26	10.25
SERVICES	1,215,579	90,852.01	458,295.61	0.00	757,283.39	37.70
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 31-SOLID WASTE	1,228,371	90,928.34	463,708.39	0.00	764,662.61	37.75
32-BUILDING MAINTENANCE						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	29,600	1,211.66	8,185.74	0.00	21,414.26	27.65
SUPPLIES	1,000	0.00	0.00	0.00	1,000.00	0.00
SERVICES	19,000	1,497.00	19,990.16	0.00	(990.16)	105.21
TOTAL 32-BUILDING MAINTENANCE	49,600	2,708.66	28,175.90	0.00	21,424.10	56.81
34-PARK & RECREATION						
PERSONNEL SERVICES	385,216	21,178.07	143,400.96	0.00	241,815.04	37.23
OPERATIONS & MAINTENANCE	64,689	5,326.43	28,761.00	0.00	35,928.00	44.46
SUPPLIES	19,000	683.32	5,391.10	0.00	13,608.90	28.37
SERVICES	68,000	0.00	0.00	0.00	68,000.00	0.00
FIXED ASSETS	590,000	0.00	0.00	0.00	590,000.00	0.00
TOTAL 34-PARK & RECREATION	1,126,905	27,187.82	177,553.06	0.00	949,351.94	15.76

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

10 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
35-AQUATICS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	70,850	5,626.45	24,783.49	0.00	46,066.51	34.98
SUPPLIES	12,000	127.60	1,801.61	0.00	10,198.39	15.01
SERVICES	53,000	0.00	210.00	0.00	52,790.00	0.40
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 35-AQUATICS	135,850	5,754.05	26,795.10	0.00	109,054.90	19.72
45-LIBRARY DEPARTMENT						
PERSONNEL SERVICES	287,226	20,695.48	123,590.95	0.00	163,635.05	43.03
OPERATIONS & MAINTENANCE	28,102	926.58	5,728.44	0.00	22,373.56	20.38
SUPPLIES	20,380	407.76	2,135.08	0.00	18,244.92	10.48
SERVICES	11,100	0.00	2,115.36	0.00	8,984.64	19.06
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 45-LIBRARY DEPARTMENT	346,808	22,029.82	133,569.83	0.00	213,238.17	38.51
50-CITY COUNCIL MEMBERS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	20,000	967.50	12,863.60	0.00	7,136.40	64.32
SUPPLIES	2,500	0.00	264.70	0.00	2,235.30	10.59
SERVICES	3,000	0.00	1,007.00	0.00	1,993.00	33.57
TOTAL 50-CITY COUNCIL MEMBERS	25,500	967.50	14,135.30	0.00	11,364.70	55.43
58-GENERAL FUND INFO TECH						
PERSONNEL SERVICES	319,225	17,539.72	98,403.67	0.00	220,821.33	30.83
OPERATIONS & MAINTENANCE	288,800	9,609.35	81,862.11	2.70	206,935.19	28.35
SUPPLIES	1,200	0.00	0.00	0.00	1,200.00	0.00
SERVICES	198,000	32,279.54	86,665.59	34,990.00	76,344.41	61.44
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-GENERAL FUND INFO TECH	807,225	59,428.61	266,931.37	34,992.70	505,300.93	37.40
85-DEBT SERVICE						
catg 7 not used	0	0.00	0.00	0.00	0.00	0.00
TOTAL 85-DEBT SERVICE	0	0.00	0.00	0.00	0.00	0.00
86-GENERAL FUND TRANSFERS						
FIXED ASSETS	1,048,044	0.00	0.00	0.00	1,048,044.00	0.00
TOTAL 86-GENERAL FUND TRANSFERS	1,048,044	0.00	0.00	0.00	1,048,044.00	0.00
TOTAL EXPENDITURES	14,458,377	1,725,804.53	6,082,544.08	1,762,426.69	6,613,406.23	54.26
REVENUE OVER/(UNDER) EXPENDITURES	434,547	(733,468.15)	4,229,528.08	(1,762,426.69)	(2,032,554.39)	567.74

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

11 -HOTEL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
11-HOTEL	329,997	8,696.66	122,687.10	0.00	207,309.90	37.18
TOTAL REVENUES	329,997	8,696.66	122,687.10	0.00	207,309.90	37.18
EXPENDITURE SUMMARY						
11-HOTEL						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
Hotel Fund Expenses	244,000	720.00	91,470.70	15,750.00	136,779.30	43.94
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 11-HOTEL	244,000	720.00	91,470.70	15,750.00	136,779.30	43.94
TOTAL EXPENDITURES	244,000	720.00	91,470.70	15,750.00	136,779.30	43.94
REVENUE OVER/(UNDER) EXPENDITURES	85,997	7,976.66	31,216.40	(15,750.00)	70,530.60	17.98

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

14 -AVIATION FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
40-AVIATION DEPARTMENT	334,565	22,378.98	134,369.40	0.00	200,195.60	40.16
TOTAL REVENUES	334,565	22,378.98	134,369.40	0.00	200,195.60	40.16
EXPENDITURE SUMMARY						
40-AVIATION DEPARTMENT						
PERSONNEL SERVICES	16,797	1,529.25	7,135.45	0.00	9,661.55	42.48
OPERATIONS & MAINTENANCE	34,114	5,402.34	17,775.13	0.00	16,338.87	52.11
SUPPLIES	301,500	31,008.31	61,456.68	0.00	240,043.32	20.38
SERVICES	35,300	550.00	24,468.87	0.00	10,831.13	69.32
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 40-AVIATION DEPARTMENT	387,711	38,489.90	110,836.13	0.00	276,874.87	28.59
TOTAL EXPENDITURES	387,711	38,489.90	110,836.13	0.00	276,874.87	28.59
REVENUE OVER/(UNDER) EXPENDITURES	(53,146)	(16,110.92)	23,533.27	0.00	(76,679.27)	44.28-

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

15 -MUNICIPAL GOLF COURSE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
10 - LVGC PRO SHOP	1,572,375	39,119.24	195,216.67	0.00	1,377,158.33	12.42
20 - LVGC SNACK BAR	34,200	2,850.00	14,250.00	0.00	19,950.00	41.67
30 - LVGC MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
40 - HLGC PRO SHOP	0	0.00	0.00	0.00	0.00	0.00
50 - HLGC SNACK BAR	0	0.00	0.00	0.00	0.00	0.00
60 - HLGC MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	1,606,575	41,969.24	209,466.67	0.00	1,397,108.33	13.04
EXPENDITURE SUMMARY						
LVGC PRO SHOP/SNACK BAR						
PERSONNEL SERVICES	395,696	26,159.22	150,332.75	0.00	245,363.25	37.99
OPERATIONS & MAINTENANCE	156,638	7,121.22	61,876.40	0.00	94,761.60	39.50
SUPPLIES	53,650	8,941.29	19,442.78	5,983.12	28,224.10	47.39
SERVICES	53,400	3,599.96	16,812.93	0.00	36,587.07	31.48
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL LVGC PRO SHOP/SNACK BAR	659,384	45,821.69	248,464.86	5,983.12	404,936.02	38.59
HLGC PRO SHOP/SNACK BAR						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL HLGC PRO SHOP/SNACK BAR	0	0.00	0.00	0.00	0.00	0.00
LVGC MAINTENANCE						
PERSONNEL SERVICES	570,267	23,556.05	137,796.49	0.00	432,470.51	24.16
OPERATIONS & MAINTENANCE	183,424	9,437.63	64,310.54	60,694.56	58,418.90	68.15
SUPPLIES	127,500	4,756.99	45,781.25	10,337.94	71,380.81	44.02
SERVICES	66,000	116.00	31,066.00	15,000.00	19,934.00	69.80
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL LVGC MAINTENANCE	947,191	37,866.67	278,954.28	86,032.50	582,204.22	38.53
TRANSFER TO DEBT SERVIE						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL TRANSFER TO DEBT SERVIE	0	0.00	0.00	0.00	0.00	0.00
DEPRECIATION						
CATG 8 NOT USED	0	0.00	0.00	0.00	0.00	0.00
TOTAL DEPRECIATION	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	1,606,575	83,688.36	527,419.14	92,015.62	987,140.24	38.56
REVENUE OVER/(UNDER) EXPENDITURES	0	(41,719.12)	(317,952.47)	(92,015.62)	409,968.09	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
30-CONTRIBUTION CAPITAL	0	0.00	0.00	0.00	0.00	0.00
50-GENERAL OPERATION	848,642	93,907.53	471,856.20	0.00	376,785.80	55.60
60-WATER SERVICES	5,093,208	375,591.36	2,172,738.93	0.00	2,920,469.07	42.66
70-SEWER SERVICES	4,202,493	328,632.35	1,690,898.15	0.00	2,511,594.85	40.24
80-CAPITAL IMPROVEMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	10,144,343	798,131.24	4,335,493.28	0.00	5,808,849.72	42.74
EXPENDITURE SUMMARY						
55-UTILITIES ADMINISTRATI						
PERSONNEL SERVICES	189,533	14,604.09	82,610.89	0.00	106,922.11	43.59
OPERATIONS & MAINTENANCE	128,415	10,552.57	59,028.28	0.00	69,386.72	45.97
SUPPLIES	44,000	5,863.24	16,039.30	0.00	27,960.70	36.45
SERVICES	88,000	3,926.31	17,757.13	0.00	70,242.87	20.18
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 55-UTILITIES ADMINISTRATI	449,948	34,946.21	175,435.60	0.00	274,512.40	38.99
56-GENERAL FUND TRANSFER						
FIXED ASSETS	2,059,643	171,636.92	858,184.60	0.00	1,201,458.40	41.67
TOTAL 56-GENERAL FUND TRANSFER	2,059,643	171,636.92	858,184.60	0.00	1,201,458.40	41.67
57-DEBT SRVCE FUND TRNSF						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 57-DEBT SRVCE FUND TRNSF	0	0.00	0.00	0.00	0.00	0.00
58-UTILITY FUND INFO TECH						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	48,300	2,767.54	14,913.71	0.00	33,386.29	30.88
SUPPLIES	500	0.00	0.00	0.00	500.00	0.00
SERVICES	35,000	10,668.43	13,335.24	0.00	21,664.76	38.10
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-UTILITY FUND INFO TECH	83,800	13,435.97	28,248.95	0.00	55,551.05	33.71
59-PUBLIC WORKS ADMIN						
PERSONNEL SERVICES	471,415	40,821.08	198,944.81	0.00	272,470.19	42.20
OPERATIONS & MAINTENANCE	72,977	78.68	37,501.38	0.00	35,475.62	51.39
SUPPLIES	9,700	740.48	1,739.87	0.00	7,960.13	17.94
SERVICES	392,500	14,636.61	60,729.24	718,655.09	(386,884.33)	198.57
FIXED ASSETS	158,000	0.00	7,468.09	0.00	150,531.91	4.73
TOTAL 59-PUBLIC WORKS ADMIN	1,104,592	56,276.85	306,383.39	718,655.09	79,553.52	92.80

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
60-WATER SERVICES						
PERSONNEL SERVICES	608,002	44,726.56	267,144.84	0.00	340,857.16	43.94
OPERATIONS & MAINTENANCE	707,696	10,188.23	139,176.96	2,449.08	566,069.96	20.01
SUPPLIES	99,500	47,330.46	68,864.80	695.40	29,939.80	69.91
SERVICES	53,110	320.95	35,952.34	0.00	17,157.66	67.69
FIXED ASSETS	149,633	17,397.64	711,527.69	58,726.76	(620,621.45)	514.76
TOTAL 60-WATER SERVICES	1,617,941	119,963.84	1,222,666.63	61,871.24	333,403.13	79.39
65-WATER PLANT ONE						
PERSONNEL SERVICES	200,839	233.40	233.40	0.00	200,605.60	0.12
OPERATIONS & MAINTENANCE	132,001	4,744.35	66,010.19	6,846.00	59,144.81	55.19
SUPPLIES	56,400	140.00	15,830.88	29,786.00	10,783.12	80.88
SERVICES	288,500	5,053.97	34,641.56	0.00	253,858.44	12.01
FIXED ASSETS	101,500	0.00	34,624.49	95,000.00	(28,124.49)	127.71
TOTAL 65-WATER PLANT ONE	779,240	10,171.72	151,340.52	131,632.00	496,267.48	36.31
69-WATER PLANT THREE						
PERSONNEL SERVICES	94,368	7,226.43	41,926.85	0.00	52,441.15	44.43
OPERATIONS & MAINTENANCE	161,418	11,107.46	62,782.87	3,218.54	95,416.59	40.89
SUPPLIES	70,800	3,639.50	21,430.25	0.00	49,369.75	30.27
SERVICES	312,800	11,526.26	77,068.05	0.00	235,731.95	24.64
FIXED ASSETS	90,000	3,167.25	56,637.12	45,359.14	(11,996.26)	113.33
TOTAL 69-WATER PLANT THREE	729,386	36,666.90	259,845.14	48,577.68	420,963.18	42.29
70-SEWER SERVICES						
PERSONNEL SERVICES	571,260	33,338.51	199,299.57	0.00	371,960.43	34.89
OPERATIONS & MAINTENANCE	585,066	7,477.50	159,558.57	2,449.08	423,058.35	27.69
SUPPLIES	37,000	1,073.15	8,114.78	0.00	28,885.22	21.93
SERVICES	8,700	320.95	1,226.99	0.00	7,473.01	14.10
FIXED ASSETS	14,176	0.00	14,175.50	0.00	0.50	100.00
TOTAL 70-SEWER SERVICES	1,216,202	42,210.11	382,375.41	2,449.08	831,377.51	31.64
75-SEWER PLANT						
PERSONNEL SERVICES	278,496	11,615.74	115,637.49	0.00	162,858.51	41.52
OPERATIONS & MAINTENANCE	140,430	14,496.70	73,396.34	(132.14)	67,165.80	52.17
SUPPLIES	46,500	5,731.13	18,937.74	0.00	27,562.26	40.73
SERVICES	89,750	11,498.51	38,114.44	0.00	51,635.56	42.47
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 75-SEWER PLANT	555,176	43,342.08	246,086.01	(132.14)	309,222.13	44.30
77-EFFLUENT DISPOSAL						
PERSONNEL SERVICES	220,986	11,568.52	67,389.42	0.00	153,596.58	30.49
OPERATIONS & MAINTENANCE	134,574	5,439.48	30,136.74	(77.33)	104,514.59	22.34
SUPPLIES	18,800	984.43	5,375.68	0.00	13,424.32	28.59
SERVICES	21,000	0.00	523.81	0.00	20,476.19	2.49
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 77-EFFLUENT DISPOSAL	395,360	17,992.43	103,425.65	(77.33)	292,011.68	26.14

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

30 -UTILITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
79-UTILITY FUND TRANSFER						
catg 3 not used	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 79-UTILITY FUND TRANSFER	0	0.00	0.00	0.00	0.00	0.00
82-BOOSTER PUMP STATIONS						
PERSONNEL SERVICES	32,310	2,785.30	16,302.18	0.00	16,007.82	50.46
OPERATIONS & MAINTENANCE	80,975	5,445.99	20,046.06	0.00	60,928.94	24.76
SUPPLIES	4,650	82.57	501.95	0.00	4,148.05	10.79
SERVICES	17,700	0.00	13,310.00	0.00	4,390.00	75.20
FIXED ASSETS	30,000	0.00	0.00	0.00	30,000.00	0.00
TOTAL 82-BOOSTER PUMP STATIONS	165,635	8,313.86	50,160.19	0.00	115,474.81	30.28
84-LIFT STATIONS						
PERSONNEL SERVICES	32,310	2,785.27	16,201.15	0.00	16,108.85	50.14
OPERATIONS & MAINTENANCE	160,067	15,775.67	55,263.88	(1,402.42)	106,205.54	33.65
SUPPLIES	25,250	62.56	1,670.92	0.00	23,579.08	6.62
SERVICES	38,000	0.00	1,658.81	0.00	36,341.19	4.37
FIXED ASSETS	1,434,400	0.00	46,299.90	189,510.00	1,198,590.10	16.44
TOTAL 84-LIFT STATIONS	1,690,027	18,623.50	121,094.66	188,107.58	1,380,824.76	18.30
85-DEBT SERVICE						
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
DEPRECIATION	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 85-DEBT SERVICE	0	0.00	0.00	0.00	0.00	0.00
86-UTILITY FUND TRANSFERS						
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 86-UTILITY FUND TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	10,846,950	573,580.39	3,905,246.75	1,151,083.20	5,790,620.05	46.62
REVENUE OVER/(UNDER) EXPENDITURES	(702,607)	224,550.85	430,246.53	(1,151,083.20)	18,229.67	102.59

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

40 -CAP IMPROVEMENT PROJECTS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
80-CAPITAL IMPROVEMENT	0	25,908,421.54	25,925,399.53	0.00	(25,925,399.53)	0.00
TOTAL REVENUES	0	25,908,421.54	25,925,399.53	0.00	(25,925,399.53)	0.00
EXPENDITURE SUMMARY						
80-CAPITAL IMPROVEMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	155,804.77	155,804.77	0.00	(155,804.77)	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
CIP PROJECTS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 80-CAPITAL IMPROVEMENT	0	155,804.77	155,804.77	0.00	(155,804.77)	0.00
TOTAL EXPENDITURES	0	155,804.77	155,804.77	0.00	(155,804.77)	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	25,752,616.77	25,769,594.76	0.00	(25,769,594.76)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

42 -IMPACT FEE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
50- INVESTMENT INTEREST	360,631	38,696.10	199,847.36	0.00	160,783.64	55.42
60-WATER IMPACT REVENUE	706,406	24,402.00	163,356.00	0.00	543,050.00	23.12
70-SEWER IMPACT REVENUE	616,940	27,900.00	141,045.00	0.00	475,895.00	22.86
TOTAL REVENUES	1,683,977	90,998.10	504,248.36	0.00	1,179,728.64	29.94
EXPENDITURE SUMMARY						
10-IMPACT FEE ADMIN						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 10-IMPACT FEE ADMIN	0	0.00	0.00	0.00	0.00	0.00
60-IMPACT FEE WATER						
OPERATIONS & MAINTENANCE	80,000	0.00	80,000.00	0.00	0.00	100.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 60-IMPACT FEE WATER	80,000	0.00	80,000.00	0.00	0.00	100.00
70-IMPACT FEE SEWER						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-IMPACT FEE SEWER	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	80,000	0.00	80,000.00	0.00	0.00	100.00
REVENUE OVER/(UNDER) EXPENDITURES	1,603,977	90,998.10	424,248.36	0.00	1,179,728.64	26.45

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

43 -PARKLAND FEE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
43 PARK FUND	31,356	3,045.42	15,945.08	0.00	15,410.92	50.85
TOTAL REVENUES	31,356	3,045.42	15,945.08	0.00	15,410.92	50.85
EXPENDITURE SUMMARY						
43 PARK FUND						
OPERATIONS & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
FIXED ASSETS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 43 PARK FUND	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	31,356	3,045.42	15,945.08	0.00	15,410.92	50.85

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

50 -DEBT SERVICE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
80-ACCUMULATED INTEREST	46,695	6,503.98	23,313.05	0.00	23,381.95	49.93
85-AD VALOREM & OTHER	2,676,372	122,488.01	2,573,387.01	0.00	102,984.99	96.15
TOTAL REVENUES	2,723,067	128,991.99	2,596,700.06	0.00	126,366.94	95.36
EXPENDITURE SUMMARY						
80-ACCUMULATED INTEREST						
LEASE PURCHASE	0	0.00	0.00	0.00	0.00	0.00
TOTAL 80-ACCUMULATED INTEREST	0	0.00	0.00	0.00	0.00	0.00
85-AD VALOREM & OTHER						
OPERATIONS & MAINTENANCE	8,000	0.00	1,500.00	0.00	6,500.00	18.75
LEASE PURCHASE	0	0.00	0.00	0.00	0.00	0.00
AUDITOR ADJ	0	0.00	9,500.00	0.00	(9,500.00)	0.00
FIXED ASSETS	2,676,372	2,173,081.63	2,173,081.63	0.00	503,290.37	81.20
TOTAL 85-AD VALOREM & OTHER	2,684,372	2,173,081.63	2,184,081.63	0.00	500,290.37	81.36
TOTAL EXPENDITURES	2,684,372	2,173,081.63	2,184,081.63	0.00	500,290.37	81.36
REVENUE OVER/(UNDER) EXPENDITURES	38,695	(2,044,089.64)	412,618.43	0.00	(373,923.43)	1,066.34

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

90 -GENERAL FIXED ASSETS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

95 -GENERAL LONG-TERM DEBT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

98 -PAYROLL CLEARING ACCOUNT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: FEBRUARY 29TH, 2024

99 -DISBURSEMENT ACCOUNT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 41.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

Dept Number	Department Name	Grant Purpose	Sponsor	Amount	City Contribution	Obligations	Application File Date	Grant Writer	Next Step	Date of Next Action	Recommended Action
10-00	Dept A	Street Repair	TX Dot	$xx,xxx.xx	70/30	Used to repair streets which connrect to state hwys	mm/dd/yy	Tyler	application review by Tracie	mm/dd/yy	EXAMPLE
10-12	Developmental Services	none									email from Roy on 04/24/24
10-14	HR	none									email from Dan on 02/26/24
10-15	Municipal Court	none									email from Stephanie on 04/24/24
10-17	Economic Development	Construction	EDAC	$7,000.00	80/20	Construction Technical Assistance	04/19/24	Brittany McCoy		N/A	email from Eric on 04/24/24
10-17	Economic Development	Workforce	EDAC	$5,000.00	80/20	Workforce Development Partnership Planning	04/19/24	Brittany McCoy		N/A	email from Eric on 04/24/24
10-20	Police Department	Traffic Enforcement	TX Dot	$12,000.00	75/25	Use for Overtime for traffic enforcement	10/20/23	G. Boshears	Expend funds	N/A	email from Gary on 04/24/24
10-30	Public Works	Rehab	TX Water Development Board	?	?	Rehab of Cedar Breaks Pond		William Moriarity	Waiting for a response		email from Taylor on 04/24/24
10-45	Library	Database	Lago Vista Women's Club	$500.00	00/00	Subscribe to Tumblebooks Database for Children	02/21/24	Jan Steele	Receiving check on 05/14/2024	Approved	email from Jan on 04/24/24
10-58	General Fund IT	none									email from Dave on 04/24/24
14-44	Rusty Allen Airport	Maintenance	TX Dot	$28,320.80	50/50	50% back from all repairs	2/29/2024	J. Handford	Completed	10/24/2024 for 2023	email from Sean on 04/24/24
14-44	Rusty Allen Airport	Covid	TX Dot	$32,000.00	0	No obligation. One time Airport relief for Covid	9/25/2023	J. Handford	Completed	N/A	email from Sean on 04/24/24
14-44	Rusty Allen Airport	Airport rescue plan act	TX Dot	$30,000.00	0	No obligation. One time Airport relief for Covid	9/1/2023	J. Handford	Completed	N/A	email from Sean on 04/24/24
14-44	Rusty Allen Airport	Airport coronavirs response	TX Dot	$13,000.00	0	No obligation. One time Airport relief for Covid	9/1/2023	J. Handford	Completed	N/A	email from Sean on 04/24/24

AGENDA ITEM NO. 2

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Lucy Aldrich, City Secretary

SUBJECT: Routine Reports from City Council Board/Commission/Committee Liaisons.

- Economic Development Advisory Committee, Councilor Saum
- Golf Course Advisory Committee, Councilor Saum
- Governmental Affairs, Councilor Saum
- Water Issues; Lower Colorado River Authority Board, Texas Water Development Board, and other entities as appropriate; Councilor Saum
- Parks & Recreation Advisory Committee, Councilor Smith
- Turnback Canyon Trail Conservancy, Councilor Smith
- Airport Advisory Board, Councilor Durbin
- Planning & Zoning Commission, Councilor Durbin
- Board of Adjustment, Mayor Pro Tem Marion
- Lago Vista Independent School District, Mayor Pro Tem Marion
- Lago Vista Starry Skies, Mayor Pro Tem Marion
- Building and Standards Commission, Councilor Roberts
- Library Advisory Board, Councilor Prince
- Lago Vista Property Owner's Association, Councilor Prince
- Youth Advisory Committee, Mayor Sullivan
- Keep Lago Vista Beautiful, Mayor Sullivan
- Capital Area Council of Governments, Mayor Sullivan
- CapMetro, Mayor Sullivan
- Texas Department of Transportation, Mayor Sullivan

FINANCIAL IMPACT: N/A

AGENDA ITEM NO. 2a

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE:	May 2, 2024
SUBMITTED BY:	Mayor Sullivan, City Council
SUBJECT:	Update from the City Council subcommittee on the development of rules and regulations related to City Council and Staff duties and responsibilities regarding communication and information requests.
BACKGROUND:	At the March 7, 2024, City Council meeting, Council directed an agenda item be developed for Council to discuss and consider appointing a Council subcommittee to discuss developing rules and regulations related to Council and staff duties and responsibilities regarding communication and information requests.
FINDINGS:	It's noted that Mayor Pro Tem Marion, Councilor Saum, and Councilor Durbin were appointed as a subcommittee during the March 21, 2024, City Council meeting to address this matter. The motion was made to bring this item back to the Council on the May 2nd agenda for further discussion and decision-making.
FINANCIAL IMPACT:	N/A

AGENDA ITEM NO. 3

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Lucy Aldrich, City Secretary

SUBJECT: Consider approval of the April 4, 2024, regular meeting minutes.

FINANCIAL IMPACT: N/A

ATTACHMENTS:
Minutes-CC-APR-04-2024 DRAFT.pdf

OFFICIAL MINUTES OF THE CITY COUNCIL
REGULAR MEETING
THURSDAY, APRIL 4, 2024

BE IT REMEMBERED that on the 4th day of April A.D., 2024, the City Council held a regular meeting at 5:30 p.m. in City Council Chambers, and via videoconference, there being present and acting the following:

Kevin Sullivan	Mayor	Chelaine Marion	Council Member
Shane Saum	Council Member	Paul Roberts	Council Member
Stephanie Smith	Council Member	Paul Prince	Council Member
Rob Durbin	Council Member		

CALL TO ORDER, CALL OF ROLL

Mayor Sullivan called the meeting to order at 5:30 p.m. and announced that all council members are present.

EXECUTIVE SESSION

At 5:30 p.m., Council convened into a closed Executive Session pursuant to;

A. Consultation with Legal Counsel concerning all regular meeting agenda items requiring confidential, attorney/client advice (as needed). (Government Code Section 551.071)

ACTION ITEMS (action and/or a vote may be taken on the following agenda items):

At 6:01 p.m., Council reconvened from Executive Session into open session and recessed until 6:30 p.m. to act as deemed appropriate in City Council's discretion regarding:

A. Consultation with Legal Counsel concerning all regular meeting agenda items requiring confidential, attorney/client advice (as needed). (Government Code Section 551.071) No action taken.

PLEDGE OF ALLEGIANCE, PLEDGE TO TEXAS FLAG

Mayor Sullivan led the Pledge of Allegiance and Pledge to the Texas Flag.

02:03 – 21:56
CITIZEN COMMENTS: In accordance with the Open Meetings Act, Council is prohibited from acting or discussing (other than factual responses to specific questions) any items not on the agenda.

Faith Liebel spoke about trespassing and squatters on private property.
Cathy Profiri spoke about the City's dark sky ordinance.
Lynda Aird spoke about lack of consistency in the City's ordinances.

Jim Schwertner spoke about through the fence agreements at the airport and Texas Department of Transportation (TxDOT) Aviation grants.
Jim Awalt spoke about TxDOT Aviation and FAA (Federation Aviation Administration) grant funded projects.
Rich Piasecki spoke about the Rusty Allen Airport.
Sharon Ward spoke about the Rusty Allen Airport.

21:56 – 35:36
ITEMS OF COMMUNITY INTEREST: Pursuant to Texas Government Code Section 551.0415, the City Council may report on any of the following items:

a. Expressions of thanks, gratitude, and condolences.
b. Information regarding holiday schedules.
c. Recognition of individuals, i.e., Proclamations.
d. Reminders regarding City Council events.
e. Reminders regarding community events.
f. Health and safety announcements.
   City facilities will be closed Monday, April 8 for the total solar eclipse.
   Information regarding the eclipse was given.
   Green Center hours were announced.
   The roadway construction on Lakeshore Drive is scheduled to be completed by Friday, April 5.
   A Town Hall meeting is scheduled for April 9 at 6:30 p.m. in Council Chambers. The Mayor and City Manager will be giving a State of the City Address.
   Lago Fest is scheduled for April 20.
   The 2024 – 2026 Street Rehab Project is updated on the City website.
   Reminded citizens to sign up for Warn Central Texas.
   Information regarding the recycling of solar eclipse glasses was provided.
   The annual Lion's Golf Tournament is scheduled for April 13 and on the same day a blood drive hosted by the Lions will be held at CVS.
   Friends of the Library will be hosting a fund raiser at the Lago Vista Brewing Company on April 14.
   A star viewing party is scheduled for April 6 at Sunset Park.
   Coffee with Veterans will be held on April 19 this month.
   Lago Vista ISD students were recognized for their recent accomplishments.
   Councilor Saum and Mayor Sullivan recognized six (6) year old Sophia Feen by presenting her with a certificate for her recent creation of a snack pantry at the elementary school.

STAFF AND COUNCIL LIAISON REPORTS

35:42 – 40:50
1. Routine Reports from City Staff.
   City Manager Tracie Hlavinka provided a brief update.
   No action taken.

40:52 – 52:05

2. Routine Reports from City Council Board/Commission/Committee Liaisons.
   - Economic Development Advisory Committee, Councilor Saum
   - Golf Course Advisory Committee, Councilor Saum
   - Governmental Affairs, Councilor Saum
   - Water Issues; Lower Colorado River Authority Board, Texas Water Development Board, and other entities as appropriate; Councilor Saum
   - Parks & Recreation Advisory Committee, Councilor Smith
   - Turnback Canyon Trail Conservancy, Councilor Smith
   - Airport Advisory Board, Councilor Durbin
   - Planning & Zoning Commission, Councilor Durbin
   - Board of Adjustment, Mayor Pro Tem Marion
   - Lago Vista Independent School District, Mayor Pro Tem Marion
   - Lago Vista Starry Skies, Mayor Pro Tem Marion
   - Building and Standards Commission, Councilor Roberts
   - Library Advisory Board, Councilor Prince
   - Lago Vista Property Owner's Association, Councilor Prince
   - Youth Advisory Committee, Mayor Sullivan
   - Keep Lago Vista Beautiful, Mayor Sullivan
   - Capital Area Council of Governments, Mayor Sullivan
   - CapMetro, Mayor Sullivan
   - Texas Department of Transportation, Mayor Sullivan

   Council members provided updates from the boards, commissions, and committees they serve as liaisons to.
   No action taken.

CONSENT AGENDA

52:08 – 58:27

Before taking action on the consent agenda, item #7 was removed for separate consideration.

3. Consider approval of the March 7, 2024, regular meeting minutes.
4. Consider approval of the March 21, 2024, regular meeting minutes.
5. Consideration of Resolution No. 24-2055, a Resolution by the City Council of the City of Lago Vista, Texas suspending the effects of Section 20(e)(7) of Chapter 14 of the Lago Vista Code of Ordinances otherwise applicable to the property located at 7000 Bar-K Ranch Road that requires protected trees displaced by new construction to be located on the same property.
6. Consider approval of Ordinance 24-04-04-01; an ordinance amending the Rules of Procedure based on discussions at the January 4th, January 18th, and February 1st, February 15th, and March 21st meetings of City Council.
   Stephen Liebel spoke on agenda item #6.
   On a motion by Councilor Prince, seconded by Mayor Pro Tem Marion, City Council voted unanimously to approve consent agenda items 3, 4, 5, and 6 recognizing that item 4 (March 21, 2024 meeting minutes) be amended to reflect the language that the City Secretary provided in an email regarding the motion taken on the pool replastering item and that item 6 (Rules of

Procedure) be amended correcting the scrivener's errors throughout the document. Motion carried.

58:31 – 1:08:18

7. Consider approval of an Interlocal Agreement between the City of Lago Vista and Travis County Emergency Services District No. 1 for Fire Code Enforcement Services.
   City Manager Tracie Hlavinka was available to answer questions and provide additional information.
   On a motion by Councilor Saum, seconded by Mayor Pro Tem Marion, City Council voted unanimously to approve consent agenda item 5 as presented. Motion carried.

PUBLIC HEARING AND POSSIBLE ACTION

1:08:21 – 1:17:13

8. Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-04-04-03, an ordinance of the City of Lago Vista, Texas, to annex approximately 10.814 acres of land owned by Leonard Strickler, adjacent and contiguous territory into the incorporated municipal boundaries of the City of Lago Vista, Texas including the following findings of fact; effective date; a repealer; severability; and proper notice and open meetings clauses.
   Cobby Caputo, City Attorney was available to answer questions and provide additional information.
   Mr. Leonard Strickler, the applicant, was available to answer questions and provide additional information.
   Mayor Sullivan opened the public hearing at 7:43 p.m.
   The following individuals submitted letters of support:
   - Rodger Fussee-Durham
   - Sherry Fussee-Durham
   - Cynthia Darling
   - Cheyenne Johnston
   - Erin Johnson
   - David Scott
   - Steve Womack (Austin citizen)

   Shad Pellizzari spoke in support.
   Jim Awalt spoke in support.
   Mayor Sullivan closed the public hearing at 7:46 p.m.
   On a motion by Councilor Roberts, seconded by Mayor Pro Tem Marion, City Council voted unanimously to approve Ordinance 24-04-04-03 as presented. Motion carried.

1:17:20 – 1:23:32

9. Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-04-04-02, an ordinance of the City Council of Lago Vista, Texas amending the existing Planned Development District known as the “Lago Vista Town Centre”

approved by Ordinance No. 06-04-27-01 regarding the description of the permitted uses in the District and the reference to the site development plan to govern proposed improvements.

Roy Jambor, Director of Development Services, was available to answer questions and provide additional information.

Mayor Sullivan opened the public hearing at 7:52 p.m.

No one spoke on this agenda item.

Mayor Sullivan closed the public hearing at 7:52 p.m.

On a motion by Councilor Roberts, seconded by Mayor Pro Tem Marion, City Council voted unanimously to approve Ordinance 24-04-04-02 with an amendment to add bus terminal to the list of excluded uses. Motion carried.

1:23:34 – 1:36:03

10. Hold a Public Hearing for discussion, consideration, and possible action on Ordinance 24-04-04-05; an ordinance of the City Council of Lago Vista, Texas, amending Section 13.20 and Section 13.40 of Chapter 14 of the Lago Vista Code of Ordinances regarding written notices to nearby property owners for zoning applications and the consequence of written protests from those property owners on a proposed zoning change.

    Cobby Caputo, City Attorney, and Roy Jambor, Director of Development Services, were available to answer questions and provide additional information.

    Mayor Sullivan opened the public hearing at 7:55 p.m.

    Stephen Liebel spoke in support.

    Nan Neesmith spoke on the notification letter template.

    Mayor Sullivan closed the public hearing at 8:00 p.m.

    On a motion by Councilor Roberts, seconded by Mayor Pro Tem Marion, City Council voted 6 ayes to 1 nay, with Councilor Durbin in opposition, to deny the passage of Ordinance 24-04-04-05. Motion carried.

Councilor Smith left the meeting at 8:05 p.m.

ACTION ITEMS

1:36:24 – 1:55:22

11. Discussion, consideration, and possible action approving the Municipal Services Agreement with Laverne Estates LP, Owner of 7.055 Acres of Land in the City's Extraterritorial Jurisdiction at 19708 Boggy Ford Road.

    Cobby Caputo, City Attorney, and Taylor Whichard, Director of Public Works, were available to answer questions and provide additional information.

    Steve Sheril, the applicant, was available to answer questions and provide additional information.

    On a motion by Councilor Prince, seconded by Councilor Saum, City Council voted 4 ayes to 2 nays, with Mayor Pro Tem Marion and Councilor Roberts in opposition, to approve authorizing the City Manager to sign the Municipal Services Agreement as presented. Motion carried.

Mayor Sullivan announced that agenda item #13 would be next.

1:55:26 – 2:29:45

13. Discussion, consideration, and possible action regarding the feasibility and benefits of using Microsoft Copilot to assist with meeting minutes.
    Councilor Roberts presented the agenda item introducing Charles Allinger with Microsoft to provide a brief presentation on the Microsoft Copilot product.
    Lucy Aldrich, City Secretary, and Tracie Hlavinka, City Manager, were available to answer questions and provide additional information.
    On a motion by Councilor Prince, seconded by Councilor Roberts, City Council voted 5 ayes to 1 nay, with Mayor Pro Tem Marion in opposition, to direct the City Manager to have the Information Technology staff develop an action plan around Artificial Intelligence where it is appropriate. Motion carried.

2:29:47 – 3:25:22

14. Discussion, consideration, and possible action regarding Resolution 24-2056, which states the facts that Council finds to be true and to be put forward in an attempt to obtain an exemption under 2018 Reauthorization Act §1985 Section 185 amendment to U.S.C. 49 U.S.C. 47107(s) which would allow immediate funding by the FAA and TxDOT for maintenance and capital projects at the Rusty Allen Airport.
    Councilor Durbin presented the agenda item.
    Cobby Caputo, City Attorney, was available to answer questions and provide additional information.
    Carl Skiles thanked City Council for their efforts.
    Nick Hargrove signed up to speak but did not speak.
    Glenn Chiappe spoke in support of the resolution.
    Douglas Patete spoke in support of the resolution.
    Jim Awalt spoke in support of the resolution.
    Mike LaPlant spoke in support of the resolution.
    Linda Bush thanked City Council for their efforts.
    John Bush spoke in support of the resolution.
    Baron Carter signed up to speak but did not speak.
    Bill Coltharp signed up to speak but did not speak.
    James Peck spoke in support of the resolution.
    Rich Piasecki spoke in support of the resolution.
    James Smith spoke in support of the resolution.
    During discussion, Councilor Roberts made a motion to limit debate. Councilor Durbin seconded the motion. City Council voted unanimously to limit debate.
    Councilor Durbin made a motion which was seconded by Councilor Roberts, to approve Resolution 24-2056 and instruct the mayor to sign the resolution if it is approved by a majority of this council. During discussion of the motion, Councilor Durbin withdrew the motion with Councilor Roberts agreeing to the withdrawal.
    On a motion by Councilor Durbin, seconded by Councilor Roberts, City Council voted 5 ayes to 1 nay with Mayor Sullivan in opposition, to approve and adopt Resolution 24-2056 in the

event Mayor refuses to sign the resolution should it prevail then it may be signed by the Mayor Pro Tem by Tuesday, April 9, 2024, close of business. Motion carried.

3:25:28 – 3:36:40

15. Discussion, consideration, and possible action allowing for the submission of a City facility naming application for Harvey Gann.
    Councilor Roberts presented the agenda item.
    Jim Awalt spoke in support of Harvey Gann.
    On a motion by Councilor Roberts, seconded by Mayor Pro Tem Marion, City Council voted unanimously to approve the issuance of a Proclamation by the Mayor as deemed appropriate to recognize Harvey Gann for his lifetime achievements. Motion carried.

3:36:45 – 3:44:42

16. Discussion, consideration, and possible action to provide direction to the Building and Standards Commission Council liaison Paul Roberts regarding rules for electronic signage in city rights-of-way.
    Councilor Prince presented the agenda item.
    Cobby Caputo, City Attorney, was available to answer questions and provide additional information.
    On a motion by Councilor Prince, seconded by Councilor Saum, City Council voted unanimously to direct the Building and Standards Commission liaison and the City Attorney to engage with the Building and Standards Commission on a discussion of the rules around signage in right-of-way. Motion carried.

Mayor Sullivan announced that agenda item #12 would be next.

3:44:46 – 3:48:13

12. Discussion, consideration, and possible action on Ordinance No. 24-04-04-04, an ordinance of the City Council of Lago Vista, Texas amending Section 3.108 and Section 3.109 of Chapter 3 of the Lago Vista Code of Ordinances to update provisions related to NFPA 70 and the International Energy Conservation Code.
    Roy Jambor, Director of Development Services, was available to answer questions and provide additional information.
    On a motion by Mayor Pro Tem Marion, seconded by Councilor Roberts, City Council voted unanimously to approving Ordinance 24-04-04-04 as presented. Motion carried.

Mayor Sullivan announced that agenda item #17 would be next.

3:48:15 – 4:03:31

17. Discussion, consideration, and possible action to schedule a mid-year review of the City Manager.
    Councilor Roberts and Mayor Pro Tem Marion presented the agenda item.
    Cobby Caputo, City Attorney, and Tracie Hlavinka, City Manager, were available to answer questions and provide additional information.
    On a motion by Councilor Durbin, seconded by Councilor Roberts, City Council voted 4 ayes to 2 nays, with Mayor Sullivan and Councilor Prince in opposition, to table this item and bring

it back at the next City Council meeting with Mayor Pro Tem Marion and Councilor Roberts providing a template and a process for City Manager semiannual reviews. Motion carried.

ADJOURNMENT

Mayor Sullivan adjourned the meeting at 10:32 p.m.

Respectfully submitted,

_____
Kevin Sullivan, Mayor

ATTEST:

_____
Lucy Aldrich, City Secretary

On a motion by Councilor _____, seconded by Councilor _____, the above and foregoing instrument was passed and approved this 2nd day of May 2024.

AGENDA ITEM NO. 4

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Lucy Aldrich, City Secretary

SUBJECT: Consider approval of the April 9, 2024, special called Town Hall meeting minutes.

FINANCIAL IMPACT: N/A

ATTACHMENTS:
Minutes-CC-April-09-2024 DRAFT.pdf

OFFICIAL MINUTES OF THE CITY COUNCIL
SPECIAL MEETING (TOWN HALL MEETING)
TUESDAY, APRIL 9, 2024

BE IT REMEMBERED that on the 9th day of April A.D., 2024, the City Council held a special meeting at 6:30 p.m. in City Council Chambers, and via videoconference, there being present and acting the following:

Kevin Sullivan	Mayor	Chelaine Marion	Council Member
Shane Saum	Council Member	Paul Roberts	Council Member
Stephanie Smith	Council Member (absent)	Paul Prince	Council Member
Rob Durbin	Council Member		

CALL TO ORDER, CALL OF ROLL

Mayor Sullivan called the meeting to order at 6:30 p.m. and announced that all Councilmembers are present except Councilor Saum and Councilor Smith. Since this is a town hall meeting there is no requirement for their attendance. *Correction noted after the meeting – Councilor Saum was in attendance via video conference.

DISCUSSION ITEM

1. Presentation of the State of the City.
   Mayor Sullivan and City Manager Hlavinka presented the State of the City and was available to answer questions and provide additional information.

As this was a Town Hall Meeting, no action was taken on this item.

ADJOURNMENT

Mayor Sullivan adjourned the meeting at 7:12 p.m.

Respectfully submitted,

_____
Kevin Sullivan, Mayor

ATTEST:

_____
Lucy Aldrich, City Secretary

On a motion by Councilor _____, seconded by Councilor _____, the above and foregoing instrument was passed and approved this 2nd day of May 2024.

AGENDA ITEM NO. 5

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Gary Bosherars, Police Department

SUBJECT: Consider approval of the purchase of additional software modules and licenses from Motorola Inc. for the Police Department Computer Aided Dispatch (CAD) and Records Management System (RMS) Project.

BACKGROUND: On September 21, 2023, the City Council approved a contract with Motorola Inc. for the replacement of Police Department radios as well as Computer Aided Dispatch (CAD) and Records Management System (RMS) software. This purchase is being paid from ARPA funds as well as Certificate of Obligation funds. As we have been working with the vendor to configure the new CAD / RMS system, we have discovered some modules and licenses that are needed for the project that were not included in the initial contract. These include:

INCODE BI-DIRECTIONAL COURT INTERFACE - Required for citations to import into the court software.

FLEET MAINTENANCE SOFTWARE - Will be used for tracking our vehicle fleet, including maintenance expenses and is also required for the radio integration with the CAD system to function.

MOBILE ARREST FORM SOFTWARE - Will allow officers to complete all arrest forms in the field from their vehicles, allowing for additional time away from the office.

ESRI ARCGIS SERVER STANDARD OEM - Necessary for the geo-base verified address functions and enhanced mapping features in CAD, such as turn-by-turn directions, to function.

The attached proposal for which we are asking approval would allow for the purchase of these modules which can be implemented before we begin using the software.

Also included in the proposal are the additional ongoing maintenance costs for these items. The total initial expenditure

is $23,027.02 with an additional yearly expenditure of $2,795.40 for ongoing maintenance in future years.

FINDINGS: Many of these modules and licenses are necessary for the CAD and RMS software to function as intended and will improve our operational efficiency in use of the product.

Staff recommends approving the purchase of the additional software modules and licenses and authorize the City Manager to execute the agreement.

FINANCIAL IMPACT: If approved, we would bring a budget amendment to the City Council for the additional costs associated with adding these modules and licenses and General Fund Revenue would be used to cover those costs.

ATTACHMENTS:
Lago Vista Fleet Mobile Arrest ArcServer Software and InCode Court Interface 040924 (003).pdf

MOTOROLA SOLUTIONS

QUOTE-2552152

Billing Address:
LAGO VISTA POLICE DEPT
7207 BAR K RANCH RD
LAGO VISTA, TX 78645
US

Shipping Address:
LAGO VISTA POLICE DEPT
7207 BAR K RANCH RD
LAGO VISTA, TX 78645
US

Quote Date:03/05/2024
Expiration Date:03/05/2025
Quote Created By:
Billy Duncan
Billy.Duncan@
motorolasolutions.com

End Customer:
LAGO VISTA POLICE DEPT
Gary Boshears
Gary.boshears@pd.lagovistatexas.gov

Payment Terms:30 NET

Line #	Item Number	Description	Qty	Term	Ext. Sale Price
	Flex				
1	ISV00S01856A	FLEX RECORDS DELIVERY SERVICES COVERED IN THE INITIAL PROJECT	1		$0.00
2	SSV00S00266A-SP	INCODE BI-DIRECTIONAL COURT INTERFACE - ADDITIONAL SOFTWARE REQUIRED FROM TYLER TECHNOLOGIES AND IS NOT INCLUDED	1		$6,430.00
3	SSV00S00201A-SP	FLEET MAINTENANCE SOFTWARE	1		$2,900.04
4	SSV00S00333A-SP	MOBILE ARREST FORM SOFTWARE	1		$7,321.60
5	SSV00S00060A-SP	ESRI ARCGIS SERVER STANDARD OEM	1		$3,580.00
6	ISV00S01851A	FLEX CAD DELIVERY SERVICES COVERED IN THE INITAL PROJECT	1		$0.00
7	SSV00S00026A-SP	FLEX ESRI ARCGIS SERVER STANDARD MAINTENANCE	1	5 YEAR	$2,700.00
8	SSV00S00265A-SP	INCODE BI-DIRECTIOANL COURT INTERFACE MAINTENANCE - STANDARD	1	5 YEAR	$5,144.00

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Line #	Item Number	Description	Qty	Term	Ext. Sale Price
9	SSV00S00199A-SP	FLEX FLEET MAINTENANCE MAINTENANCE - STANDARD	1	5 YEAR	$1,740.02
10	SSV00S00331A-SP	FLEX MOBILE ARREST FORM MAINTENANCE - STANDARD	1	5 YEAR	$4,392.96

Grand Total $34,208.62(USD)

Pricing Summary

	Sale Price	
Upfront Costs for Hardware, Accessories and Implementation (if applicable), plus Subscription Fee	$23,027.02	$0.00
Year 2 Subscription Fee	$2,795.40	$0.00
Year 3 Subscription Fee	$2,795.40	$0.00
Year 4 Subscription Fee	$2,795.40	$0.00
Year 5 Subscription Fee	$2,795.40	$0.00
Grand Total System Price	$34,208.62	$0.00

Notes:

- This quote contains items with approved price exceptions applied against them.
- Unless otherwise noted, this quote excludes sales tax or other applicable taxes (such as Goods and Services Tax, sales tax, Value Added Tax and other taxes of a similar nature). Any tax the customer is subject to will be added to invoices.

Future Maintenance

- Future maintenance is estimated for your planning purposes and is not included in this purchase.

Term 6 Flex Maintenance Total: $1,837.26

The Customer's signature below constitutes its agreement to purchase the licenses, products and/or services according to the terms quoted by Motorola Solutions within this document. This document shall serve as an addendum to the Purchase Agreement previously entered into between the Customer and Motorola Solutions. The terms and conditions of the Purchase Agreement, as well as the related License Agreement and Support Agreement, shall apply to the items quoted herein.

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

Motorola Solutions, Inc.
By: _____
Name: _____
Title: _____
Date: _____

Customer
By: _____
Name: _____
Title: _____
Date: _____

Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the ""Underlying Agreement"") that authorizes Customer to purchase equipment and/or services or license software (collectively ""Products""). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800

AGENDA ITEM NO. 6

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Roy Jambor, Development Services

SUBJECT: Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-05-02-01, an ordinance of the City Council of Lago Vista, Texas amending the official zoning map by changing the zoning district for Lot 8-C, Lot 9-C, and Lot 10-C of Lago Vista Travis Plaza, located at 20811 Dawn Drive from the C-1A "Professional Office, Neighborhood Retail" zoning district to the C-1A "Professional Office, Neighborhood Retail" zoning district with a special use permit (SUP) approval to allow for the sale of "specialty and novelty items" enumerated in section 18.20(f) of chapter 14 from within suite 100 and 150.

BACKGROUND: The Planning and Zoning Commission unanimously voted to deny the requested zoning change.

Council can vote to agree with the recommendation of the Planning and Zoning Commission by a simple majority vote. Council may also vote to reverse the commission's recommendation of denial, provided a three-fourths supermajority if Council votes to do so.

Should Council vote to reverse the Planning and Zoning Commission's recommendation, a draft ordinance is included. The draft ordinance includes conditions that the staff suggests would be prudent to include if the zoning change is approved. These suggested conditions do not bind the Council in any way, and Council can add whatever conditions it may legally include if it votes to reverse the Commission's recommendation.

Following the draft ordinance for approval is the packet provided to the Planning and Zoning Commission for their use following the required public hearing on April 11, 2024. Additionally, we have included the single written comment received from a property owner within 200 feet of the subject property. This comment was delivered to the Planning and Zoning Commission immediately prior to the public hearing and

therefore was not included in the original agenda packet sent to the Commissioners before the meeting.

FINDINGS:

To adopt any proposed zoning change ordinance, the City Council must generally find that:

- the change is in the public interest; and
- the request is deemed to be consistent with the current comprehensive plan.

The Future Land Use Map (FLUM) recommends a "mixed-use" designation for this property. This reinforces the validity of a special use approval for uses that might be potentially incompatible with nearby residences. As such, the finding that the request is consistent with the current comprehensive plan is also seemingly dependent on the adequacy of the conditions to ensure compatibility.

Moreover, when the ordinance mandates a special use permit, additional findings are necessary. Section 18.10 of Chapter 14 specifies that an approval, including any imposed conditions, allows the "opportunity of determining whether the proposed location of the use or structure and/or whether the design of its buildings, parking facilities and landscaping are appropriate and whether it will be designed and located so as to avoid, minimize or mitigate any potentially adverse effects upon the community or the other properties in its vicinity." In addition, Section 18.40 of Chapter 14 includes a somewhat lengthy list of factors that the City Council **shall** take into consideration. The factors that are most relevant to this request would seemingly include the following:

- whether the proposed special use or structure will adversely affect the safety of the motoring public and of pedestrians using the facility and the area immediately surrounding the site;
- whether the glare of vehicular and stationary lights will affect the established character of the neighborhood; whether the location, lighting and type of signs and the relationship of signs to traffic control is appropriate for the site;
- whether such signs will have an adverse effect on adjacent properties;
- whether the proposed special use or structure will have any substantial or undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety, and general welfare;
- whether the proposed special or structure use will be constructed, arranged, and operated so as not to

dominate the immediate vicinity or to interfere with the development and use of neighboring property in accordance with the applicable district regulations; and

- whether the proposed special use or structure at the specified location will contribute to or promote the welfare or convenience of the public;

FINANCIAL IMPACT: N/A

ATTACHMENTS:
Dawn Drive Novelty Store SUP Packet.pdf

PLANNING AND ZONING COMMISSION RECOMMENDATION

The Planning and Zoning Commission considered this application at their April 11, 2024, meeting following the required public hearing. They unanimously recommended a denial of the request. Six regular members were present along with one alternate member and all participated in the recommendation. As a result, three-fourths of City Council would be required to approve the request and overturn the recommendation for denial by the Planning and Zoning Commission as provided for in Section 13.20(e)(3)(C) of Chapter 14. It reads as follows: "A change of zoning shall not become effective except by the affirmative vote of at least three-fourths (3/4) of all members of the governing body if the Commission has recommended against enactment of a proposed zoning change."

ORDINANCE NO. 24-05-02-01

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING DISTRICT FOR LOT 8-C, LOT 9-C, AND LOT 10-C OF LAGO VISTA TRAVIS PLAZA, LOCATED AT 20811 DAWN DRIVE FROM THE C-1A "PROFESSIONAL OFFICE, NEIGHBORHOOD RETAIL" ZONING DISTRICT TO THE C-1A "PROFESSIONAL OFFICE, NEIGHBORHOOD RETAIL" ZONING DISTRICT WITH A SPECIAL USE PERMIT (SUP) APPROVAL TO ALLOW FOR THE SALE OF "SPECIALTY AND NOVELTY ITEMS" ENUMERATED IN SECTION 18.20(f) OF CHAPTER 14 FROM WITHIN SUITE 100 AND 150; AND PROVIDING FOR RELATED MATTERS.

WHEREAS, the owner of Lot 8-C, Lot 9-C, and Lot 10-C of Lago Vista Travis Plaza, located at 20811 Dawn Drive has filed an application requesting the change in zoning of this property from the C-1A "Professional Office, Neighborhood Retail" zoning district to the C-1A "Professional Office, Neighborhood Retail" zoning district with a special use permit (SUP) approval to allow for the sale of "specialty and novelty items" enumerated in section 18.20(f) of Chapter 14 from within suite 100 and 150; and

WHEREAS, the Property currently resides within the corporate limits of the City of Lago Vista;

WHEREAS, after giving fifteen (15) days written notice to the owners of land in and within 200-feet of the area being rezoned, as well as having published notice to the public at least fifteen (15) days prior to the date of such hearings, the Planning and Zoning Commission and City Council each held separate public hearings on the proposed rezoning of the Property included in this Ordinance; and

WHEREAS, the Planning and Zoning Commission at its public hearing held on April 11, 2024, has reviewed the request and the circumstances of the Property, and did not find that a substantial change in the circumstances of the Property, sufficient to warrant a change in the zoning of the Property, has transpired and recommended a denial of the request; and

WHEREAS, the City Council at its public hearing held on May 2, 2024, has conversely reviewed the request and the circumstances of the Property, and three-fourths of its members found instead that a substantial change in the circumstances of the Property, sufficient to warrant a change in the zoning of the Property, has transpired; and

WHEREAS, the City, by and through its legislative discretion, has adopted a comprehensive plan for the City of Lago Vista, and having considered and reviewed such comprehensive plan, the City Council finds the rezoning approved herein is consistent with the comprehensive plan which shall not be interpreted as inconsistent with this rezoning; and

WHEREAS, the City desires that development within its corporate limits occur in an orderly manner in order to protect the health, safety, and welfare of its present and future citizens, protect property values and provide for the growth of the City's tax base; and

WHEREAS, the City desires to control the development standards for the Property, protect third party property owners in the City, and to ensure the benefits of planned development and an enhanced tax base that are achieved through rezoning the Property; and

WHEREAS, pursuant to Texas Local Government Code Section 51.001, the City has general authority to adopt an ordinance or police regulation that is for the good government, peace or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, pursuant to Chapter 211 of the Texas Local Government Code, the City has the authority to zone and rezone property; and

WHEREAS, the City Council finds that it is necessary and proper for the good government, peace or order of the City of Lago Vista to adopt this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact. The City Council find that this Ordinance satisfies the requirements of Section 13, Section 18.10, and Section 18.40 of the City of Lago Vista Zoning Ordinance, codified under Ordinance No. 98-04-27-03, as amended (the "Zoning Code").

Section 2. Enactment. The Zoning Ordinance and the Official Zoning Map and other applicable ordinances are hereby modified and amended by rezoning Lot 8-C, Lot 9-C, and Lot 10-C of Lago Vista Travis Plaza, located at 20811 Dawn Drive from the C-1A "Professional Office, Neighborhood Retail" zoning district to the C-1A "Professional Office, Neighborhood Retail" zoning district with a special use permit (SUP) approval to allow for the sale of "specialty and novelty items" enumerated in section 18.20(f) of Chapter 14 from with Suite 100 and 150 as more fully described in **Exhibit "A,"** subject to the conditions described in **Exhibit "B."**

Section 3. Repealer. All ordinances or parts thereof conflicting or inconsistent with the provisions of this ordinance as adopted and amended herein, are hereby amended to the extent of such conflict. In the event of a conflict or inconsistency between this ordinance and any other code or ordinance of the city, the terms and provisions of this ordinance shall govern.

Section 4. Severability. Should any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application to any person or circumstance for any reasons thereof ineffective or inapplicable, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no way affect, impair or invalidate the remaining portion or portions thereof; but as to such remaining portion or portions, the same shall be and remain in full force and effect and to this end the provisions of this Ordinance are declared to be severable.

Section 5. Penalty. Any person, firm or corporation violating any of the provisions or terms of this Ordinance or of the Code of Ordinances as amended hereby, shall be subject to the same penalty as provided for in the Code of Ordinances, Section 1.109 General Penalty for Violations of Code; Continuing Violations of the City of Lago Vista, and upon conviction shall be punished by a fine not to exceed Two Thousand Dollars ($2,000.00) for each offense.

Section 6. Publication Clause. The City Secretary of the City of Lago Vista is hereby directed to publish in the Official Newspaper of the City of Lago Vista the Caption, and Effective Date Clause of this Ordinance as required by Section 52.013 of the *Texas Local Government Code*.

Section 7. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below in accordance with the provisions of the *Texas Local Government Code* and the City's Charter.

Section 8. Change of Zoning Map. The City Manager is hereby authorized to and shall promptly note the zoning change on the official Zoning Map of the City of Lago Vista, Texas.

Section 9. Proper Notice and Meeting. It is hereby officially found and determined that the meeting at which this Ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the *Texas Government Code.*

AND, IT IS SO ORDERED.

PASSED AND APPROVED this ____ day of _____, 2024.

_____
Kevin Sullivan, Mayor

ATTEST:

_____
Lucy Aldrich, City Secretary

On a motion by Councilor _____, seconded by Councilor _____, the above and foregoing ordinance was passed and approved.

<u>EXHIBIT "A"</u>

Specialty and Novelty Item Sales (Suite 100 and 150)

Site Plan

EXHIBIT "B"

Conditions

The property shall be included in the C-1A ("Professional Office, Neighborhood Retail") commercial zoning district with a special use permit (SUP) approval to allow for the sale of "specialty and novelty items" enumerated in section 18.20(f) of Chapter 14 from within suite 100 and 150 only, subject to compliance with the following conditions:

1. individuals below the age of 21 shall not be permitted to enter the establishment; and

2. the facility shall be open to the public on a daily basis between the hours of 7 AM and 7 PM only.

LAGO VISTA PLANNING AND ZONING COMMISSION
STAFF LAND USE REPORT – APRIL 11, 2024

P&Z CASE NO:	**23-2607-R-REZ:** 20811 Dawn Drive, Suite 100 / 150
APPLICANT:	Adil Azad (MHAK Shop LLC dba OnlyClouds Smoke Shop)
LANDOWNER:	Borra Management LLC (Mike Zarchi)
LOCATION:	South side of Dawn Drive ± 240 feet east of Canyon Drive
ZONING:	C-1A to C-1A (SUP)
PROPOSED USE:	"Specialty and novelty item" sales in a multi-tenant building

GENERAL INFORMATION / LOCATION:

- A potential future tenant submitted this application seeking a special use permit for Suite 100 and Suite 150 within an existing building already in the C-1A "professional office and "neighborhood retail" zoning district at 20811 Dawn Drive. The application was signed by the property owner. Section 18.20 of Chapter 14 requires that specific "uses and structures may be established or constructed only upon the issuance of a special use permit." Section 18.20(f) includes in that list of "specific uses" any establishment that sells "specialty and novelty items" as explicitly enumerated and defined in that section. The entirety of that ordinance section has been added to this packet.
- The information provided on the application form and in previous communication caused the staff to inquire further which led to the narrative that was subsequently submitted. That narrative confirmed that some of the merchandise to be sold in this establishment is described within Section 18.20(f) of Chapter 14 and that a special use permit is prescribed by those same provisions. While the applicant might not fully understand that the purpose of the narrative is to discover any approval conditions that might be warranted, that is not necessarily a fatal omission if the Commission feels they can make a recommendation on their own initiative without that type of information.
- The existing building in question is located on the south side of the street adjacent to the "dive-in" parking provided by the City within the Dawn Drive right-of-way. It is constructed on three separate lots within the Lago Vista Travis Plaza subdivision, the same subdivision that includes the current facility that serves as the Lago Vista City Hall. There are two similar vacant lots to the west of this location before reaching the public right-of-way known as Canyon Drive. According to the Travis County Appraisal District (TCAD) website, the facility was constructed in 1971 prior to the incorporation of the City of Lago Vista. The lack of a zoning ordinance with setback requirements would tend to explain why the building was allowed to be constructed across existing property lines instead of first requiring an amended plat.

SITE PLAN / CONTEXT CONSIDERATIONS:

- The subject property was platted with shared access and parking that extends east from Canyon Drive past Thunderbird to Municipal Complex Way, the location of the Lago Vista Police Department. As mentioned above, the City of Lago Vista added more shared parking to facilitate economic development opportunities in this immediate area. Directly across from the subject property on Dawn Drive are residences in a single-family residential zoning district. Although there are vacant lots on that north side of Dawn Drive, all are in a single-family residential zoning district until reaching the property much closer to Lohman Ford Road opposite the elementary school.
- South of the subject property, there is a band of lots on the north side of Bonanza Street and the east side of Thunderbird that are in the R-4 multifamily residential zoning district. On both the east and west ends of this residential area are properties currently owned by the City of Lago Vista that are being proposed for use as pocket parks by the Parks and Recreational Advisory Committee. This tends to lend credence to the importance that the community places on the continued viability of these residential properties, regardless of whether they are in a single or multifamily zoning district. As such, a serious discussion about potential conditions to be imposed on uses requiring a special use approval seems warranted, despite the fact that the proposed establishment will be contained within a multitenant facility.

RELEVANT ORDINANCE PROVISIONS / COMPREHENSIVE PLAN CONSIDERATIONS:

- Like the recent application for a "tattoo parlor" in the adjacent suite within the same building, the bulk of the narrative submitted is about the proprietors of the proposed establishment. Nonetheless, this special use permit application is a specific type of zoning change that establishes property rights that are "attached to the land" and will remain in place regardless of who might operate the proposed facility. As a result, the only relevant information is about how the facility might be operated to ensure compatibility with the adjacent existing uses and development rights. The applicants' attempt at providing relevant information can be found on the third page of the narrative. However, some of the items on that list are not relevant to the required zoning approval as explained in greater detail in the ordinance references below.
- Noise and littering are addressed by other types of local regulations and would presumably be enforced without regard to whether they were to be included as a condition of this approval. Smoking within the proposed facility is a preference to be exercised at the discretion of the tenant and property owner. It also has little impact on the surrounding property, which is the purpose of this type of regulation. However, the staff can conceive of at least two potential conditions that the Commission might consider to be warranted. Limiting the hours of operation would help ensure that patronage will not unduly expose neighboring residential property to potential late night disturbances. As SB 21 of 2019 prohibits the sale of tobacco and nicotine products to individuals below 21 years of age that are not serving in the military, it might be reasonable to prohibit those not meeting those requirements from even entering the establishment.
- Section 18.10 of Chapter 14 describes the purpose of the special use permit approval as "an opportunity for discretionary review of requests" that might have "the potential for an unexpected impact upon the health, safety, and welfare of the public." In addition to providing an opportunity to review the design and location of any existing or proposed improvements, the procedure allows conditions to be imposed on the uses of those same existing or proposed improvements "to avoid, minimize or mitigate potentially adverse effects upon the community or other properties in the vicinity" and to deny requests "when it is apparent that a proposed use or structure will or may occasionally harm... the value, lawful use, and reasonable enjoyment of other properties in the vicinity of the proposed use or structure."

POTENTIAL ALTERNATIVE RECOMMENDATIONS / DECISION:

A. Recommend approval of the requested zoning change to add a special use permit approval to Suite 100 / 150 to sell "specialty and novelty items" as defined in Section 18.20(f) subject to the conditions specified by the Planning and Zoning Commission following the scheduled public hearing (hours of operation limitations or age restrictions, for example).

B. Recommend denial of the request.

C. Recommend approval of the requested zoning change to add a special use permit approval to Suite 100 / 150 to sell "specialty and novelty items" as defined in Section 18.20(f) without any conditions.

23-2607-R-REZ

20811 Dawn Drive, Suite 100 / 150

Attachment 1

Application

LAGO VISTA
TEXAS

CITY OF LAGO VISTA · DEVELOPMENT SERVICES
5803 THUNDERBIRD STREET · P.O. BOX 4727 · LAGO VISTA, TX 78645
Tel. (512) 267-5259 *Fax (512) 267-5265*

NOTE: Applicants should seek legal advice concerning the applicability of any existing private covenants or deed restrictions and their ability to be enforced or waived by other specific property owners.

APPLICATION FOR ZONING DISTRICT CHANGE

Contact Person: Adil Azad **Fee:** See Ordinance Appendix A (non-refundable)

Contact Phone: 516-376-3706 **Contact Email:** adilazad2002@gmail.com

Property Owner(s):* Mike Zarchi, Borra Management

Owner's mailing address: P.O. Box 200484, Austin, TX 78720

COMPLETE LEGAL DESCRIPTION OF SUBJECT PROPERTY

Subdivision, Section and Lot Number(s) if platted. Attach metes & bounds or equal description otherwise*

20811 Dawn Dr., Lago Vista, TX 78645

Municipal Address(es)* if applicable:

NATURE OF REQUEST

Current Zoning District(s): C-1 A **Requested District:** C-1A (SUP)

Purpose or Basis of Request* (if PDD, include whether concept and/or detail plan approval is sought):

Tobacco/Vape/Smoke shop

Additional individual(s) authorized to act on behalf of the property owner(s)* regarding this application:

Name of Agent: Adil Azad **Email:** adilazad2002@gmail.com

Mailing Address: 103 Fred Couples Dr., Round Rock, TX 78664 **Phone:** 516-376-3706

NOTE: **Applications must be complete including all applicable portions of this form, payment of fees and all required drawings or documentation. All applications are accepted provisionally pending a completion review. PLEASE TAKE SPECIFIC NOTICE AND INCORPORATE OR ADDRESS ALL LOCAL ORDINANCE REQUIREMENTS IN YOUR APPLICATION.**

02/15/2024

Property Owner's signature(s)* **Date**

***Attach additional sheets as required**

23-2607-R-REZ

20811 Dawn Drive, Suite 100 / 150

Attachment 2

Applicant Proposed Special Use Permit (SUP) Conditions

Date:Feb 21, 2024
To Whom it May Concern:
I Adil Azad and my cousin Rashid Ashfaq are the owners of MHAK SHOP LLC, DBA ONLYCLOUDS SMOKE SHOP. Mike Zarchi the property owner of 20811 Dawn Dr., Lago Vista, TX 78645 has authorize me Adil Azad to act on behalf of the property owner(s)* regarding the application of zoning district change. As we move forward with the application of SUP, I will like to introduced ourselves and give a detailed outline of our business, such as products and propose some parameters around the SUP to make sure the property, neighborhood, residence and all the other tenants in the property, feeling safe respected, and everyone can do their business safely.
About Us:
Rashid Ashfaq and I Adil Azad were born in a small town called Thorar in Azad Kashmir. It's a beautiful place. It has green valleys, big mountains and beautiful lakes. It's a beautiful place to live in but life was really tough, people did not have access to basic needs such as clean water, electricity, food, and jobs. There is also a lot of conflict between India and Pakistan and Kashmir is right in between. When we first got the news that we got our visa for the United States we were really happy we could not believe it. We used to hear stories about the American Dream, how anyone from anywhere no matter what, race, gender, religion they are, have opportunities to make the best of their life in the United States. We are really lucky and blessed to be in the United States, there is a lot of stuff we take here for granted. When we got here life was tough at first because we did not speak any English so it was hard to communicate with anyone. As time passed by, life was getting better and better. I started to go to school which I loved because everyone was so welcoming and my cousin started working in a gas station. He worked there for a long time. After I finished High School I joined an electrical program to become an electrician and got a job as an electrical apprentice which I still do . My cousin saved enough money to buy a nice car and he started doing Uber. He tried to do it with his older car but it kept breaking down. Whatever money we made we saved as much as we could. He drove uber every day for 12-16 hrs. He drove uber and I work as an apprentice electrician. When I finished my shift from my electrical job I did door dash and Uber eats as my second job every day. After years of doing this, my cousin and I pooled our money together and opened our first shop. We are hardworking, honest and law abiding people. We would love to open our second shop in Lago Vista. We will love to grow our small business and also be active and participate in the growth of Lago Vista.
Products:
Tobacco products.
1) Cigarettes- A cigarette is a narrow cylinder containing a combustible material, typically tobacco, that is rolled into thin paper for smoking. The cigarette is ignited at one end, causing it to smolder; the resulting smoke is orally inhaled via the opposite end. Cigarette smoking is the most common method of tobacco consumption.
2) Cigars- Roll of tobacco wrapped in leaf tobacco or in a substance that contains tobacco.
3) Cigarillo- is a short, narrow cigar. Unlike cigarettes, cigarillos are wrapped in tobacco leaves or brown, tobacco-based paper. Cigarillos are smaller than regular cigars but usually larger than cigarettes. Cigarillos are usually made without filters, and are meant to be smoked like a cigar and not inhaled.

4) Rolling paper/ rolling leaf- Rolling paper and rolling is a specialty paper/ leaf used for making cigarettes. Rolling papers are packs of several cigarette-size sheets, often folded inside a cardboard wrapper. They are also known as 'blanks', which are used to encase tobacco.
5) Hookah/ Water pipe- A hookah, shisha, or waterpipe is a single- or multi-stemmed instrument for heating or vaporizing and then smoking either tobacco, flavored tobacco

E-cigarettes, e-juice products.

1) E-cig-create an aerosol by using a battery to heat up liquid that usually contains nicotine, flavorings.
2) E- juice-Liquid for use inside an e-cigarette is called e-liquid but is also known as e-juice or vape juice. E-liquids may contain nicotine, as well as propylene glycol, vegetable glycerin or glycerol, other chemicals (including those used to create flavours) and, in some cases, water
3) MOD: An electronic cigarette or vape is a device that simulates tobacco smoking. It consists of an atomizer, a power source such as a battery, and a container such as a cartridge or tank filled with liquid. Instead of smoke, the user inhales vapor. As such, using an e-cigarette is often called "vaping"

CBD/Delta Products

1) CBD- CBD is obtained from hemp, a form of the Cannabis sativa plant that only contains small amounts of THC. CBD seems to have effects on some chemicals in the brain, but these are different than the effects of THC. CBD is also used for anxiety, pain, a muscle disorder called dystonia, Parkinson disease, Crohn disease, and many other conditions.
2) Delta 8- The natural concentration of delta-8-THC in cannabis and hemp is low, so most delta-8-THC is synthetically made in a lab. Delta-8 is used for relaxation, euphoria and pain relief
3) Delta 9- Delta-9-tetrahydrocannabinol is a cannabinoid found in cannabis (Cannabis sativa). Delta 9 is used for providing pain relief, for chemotherapy-induced nausea, managing chronic pain, and treating sleep disorders. Hemp-derived products with Delta 9 concentrations of 0.3% or less on a dry weight basis are federally legal and legal in Texas.
4) Delta 10- Delta 10 is also found in cannabinoids. Delta-10 reportedly produces an uplifting and relaxing effect.
5) Edibles-Edibles are food products infused with cannabis extract. Edibles come in many forms—including baked goods, candies, gummies, chocolates, lozenges, and beverages

Kratom

Kratom is a tree that grows naturally in Thailand, Malaysia, Indonesia, and Papua New Guinea. Its leaves have traditionally been used as medicine. It can help combat fatigue, increase energy levels and productivity, and relieve pain or strained muscles. Kratoms comes in all shape of form such as capsules, powder, and gummies.

Novelties products

1)Incense- is an aromatic biotic material that releases fragrant smoke when burnt. The term is used for either the material or the aroma. Incense is used for aesthetic reasons, religious worship, aromatherapy, meditation, and ceremony. It may also be used as a simple deodorant or insect repellent.
2)Candles- a cylinder or block of wax or tallow with a central wick that is lit to produce light as it burns.

3) Gift wrap- decorative paper for wrapping presents.

All the items that I have listed above are all legal in the states of Texas. They are also available in almost every gas station and convenience store. When I was in Lago Vista I saw a lot of convenience stores and gas stations that carry these products as well that I have listed above.

In addition, there will be no smoking allowed in the space that we will be leasing and no smoking within the 25 feet of the entrance of the suite.
No loud music.
No littering, we will make sure the property is safe and clean. We will perform litter pick up twice each day.
We will operate in a manner that meets or exceeds all regulatory requirements. We will provide an ethical and transparent manner for the public to receive safe, high-quality products.

It will be an honor for us to be a part of the Lago Vista community and participate in its growth. We will love to build a good relationship with the Lago Vista community and with the city. If there is any other information needed from us we will love to provide it

Thank you

23-2607-R-REZ

20811 Dawn Drive, Suite 100 / 150

Attachment 3

Site Plan

Dawn Drive
XD = Exterior Door
W = Window
MAIN BREAKER
EXIT
Electricity
CL
Electricity
Bath
Bath
Bath
Bath
Bath
Bath
Pump
Kitchen
Storage
Reception
Yoga Studio
100
100
150
200
300
300
300A
400A
400B
400C
500
501
502
503
505
506
508
600
601
602
603
604
605
606
700
701
702
703
704
705
706
707
708
709
800A
800B
800C
901
902
903
904
905
907

Site Plan

23-2607-R-REZ

20811 Dawn Drive, Suite 100 / 150

Attachment 4

Maps

TenFootContour

- 10 ft
- 50 ft
- Requestor

20811 Dawn Drive

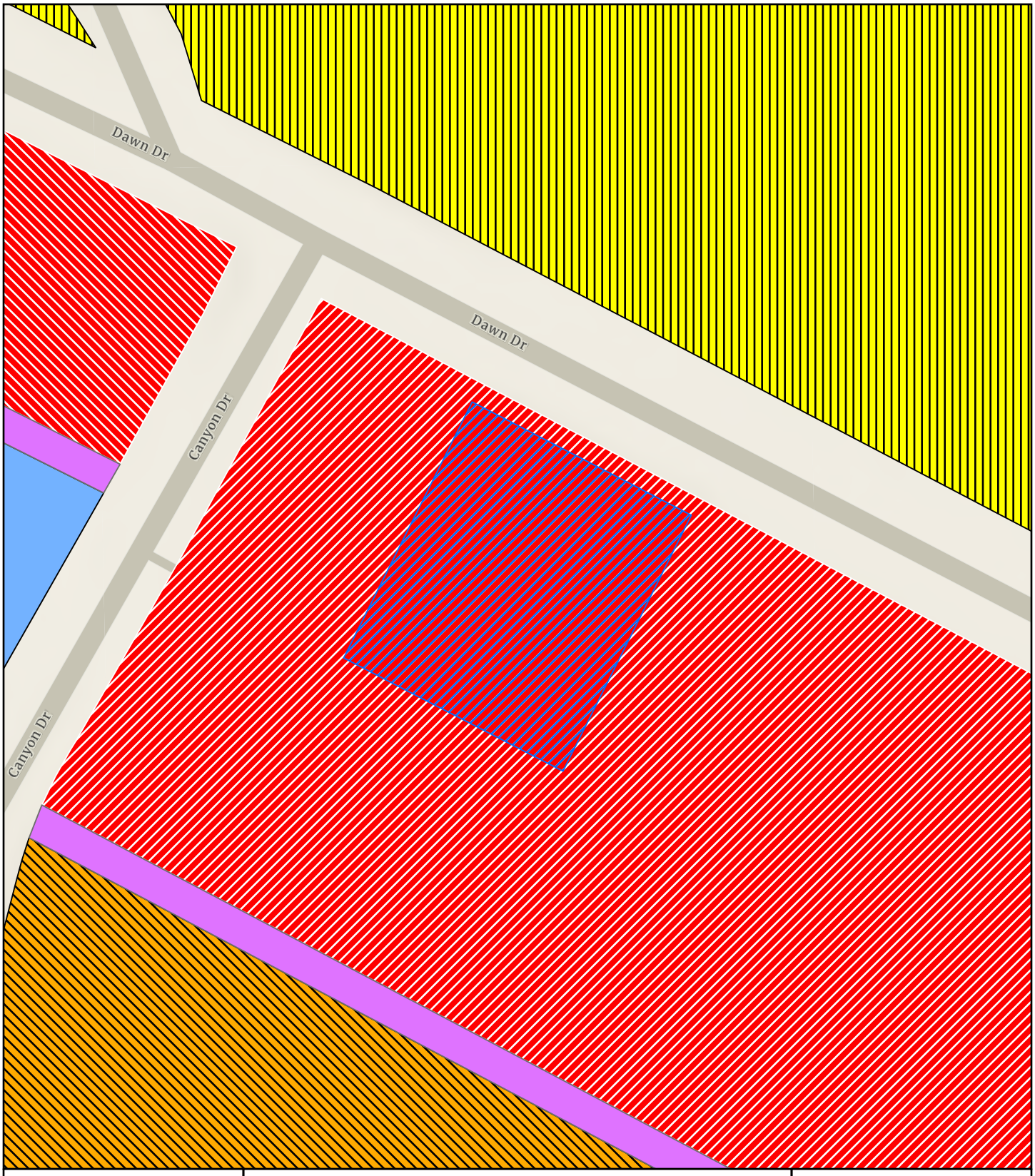
Request Type	Zoning Change	Project	23-2607-R-REZ
Change Requested	C-1A to C-1A(SUP)	Date	3/20/2024
Map Purpose	Aerial / Topography	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 40 80 US Feet

0 15 30 Meters



Requestor

Zoning District

- C-1A
- C-1C
- P-2
- R-1S,18B
- R-4
- TR-1

20811 Dawn Drive

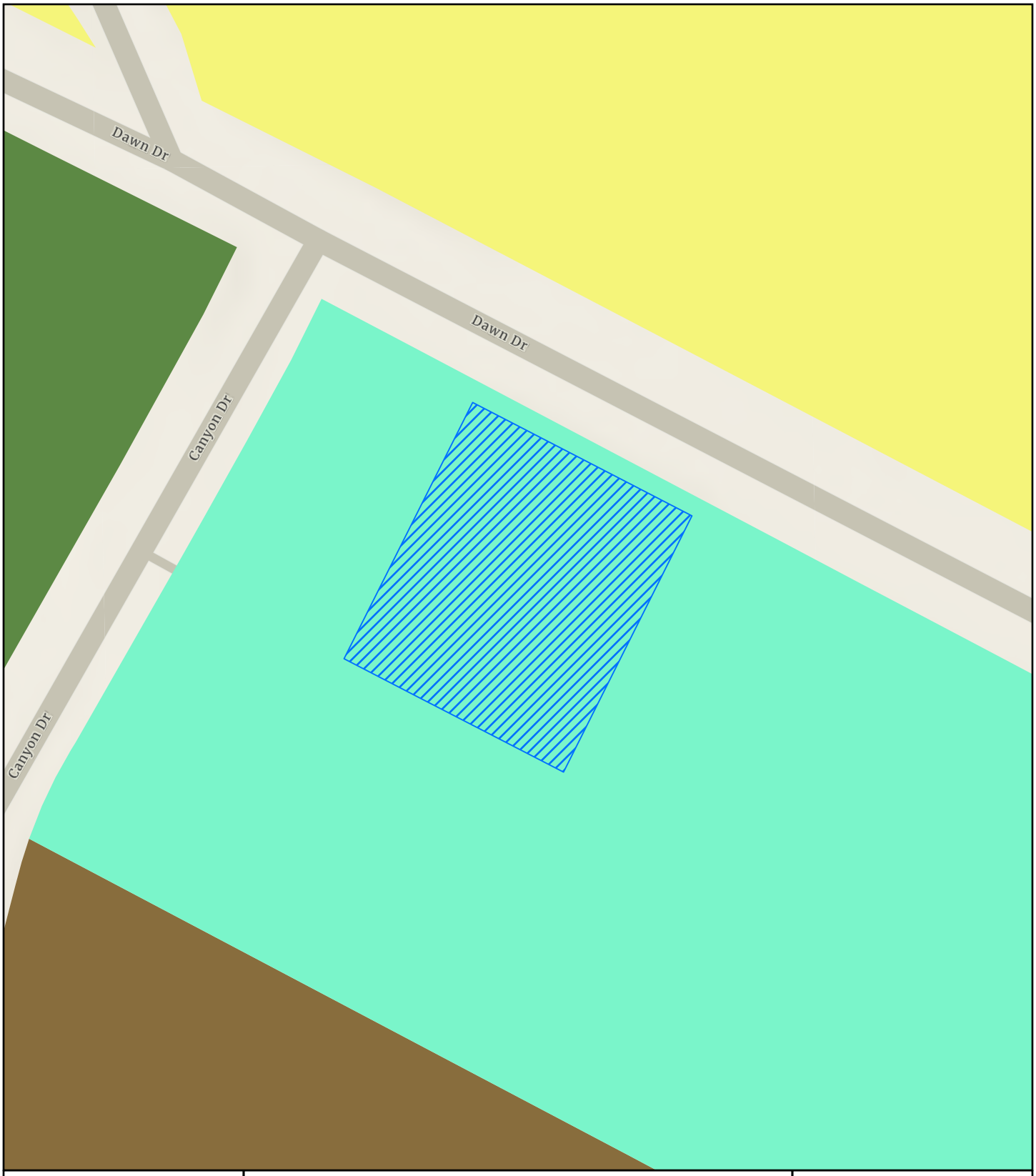
Request Type	Zoning Change	Project	23-2607-R-REZ
Change Requested	C-1A to C-1A(SUP)	Date	3/20/2024
Map Purpose	Existing Zoning	Drawn By	D Avetian

Coordinate System: NAD 1983 CORS96 StatePlane Texas Central FIPS 4203 Ft US

N

0 40 80 US Feet

0 15 30 Meters



Requestor

Land Use Propsed

- High Density Residential
- Low Density Residential
- Mixed Use
- POA Park

20811 Dawn Drive

Request Type	Zoning Change	Project	23-2607-R-REZ
Change Requested	C-1A to C-1A(SUP)	Date	3/20/2024
Map Purpose	Future Land Use	Drawn By	D Avetian

Coordinate System: NAD 1983 CORS96 StatePlane Texas Central FIPS 4203 Ft US

N

0 40 80 US Feet

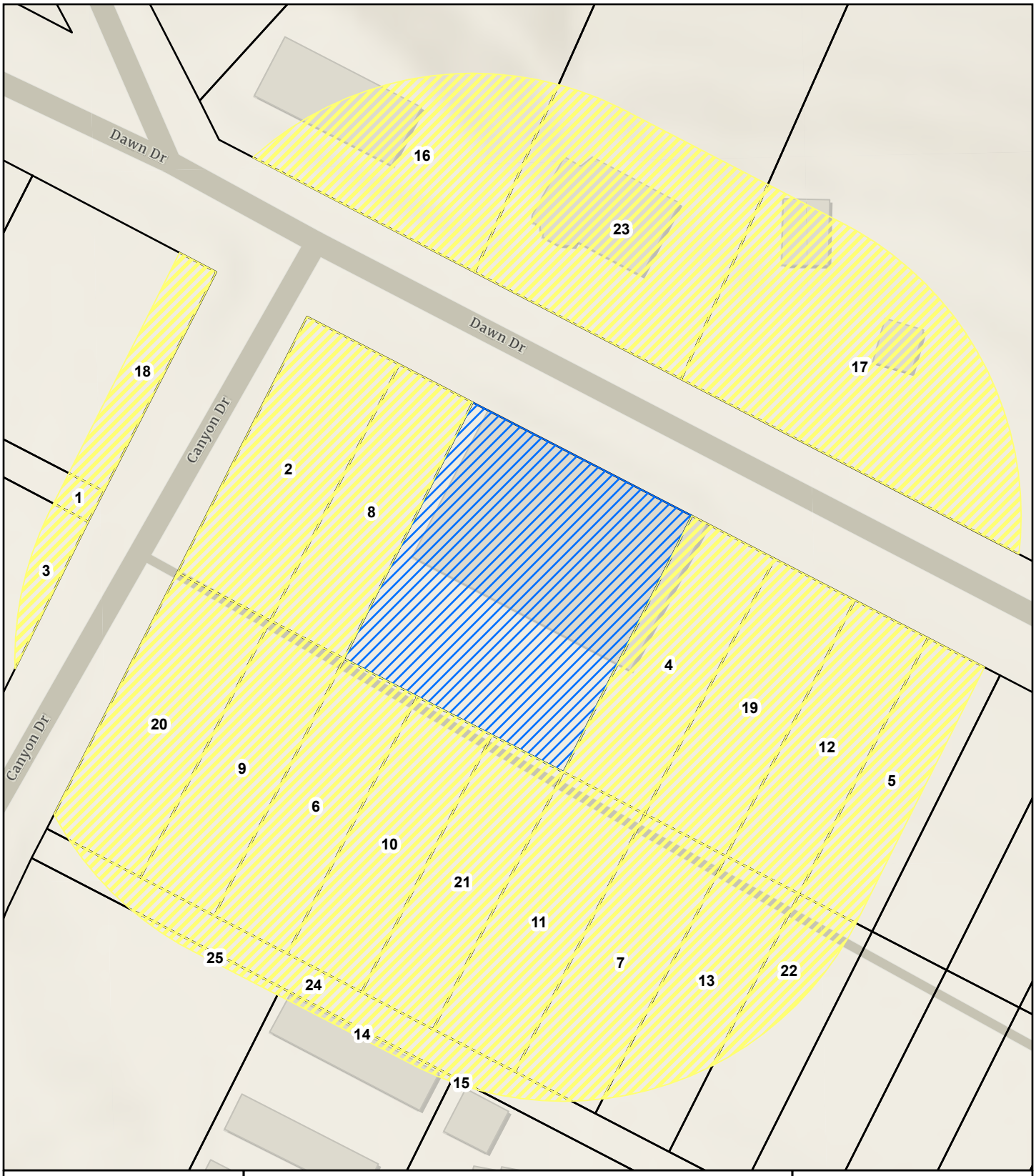
0 15 30 Meters

23-2607-R-REZ

20811 Dawn Drive, Suite 100 / 150

Attachment 5

Notice Comments



Notification Boundary
Requestor
TCAD Parcels

20811 Dawn Drive

Request Type	Zoning Change	Project	23-2607-R-REZ
Change Requested	C-1A to C-1A (SUP)	Date	3/20/2024
Map Purpose	Notification Boundary	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 40 80 US Feet
0 15 30 Meters

Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: 23-2607-R-REZ

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: 20811 Dawn Drive, Suite 100 and 150 (Lago Vista Travis Plaza, Lot 8-C, 9-C, and 10-C).

200' Notification Mailing ID: 23

March 28, 2024

BERGLAND ANNE S
20804 DAWN DR (415) 971-8129
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the C-1A "Professional Office, Neighborhood Retail" zoning district to the C-1A (SUP) "Professional Office, Neighborhood Retail" zoning district with a special use permit approval to sell "specialty and novelty items" identified in Section 18.20(f) at 20811 Dawn Drive, Suite 100 and 150 (Lago Vista Travis Plaza, Lot 8-C, 9-C, and 10-C).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☒ Opposed

Comments: _____

_____

_____

Signed: _____

This **whole page** may be returned as follows:

E-mail: development@lagovistatexas.gov
Postal Address: City of Lago Vista, Development Services, P.O. Box 4727, Lago Vista, TX, (U.S.A.) 78645
In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Re: Project # 23-2607-R-REZ

To: Residents and investors adjacent to 20811 Dawn Drive
From: Anne Bergland, owner of 20801 Dawn Drive
5 April, 2024

I cannot be still on this requested change. 20811 Dawn Drive is directly across from my home and I am able to read the neon TATTOO sign of the tattoo parlor from my front door and three of my four bedroom windows. Well, my bad! It was my understanding that the city wanted to encourage "the arts" along the commercial side of Dawn Drive. And, though it is a stretch for some of us, a person's body could is sometimes considered a canvas and tattoos are a form of art. I did not realized that neon signs facing a residence came with the deal. The sign is on 24/7. When I inquired at the development office, I was told the operation hours were listed as: Sunday through Thursday, 10 am-pm, and Friday and Saturday, 10 am-10 pm. Like I said, "Well, my bad!"

Project # 23-2607-R-REZ is notification that 20811 has requested a change from professional designation to retail. Retail stores involve much more traffic. I was told that the new "store" was to be a "head shop". At the time, I wasn't sure what that was. But, I now know Lago Vista already has two, both located in strictly commercial areas. If you search "head shop" on the web they are listed as "Vape, Smoke, & Cannibus" stores. So, across the street from my home, they will be selling vapes, smokes, cannibus, paraphanalia, and who knows is next?

If the zoning is allowed to be changed from professional to retail, what will the new hours of operation be? Professionals go home about five. I was told by one of the tenants that their hours of operation per rental agreement ended at 5:00 pm. Will retail stores be allowed to keep retail hours? Bringing small businesses to Lago Vista provides a welcome infusion of life and helps our city.

However, the short-term gain will lead to a long-term loss for homeowners and investors because proximity to the wrong kinds of businesses will devalue our properties.

Please respond OPPOSED on your Notice of Public Hearing and return it to city hall. (SEE PDF).
Thank you, Anne Bergland

23-2607-R-REZ

20811 Dawn Drive, Suite 100 / 150

Attachment 6

Referenced Ordinances and Statutes

Section 18 Special Use Permits

18.10 Purpose
18.20 Applicability And Uses And Structures Requiring A Special Use Permit (SUP)
18.30 Application For A Special Use Permit
18.40 Consideration Of A Special Use Permit
18.50 Additional Restrictions On A Special Use Permit
18.60 Special Use Permit Not An Authorization To Develop, Construct, Reconstruct, Or Alter Or Move
18.70 Expiration Of Special Use Permit

18.10 Purpose

The special use permits procedure is designed to provide the Planning and Zoning Commission and the city council with an opportunity for discretionary review of requests to establish or construct uses or structures which may be necessary or desirable for, or which have the potential for an unexpected impact upon, the health, safety, and welfare of the public. The Special Use Permit allows the Planning and Zoning Commission and the city council the opportunity of determining whether the proposed location of the use or structure and/or whether the design of its buildings, parking facilities and landscaping are appropriate and whether it will be designed and located so as to avoid, minimize or mitigate any potentially adverse effects upon the community or the other properties in its vicinity. The special use permits procedure is designed to enable the Planning and Zoning Commission and the city council to impose conditions upon such uses and structures that are designed to avoid, minimize or mitigate potentially adverse effects upon the community or other properties in the vicinity of the proposed use or structure, and to deny requests for a special use permit when it is apparent that a proposed use or structure will or may occasionally harm the community or cause injury to the value, lawful use, and reasonable enjoyment of other properties in the vicinity of the proposed use or structure.

18.20 Applicability And Uses And Structures Requiring A Special Use Permit (SUP)

A SUP may be applied for any temporary or permanent use not permitted in the zoning district in which it is proposed and as shown on Table B. The SUP process shall not be used to seek deviation from development standards such as setback or height. The following uses and structures may be established or constructed only upon the issuance of a special use permit.

Radio, television, telephone, wireless communication system, or microwave towers not in zoning districts C-1A, C-1C, C-2, C-4, C-6, U-1, P-1B, P-2, G-1 and LI, and on school permit shall be required anywhere for the installation of any antenna support structures that would be more than twenty-five (25) feet above the ground, an antenna that is taller thar attached to a building or other independent support structures, and unmanned equipment buildings developed for a wireless communication system.

Investor-owned utility distribution facilities and equipment in any district.

Microwave antennas and receivers in any district.

Amusement and video game arcade.

Massage Establishments.

Definition: for the purpose of this section, the following words and phrases shall have the meaning respectively ascribed to them by this subsection:

Massage establishment shall mean a building, room, place or establishment, other than a regularly licensed hospital, where manipulated massage services or manipulated exerci practices upon the human body by anyone not a duly licensed physician, osteopath, chiropractor or a registered nurse or licensed vocational nurse acting at the direction of a doctor w with or without the use of mechanical, therapeutic or bathing devices, and shall include Turkish bathhouses. This term shall not include, however, duly licensed beauty parlo barbershops or a place wherein registered physical therapists treat only patients recommended by a licensed physician and operate only under such a physician's direction.

Massage Services means any process consisting of kneading, rubbing or otherwise manipulating the skin of the body of a human being, either with the hand or by means of ele instruments or apparatus, or other special apparatus, but shall not include massage by duly licensed physicians, osteopaths, chiropractors and registered physical therapists or reg nurses or licensed vocational masseuses who treat only patients recommended by a licensed physician and who operate only under such physician's direction. The term "massage ser shall not include massage services authorized by the State of Texas in establishments licensed by the State of Texas in beauty shops and barbershops staffed by licensed barbe beauticians.

Notwithstanding any provision of any ordinance or any city code provision currently in effect in the City of Lago Vista, the operation of a massage establishment and/or the perform services permitted by the laws of the State of Texas, shall be regulated and governed as provided herein as of the date of passage of this ordinance. The operation of a massage establi illegal in the City of Lago Vista unless a Special Use Permit has been obtained on property for that purpose.

Retail specialty and novelty establishments.

Definitions: for the purpose of this section, the following words and phrases shall have the meanings respectively ascribed to them by this section:

the term "primarily" is defined as gross monthly sales of special novelty items representing more than fifty (50) percent of total sales.

the term "specialty and novelty items" is defined as follows:

kits used, intended for use or designed for use in planting, propagating, cultivating, growing or harvesting of any species of plant which is a controlled substance or from which a controlled substance can be derived, as the term "controlled substance" is defined in the state penal code;

kits used, intended for use or designed for use in manufacturing, compounding, converting, producing, processing or preparing controlled substances, as the term "controlled substance" is defined in the state penal code;

isomerization devices used, intended for use or designed for use in increasing potency of any species of plant which is a controlled substance, as the term "controlled substance" is defined in the state penal code;

testing equipment used, intended for use or designed for use in identifying or in analyzing the strength, effectiveness or purity of controlled substances, as the term "controlled substance" is defined in the state penal code;

scales and balances used, intended for use or designed for use in weighing or measuring controlled substances, as the term "controlled substance" is defined in the state penal code;

diluents and adulterants, such as quinine, hydrochloride, mannitol, mannite, dextrose and lactose, used, intended for use or designed for use in curing controlled substances, as the term "controlled substance" is defined in the state penal code;

separation gins and sifters used, intended for use or designed for use in removing twigs and seeds from or in otherwise cleaning or refining marijuana;

blenders, bowls, containers, spoons and mixing devices used, intended for use, or designed for use in compounding controlled substances, as the term "controlled substance" is defined in the state penal code;

capsules, balloons, envelopes and other containers used, intended for use or designed for use in packaging small quantities of filled substances, as the term "controlled substance" is defined in the state penal code;

containers and other objects used, intended for use or designed for use in storing or concealing controlled substances, as the term "controlled substance" is defined in the state penal code;

hypodermic syringes, needles and other objects used, intended for use or designed for use in parentally injecting controlled substances, as the term "controlled substance" is defined in the state penal code, into the human body;

objects used, intended for use, or designed for use in ingesting, inhaling or otherwise introducing marijuana, cocaine, hashish, or hashish oil into the human body such as: metal, wooden, acrylic, glass, stone, plastic, or ceramic pipes, with or without screens, permanent screens, hashish heads or punctured metal bowls; water pipes; carburetion tubes and devices; smoking and carburetion masks; roach clips, meaning objects used to hold burning material, such as a marijuana cigarette, that has become too small, or too short to be held in the hand; miniature cocaine spoons and cocaine vials; chamber pipes; electric pipes; air-driven pipes; chillurns; bongs; ice pipes or chillers;

wearing apparel containing obscene pictures or words, such apparel being T-shirts, belt buckles, jewelry or any other wearing apparel;

salves, ointments, jells, creams, jellies, lotions and oils advertised for or designed as a sexual stimulus;

magazines, books, records, cassettes, pictures, drawings, compact discs, and other similar material depicting and describing sexual conduct in a manner that is designed for adult use and consumption;

incense.

Notwithstanding any provision of any ordinance or any city code provision currently in effect in the City of Lago Vista, the operation of a specialty and novelty establishment permit of the State of Texas, shall be regulated and governed as provided herein. The operation of a specialty and novelty establishment shall be illegal in the City of Lago Vista, unless a Spe has been obtained on property for that purpose.

Skill and coin-operated machines.

Definitions: Skill or coin-operated machines means every coin-operated machine of any kind or character whatsoever, when such machine or machines dispense or are used or are c used for or operated for amusement or pleasure or when said machines are operated for the purpose of dispensing or affording skill or pleasure, or for any other purpose other than vending of merchandise, music or service as those terms are defined in Title 122A Taxation, General of the Laws of the State of Texas. The use of eight (8) or more such machi location shall constitute a principal use.

Notwithstanding any other provision of this chapter or of any ordinances of the City, the commercial use of eight (8) or more skill or coin-operated machines is an arcade and shall be Special Use Permit has been obtained on property for that purpose.

Sexually Oriented Business. A sexually oriented business shall be a permitted use only in the C-2 district and only upon the issuance of a Special Use Permit in accordance w ordinance. A sexually oriented business shall not be located within one thousand (1,000) feet of a church, a school, a boundary of a residential district, a public park or the property residential use. A sexually oriented business shall be regulated and permitted as provided herein.

Helistop not in the C-4 district.

Heliports not in the C-4 district.

Bed and breakfast facility in R-1 and R-2.
(Ordinance 12-12-06-01, ex. 2, adopted 12/6/12)

Livestock and/or poultry keeping, except chickens (female only), caring or shelters. (Ordinance 16-12-15-02, sec. 4, adopted 12/15/16)

Kennels and veterinary hospitals with outside runs.

Junk yards, salvage yards, and all open-air storage of junk, waste products and salvage material.

Oil drilling, mining, extraction of natural resources such as stone, gravel, topsoil.

18.30 Application For A Special Use Permit
An application for a special use permit may be filed by the owner of, or other person having a contractual or possessory interest in, the subject property. Any application filed by a person who is not the owner of the property for which the special use permit is sought shall be accompanied by evidence of the consent of the owner. An application for a special use permit shall be filed with the City Manager, or such other official as he may designate. A public hearing on an application for a special use permit shall be held by the Planning and Zoning Commission and by the city council and notice thereof given in the manner and form required by Section 13 hereof.

18.40 Consideration Of A Special Use Permit
In considering an application for a special use permit, for uses and structures the Planning and Zoning Commission and the city council shall take into consideration the following factors as well as those enumerated in section 18.10:

whether the proposed special use or structure will adversely affect the safety of the motoring public and of pedestrians using the facility and the area immediately surrounding the site;

whether the proposed special use or structure will adequately provide for safety from fire hazards, and has effective measures for fire control;

whether the proposed special use or structure will adequately protect adjacent property from flood or water damage;

whether the proposed special use or structure will have noise producing elements;

whether the glare of vehicular and stationary lights will affect the established character of the neighborhood;

whether the location, lighting and type of signs and the relationship of signs to traffic control is appropriate for the site;

whether such signs will have an adverse effect on adjacent properties;

whether the street size and pavement width in the vicinity will be adequate for traffic reasonably expected to be generated by the proposed use or structure;

whether the proposed special use or structure will have any substantial or undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, parki other matters affecting the public health, safety and general welfare;

whether the proposed special or structure use will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the development and use of accordance with the applicable district regulations;

whether the proposed special use or structure at the specified location will contribute to or promote the welfare or convenience of the public;

whether adequate access roads or entrance and exit drives will be provided and will be designed so as to prevent traffic hazards and to minimize traffic congestion in public streets and

whether the proposed special use or structure will result in the destruction, loss or damage of any natural, scenic or historic feature of significant importance;

whether the proposed special use or structure will be served adequately by essential public facilities and services such as highways, police and fire protection, refuse disposal, water an

18.50 Additional Restrictions On A Special Use Permit
In addition to the provisions of Section 18.10 above in considering a special use permit application, the Planning and Zoning Commission may recommend, and the city council may impose such conditions, safeguards and restrictions upon the premises benefited by the special use or structure as may be necessary to avoid, minimize or mitigate any potentially injurious effect of such special use upon other property in the neighborhood, and to carry out the general purpose and intent of this chapter. Such conditions shall be set out in the ordinance approving the special use permit.

18.60 Special Use Permit Not An Authorization To Develop, Construct, Reconstruct, Or Alter Or Move

The issuance of a permit for a special use shall not in and of itself authorize the establishment or extension of any use nor the development, construction, reconstruction, alteration or moving of any building or structure, but shall merely authorize the preparation, filing and processing of applications for any permits or approvals which may be required by the codes and ordinances of the City.

18.70 Expiration Of Special Use Permit

No special use permit shall be valid for a period longer than one (1) year from the date on which the city council grants the special use permit, unless within such one (1) year period such construction or alteration of a structure or initiation of such use has begun. Special use permits may be granted for temporary uses. In this case, the SUP shall expire as stated in the approved SUP.

AN ACT

relating to the distribution, possession, purchase, consumption, and receipt of cigarettes, e-cigarettes, and tobacco products.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 161.081, Health and Safety Code, is amended by adding Subdivision (1-b) to read as follows:

(1-b) "Minor" means a person under 21 years of age.

SECTION 2. Subchapter H, Chapter 161, Health and Safety Code, is amended by adding Section 161.0815 to read as follows:

Sec. 161.0815. NONAPPLICABILITY. This subchapter does not apply to a product that is:

(1) approved by the United States Food and Drug Administration for use in the treatment of nicotine or smoking addiction; and

(2) labeled with a "Drug Facts" panel in accordance with regulations of the United States Food and Drug Administration.

SECTION 3. The heading to Section 161.082, Health and Safety Code, is amended to read as follows:

Sec. 161.082. SALE OF CIGARETTES, E-CIGARETTES, OR TOBACCO PRODUCTS TO PERSONS YOUNGER THAN 21 [~~18~~] YEARS OF AGE PROHIBITED; PROOF OF AGE REQUIRED.

SECTION 4. Section 161.082, Health and Safety Code, is amended by amending Subsections (a) and (e) and adding Subsection (f) to read as follows:

(a) A person commits an offense if the person, with criminal negligence:

(1) sells, gives, or causes to be sold or given a cigarette, e-cigarette, or tobacco product to someone who is younger than 21 [~~18~~] years of age; or

(2) sells, gives, or causes to be sold or given a cigarette, e-cigarette, or tobacco product to another person who intends to deliver it to someone who is younger than 21 [~~18~~] years of age.

(e) A proof of identification satisfies the requirements of Subsection (d) if it contains a physical description and photograph consistent with the person's appearance, purports to establish that the person is 21 [~~18~~] years of age or older, and was issued by a governmental agency. The proof of identification may include a driver's license issued by this state or another state, a passport, or an identification card issued by a state or the federal government.

(f) It is an exception to the application of Subsection (a)(1) that the person to whom the cigarette, e-cigarette, or tobacco product was sold:

(1) is at least 18 years of age; and

(2) presented at the time of purchase a valid military identification card of the United States military forces or the state military forces.

SECTION 5. The heading to Section 161.083, Health and Safety Code, is amended to read as follows:

Sec. 161.083. SALE OF CIGARETTES, E-CIGARETTES, OR TOBACCO PRODUCTS TO PERSONS YOUNGER THAN 30 [~~27~~] YEARS OF AGE.

SECTION 6. Sections 161.083(a), (b), and (c), Health and Safety Code, are amended to read as follows:

(a) A [~~Pursuant to federal regulation under 21 C.F.R. Section 1140.14(b), a~~] person may not sell, give, or cause to be sold or given a cigarette, e-cigarette, or tobacco product to

someone who is younger than 30 [~~27~~] years of age unless the person to whom the cigarette, e-cigarette, or tobacco product was sold or given presents an apparently valid proof of identification.

(b) A retailer shall adequately supervise and train the retailer's agents and employees to prevent a violation of Subsection [~~Subsections~~] (a) [~~and (a-1)~~].

(c) A proof of identification described by Section 161.082(e) satisfies the requirements of Subsection [~~Subsections~~] (a) [~~and (a-1)~~].

SECTION 7. Section 161.084, Health and Safety Code, is amended by amending Subsection (b) and adding Subsections (b-1) and (b-2) to read as follows:

(b) The sign must include the statement:

PURCHASING OR ATTEMPTING TO PURCHASE CIGARETTES, E-CIGARETTES, OR TOBACCO PRODUCTS BY A PERSON [~~MINOR~~] UNDER 21 [~~18~~] YEARS OF AGE IS PROHIBITED BY LAW. SALE OR PROVISION OF CIGARETTES, E-CIGARETTES, OR TOBACCO PRODUCTS TO A PERSON [~~MINOR~~] UNDER 21 [~~18~~] YEARS OF AGE IS PROHIBITED BY LAW. UPON CONVICTION, A CLASS C MISDEMEANOR, INCLUDING A FINE OF UP TO $500, MAY BE IMPOSED. VIOLATIONS MAY BE REPORTED TO THE TEXAS COMPTROLLER'S OFFICE BY CALLING (insert toll-free telephone number). PREGNANT WOMEN SHOULD NOT SMOKE. SMOKERS ARE MORE LIKELY TO HAVE BABIES WHO ARE BORN PREMATURE OR WITH LOW BIRTH WEIGHT. THE PROHIBITIONS ON THE PURCHASE OR ATTEMPT TO PURCHASE DESCRIBED ABOVE DO NOT APPLY TO A PERSON WHO IS IN THE UNITED STATES MILITARY FORCES OR STATE MILITARY FORCES.

(b-1) Immediately following the statement described by Subsection (b), the sign described by that subsection must include the statement:

THE PROHIBITIONS ON THE PURCHASE OR ATTEMPT TO PURCHASE DESCRIBED ABOVE DO NOT APPLY TO A PERSON WHO WAS BORN ON OR BEFORE AUGUST 31, 2001.

(b-2) This subsection and Subsection (b-1) expire September 1, 2022.

SECTION 8. Sections 161.085(a) and (b), Health and Safety Code, are amended to read as follows:

(a) Each retailer shall notify each individual employed by that retailer who is to be engaged in retail sales of cigarettes, e-cigarettes, or tobacco products that state law:

(1) prohibits the sale or distribution of cigarettes, e-cigarettes, or tobacco products to any person who is younger than 21 [~~18~~] years of age as provided by Section 161.082 and that a violation of that section is a Class C misdemeanor; and

(2) requires each person who sells cigarettes, e-cigarettes, or tobacco products at retail or by vending machine to post a warning notice as provided by Section 161.084, requires each employee to ensure that the appropriate sign is always properly displayed while that employee is exercising the employee's duties, and provides that a violation of Section 161.084 is a Class C misdemeanor.

(b) The notice required by this section [~~Subsection (a)~~] must be provided within 72 hours of the date an individual begins to engage in retail sales of cigarettes, e-cigarettes, or tobacco products. The individual shall signify that the individual has received the notice required by this section [~~Subsection (a)~~] by signing a form stating that the law has been fully explained, that the individual understands the law, and that the individual, as a condition of employment, agrees to comply with the law.

SECTION 9. Section 161.086(b), Health and Safety Code, is amended to read as follows:

(b) Subsection (a) does not apply to:

(1) a facility or business that is not open to persons younger than 21 [~~18~~] years of age at any time;

(2) that part of a facility or business that is a

humidor or other enclosure designed to store cigars in a climate-controlled environment and that is not open to persons younger than 21 years of age at any time; or

(3) a premises for which a person holds a package store permit issued under the Alcoholic Beverage Code and that is not open to persons younger than 21 years of age at any time.

SECTION 10. Section 161.087, Health and Safety Code, is amended by amending Subsections (a), (b), and (c) and adding Subsections (a-1) and (b-1) to read as follows:

(a) A person may not distribute [~~to persons younger than 18 years of age~~]:

(1) a free sample of a cigarette, e-cigarette, or tobacco product; or

(2) a coupon or other item that the recipient may use to receive a free [~~or discounted~~] cigarette, e-cigarette, or tobacco product or a sample cigarette, e-cigarette, or tobacco product.

(a-1) A person may not distribute to persons younger than 21 years of age a coupon or other item that the recipient may use to receive a discounted cigarette, e-cigarette, or tobacco product.

(b) Except as provided by Subsection (c), a person, including a permit holder, may not accept or redeem, offer to accept or redeem, or hire a person to accept or redeem:

(1) a coupon or other item that the recipient may use to receive a free [~~or discounted~~] cigarette, e-cigarette, or tobacco product or a sample cigarette, e-cigarette, or tobacco product; or

(2) a coupon or other item that the recipient may use to receive a discounted cigarette, e-cigarette, or tobacco product if the recipient is younger than 21 [~~18~~] years of age.

(b-1) A coupon or other item that [~~such~~] a recipient described by Subsection (b) may use to receive a [~~free or~~] discounted cigarette, e-cigarette, or tobacco product [~~or a sample cigarette, e-cigarette, or tobacco product~~] may not be redeemable through mail or courier delivery.

(c) Subsections (a)(2), (a-1), [~~and~~] (b), and (b-1) do not apply to a transaction between permit holders unless the transaction is a retail sale.

SECTION 11. Sections 161.088(b) and (d), Health and Safety Code, are amended to read as follows:

(b) The comptroller may make block grants to counties and municipalities to be used by local law enforcement agencies to enforce this subchapter and Subchapter R in a manner that can reasonably be expected to reduce the extent to which cigarettes, e-cigarettes, and tobacco products are sold or distributed, including by delivery sale, to persons who are younger than 21 [~~18~~] years of age. At least annually, random unannounced inspections shall be conducted at various locations where cigarettes, e-cigarettes, and tobacco products are sold or distributed, including by delivery sale, to ensure compliance with this subchapter and Subchapter R. The comptroller shall rely, to the fullest extent possible, on local law enforcement agencies to enforce this subchapter and Subchapter R.

(d) The use of a person younger than 21 [~~18~~] years of age to act as a minor decoy to test compliance with this subchapter and Subchapter R shall be conducted in a fashion that promotes fairness. A person may be enlisted by the comptroller or a local law enforcement agency to act as a minor decoy only if the following requirements are met:

(1) written parental consent is obtained for the use of a person younger than 18 years of age to act as a minor decoy to test compliance with this subchapter and Subchapter R;

(2) at the time of the inspection, order, or delivery, the minor decoy is younger than 21 [~~17~~] years of age;

(3) the minor decoy has an appearance that would cause a reasonably prudent seller of cigarettes, e-cigarettes, or tobacco products to request identification and proof of age;

(4) the minor decoy carries either the minor's own identification showing the minor's correct date of birth or carries no identification, and a minor decoy who carries identification presents it on request to any seller of or any person who delivers cigarettes, e-cigarettes, or tobacco products; and

(5) the minor decoy answers truthfully any questions about the minor's age at the time of the inspection, order, or delivery.

SECTION 12. Section 161.089, Health and Safety Code, is amended to read as follows:

Sec. 161.089. PREEMPTION OF LOCAL LAW. (a) Except as provided by Subsection (b), this [~~This~~] subchapter does not preempt a local regulation of the sale, distribution, or use of cigarettes or tobacco products or affect the authority of a political subdivision to adopt or enforce an ordinance or requirement relating to the sale, distribution, or use of cigarettes or tobacco products if the regulation, ordinance, or requirement:

(1) is compatible with and equal to or more stringent than a requirement prescribed by this subchapter; or

(2) relates to an issue that is not specifically addressed by this subchapter or Chapter 154 or 155, Tax Code.

(b) A political subdivision may not adopt or enforce an ordinance or requirement relating to the lawful age to sell, distribute, or use cigarettes, e-cigarettes, or tobacco products that is more stringent than a requirement prescribed by this subchapter.

SECTION 13. Section 161.251, Health and Safety Code, is amended by adding Subdivision (1-b) to read as follows:

(1-b) "Minor" means a person under 21 years of age.

SECTION 14. Section 161.252, Health and Safety Code, is amended to read as follows:

Sec. 161.252. POSSESSION, PURCHASE, CONSUMPTION, OR RECEIPT OF CIGARETTES, E-CIGARETTES, OR TOBACCO PRODUCTS BY MINORS PROHIBITED. (a) An individual who is younger than 21 [~~18~~] years of age commits an offense if the individual:

(1) possesses, purchases, consumes, or accepts a cigarette, e-cigarette, or tobacco product; or

(2) falsely represents himself or herself to be 21 [~~18~~] years of age or older by displaying proof of age that is false, fraudulent, or not actually proof of the individual's own age in order to obtain possession of, purchase, or receive a cigarette, e-cigarette, or tobacco product.

(b) It is an exception to the application of this section that the individual younger than 21 [~~18~~] years of age possessed the cigarette, e-cigarette, or tobacco product in the presence of[~~:~~

[~~(1) an adult parent, a guardian, or a spouse of the individual; or~~

[~~(2)~~] an employer of the individual, if possession or receipt of the cigarette, e-cigarette, or tobacco product is required in the performance of the employee's duties as an employee.

(c) It is an exception to the application of this section that the individual younger than 21 [~~18~~] years of age is participating in an inspection or test of compliance in accordance with Section 161.088.

(c-1) It is an exception to the application of this section that the individual younger than 21 years of age:

(1) is at least 18 years of age; and

(2) presents at the time of purchase a valid military identification card of the United States military forces or the state military forces.

(d) An offense under this section is punishable by a fine not to exceed $100 [~~$250~~].

(e) On conviction of an individual under this section, the court shall give notice to the individual that the individual may apply to the court to have the individual's conviction expunged as provided by Section 161.255 on or after the individual's 21st birthday.

SECTION 15. Section 161.255(a), Health and Safety Code, is amended to read as follows:

(a) An individual convicted of an offense under Section 161.252 may apply to the court to have the conviction expunged on or after the individual's 21st birthday. The [~~If the court finds that the individual satisfactorily completed the e-cigarette and tobacco awareness program or e-cigarette- and tobacco-related community service ordered by the court, the~~] court shall order the conviction and any complaint, verdict, sentence, or other document relating to the offense to be expunged from the individual's record and the conviction may not be shown or made known for any purpose.

SECTION 16. Section 161.256, Health and Safety Code, is amended to read as follows:

Sec. 161.256. JURISDICTION OF COURTS. A justice court or municipal court may exercise jurisdiction over any matter in which a court under this subchapter may[~~:~~

[~~(1)~~] impose a requirement that a defendant attend an e-cigarette and tobacco awareness program or perform e-cigarette- and tobacco-related community service[~~; or~~

[~~(2) – – order the suspension or denial of a driver's license or permit~~].

SECTION 17. Sections 161.452(b) and (c), Health and Safety Code, are amended to read as follows:

(b) A person taking a delivery sale order of cigarettes shall comply with:

(1) the age verification requirements prescribed by Section 161.453;

(2) the disclosure requirements prescribed by Section 161.454;

(3) [~~the shipping requirements prescribed by Section 161.455;~~

[~~(4)~~] the registration and reporting requirements prescribed by Section 161.456;

(4) [~~(5)~~] the tax collection requirements prescribed by Section 161.457; and

(5) [~~(6)~~] each law of this state that generally applies to sales of cigarettes that occur entirely within this state, including a law:

(A) imposing a tax; or

(B) prescribing a permitting or tax-stamping requirement.

(c) A person taking a delivery sale order of e-cigarettes shall comply with:

(1) the age verification requirements prescribed by Section 161.453;

(2) the disclosure requirements prescribed by Section 161.454;

(3) [~~the shipping requirements prescribed by Section 161.455;~~

[~~(4)~~] the registration and reporting requirements prescribed by Section 161.456; and

(4) [~~(5)~~] each law of this state that generally applies to sales of e-cigarettes that occur entirely within this state.

SECTION 18. Sections 161.453(a) and (c), Health and Safety Code, are amended to read as follows:

(a) A person may not mail or ship cigarettes in connection

with a delivery sale order unless before mailing or shipping the cigarettes the person accepting the delivery sale order first:

(1) obtains from the prospective customer a certification that includes:

(A) reliable confirmation that the purchaser is at least 21 [~~18~~] years of age; and

(B) a statement signed by the prospective purchaser in writing and under penalty of law:

(i) certifying the prospective purchaser's address and date of birth;

(ii) confirming that the prospective purchaser understands that signing another person's name to the certification is illegal, that sales of cigarettes to an individual under the age prescribed by Section 161.082 are illegal under state law, and that the purchase of cigarettes by an individual under that age is illegal under state law; and

(iii) confirming that the prospective purchaser wants to receive mailings from a tobacco company;

(2) makes a good faith effort to verify the information contained in the certification provided by the prospective purchaser under Subdivision (1) against a commercially available database or obtains a photocopy or other image of a government-issued identification bearing a photograph of the prospective purchaser and stating the date of birth or age of the prospective purchaser;

(3) sends to the prospective purchaser, by e-mail or other means, a notice that complies with Section 161.454; and

(4) for an order made over the Internet or as a result of an advertisement, receives payment for the delivery sale from the prospective purchaser by a credit or debit card that has been issued in the purchaser's name or by check.

(c) A person may not mail or ship e-cigarettes in connection with a delivery sale order unless before accepting a delivery sale order the person verifies that the prospective purchaser is at least 21 [~~18~~] years of age through a commercially available database or aggregate of databases that is regularly used for the purpose of age and identity verification. After the order is accepted, the person must use a method of mailing or shipping that requires an adult signature.

SECTION 19. Sections 161.083(a-1), 161.254, and 161.455, Health and Safety Code, are repealed.

SECTION 20. (a) The changes in law made by this Act to Subchapters H, N, and R, Chapter 161, Health and Safety Code, apply only to an offense committed on or after the effective date of this Act. For purposes of this section, an offense is committed before the effective date of this Act if any element of the offense occurred before that date.

(b) An offense committed before the effective date of this Act is covered by the law in effect when the offense was committed, and the former law is continued in effect for that purpose.

(c) The changes in law made by this Act to Subchapters H, N, and R, Chapter 161, Health and Safety Code, regarding the prohibitions on purchasing or attempting to purchase cigarettes, e-cigarettes, or tobacco products do not apply to a person who was born on or before August 31, 2001.

SECTION 21. The repeal by this Act of Section 161.254, Health and Safety Code, does not apply to an offense committed under that section before the effective date of the repeal. An offense committed before the effective date of the repeal is governed by the law as it existed on the date the offense was committed, and the former law is continued in effect for that purpose. For purposes of this section, an offense was committed before the effective date of the repeal if any element of the offense occurred before that date.

SECTION 22. This Act takes effect September 1, 2019.

President of the Senate

Speaker of the House

I hereby certify that S.B. No. 21 passed the Senate on April 9, 2019, by the following vote: Yeas 20, Nays 11; and that the Senate concurred in House amendments on May 21, 2019, by the following vote: Yeas 27, Nays 4.

Secretary of the Senate

I hereby certify that S.B. No. 21 passed the House, with amendments, on May 15, 2019, by the following vote: Yeas 110, Nays 36, two present not voting.

Chief Clerk of the House

Approved:

Date

Governor

AGENDA ITEM NO. 7

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Roy Jambor, Development Services

SUBJECT: Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-05-02-02, an ordinance of the City Council of Lago Vista, Texas amending the official zoning map by changing the zoning district for Lot 18005-B of Bar-K Ranches, Section 18, commonly referred to as 8019 Bronco Lane, from the C-1A ("Professional Office, Neighborhood Retail") zoning district to the C-2 ("General Commercial / Retail") zoning district together with the required design approval.

BACKGROUND: Following the item cover page and a summary of the unanimous recommendation from the Planning and Zoning Commission to approve the request, subject to several conditions related to design approval required for all multifamily or non-residential development, is a draft ordinance consistent with that recommendation. This draft ordinance is followed by the packet prepared for the Planning and Zoning Commission's use during consideration of the application. The property owner, a general contractor, has an agreement to sell a "build-to-suit" car wash at 8019 Bronco Lane, situated between the local US Postal Service Branch and a retail establishment operating as Dollar General.

The current ordinance permits a car wash as a land use in the C-1 district. However, anticipated changes to Table B of Chapter 14, recommended by the Planning and Zoning Commission and subject to new notification requirements, may render a car wash a non-conforming use in the C-1 district. Recognizing this potential future scenario, the property owner opted to seek a zoning change concurrently with the required design approval, aiming to prevent any future non-conformity. The ordinance includes a fee structure incentivizing this decision by offering reduced fees compared to separate design approval applications.

Initially deferred to address errors, notably the failure to utilize an access easement allowing the car wash to share the

existing Dollar General driveway, the application underwent revisions. Most conditions imposed reinforce ordinance provisions applicable during the site development plan review. However, discretionary conditions regarding the buffer required at the rear property line shared with residentially zoned property remain. Despite the potential unlikelihood of residential development in the foreseeable future, the applicant has committed to engaging a qualified design professional to prepare the necessary permit and approval documents upon approval.

FINDINGS:

To adopt any proposed zoning change ordinance, the City Council must generally find that:

- the change is in the public interest; and
- the request is deemed to be consistent with the current comprehensive plan.

The Future Land Use Map (FLUM) designates this property for "mixed-use," aligning with the requirement for design approval outlined in Section 6.105 of Chapter 14. This requirement ensures that concerns outlined in the ordinance, particularly those related to potential future residential use of adjacent or nearby property, are adequately addressed. Section 6.105(d) of Chapter 14 outlines these concerns, which are included in the packet immediately following the staff reports prepared for the Planning and Zoning Commission's use. Approval of the application implies a determination that the submission, along with any specified conditions, sufficiently addresses these concerns.

FINANCIAL IMPACT: N/A

ATTACHMENTS:
Car wash zoning-design review packet.pdf

PLANNING AND ZONING COMMISSION RECOMMENDATION

The Planning and Zoning Commission considered this application at both their March 14, 2024, and April 11, 2024, meetings following a public hearing on each occasion. The public hearing was continued, and consideration of the application was deferred until the April 11, 2024, meeting to accommodate a much more complete effort related to the required design approval. They unanimously recommended approval of the zoning change to the C-2 zoning district along with the required design approval subject to the following conditions:

1. vehicular entry to the property shall be limited to the existing shared access drive with new intersections at that shared access drive revised in accordance with Chapter 11 during the site development plan review;
2. relocation of the proposed ground sign as required to remain outside of any protected “vision triangle” and lighting that is complaint with local “dark sky” ordinances;
3. that the required buffer adjacent to the rear property line shall include an 8-foot high fence constructed of cement-core planks or stone, located a minimum of 10 feet from that rear property line; and
4. that the required buffer within that setback (east of the fence) shall also include trees other than ornamental trees selected from the preferred list in the landscaping ordinance, planted at a spacing no greater than 20 feet on center with a height of no less than 12 feet with a minimum caliper of 3.5 inches at the time of planting, supplemented by evergreen shrubs planted at no greater than 7 feet on center.

Six regular members were present along with one alternate member and all participated in the unanimous recommendation.

ORDINANCE NO. 24-05-02-02

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP BY CHANGING LOT 18005-B OF BAR-K RANCHES, SECTION 18, COMMONLY REFERRED TO AS 8019 BRONCO LANE FROM THE C-1 ("PROFESSIONAL OFFICE, NEIGHBORHOOD RETAIL") ZONING DISTRICT TO THE C-2 ("GENERAL COMMERCIAL / RETAIL") ZONING DISTRICT, TOGETHER WITH THE REQUIRED DESIGN APPROVAL; AND PROVIDING FOR RELATED MATTERS.

WHEREAS, Ameritex Builders Inc., acting by and through Melissa Sloan, the owner of Lot 18005-B of Bar-K Ranches, Section 18, commonly referred to as 8019 Bronco Lane (referred to hereinafter as the "Property"), has filed an application requesting the change in zoning of this property from the C-1 ("Professional Office, Neighborhood Retail") zoning district to the C-2 ("General Commercial / Retail") zoning district; and

WHEREAS, Ameritex Builders Inc., acting by and through Melissa Sloan, has included a request for design approval in that same application in accordance with the provisions of Section 6.105 of Chapter 14, the Lago Vista Zoning Ordinance for the Property as set forth in **Exhibit "A"** attached hereto; and

WHEREAS, the Property currently resides within the corporate limits of the City of Lago Vista;

WHEREAS, after giving fifteen (15) days written notice to the owners of land in and within 200-feet of the area being rezoned, as well as having published notice to the public at least fifteen (15) days prior to the date of such hearings, the Planning and Zoning Commission and City Council each held separate public hearings on the proposed rezoning of the Property included in this Ordinance; and

WHEREAS, the Planning and Zoning Commission at its public hearings held on March 14, 2024, and April 11, 2024, and the City Council at its public hearing held on May 2, 2024, have both reviewed the request and the circumstances of the Property, and find that a substantial change in the circumstances of the Property, sufficient to warrant a change in the zoning of the Property, has transpired; and

WHEREAS, the City, by and through its legislative discretion, has adopted a comprehensive plan for the City of Lago Vista, and having considered and reviewed such comprehensive plan, the City Council finds the rezoning approved herein is consistent with the comprehensive plan which shall not be interpreted as inconsistent with this rezoning; and

WHEREAS, the City desires that development within its corporate limits occur in an orderly manner in order to protect the health, safety, and welfare of its present and future citizens, protect property values and provide for the growth of the City's tax base; and

WHEREAS, the City desires to control the development standards for the Property, protect third party property owners in the City, and to ensure the benefits of planned development and an enhanced tax base that are achieved through rezoning the Property; and

WHEREAS, pursuant to Texas Local Government Code Section 51.001, the City has general authority to adopt an ordinance or police regulation that is for the good government, peace or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, pursuant to Chapter 211 of the Texas Local Government Code, the City has the authority to zone and rezone property; and

WHEREAS, the City Council finds that it is necessary and proper for the good government, peace or order of the City of Lago Vista to adopt this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact. The Planning and Zoning Commission and City Council find that this Ordinance satisfies the requirements of Section 6.105 and Section 13 of the City of Lago Vista Zoning Ordinance, codified under Ordinance No. 98-04-27-03, as amended (the "Zoning Code").

Section 2. Enactment. The Zoning Ordinance and the Official Zoning Map and other applicable ordinances are hereby modified and amended by rezoning the Property from the C-1 ("Professional Office, Neighborhood Retail") zoning district to the C-2 ("General Commercial / Retail") zoning district together with the required design approval in accordance with **Exhibit "A"** and the conditions described in **Exhibit "B."**

Section 3. Repealer. All ordinances or parts thereof conflicting or inconsistent with the provisions of this ordinance as adopted and amended herein, are hereby amended to the extent of such conflict. In the event of a conflict or inconsistency between this ordinance and any other code or ordinance of the city, the terms and provisions of this ordinance shall govern.

Section 4. Severability. Should any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application to any person or circumstance for any reasons thereof ineffective or inapplicable, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no way affect, impair or invalidate the remaining portion or portions thereof; but as to such remaining portion or portions, the same shall be and remain in full force and effect and to this end the provisions of this Ordinance are declared to be severable.

Section 5. Penalty. Any person, firm or corporation violating any of the provisions or terms of this Ordinance or of the Code of Ordinances as amended hereby, shall be subject to the same penalty as provided for in the Code of Ordinances, Section 1.109 General Penalty for Violations of Code; Continuing Violations of the City of Lago Vista, and upon conviction shall be punished by a fine not to exceed Two Thousand Dollars ($2,000.00) for each offense.

Section 6. Publication Clause. The City Secretary of the City of Lago Vista is hereby directed to publish in the Official Newspaper of the City of Lago Vista the Caption, and Effective Date Clause of this Ordinance as required by Section 52.013 of the *Texas Local Government Code*.

Section 7. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below in accordance with the provisions of the *Texas Local Government Code* and the City's Charter.

Section 8. Change of Zoning Map. The City Manager is hereby authorized to and shall promptly note the zoning change on the official Zoning Map of the City of Lago Vista, Texas.

Section 9. Proper Notice and Meeting. It is hereby officially found and determined that the meeting at which this Ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapter 551, Texas Local Government Code.*

AND, IT IS SO ORDERED.

PASSED AND APPROVED this ____ day of May, 2024.

_____
Kevin Sullivan, Mayor

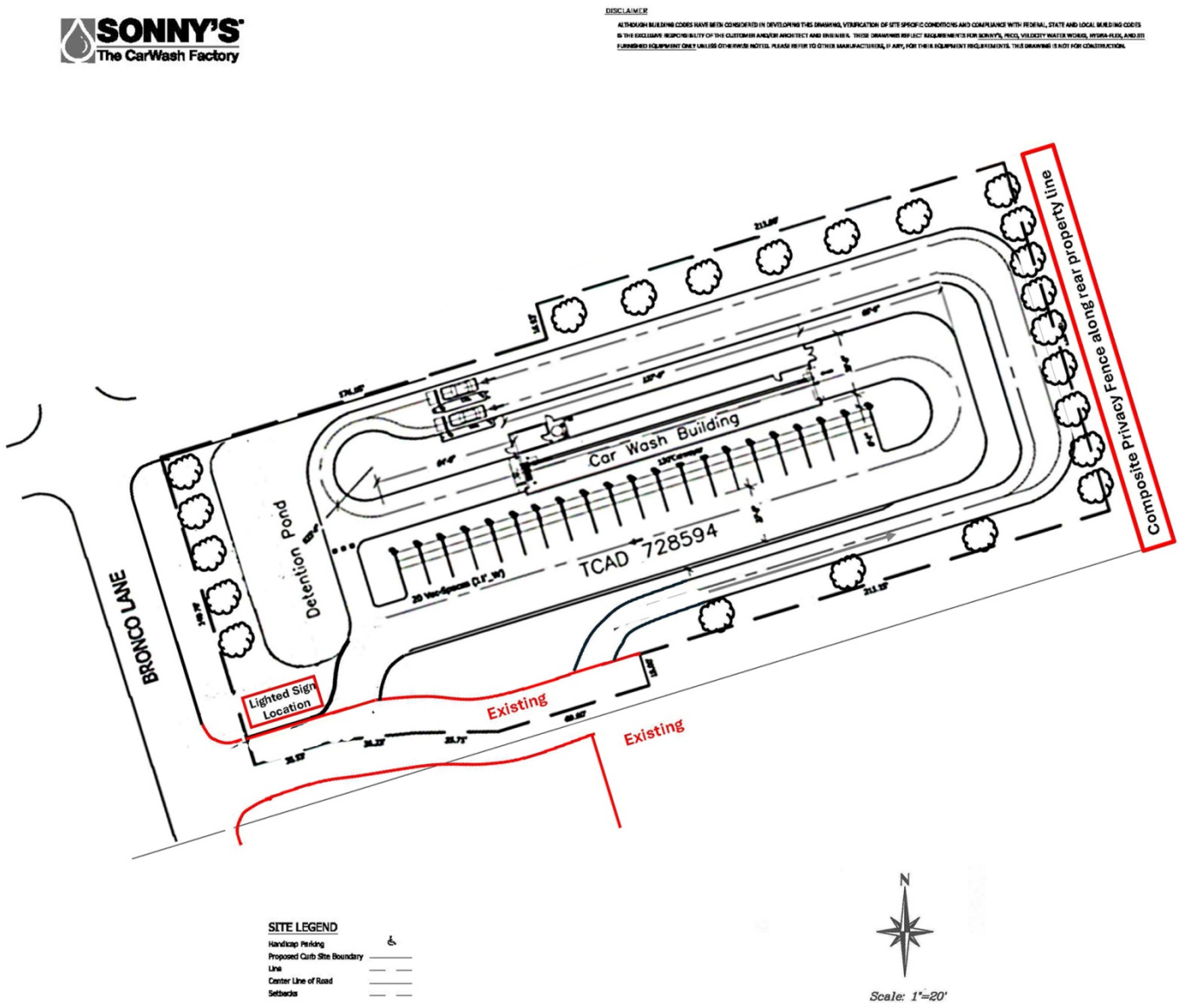
ATTEST:

_____
Lucy Aldrich, City Secretary

On a motion by Councilor _____, seconded by Councilor _____, the above and foregoing ordinance was passed and approved.

EXHIBIT "A"

Design Approval



CONCEPTUAL SITE PLAN

EXHIBIT "A"

Design Approval

REPRESENTATIVE EXTERIOR

<u>EXHIBIT "A"</u>

Design Approval

SCREENING FENCE AT REAR OF PROPERTY

EXHIBIT "B"

Conditions

The Property as described in **Exhibit "A"** attached hereto, has been approved as meeting the design review requirements in accordance with Section 6.105 of Chapter 14, the Lago Vista Zoning Ordinance, subject to compliance with the following conditions:

1. vehicular entry to the property shall be limited to the existing shared access drive with new intersections at that shared access drive revised in accordance with Chapter 11 during the site development plan review;

2. relocation of the proposed ground sign as required to remain outside of any protected "vision triangle" and lighting that is complaint with local "dark sky" ordinances;

3. that the required buffer adjacent to the rear property line shall include an 8-foot high fence constructed of cement-core planks or stone, located a minimum of 10 feet from that rear property line; and

4. that the required buffer within that setback (east of the fence) shall also include trees other than ornamental trees selected from the preferred list in the landscaping ordinance, planted at a spacing no greater than 20 feet on center with a height of no less than 12 feet with a minimum caliper of 3.5 inches at the time of planting, supplemented by evergreen shrubs planted at no greater than 7 feet on center.

LAGO VISTA PLANNING AND ZONING COMMISSION
STAFF LAND USE REPORT – APRIL 11, 2024

P&Z CASE NO:	**23-2584-R-REZ:** 8019 Bronco Lane
APPLICANT:	Ameritex Builders Inc. (Jimmy Taylor)
LANDOWNER:	Ameritex Builders Inc. (Melissa Sloan)
LOCATION:	East side of Bronco Ln. ± 1,250' south of Bar-K Ranch Rd.
ZONING:	C-1C to C-2 with required design review
PROPOSED USE:	Car Wash

UPDATE:

- The applicant provided an updated set of drawings and information pursuant to an email from the staff that described the comments of the Planning and Zoning Commission at the previous meeting on March 14, 2024. While they were seemingly not produced by a qualified design professional, they did in fact address in some limited fashion the primary concern related to the treatment of the rear property line that is shared with residentially zoned property. Nonetheless, there is no information about the species of the proposed row of trees which will ultimately determine their height at maturity and whether they can provide a meaningful buffer for a building that resembles the submitted images. Although we specifically mentioned concern about the durability of the required fence, no mention of either the specific material to be used (low maintenance cement-core planks for example) or the height was provided.
- The inquiry also revealed that the existing driveway serving the adjacent Dollar General Store straddles the common boundary between the two properties pursuant to a shared access easement that extends to approximately half the depth of each lot. However, the original submitted site plan and the first attempt at an update did not seem to accurately depict that existing driveway or the way it transitions into the neighboring property's existing parking lot. Pointing that out to the applicant resulted in another revision to the site plan that remains slightly inaccurate, but reasonably close. Although the revised site plan still includes new driveway intersections that are not compliant with various requirements included in the Lago Vista Code of Ordinances, that can be addressed in the site development plan review the requires administrative (staff) approval.
- Although there is no reason to assume that the "Lighted Sign Location" is drawn to scale (it would greatly exceed the size permitted by our sign ordinance), we are nonetheless concerned about the failure to include the required setback (10 feet from any property line) or the prohibition against locating any sight-obstruction within the specified "vision triangle." Those provisions are included in multiple locations throughout the Code of Ordinances. There are of course similar concerns about whether non-specific references to the lighting of a sign would be compliant with our "dark sky" regulations. However, as mentioned above and in the previous staff report, those concerns involve non-discretionary regulations that can be administratively enforced during the site development plan review and/or the sign permit review.

POTENTIAL ALTERNATIVE RECOMMENDATIONS / DECISION:

A. Recommend approval of the requested zoning changes and the required design review subject to the following conditions:

   1. vehicular entry to the property shall be limited to the existing shared access drive with new intersections at that shared access drive revised in accordance with Chapter 11 during the site development plan review;
   2. relocation of the proposed ground sign as required to remain outside of any protected "vision triangle" and lighting that is complaint with local "dark sky" ordinances; and
   3. the type of trees and proposed fence (including the height) to be constructed along the rear property line shall be as described by the Commission following the scheduled public hearing.

B. Defer the application and continue the public hearing in order to give the applicant the opportunity to produce more accurate and detailed drawings prior to forwarding a recommendation to the City Council.

C. Recommend denial of both the zoning change and request for design approval.

23-2584-R-REZ

8019 Bronco Lane

Updated Submittal

Representative Exterior

Proposed Rear Fence

Floodplain Note:

Lot shown is located in Zone "X" and is an approximation based upon interpolating the information from a 1" = 1000' scale Federal Emergency Management Agency Flood Insurance Rate Map of Lago Vista, Travis County, Texas Community Panel No. 481508 0205H with an effective date of Sept.26, 2008 and such flood information is to be used only for the purpose of flood insurance. This Surveyor does not assume responsibility for the inaccuracy of said Rate Maps.

Surveyors' Certification:

I, Gregory E. West, a Registered Professional Land Surveyor, licensed to practice Land Surveying in the State of Texas, do hereby certify that this plat represents the results of an on-the-ground Survey performed on Dec. 12, 2018 under my direction and supervision and is true and correct, that there are no discrepancies, boundary line conflicts, encroachments or protrusions, overlapping of improvements visible utility lines or roads in place except as shown.

Gregory E. West, R.P.L.S. No. 4188

12-13-18

Date

LEGAL DESCRIPTION:

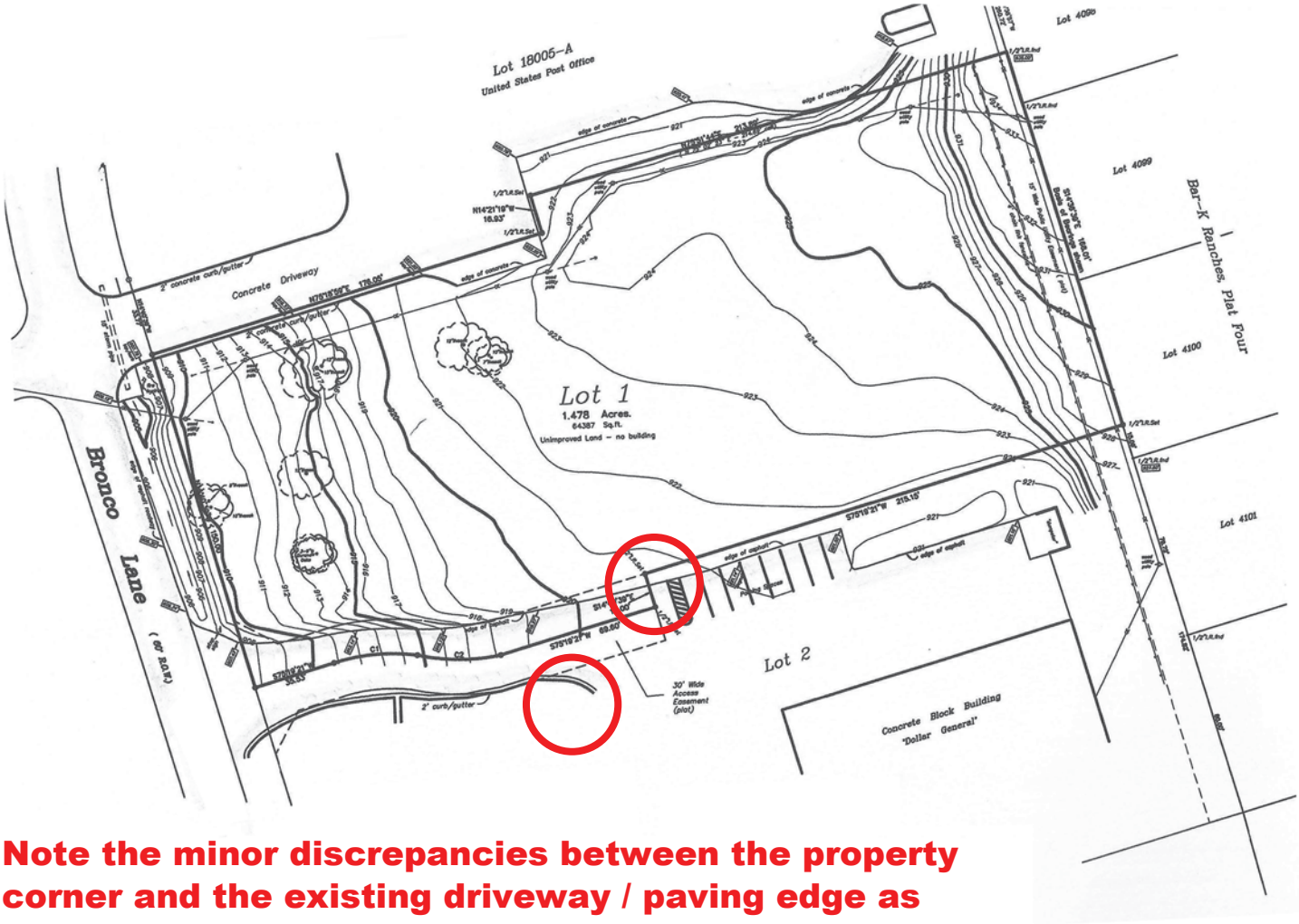
Being all of Lot 1, FINAL PLAT, RESUBDIVISION OF LOT 18005-B OF THE RESUBDIVISION OF LOT 18005, BAR-K RANCHES, SECTION EIGHTEEN, recorded in Document No. 200600083, Official Public Records, Travis County, Texas.

NOTE:
This survey was performed without the benefit of a title report and is subject to some as such might reflect. Only the record plat was used basis of this survey.

Please check City of Lago Restrictions for Commercial Zoning requirements such as Building Setbacks, Easements etc.

Curve Data Table

NUM	DELTA	ARC	RADIUS	BEARING	DISTANCE
C1	24°36'36"	36.51'	85.00'	S87°16'05"W	36.23'
C2	24°15'05"	35.98'	85.00'	S87°26'53"E	35.71'



Note the minor discrepancies between the property corner and the existing driveway / paving edge as shown on the 2018 survey and the updated site plan.

STATE OF TEXAS
REGISTERED
GREGORY E. WEST
4188
PROFESSIONAL
LAND SURVEYOR

Survey (2018)

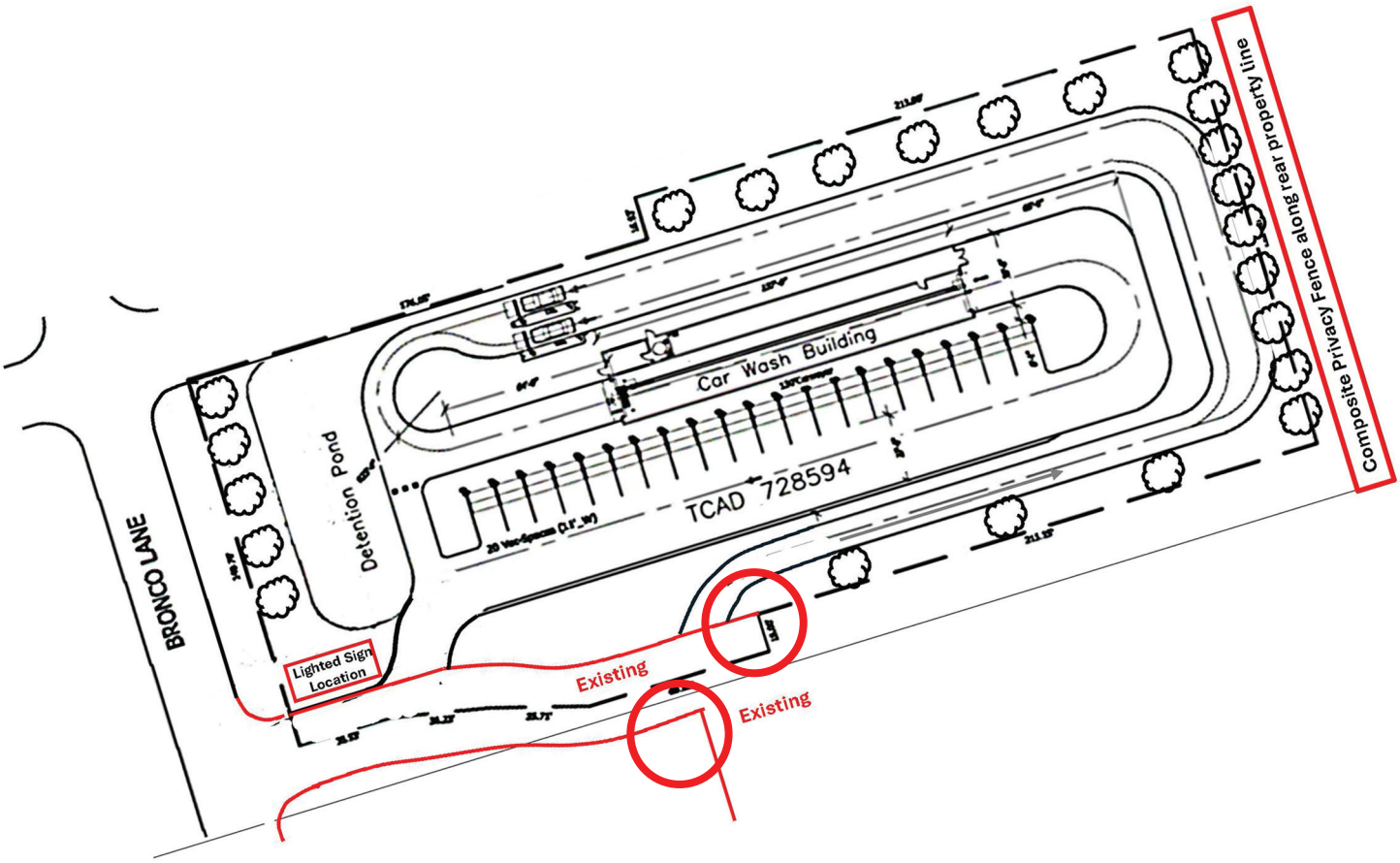
N

Scale: 1"=20'

SONNY'S
The CarWash Factory

DISCLAIMER

ALTHOUGH BUILDING CODES HAVE BEEN CONSIDERED IN DEVELOPING THIS DRAWING, VERIFICATION OF SITE SPECIFIC CONDITIONS AND COMPLIANCE WITH FEDERAL, STATE AND LOCAL BUILDING CODES IS THE EXCLUSIVE RESPONSIBILITY OF THE CUSTOMER AND/OR ARCHITECT AND ENGINEER. THESE DRAWINGS REFLECT REQUIREMENTS FOR SONNY'S, PECO, VELOCITY WATER WORKS, HYDRA-FLEX, AND SIT FURNISHED EQUIPMENT ONLY UNLESS OTHERWISE NOTED. PLEASE REFER TO OTHER MANUFACTURERS, IF ANY, FOR THEIR EQUIPMENT REQUIREMENTS. THIS DRAWING IS NOT FOR CONSTRUCTION.



SITE LEGEND

Handicap Parking	♿
Proposed Curb Site Boundary	———
Line	— —
Center Line of Road	———
Setbacks	— —

N

Scale: 1"=20'

PRELIMINARY PLAN NOTE

This plan has been prepared with the best available information provided by the customer, without the benefit of a survey in some cases. the engineer has not conducted any code research regarding, but not limited to, permitted uses, setbacks, buffers, access, required parking, landscaping, far, ISR, storm water management, utilities, right of way acquisition or easements to benefit accurate layout orientation and configuration.

Site Plan Update

GENERAL NOTES

1. All center line of road curb radii to be 23' unless otherwise noted.
2. All vacuum spaces are 11' unless otherwise noted.
3. All parking spaces are 9' unless otherwise noted.

LAGO VISTA PLANNING AND ZONING COMMISSION
STAFF LAND USE REPORT – MARCH 14, 2024

P&Z CASE NO:	**23-2584-R-REZ:** 8019 Bronco Lane
APPLICANT:	Ameritex Builders Inc. (Jimmy Taylor)
LANDOWNER:	Ameritex Builders Inc. (Melissa Sloan)
LOCATION:	East side of Bronco Ln. ± 1,250' south of Bar-K Ranch Rd.
ZONING:	C-1C to C-2 with required design review
PROPOSED USE:	Car Wash

GENERAL INFORMATION / LOCATION:

- The subject property fronts on the northeast side of Bronco Lane approximately opposite the Lifelong Friends Pet Adoption facility that is located on the southwest side of FM 1431. It is located south of the local US Postal Service branch which is addressed as 8027 Bronco Lane and north of the retail location currently operating as Dollar General which is addressed as 8017 Bronco Lane. It shares a common rear property line with all or parts of three different vacant lots that front on the southwest side of Arapaho Trail.
- The current owner presumably has an offer from an unspecified individual who hopes to construct a car wash on the property. A car wash ("auto wash") is currently permitted by Table B in the C-1 "Professional Office, Neighborhood Retail" zoning district. However, a recommendation from the Planning and Zoning Commission to eliminate that use as well as others that are inconsistent with the description and intent of the C-1 commercial zoning district would have been forwarded to the City Council for action on September 7, 2023. However, a state statute that became effective on September 1, 2023, now requires a notification letter be sent to all existing facilities that might become legally non-conforming because of a proposed zoning ordinance amendment.
- Because of several other high priorities that are vying for a position on a future City Council meeting agenda, this recommendation has been delayed for a more convenient opportunity. In addition, the Development Services Department staff has a temporary administrative staff shortage. Nonetheless, Section 6.105 of Chapter 14 requires a design review approval from the Planning and Zoning Commission as a prerequisite to development of this property notwithstanding any potential desired zoning change. As a separate application, that fee is significantly more than the fee for a zoning request for a property of this size that would simultaneously include the required design review approval request. Since much of the property in the area is already in or compatible with the C-2 "General Commercial, Retail" zoning district, it made little sense to delay a zoning change request until faced with the need to correct a non-conformity, such as one caused by a total hazard loss. The staff therefore recommended an application that included a change to the C-2 district as being in the best long-term interest of the potential future property owner.

SITE PLAN / CONTEXT CONSIDERATIONS:

- The staff provided a copy of the design review approval criteria that follows this staff report and that is included in Section 6.105 of Chapter 14. However, it is clear that what was originally submitted did not seem to appreciate the requirements. It instead simply showed a prototype design of the car wash that is proposed for inclusion on the property. As a result, we also provided a list of what we thought were the minimum issues that had been ignored and that might lead to a deferral if they continued to be ignored. We received a reply that revised plans would be forthcoming, but what we received was submitted by a registered professional land surveyor instead of someone with building or site design experience.
- Moreover, the reply consisted of the addition of a few notes and the addition of a detention and water quality pond located partially in the Bronco Lane right-of-way instead of completely within the subject property as required. One of those notes was included only in the email that delivered the additional information suggesting that the protection tree replacement requirement would be "addressed as required," suggesting that was no current intent to make that effort.

- Some of the handful of notes actually raised more questions than they answered. For example, there was original anticipation by the staff that the facility would be operated at night. However, the note that was added about a sign location, which appears likely to create an encroachment into the required "sight triangle" required by several ordinance requirements, suggests that it will be provided with lighting. However, that lighting will not be allowed except during the operating hours of the facility. More importantly, there is no information about any other associated outdoor lighting or compliance with the local "dark sky" regulations that would be required if the facility is in fact going to operate beyond typical daylight hours.

RELEVANT ORDINANCE PROVISIONS / COMPREHENSIVE PLAN CONSIDERATIONS:

- Nonetheless, the staff is perfectly capable of enforcing the ordinance requirements both during the site development plan review required by Chapter 10.5 and the commercial building permit review required by Chapter 3. In addition to the outdoor lighting, the likely ill-conceived proposed ground sign location, and the stormwater improvements located in the public right-of-way, a number of other apparent violations are readily apparent. With existing adjacent driveways on each common side property line, the proposed entry drive does not maintain the minimum spacing requirements within Chapter 11. Instead it is very likely that the entry drive will bisect the connected halves of the required detention and water quality pond. The replacement tree obligation within Section 20 of Chapter 14 will be easy to determine with a more serious effort as required by the application reviews mentioned above.
- Most of those deficiencies could be covered by an atypically lengthy list of approval conditions. This would allow the expense of a more earnest effort to be deferred by the potential future owner of the property. Nonetheless, as mentioned at the outset the zoning change is required only for the purpose of avoiding a potential future non-conformity and is not currently required by Table B of Chapter 14. The expense of a better effort therefore does not represent a risk unless the desire to purchase the property for this purpose remains uncertain or speculative. Under similar circumstances, previous applicants provided significantly more information to describe their intent.
- In addition, at least some of the determinations required by Section 6.105 of Chapter 14 are somewhat discretionary, which is the reason that the ordinance places the responsibility on the Planning and Zoning Commission rather than the staff. As discussed in relation to similar applications on this same street, the staff does not feel it is within our legitimate authority to suggest that the property in a single-family residential zoning district that shares a rear property line with this location is unlikely to be developed in accordance with its current zoning entitlements. The designation of all the property in this area as "mixed use" in the current comprehensive plan, even if accurate, would seemingly establish a basis for discretion that is available only to the Commission.
- As such, we will simply note that Section 6.105(d)(3)(C) of the design review provisions requires "buffers and attractive screening to minimize the functional or visual impact of certain uniquely non-residential or multifamily site elements to help create a more logical and natural transition to dissimilar elements." Determining the adequacy of any specific landscaping and fencing along that common property line is typically a product of the appearance of the building that was requested by the staff in the email included in the packet.
- Since this is clearly a prototype building, it would not seem to be particularly burdensome to provide photographic images of a similar car wash in an existing location as previous applicants have done in the recent past. Such images, proposed building elevations, or more detailed descriptions would provide the Commission a better opportunity to evaluate the appearance and durability of any proposed fencing and the necessity of supplementing that effort with additional specific types of landscaping that is not otherwise required along this shared property line.

POTENTIAL ALTERNATIVE RECOMMENDATIONS / DECISION:

A. Defer the application and continue the public hearing in order to give the applicant the opportunity to address the deficient design review related elements and ordinance requirements prior to forwarding a recommendation to the City Council.

B. Recommend approval of the requested zoning changes and the required design review subject to the following conditions:

   1. provision of prototypical images of the proposed building and appropriate landscaping and fencing along the rear property line (reviewed by staff prior to forwarding the recommendation to the City Council);
   2. relocation of the proposed entry drive in accordance with Chapter 11 and a traffic impact analysis (TIA) if required by local ordinance for the volume potentially generated by this use;
   3. relocation of the required stormwater improvements and associated landscaping out of the Bronco Lane right-of-way and any existing public utility easements that would preclude the required depth;
   4. relocation of the proposed ground sign as required outside of any protected “vision triangle” adjacent to an existing or new driveway; and
   5. completion of a landscaping plan that meets all ordinance requirements and accommodates reasonable protected tree protection efforts.

C. Recommend approval of all requests with no additional conditions related to the required design review.

D. Recommend denial of all requests.

Approval Standards and Criteria. Issues to be adequately addressed and resolved by the applicant in order to receive design review approval include, but are not limited to the following:

(1) Conformity with all applicable regulations within the Code of Ordinances, the current Lago Vista Comprehensive Master Plan and any other adopted land use policies.

(2) The location, arrangement, size, design and general site compatibility of structures and other improvements such as parking, landscaping, fences, lighting, signs and driveway locations to mitigate and otherwise avoid unreasonable negative impact to adjacent property (including public property or a public right-of-way) due to:

(A) Reduced privacy;

(B) Reduced use, utility or property rights;

(C) Avoidable light and sound trespass; or

(D) Unwarranted reductions in the visual or aesthetic quality of views beyond that which is an inherent result of development.

(3) Landscaping, the location and configuration of required offsite parking and the arrangement of open space or natural features on the site shall:

(A) Minimize the visual and environmental impact of large expanses of uninterrupted paving;

(B) Create a desirable and functional open space environment for all intended site patrons, including pedestrians, bicyclists, and motorists; and

(C) Provide buffers and attractive screening to minimize the functional or visual impact of certain uniquely non-residential or multifamily site elements to help create a more logical and natural transition to dissimilar developments.

(4) Circulation systems, transportation components and off-street parking shall integrate to:

(A) Provide adequate and safe access to the site for motor vehicles as well as alternate modes of transportation, including pedestrians, bicyclists, and any potential public transit users;

(B) Eliminate or reduce dangerous traffic movements;

(C) Minimize driveway or curb cuts by using cross-access servitudes and shared parking whenever possible and appropriate;

(D) Accommodate sign locations that do not create sight-obstructions that are potentially hazardous to any transportation mode; and

(E) Clearly define a network of pedestrian connections in and between parking lots, sidewalks, open spaces, and structures that is visible, identifiable, and safe.

(5) Building facades visible from a public right-of-way shall avoid large expanses or massive amounts of unarticulated exterior finish surfaces or that are otherwise lacking in elements that relate to pedestrian or human scale.

23-2584-R-REZ

8019 Bronco Lane

Attachment 1

Application

LAGO VISTA

CITY OF LAGO VISTA · DEVELOPMENT SERVICES
5803 THUNDERBIRD STREET · P.O. BOX 4727 · LAGO VISTA, TX 78645
Tel. (512) 267-5259 *Fax (512) 267-5265*

NOTE: Applicants should seek legal advice concerning the applicability of any existing private covenants or deed restrictions and their ability to be enforced or waived by other specific property owners.

APPLICATION FOR ZONING DISTRICT CHANGE

Contact Person: Jimmy Taylor **Fee:** See Ordinance Appendix A (non-refundable)

Contact Phone: 512.705.5773 **Contact Email:** ameritex_builders@yahoo.com

Property Owner(s):* Ameritex Builders Inc

Owner's mailing address: 420 Summit Ridge Dr. N Point Venture, TX. 78645

COMPLETE LEGAL DESCRIPTION OF SUBJECT PROPERTY

Subdivision, Section and Lot Number(s) if platted. Attach metes & bounds or equal description otherwise*

Lot 1, Final Plat, Resubdivision of Lot 18005-B of the Resubdivision of Lot 18005, Bar-K Ranches, Section Eighteen

Municipal Address(es)* if applicable:

NATURE OF REQUEST

Current Zoning District(s): C1 **Requested District:** C2

Purpose or Basis of Request* (if PDD, include whether concept and/or detail plan approval is sought):

Additional individual(s) authorized to act on behalf of the property owner(s)* regarding this application:

Name of Agent: Owner: Melissa Sloan **Email:** ameritex_builders@yahoo.com

Mailing Address: 420 Summit Ridge Dr. N, Point Venture, TX 78645 **Phone:** 512.818.9621

NOTE: **Applications must be complete including all applicable portions of this form, payment of fees and all required drawings or documentation. All applications are accepted provisionally pending a completion review. PLEASE TAKE SPECIFIC NOTICE AND INCORPORATE OR ADDRESS ALL LOCAL ORDINANCE REQUIREMENTS IN YOUR APPLICATION.**

Melissa Sloan 01/08/2024

Property Owner's signature(s)* **Date**

***Attach additional sheets as required**

23-2584-R-REZ

8019 Bronco Lane

Attachment 2

Survey / Originally Submitted Site Plan

Floodplain Note:

Lot shown is located in Zone "X" and is an approximation based upon interpolating the information from a 1" = 1000' scale Federal Emergency Management Agency Flood Insurance Rate Map of Lago Vista, Travis County, Texas Community Panel No. 481508 0205H with an effective date of Sept.26, 2008 and such flood information is to be used only for the purpose of flood insurance. This Surveyor does not assume responsibility for the inaccuracy of said Rate Maps.

Surveyors' Certification:

I, Gregory E. West, a Registered Professional Land Surveyor, licensed to practice Land Surveying in the State of Texas, do hereby certify that this plat represents the results of an on-the-ground Survey performed on Dec. 12, 2018 under my direction and supervision and is true and correct, that there are no discrepancies, boundary line conflicts, encroachments or protrusions, overlapping of improvements visible utility lines or roads in place except as shown.

Gregory E. West, R.P.L.S. No. 4188

12-13-18

Date

LEGAL DESCRIPTION:

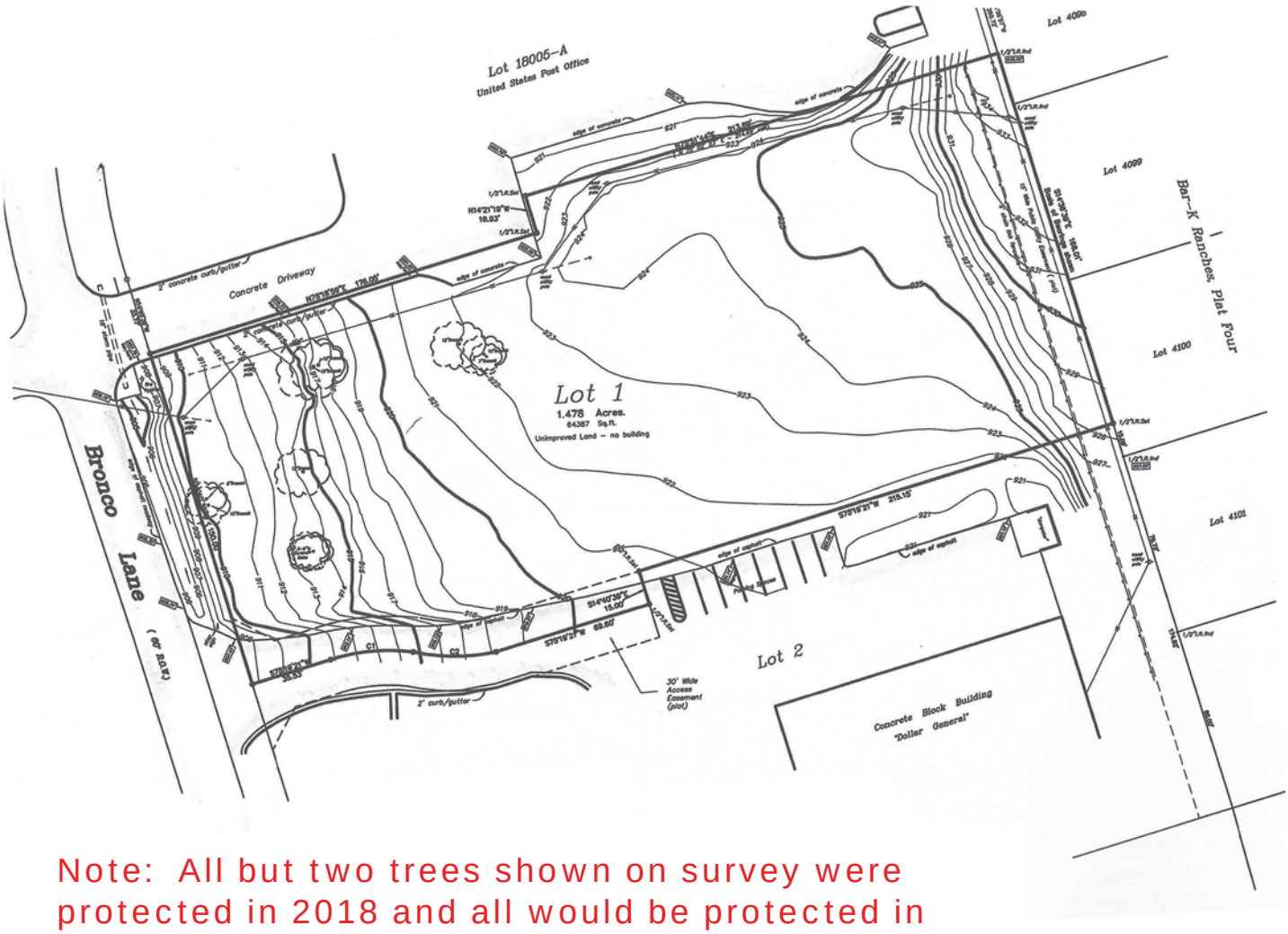
Being all of Lot 1, FINAL PLAT, RESUBDIVISION OF LOT 18005-B OF THE RESUBDIVISION OF LOT 18005, BAR-K RANCHES, SECTION EIGHTEEN, recorded in Document No. 200600083, Official Public Records, Travis County, Texas.

NOTE:
This survey was performed without the benefit of a title report and is subject to some as such might reflect. Only the record plat was used basis of this survey.

Please check City of Lago Restrictions for Commercial Zoning requirements such as Building Setbacks, Easements etc.

Curve Data Table

NUM	DELTA	ARC	RADIUS	BEARING	DISTANCE
C1	24°36'36"	36.51'	85.00'	S87°16'05"W	36.23'
C2	24°15'05"	35.98'	85.00'	S87°26'53"E	35.71'



Note: All but two trees shown on survey were protected in 2018 and all would be protected in 2024 with a 2 to 3 inch increase in diameter.

STATE OF TEXAS
REGISTERED
GREGORY E. WEST
4188
PROFESSIONAL
LAND SURVEYOR

Survey (2018)

N

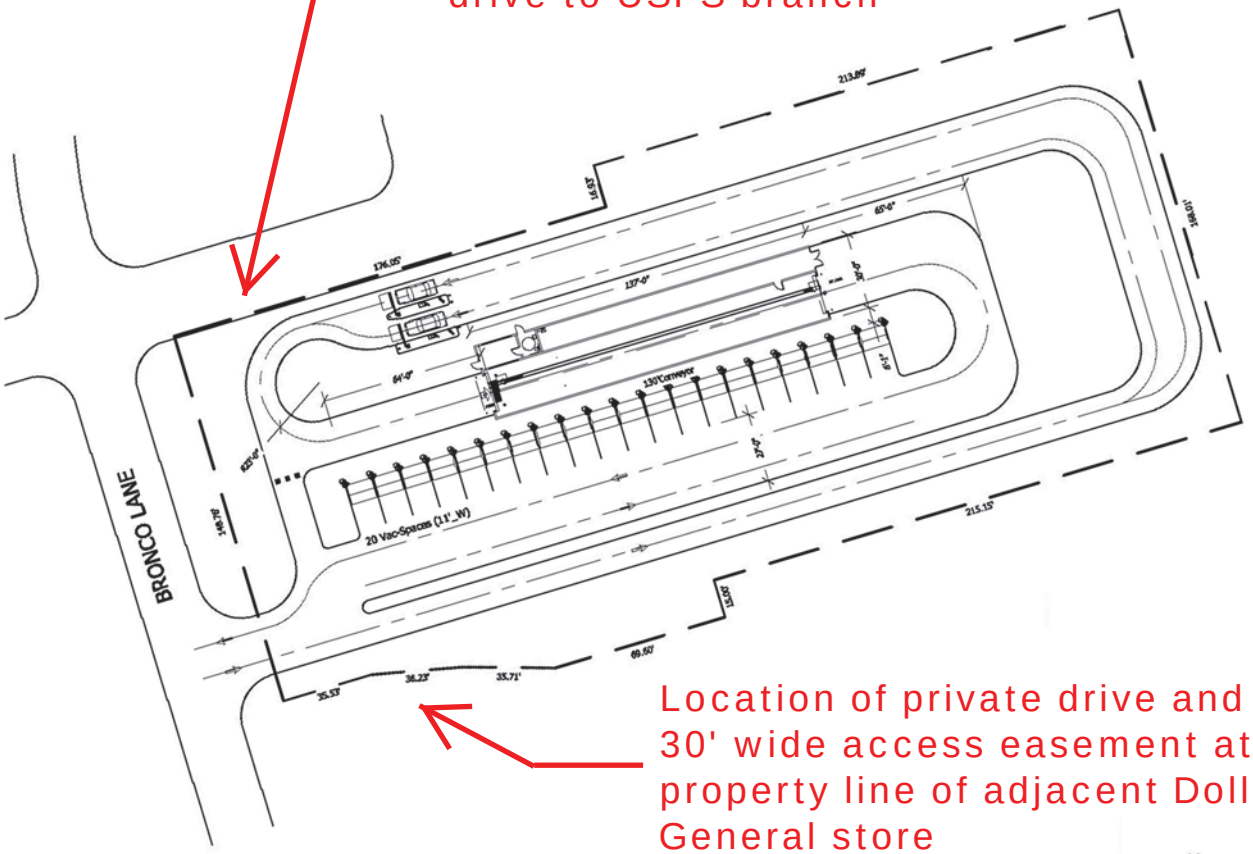
Scale: 1"=20'

SONNY'S
The CarWash Factory

DISCLAIMER

ALTHOUGH BUILDING CODES HAVE BEEN CONSIDERED IN DEVELOPING THIS DRAWING, VERIFICATION OF SITE SPECIFIC CONDITIONS AND COMPLIANCE WITH FEDERAL, STATE AND LOCAL BUILDING CODES IS THE EXCLUSIVE RESPONSIBILITY OF THE CUSTOMER AND/OR ARCHITECT AND ENGINEER. THESE DRAWINGS REFLECT REQUIREMENTS FOR SONNY'S, PECO, VELOCITY WATER WORKS, HYDRA-FLEX, AND SOME FURNISHED EQUIPMENT ONLY UNLESS OTHERWISE NOTED. PLEASE REFER TO OTHER MANUFACTURERS, IF ANY, FOR THEIR EQUIPMENT REQUIREMENTS. THIS DRAWING IS NOT FOR CONSTRUCTION.

Location of private drive to USPS branch



Location of private drive and 30' wide access easement at property line of adjacent Dollar General store

SITE LEGEND

Handicap Parking	♿
Proposed Curb Site Boundary	———
Line	— —
Center Line of Road	———
Setbacks	— —

N

Scale: 1"=20'

Originally Submitted Site Plan

PRELIMINARY PLAN NOTE

This plan has been prepared with the best available information provided by the customer, without the benefit of a survey in some cases. the engineer has not conducted any code research regarding, but not limited to, permitted uses, setbacks, buffers, access, required parking, landscaping, far, ISR, storm water management, utilities, right of way acquisition or easements to benefit accurate layout orientation and configuration.

GENERAL NOTES

1. All center line of road curb radii to be 25' unless otherwise noted.
2. All vacuum spaces are 11' unless otherwise noted.
3. All parking spaces are 9' unless otherwise noted.

23-2584-R-REZ

8019 Bronco Lane

Attachment 4

Request for Additional Information and Revised Site Plan

Re: Fw: Contact Info for rezoning list

Steve Womack <swrpls@gmail.com>

Wed 2/21/2024 2:17 PM

To:ameritex_builders@yahoo.com <ameritex_builders@yahoo.com>;Roy Jambor <Roy.Jambor@lagovistatexas.gov>

1 attachments (147 KB)

24-012 Model (1).pdf;

Here is the concept plan, trees impacted by the development will be addressed as required.

Steven Warner Womack, RPLS, PLS, NCEES

National Council of Examiners for Engineering and Surveying #1928

Texas Registered Professional Land Surveyor #5025

North Carolina Professional Land Surveyor # L-5043

10703 Sierra Oaks
Austin, Texas 78759
Phone/Text: (512) 638-0220

On Wed, Feb 14, 2024 at 11:46 AM Ameritex Builders <ameritex_builders@yahoo.com> wrote:

AmeriTex Builders

512-705-5773

----- Forwarded Message -----
From: Roy Jambor <roy.jambor@lagovistatexas.gov>
To: ameritex_builders@yahoo.com <ameritex_builders@yahoo.com>
Sent: Sunday, February 11, 2024 at 09:15:56 AM CST
Subject: Re: Contact Info for rezoning list

As promised, here is the list of what I consider to be concerns that are seemingly ignored on the submitted site plan (and would likely lead to a deferral if not addressed):

1. Where are the detention or water quality improvements to be located?
2. Tree preservation (protected tree replacement) and landscaping (including required landscaping at detention/water quality ponds) requirements need to be shown.
3. Fencing or other visual and sound buffers required at common property lines with residential zoning districts is not shown.
4. There are no notes or indications about freestanding signs or outdoor lighting, both critical local issues.
5. Building elevations or images of similar facilities (showing building height and materials) are typically submitted.

SONNY'S
The CarWash Factory

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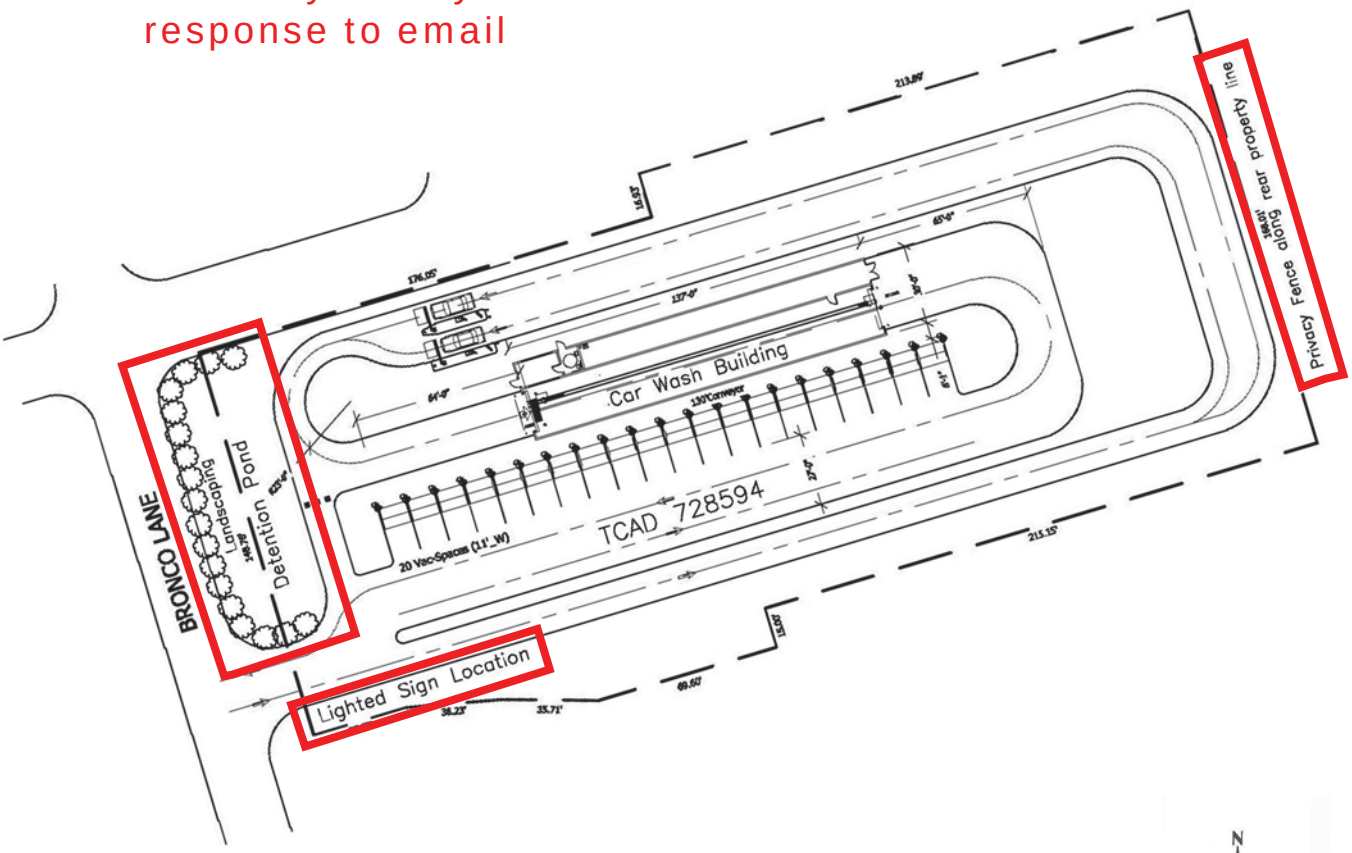
Notes and landscaping added by surveyor in response to email



SITE LEGEND

Handicap Parking
Proposed Curb Site Boundary
Line
Center Line of Road
Setbacks

N

Scale: 1"=20'

PRELIMINARY PLAN NOTE

This plan has been prepared with the best available information provided by the customer, without the benefit of a survey in some cases. the engineer has not conducted any code research regarding, but not limited to, permitted uses, setbacks, buffers, access, required parking, landscaping, far, ISR, storm water management, utilities, right of way acquisition or easements to benefit accurate layout orientation and configuration.

Revised Site Plan

GENERAL NOTES

1. All center line of road curb radii to be 25' unless otherwise noted.
2. All vacuum spaces are 11' unless otherwise noted.
3. All parking spaces are 9' unless otherwise noted.

23-2584-R-REZ

8019 Bronco Lane

Attachment 5

Maps

Requestor

TCAD Parcels

TenFootContour

10 ft

50 ft

8019 Bronco Lane

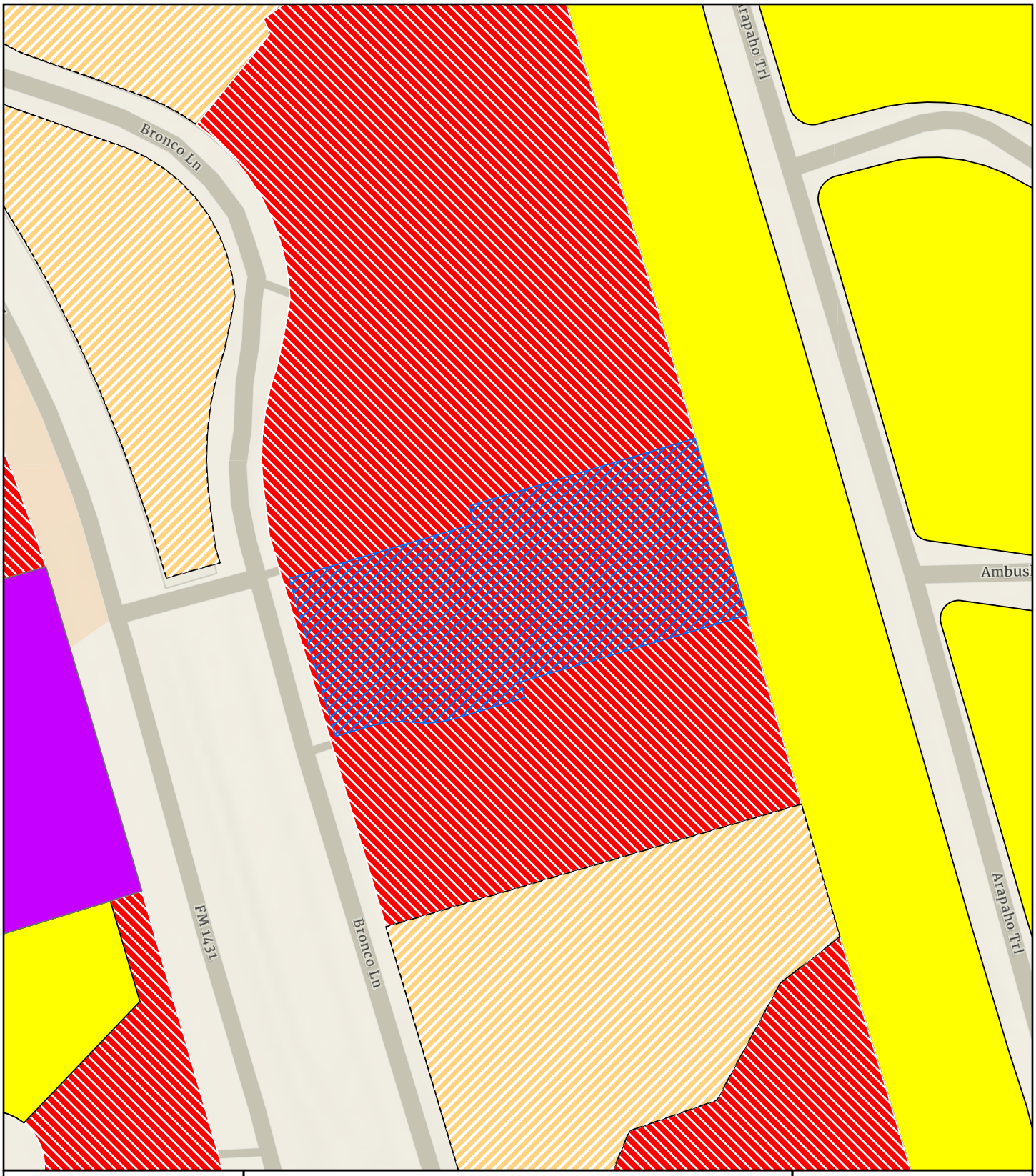
Request Type	Zoning Change	Project	23-2584-R-REZ
Change Requested	C-1C to C-2	Date	2/21/2024
Map Purpose	Aerial / Topography	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 60 120 US Feet

0 20 40 Meters



Requestor

Zoning District

- C-1C
- PDD
- R-1S,15A
- R-1R
- U-1

8019 Bronco Lane

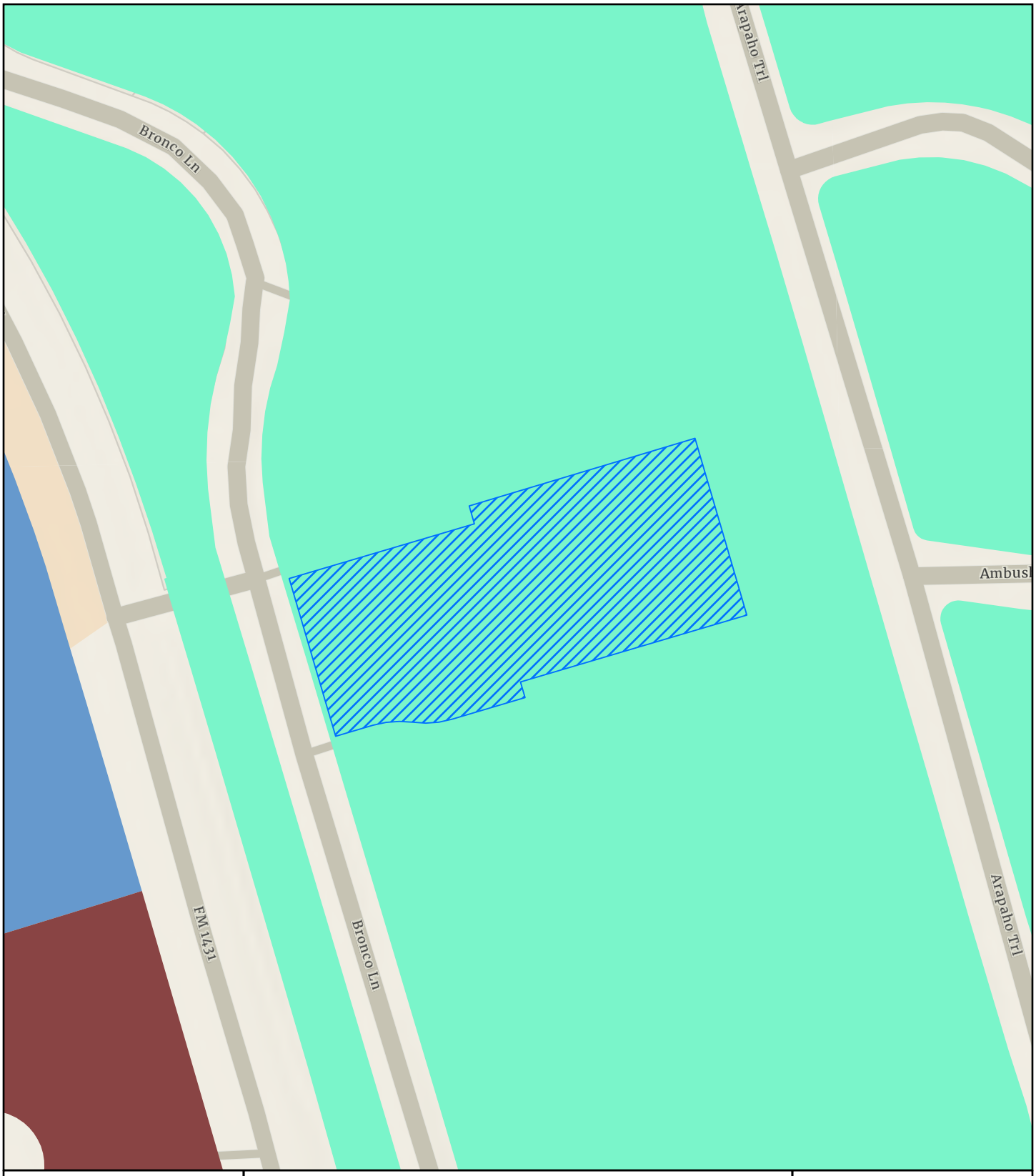
Request Type	Zoning Change	Project	23-2584-R-REZ
Change Requested	C-1C to C-2	Date	2/20/2024
Map Purpose	Existing Zoning	Drawn By	D Avetian

Coordinate System: NAD 1983 CORS96 StatePlane Texas Central FIPS 4203 Ft US

N

0 60 120 US Feet

0 20 40 Meters



Requestor

Land Use Proposed

- Mixed Use
- Regional Retail
- Semi-Public

8019 Bronco Lane

Request Type	Zoning Change	Project	23-2584-R-REZ
Change Requested	C-1C to C2	Date	2/20/2024
Map Purpose	Future Land Use	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 60 120 US Feet

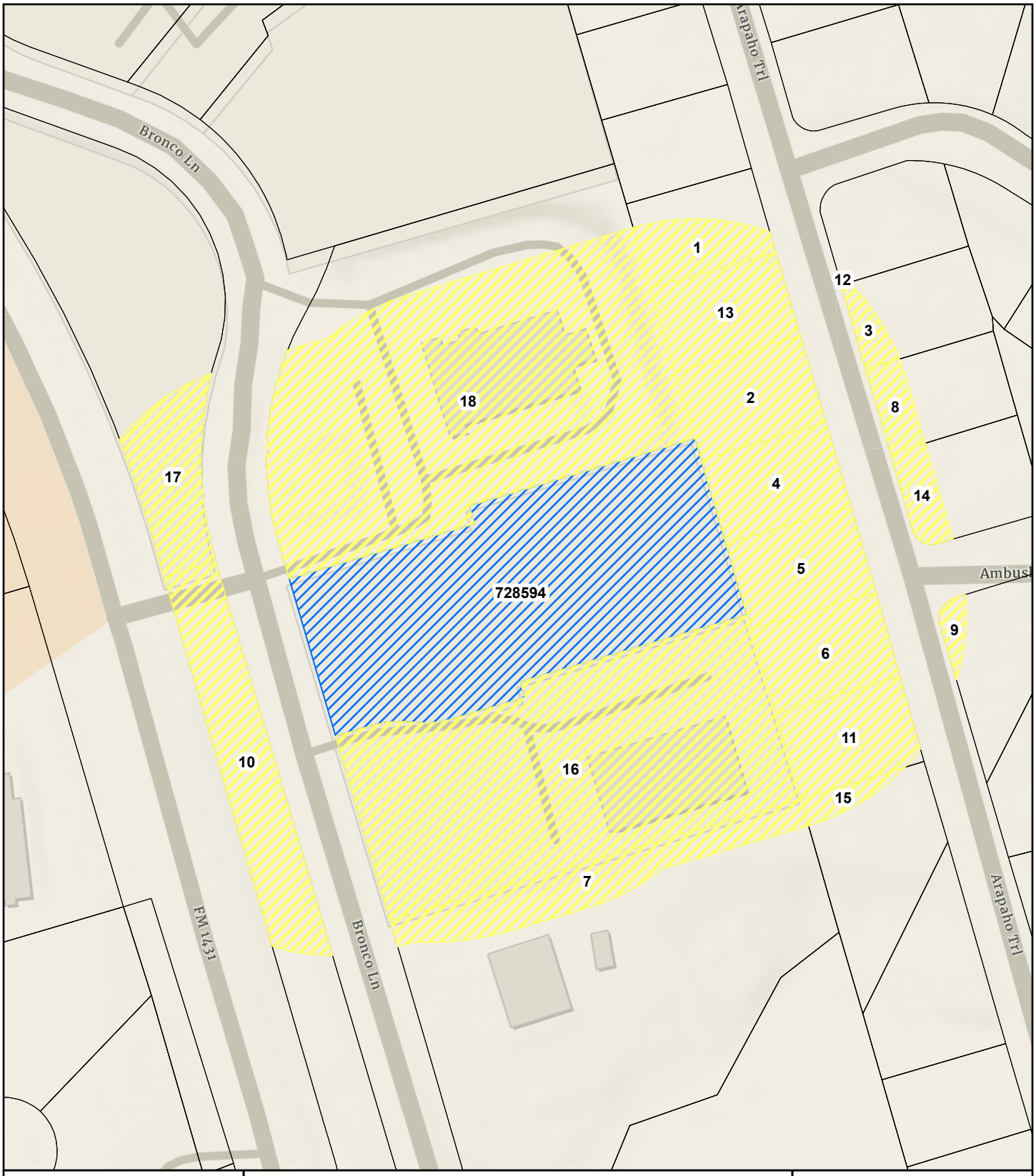
0 20 40 Meters

23-2584-R-REZ

8019 Bronco Lane

Attachment 6

Notice Comments



Notification Boundary
Requestor
TCAD Parcels

8019 Bronco Lane

Request Type	Zoning Change	Project	23-2584-R-REZ
Change Requested	C-1C to C-2	Date	2/20/2024
Map Purpose	Notification Boundary	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 60 120 US Feet
0 20 40 Meters

23-2584-R-REZ

8019 Bronco Lane

Attachment 7

Referenced Ordinances and Statutes

TABLE B TABLE OF ALLOWED USES FOR ZONING

TABLE B TABLE OF ALLOWED USES FOR ZONING

New and unlisted uses. The city manager or their designee may permit a use in a district that is not listed on Table B if the use is reasonably similar, comparable, and compatible with other uses permitted in the district or may seek an amendment to Table B to add the unlisted use in the same manner as amendment to this chapter.

STRUCTURE/USE	R-1	R-2	R-4	R-MH	RR-A	C-1	C-2	C-M	C-A	G-1	U-1	P[1]	CR[2]	C
Accessory Building or Use	v	v	v	v	v	v	v	v	v	v	v	v	v	v
Aircraft hangar, servicing, repair, operations									v					
Amphitheater						v	v						v	v
Amusement arcade							v							v
Amusement Park							v							v
Antique shop						v	v							v
Apartments			v										v	
Apartment Hotel with Commercial						v	v						v	v
Arboretums														
Arcades						SUP	SUP						SUP	S
Asphalt and concrete production														
Assisted Living			v											
Auditorium							v							v
Auto sales and service							v							v
Auto wash, tune-up, repair						v	v							v
Bakery						v	v							v
Bank, Savings and Loan						v	v							v
Barber, Beauty Shop						v	v							v
Bars, Nightclubs and Taverns							v						v	v
Bed and Breakfast Establishment	SUP	SUP	v			v	v						v	
Beverage Bottling or distribution							v							v
Bike/motorbike sales & service							v							v
Billiard/Pool Rooms							v						v	v
Boat storage (outside)							v	v					v	
Boat Sales or Service							v	v						
Boat slips/day slips								v					v	
Boat Ramp, Commercial						v	v	v				SUP	v	
Book/stationary shop						v	v							v
Bowling alley establishment							v							v
Building material sales							v							v
Bus depot							v							v
Cabinet shop/commercial							v		v					
Cafeterias						v	v							v
Camera store						v	v							v
Canvas goods fabrication							v		v					
Carpentry shop						v	v		v					
Carpet, rug cleaners						v	v							
Carting, hauling, storage warehouse							v							v
Catering establishments						v	v							
Cemetery							v				v			
Chapel						v	v				v		v	
Child care institution						v	v						v	
Churches, Temples	v	v	v	v		v	v				v		v	v
Clinics (medical)						v	v				v			v
Clothing store-men's and/or women's						v	v							v
Club, not nightclub						v	v					v	v	v
Coal, sand, soil, and gravel yards						SUP								
College or university							v				v			v
Community Home	v	v	v	v	v									
Community Center						v	v				v	v	v	v
Condominiums													v	

Contractor, Builder or Subcontractor						SUP	v		v					
Convalescent home/Nursing home			v			v								
Cottage			v										v	
Country club[9]						v	v			v			v	
Craft, hobby shop						v	v							v
Dance halls							v							
Dept. store, sporting goods, novelty, toy shops						v	v							v
Dog and cat grooming						v	v							
Drug store, soda fountain, tobacco, candy shops						v	v							v
Dry cleaning						v	v						v	v
Dwelling-manufactured home/industrialized housing[8]				v										
Dwelling-multifamily			v											
Dwelling-single family	v	v	v	v										
Dwelling-single family with hangar					v									
Dwelling-two-family		v	v											
Electric appliance shop/repair						v	v		v					v
Employment agency						v	v							v
Exhibition and rodeo grounds														
Expressing, baggage, delivery service							v		v					
Fabric shop						v	v							v
Family home facility	v	v	v	v	v									
Farmers markets						v	v							v
Fire Station	v	v	v	v	v	v	v	v	v	v	v	v	v	v
Florist						v	v							
Food store-convenience						v	v							v
Food store-supermarket						v	v							v
Fractional housing (time shares)													v	
Fuel storage						v	v	v	v					
Furniture, appliance store						v	v							v
Golf course (including disc golf)	v	v	v			v	v	v		v	v	v	v	
Golf course-driving range										v		v	v	
Golf course-miniature						v	v			v		v	v	
Greenhouse-wholesale							v						v	v
Greenhouse-retail						v	v							v
Hardware, paints, wallpaper						v	v							v
Health club/spa						v	v						v	v
Heliports							SUP		v		SUP			
Helistops						SUP	SUP		v		SUP			S
Hobby shop						v	v							v
Home based business or occupation	v3	v3	v3	v3	v3									
Hospital							v							
Hospice			v			v								
Hotel							v							
Ice cream store						v	v							v
Interior Decorator						v	v							v
Jewelry, optical goods						v	v							v
Junk and salvage yards, all open air storage of junk, waste and salvage material.														
Kennels						SUP	SUP							S
Laboratory							v							
Laundromat						v	v						v	v
Laundry-commercial							v							
Library	v	v	v	v		v	v				v			v
Livestock or Poultry shelter or care, Stable	SUP	SUP	SUP		SUP	SUP	SUP				SUP	SUP		
Machine shop, metal products, welding							v							
Manufactured housing sales							v							

Manufacturing and Assembly							v							
Marina								v	v			v	v	
Massage establishments[6]						v	v							
Meat markets						v	v							v
Mini warehouse (inside storage only)														
Mini warehouse (with outside storage)														
Mixed-use						SUP	SUP							S
Mortuary							v							
Motel							v						v	v
Museums						v	v		v		v			v
Office, Medical and general						v	v				v		v	v
Open storage							v							
Park-Active											v	v		
Park-passive	v	v	v	v		v	v				v	v		
Park-and-ride facilities														
Parking lot, commercial						v	v	v	v		v	v		
Pet boarding with outside run						SUP	SUP				v			
Pet store-no outside run						v	v							
Photo studio						v	v							v
Playground	v	v	v	v							v	v	v	
Plumbing, HVAC, roofing supply							v		v					
Police station	v	v	v	v		v	v		v		v	v		v
Printing shop							v							v
Public and municipal treatment plants, pump stations, lift stations, public works and related facilities, and municipal buildings and facilities	v	v	v	v	v	v	v	v	v	v	v	v	v	v
Quarry, Mining, Rock Crushing														
Radio, TV, VCR sales/service						v	v							v
Radio, TV studio						v	v							v
Realty office						v	v						v	v
Realty office-temporary[7]	v	v	v			v	v						v	v
Recreation facility, commercial						v	v	v		SUP	v		v	v
Recreational Vehicle Park			SUP	SUP				v				v	v	
Restaurant						v	v		v				v	v
Retail store-general						v	v							v
School-public/private	v	v	v	v		v	v				v			v
School-business/commercial						v	v		v		v			v
Service station						v	v							v
Sexually-oriented business[5]							SUP							
Short Term Occupancy	v4	v4	v										v	
Sign Shop						v	v							v
Specialty and novelty establishments						v	v							v
Storage & sale of autos, trailers, farm implements & equipment, & similar equipment on open lot							v							
Studio-artist						v	v		v					v
Studio-dance						v	v							v
Studio-health						v	v							v
Studio-music						v	v							v
Substation-public utility	v	v	v	v		v	v		v		v	v		
Swimming pool-private	v	v	v	v		v	v					v		
Swimming pool-public							v				v	v		
Tattoo Parlor or Studio						SUP	v	v						
Tailor & dressmaking shop						v	v							v
Telephone exchange	v	v	v	v		v	v		v	v	v	v		
Theater-indoor							v							v
Tinsmith & sheet metal							v		v					

Townhouse			v										v	
Trailer, truck, bus sales							v							
Upholstery shop						v	v		v					v
Veterinary hospital, no outside run						v	v							
Vocational and Private School						v	v						v	v
Warehouse							v		v					
Watercraft rental								v					v	
Water tank-surface, subsurface, public	v	v	v	v		v	v	v	v	v	v	v		
Wildlife sanctuaries												v		
Wireless Communications Systems, Radio, television and microwave antennae and towers[6]						v	v		v	v	v			v
Wholesale distribution							v		v					v

V is allowed provided it is for the primary use of tenants, customers or persons associated with a primary use.

1 For permitted uses in P-1A, P-1B, P-1C and P-2, see Section 4.70.

2 All uses must be in accordance with the City Council approved CR Master Plan.

3 Permitted only in accordance with Section 16, Home Occupations.

4 Permitted only in accordance with Section 23, Short-Term Occupancy.

5 Permitted only in accordance with Section 8.20, Sexually Oriented Businesses.

6 Some require SUP's. See Section 18.

7 For additional standards, see C-A district.

8 Also see permitted uses in other zoning districts where single-family or two-family residences are allowed.

9 Clubhouse and country club facilities including associated alcoholic beverage service, parking lots, restaurants, swimming pools, tennis courts, and pickleball courts.

SUP. Permitted by special use permit only.

(Ordinance 12-12-06-01, ex. 2, adopted 12/6/12)

HISTORY
Amended by Ord. 18-12-06-03 on 12/6/2018
Amended by Ord. 19-08-01-04 on 8/1/2019
Amended by Ord. 22-10-11-03 on 10/11/2022
Amended by Ord. 23-09-07-04 on 9/7/2023
Amended by Ord. 23-11-02-01 on 11/2/2023

6.105 Required Design Review Approval For Multifamily And Non-Residential Buildings

Prior to the issuance of building permits on any multifamily or non-residential development, design review approval in accordance with the provisions below must be secured in addition to the site development plan approval specified by the requirements within Chapter 3, Chapter 10 and Chapter 10.5 as applicable.

Purpose. Many areas within the current municipal limits are the result of subdivision approvals that pre-date the City and any comprehensive development standards. As a result, th abundance of relatively small and inordinately small lots throughout the jurisdiction. In addition, the existing development pattern does not include locations for multifamily or non-r facilities except immediately adjacent to or very near one and two-family residences or property. Current growth trends have established a need to accommodate an increasing amount of tl of facilities and an opportunity to establish a more sustainable development pattern that includes a full range of housing choices, retail services and employment opportunities. As such, t zoning district approvals alone are insufficient to accommodate this type of growth in an orderly manner and to ensure compatibility with existing use rights. The provisions below a purpose of mitigating the potential negative impact of otherwise incompatible development and to increase the likelihood that growth instead adds lasting value to the community and pr long-term goals.

Procedure.

Re-zoning Applications. An applicant shall incorporate a design approval request as an integral part of a zoning district change application involving any of the applicable zoning distric within a Planned Development District. Required documentation shall include site plans and site elevation concept drawings and any other documents required to illustrate how each of the improvements address the compatibility issues and approval standards identified below. No additional fee is required when the required design approval is part of a zoning district change re

Property with Sufficient Zoning Use Rights. An application for design approval for a property that already includes the necessary zoning rights involving one of the applicable districts or u a Planned Development District shall be made on a form supplied by the City. The only exemption results from a specific and explicit request approved in the provisions of the existing adopting the zoning district change. Documentation required for design approval shall include site plans and site elevation concept drawings and any other documents required to illustrate of the proposed improvements address the compatibility issues and approval standards identified below. The application shall require a fee equal to the fee established in the ordinan development plan approval. A pre-application conference and/or a sufficiency review with City staff is required prior to the application being placed on the next regularly scheduled or sp meeting of the Planning and Zoning Commission for approval. However, staff approval resulting from these meetings is not required and the applicant can request the matter be placed o available agenda notwithstanding a staff recommendation to the contrary. A public hearing and notices in accordance with the requirements of Section 13.40 below is not a pre-requisite b required at the discretion of the Commission when established during any public meeting.

Site Plan Approval Amendments. Substantive discrepancies between the design approval required by this section and a permit application require an amendment following the same p described above for property with sufficient zoning use rights. A discrepancy shall be considered substantive whenever it materially changes the impact on a particular adjacent or nearby p a specific way and as encompassed by the approval standards and criteria enumerated below.

Appeals. An applicant or any aggrieved person, as defined in section 2.10, may appeal the final decision of the Planning and Zoning Commissions on a design review application to the Adjustments in accordance with the requirements of section 11.50.

Conditions. If the Planning and Zoning Commission or the City Council incorporates conditions within their design review approval, all plans and drawings submitted as part of an applica building permit or other similar required approvals must include compliance with those stipulations. Failure to do so shall be considered adequate basis for a denial of that permit or approva

Approval Standards and Criteria. Issues to be adequately addressed and resolved by the applicant in order to receive design review approval include, but are not limited to the following:

Conformity with all applicable regulations within the Code of Ordinances, the current Lago Vista Comprehensive Master Plan and any other adopted land use policies.

The location, arrangement, size, design and general site compatibility of structures and other improvements such as parking, landscaping, fences, lighting, signs and driveway locations t and otherwise avoid unreasonable negative impact to adjacent property (including public property or a public right-of-way) due to:

Reduced privacy;

Reduced use, utility or property rights;

Avoidable light and sound trespass; or

Unwarranted reductions in the visual or aesthetic quality of views beyond that which is an inherent result of development.

Landscaping, the location and configuration of required offsite parking and the arrangement of open space or natural features on the site shall:

Minimize the visual and environmental impact of large expanses of uninterrupted paving;

Create a desirable and functional open space environment for all intended site patrons, including pedestrians, bicyclists, and motorists; and

Provide buffers and attractive screening to minimize the functional or visual impact of certain uniquely non-residential or multifamily site elements to help create a more logical and natura transition to dissimilar developments.

Circulation systems, transportation components and off-street parking shall integrate to:

Provide adequate and safe access to the site for motor vehicles as well as alternate modes of transportation, including pedestrians, bicyclists, and any potential public transit users;

Eliminate or reduce dangerous traffic movements;

Minimize driveway or curb cuts by using cross-access servitudes and shared parking whenever possible and appropriate;

Accommodate sign locations that do not create sight-obstructions that are potentially hazardous to any transportation mode; and

Clearly define a network of pedestrian connections in and between parking lots, sidewalks, open spaces, and structures that is visible, identifiable, and safe.

Building facades visible from a public right-of-way shall avoid large expanses or massive amounts of unarticulated exterior finish surfaces or that are otherwise lacking in elements tha pedestrian or human scale.

HISTORY
Amended by Ord. 19-11-07-03 on 11/7/2019

CHAPTER 10.5 SITE DEVELOPMENT
ARTICLE 10.5.100 SITE DEVELOPMENT PLAN
EXHIBIT A SITE DEVELOPMENT PLAN SUBMISSION REQUIREMENTS
EXHIBIT B-I ENGINEER'S SUMMARY LETTER
EXHIBIT B-II GEOTECHNICAL INVESTIGATION REPORT
EXHIBIT B-III CONSTRUCTION PLAN CHECKLIST

ARTICLE 10.5.100 SITE DEVELOPMENT PLAN
Sec 10.5.101 Definitions
Sec 10.5.102 Site Development Plan Required
Sec 10.5.103 Purpose And Applicability
Sec 10.5.104 Format And Content
Sec 10.5.105 Standards And Specifications
Sec 10.5.106 Procedure
Sec 10.5.107 Enforcement Provisions

Sec 10.5.101 Definitions

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. Words used in the present tense include the future tense. Word used in the plural number include the singular, and words in the singular include the plural. The word "shall" is always mandatory. The word "herein" means in this article. The word "regulations" means the provisions of any applicable ordinance, rule, regulation or policy. The word "person" means any human being or legal entity and includes a corporation, a partnership, and an incorporated or unincorporated association. The words "used or occupied" as applied to any land or building shall be construed to include the words intended, arranged, or designed to be used or occupied.

Berm. A landscaped strip of ground used as a visual screen, constructed so that it is no more than six (6) feet above grade with a minimum of three (3) feet of horizontal distance for each one (1) foot of height.

Bluff. An abrupt vertical change in topography of more than twenty (20) feet with an average slope steeper than three (3) feet of rise for one (1) foot of horizontal travel.

Centerline of Waterway. The centerline of the waterway refers to existing topographically-defined channels. If not readily discernible, the centerline shill be determined by the accepted drainage calculations.

City. The City of Lago Vista, Texas.

City Council. The city council of the City of Lago Vista, Texas.

Crest of Bluff. A line on the ground parallel to and at the top of a bluff, beyond which the average slope is no steeper than one (1) foot of rise in two (2) feet of travel, for a horizontal distance of not less than forty (40) feet.

Developer. A person who improves land, primarily through the construction of subdivision infrastructure and structures.

Development. Buildings, utilities, roads and other structures; construction; and excavation, dredging, grading, filling and clearing or removing vegetation for the purpose of constructing permanent structures on the property.

Development Plan. A scaled drawing representing an area of land to be improved/developed and indicating the legal boundary of said property and the nature and extent of all existing and proposed improvements to said project.

Easement. An interest in land granted to the city, to the public generally, and/or to utilities, for drainage ways or for installing or maintaining utilities across, over and under private land, together with the right to enter thereon with machinery and vehicles necessary for the maintenance of said easements or utilities.

Engineer. A person duly authorized under the provisions of the Texas Engineering Registration Act, as heretofore or hereafter amended, to practice the profession of engineering.

Extraterritorial Jurisdiction. That territory outside the corporate limits of the City of Lago Vista which is within the jurisdiction of the city by virtue of the Municipal Annexation Act, Vernon's Annotated Civil Statutes, Article 970a.

Impervious Cover. Roads, parking areas, buildings, and other impermeable construction covering the natural land surface including but not limited to: all streets, driveways, buildings and structures within a development.

Landscaped Area. An area which has been enhanced by the use of plant material, planters, paving blocks, landscaping rock or water but not including poured concrete or asphalt.

Lot. Any legally platted lot, tract or parcel of land situated wholly or partially within the corporate limits of the City of Lago Vista, Texas.

Multifamily. Any development having more than two residential units on a single lot.

Plant Material. Grass, trees, shrubs, flowers, vines, groundcover or any other living matter.

Setback Distance. The minimum horizontal distance between the prop line and the front wall of any projection of a building, excluding uncovered steps, uncovered balconies, uncovered porches, and roof overhangs.

Shoreline. The edge of the water during normal level or flow conditions. In the case of Lake Travis, it is the six hundred eighty-one (681) foot MSL contour. In the case on intermittent streams, it is the centerline of the waterway.

Site. Any legally platted lot situated wholly or partially within the corporate limits of the City of Lago Vista, Texas.

Street. The entire width between the boundary lines of every way publicly or privately maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

Structure. Anything constructed or erected which requires location on or in the ground or attached to anything having a location on or in the ground that is of a permanent nature and such is a constructed or an erected object that is positioned on private property or in street right-of-way of the city.

Wastewater Disposal System. Any publicly or privately owned system for the collection, treatment, and disposal of sewage that is operated in accordance with the terms and conditions of a valid waste discharge permit issued by the Texas Natural Resource Conservation Commission or appropriate regulatory agency.

Water Supply System. The water facility infrastructure for the collection, treatment, storage and distribution of potable water from the source of supply to one or more consumers. The water system shall be designed in accordance with and approved by the Texas Natural Resource Conservation Commission and the City of Lago Vista.

Sec 10.5.102 Site Development Plan Required

A site development plan as provided for here and meeting the requirements of this article is required prior to the development or construction of any improvements on any lot that is zoned other than single-family residential or two-family residential, or that is intended for any use for any purpose or occupancy other than for single-family or two-family residential occupancy. A site development plan meeting the requirements of this article is not required in situation in which a single-family residential or two-family residential structure is to be constructed on any lot or other parcel of land that is zoned other than single-family residential or two-family residential.

Sec 10.5.103 Purpose And Applicability

Purpose. The site development plan provides detailed graphic information and associated text indicating property boundaries, easements, land use, streets, utilities, drainage, off-street signage, landscaping, vehicle and pedestrian circulation, open spaces, and general conformance with the master plan and ordinances of the city.

Applicability. This article shall apply to every person owning and/or proposing to develop a legally platted lot for any development other than single-family or residential duplex withi Vista. Water quality and detention requirements shall not apply to property in the C-4 zoning classification which are being developed for the lot owner's own use and is not part

Subdivisions within the C-4 zoning classification shall be subject to the water quality and detention requirements of this article. Water duality and detention requirements shall not ap commercially-zoned lots in the Travis Plaza subdivision which are being developed for the lot owner's own use. Resubdivision of the commercially zoned property within the Travis Plaz at the city council's discretion, subject the property to the water quality and detention requirements of this article. Recreational and recreation related facilities constructed on publicly ow be exempt from this article at the discretion of the city council. Multifamily or commercial lots located within planned development districts shall not be exempt from the requirements of th

Other Requirements. Additional and related local ordinance requirements include, but are not limited to, the provisions within Chapter 3, Chapter 10, Chapter 11, Chapter 13, Chapter 14 Construction Standard Specifications (TCSS) adopted as Ordinance Number 19-02-21-02 as amended. The TCSS is incorporated by reference herein and shall be deemed to have the sar as if set forth in full herein.

HISTORY
Amended by Ord. 22-07-07-04 on 7/7/2022

Sec 10.5.104 Format And Content

Format. The site development plan shall be drawn on twenty-four inch by thirty-six inch (24"x36") sheets of paper at an engineering scale sufficient to thoroughly meet the informational re

Content. The site plan shall include all of the land proposed to be developed or improved, and any off-site improvements required to accommodate the project. The site development pla have attached thereto:

A cover sheet showing:

Names, addresses and phone numbers of the record owner or developer, and authorized agents including the architect, engineer, landscape architect, and surveyor (those applicable);

The proposed name of the project;

A location map showing the relation of the project to streets and other prominent features in all directions for a radius of at least one (1) mile using a scale of one inch equals two thousan feet (1"=2,000'). The latest edition of the USGS 7.5 minute quadrangle map is recommended;

The owner's name, address (including city, state and zip code), deed or plat reference and property lines of property within two hundred (200) feet of the lot boundaries as determined by th most recent tax rolls;

Certifications and signature blocks as required by the city;

The total acreage of the property to be developed;

Current zoning district as defined by the current city zoning ordinance.

An existing conditions plan, showing:

Boundary of existing zoning districts, if applicable;

The existing property lines, including bearings and distances, of the land being developed or improved. Property lines shall be drawn sufficiently wide to provide easy identification;

The location of existing structures and improvements, if applicable;

Significant trees of 12-inch caliper and larger, within the limits of the proposed on-site and/or off-site improvements;

Centerline of water courses, creeks, existing drainage structures and other pertinent data shall be shown;

Lines delineating the regulatory one hundred (100) year floodplain, if applicable;

Topographic data indicating one (1) foot contour intervals. The contoured area shall extend outward from the property boundary for a distance equal to twenty-five percent (25%) of th distance across the tract, but not fewer than fifty (50) feet nor more than two hundred (200) feet;

The locations, sizes and descriptions of all existing utilities, including but not limited to: sewer lines, lift stations, sewer and storm sewer manholes, water lines, water storage tanks, an wells within the property, and/or adjacent thereto. Existing overhead and underground electric utilities shall also be shown;

The location, dimensions, names and descriptions of all existing or recorded streets, alleys, reservations, easements, building setbacks or other public rights-of-way within the property intersecting or contiguous with its boundaries or forming such boundaries, as determined from existing deed and plat records. The existing rights-of-way width, street pavement width, ba ditches, driveways on adjacent property and driveways located across the street of any boundary street to the property shall also be shown;

Location of city limit lines and/or outer border of the city's extraterritorial jurisdiction, as depicted on the city's most recent base map, if either traverse the lot or is contiguous to the lc boundary.

An Erosion and Sedimentation Control Plan, showing:

Proposed fill or other structure elevating techniques, levees, channel modifications and detention facilities;

Existing and proposed topographic conditions with vertical intervals not greater than one (1) foot referenced to a United States Geological Survey or Coastal and Geodetic Surve benchmark or monument;

The location, size, and character of all temporary and permanent erosion and sediment controls with specifications detailing all on-site erosion control measures which will be establishe and maintained during all periods of development and construction;

Contractor staging areas, vehicle access areas, temporary and permanent spoils storage areas;

A plan for restoration for the mitigation of erosion in all areas disturbed during construction;

All temporary and permanent erosion and sedimentation controls within the city shall be designed in accordance with the LCRA Lake Travis Nonpoint Source Pollution Control Ordinanc Technical Manual, as amended.

A site plan, showing all visible improvements to the land, including:

The location, dimensions, square footage, height, and intended use of existing and proposed buildings on the site;

Location, number and dimensions of existing and proposed parking spaces, distinguishing between standard, handicap and van handicap spaces, and calculation of applicable minimur requirements;

The location, type and dimensions of proposed driveways, signs and traffic control devices.

A grading and drainage plan, showing:

A drainage area map delineating areas to be served by proposed drainage improvements;

Detailed design of all drainage facilities, including typical channel or paving section, storm sewers, detention ponds and other stormwater control facilities;

Accurate cross-sections, plan and profiles of every drainage improvement proposed in a public utility easement and/or public right-of-way;

Existing and proposed topographic conditions with vertical intervals not greater than one (1) foot referenced to a United States Geological Survey or Coastal and Geodetic Surve benchmark or monument;

Attendant documents containing design computations in accordance with the city subdivision ordinance and this article, and any additional information required to evaluate the propose drainage improvements;

The City of Austin Drainage Criteria Manual, as amended (hereinafter the "Manual") is hereby adopted, save and except the following:

Preface;

Paragraphs 1.2.4.E.2 and 1.2.4.E.11;

Paragraphs 1.2.7;

Paragraphs 1.4.0;

Paragraphs 1.5.0.3, 1.5.0.1, 1.5.0.5 and 1.5.0.6;

Paragraphs 8.2;

Appendix D; and

All references to the City of Austin, including its departments, boards or divisions shall be the same departments, boards or divisions with the City of Lago Vista. Where such departments, boards or divisions do not exist within the City of Lago Vista, such references shall be construed to mean the city engineer of Lago Vista or other representative authorized by the city council of the city to perform such functions for the city.

All drainage systems and improvements shall conform to the provisions and requirements of the manual and good engineering practices and shall show conveyance to off-site drainageways (for example, continuation of street bar ditch or natural drainageway);

The site grading plan shall show and include the existing ground elevations and finish construction grades, including existing ground elevations for a minimum of 100' onto adjoinin property, width of existing street right-of-way and existing pavement width;

Drainage reports as shown in Exhibit "A" on file in the office of the city secretary. (**Editor's note–** Exhibit A is now on file in the office of the Development Services Division.)

A utility plan showing:

The layout, size and specific location of proposed water mains and other related structures and in accordance with all current city standards, specifications and criteria for construction o water mains;

The location of proposed fire hydrants, valves, meters and other pipe fittings;

Design details showing the connection with the existing city water system;

The layout, size and specific location of the proposed wastewater lines, lift stations, and other related structures, and in accordance with all current city standards, specifications and criteri for construction of wastewater systems;

Plan and profile drawings for each line in public rights-of-way or public utility easements, showing existing ground level elevation at centerline of pipe, pipe size and flow line elevation a all bends, drops, turns, station numbers at fifty-foot intervals;

Detailed design for lift stations, special wastewater appurtenances, if applicable;

Utility demand data, and other attendant documents, to evaluate the adequacy of proposed utility improvements, and the demand on existing city utilities.

A landscape plan showing:

Compliance with all ordinances requiring landscaping;

The layout size and specific location of proposed sprinkler systems as designed by a licensed landscape irrigator;

The following maintenance note: The developer and subsequent owners of the landscaped property, or the manager or agent of the owner, shall be responsible for the maintenance of al landscape areas. Said areas shall be maintained so as to present a healthy, neat and orderly appearance at all times and shall be kept free of refuse and debris. All planted areas shall b provided with a readily available water supply and watered as necessary to ensure continuous healthy growth and development. Maintenance shall include the replacement of all dead plan material if that material was used to meet the requirements of the subdivision regulations.

Construction details, showing (when applicable):

Structural retaining walls and/or detention outlet structures;

Storm sewer manhole and covers, typical channel sections, inlets, safety end treatments and headwalls;

Wastewater manholes and covers, cleanouts, grease traps, pipe bedding and backfill;

Water valves, water meters, fire hydrants, thrust blocks, backflow prevention and concrete encasement;

Driveways, curb and gutter, sidewalks, curb ramps, pavement sections and pavement repair;

Silt fence, rock berms, stabilized construction entrance, inlet protection;

Traffic controls when working in the public rights-of-way that comply with the Uniform Standards for Traffic Control Devices; and

Illumination structures.

Each sheet shall have a legend identifying symbols, lines or other graphic representations.

Sec 10.5.105 Standards And Specifications

Cuts and Fills Less Than Four (4) Feet. Cuts and fills of less than four (4) feet may be subject to the approval of the city manager or his/ her designee. No fill material of less than four (4) be placed or be in such an amount so as to restrict the city from being able to access utility lines within an easement. Any cut more than three (3) feet in depth shall install a fence or s accordance with the zoning ordinance.

Cuts and Fills of Four (4) Feet or More. No fill on any building site shall exceed a maximum of eight (8) feet of depth, except for landscaping purposes. No cut of any building site shall be (8) feet, except for structural excavation. Cuts and fills of four (4) feet or more shall require a soils report, prepared by a geo-technical engineer, with recommended embankment s stabilization such as retaining walls. The geo-technical report shall also address that the adjacent property will not be impacted negatively by a cut or fill. The civil engineer shall address t from the site and any permanent erosion controls required for the slope stability. Any cut more than three (3) feet in depth shall install a fence or screening device in accordance with the zo fill material of less than four (4) feet in depth shall be placed or be in such an amount so as to restrict the city from being able to access utility lines within an easement.

Streets, Driveways, Roadways, Parking Areas, Alleys and Sidewalks. Streets, roadways, alleys, and sidewalks shall conform to standards contained in the city's standards of construc drainage in subdivisions as shown in exhibit "B" on file in the office of the city secretary. *

Vehicular Access.

Vehicular access to property from the public right-of-way shall be controlled in such a manner as to protect the traffic-carrying capacity and safety of the street upon which the propert abuts and access is taken, ensuring that the public use and purpose of public rights-of-way is unimpaired as well as protect the value of the public infrastructure and adjacent property.

The city manager may require the developer to submit a traffic impact analysis conducted by a qualified transportation engineer to determine the impact of a development on roads o streets.

On arterial and collector streets, or if necessary for the safe and efficient movement of traffic, all accesses shall be designed and constructed with physical improvements and appropriat traffic control measures to assist or restrict turning movements, including, without limitation, acceleration or deceleration lanes, access islands, street medians, and signage, as may b required of the development if the city manager or his/her designee finds that they are necessary to preserve the safety or the traffic carrying capacity of the existing street. The city manage or his/her designee shall determine the length and degree of the required access restriction measures for the property.

If a traffic impact analysis is required, the site development plan must ensure that:

Proposed access and egress points have reasonable sight distances;

No inordinately adverse impact will result on the nearest intersections;

No unsafe traffic circulation or pedestrian problems will result;

Surrounding land uses and driveways are not inordinately adversely affected;

Rights-of-way width, pavement width, and street design are adequate for the number of vehicle trips projected per day, so as not to overburden the street system.

Driveways and Parking Areas.

The slope of a driveway shall not exceed twelve percent (12%) measured between the street end of the apron and the opposite end of the driveway.

Driveways shall not be located within two hundred (200) feet from the intersection of a collector street and an arterial street, or two (2) collector streets that are identified in the city's maste plan.

Driveways and parking areas shall have an adequate base of compacted granular material and a wearing surface of hot mix asphalt, concrete, brickpavers, or reinforced concrete.

Driveway and pavement designs shall be determined by a qualified soils testing and pavement design registered professional engineer. Total flexible thickness design shall be based on soi type, traffic loading and a twenty (20) year minimum design life.

The number of parking spaces required shall conform to standards contained in the latest version of the zoning ordinance.

The number of off-street loading spaces shall conform to the latest version of the zoning ordinance.

Parking areas for bicycle racks shall be at the discretion of the developer.

Parking areas which necessitate backing out onto arterial streets or collector streets shall be prohibited.

On-street parking shall not be allowed.

Water and Wastewater Systems. Water and wastewater systems shall conform to the latest versions of the subdivision ordinance.

Landscaping. Landscaping shall conform to the following requirements:

All plant materials used for landscaping shall be of healthy stock, preferably native or naturalized, with low water requirements.

All areas which are not impervious cover shall be landscaped and a landscaping shall extend to the property lines.

Grass or groundcover may be installed in the rights-of-way contiguous to the site with the permission of the city or other relevant governmental authority. The owner of the site contigu right-of-way shall be responsible for maintaining the grass or groundcover in the right-of-way.

Trees.

All trees required to be planted to meet the minimum tree requirement shall be at least two (2) inches in diameter and located at least three (3) feet from any impervious cover.

The site shall meet the type and number of trees to be planted, replaced or retained on the lot according to the latest version of the zoning ordinance.

All traffic islands or peninsulas shall be landscaped. Grass or grand [ground] cover shall not exceed eighteen (18) inches in height.

Except for landscaping in the rights-of-way, landscaped areas which are located adjacent to pavement shall be protected from vehicles with concrete curbs or concrete tire stops.

Existing oak trees shall be preserved to the extent reasonable and feasible. A list of the trees to be planted, replaced, retained or removed shall be submitted with the site plan and must be by the city manager or his/her designee.

Fifty percent (50%) of the landscaped areas must include living material. All disturbed areas must be re-seeded with grass, groundcover or similar living matter.

All retaining walls, including but not limited to detention and/or filtration ponds, of three (3) feet or more shall require shrubbery and/or vines of healthy stock and of a minimum of two height immediately after planting in front of the retaining wall. All shrubbery and/or vines shall be planted and maintained so as to form a continuous, unbroken, solid, visual screen which to the same height or more of the retaining wall.

Drainage and Erosion Control. Drainage improvements and erosion control measures shall comply with applicable provisions of Articles 3.1100 and 3.1400 of Chapter 3 and Section 4.11 the Code of Ordinances.

Fences and Screening Devices. Fences and screening devices shall be installed, repaired and maintained according to the latest version of the zoning ordinance.

Illumination. All outdoor or exterior lighting shall comply with Article 3.800 of Chapter 3.

Pollution. Unless authorized by an appropriate governmental agency with powers superseding those of the city, there shall be no dumping or discharge of any waste, wastewater, chemical toxic material, or any other substance which constitutes a known hazard to humans or animals, onto any property or into any waterway or stream, pond, or detention pond, during the devel after its completion. During the development process, all developments shall have on-site, rigid, tamper-proof containers for the disposal of nonhazardous solid waste.

Trash Storage and Recycling Areas. Trash storage and recycling areas for attached dwellings and all business and industrial buildings or uses shall be accommodated within the structur shall be included on site and indicated on a site plan. All outdoor trash recycling storage and containers shall be placed on hot mix asphalt, concrete, brickpavers or reinforced concrete an from public view by a solid fence of no more than six (6) feet in height.

Fire Hydrants. Fire hydrants shall conform to standards contained in the city's standards and location of fire hydrants shall be approved by the Travis County Fire Marshal.

Prohibitions. Construction shall not be allowed in the street rights-of-way, public utility easements, drainage easements or other easements, or within the setback stance except for lands landscape irrigation, or fences that are in accordance with the city's fence regulations.

Special Planning Area (Property Located in the Former Austin ETJ).

All subdivisions located in the special planning area, as defined in an interlocal agreement (the "agreement") between the City of Lago Vista and the City of Austin shall also meet the requirements and should there be a conflict between the following requirements and the standards and specifications in this article, the more restrictive requirement shall apply:

All single-family development will be set back at least seventy-five (75) feet from the 681-foot contour line above mean sea level, as established by the United States Geological Survey i effect as the date of the agreement between the City of Lago Vista and the City of Austin. All condominium units and commercial buildings (excluding marinas) will be set back at least 10 feet from said 681-foot contour line.

Temporary erosion and sedimentation controls as required by the LCRA under Chapter 13, Article 13.600, Section 13.605(3) of the Lake Travis Nonpoint Source Pollution Contro Ordinance in effect as of the date of the agreement will be implemented, designed, constructed and maintained according to the City of Austin Environmental Criteria Manual as determine by comparing calculations under the City of Austin's requirements with those under the proposed controls.

Impervious cover will be limited to twenty percent (20%) of the total site area over the property for any lot developed with any retail, condominium, apartment or office commercial uses provided that Lago Vista may approve impervious cover up to twenty-five percent (25%) of the total site area for those lots that are connected to Lago Vista's centralized wastewater system Total site area includes only those portions of a site that lie above the 681-foot contour line above mean sea level, as established by the United States Geological Survey in effect as of th date hereof.

For residential lots in the planning area, density shall be subject to the following requirements:

A minimum average lot size of one acre shall be maintained on all lots that are served by on-site septic systems.

Density of clustered lots served by on-site septic systems may not exceed one single-family unit per acre, provided that a minimum of 40% of the total site area 1s open space.

Lago Vista may approve density not to exceed 1.5 single-family units per acre for lots that are connected to Lago Vista's centralized wastewater system, provided that a minimum of 40% of the total site area is open space.

Lago Vista may approve additional density not to exceed 2 single-family units per acre for lots that are connected to Lago Vista's centralized wastewater system and for which a minimum of 40% of the total site area is open space according to the following requirements:

One additional single-family unit for every two acres of land dedicated by instrument acceptable to Lago Vista for irrigation of wastewater effluent;

One additional single-family unit for each acre of land permanently preserved by instrument acceptable to the city as undeveloped open space; or

One additional single-family unit for each living unit equivalent (LUE) of wastewater treatment capacity in excess of that required to serve the development that is used to disconnect existing on-site septic systems.

Cut and fill is limited to four feet (4') maximum, provided that cut and fill over four feet (4') shall be permitted if the cut/fill slope is terraced to control erosion and sedimentation.

Detention of the two-year storm for erosion control or, as an alternative, nonerosive conveyance of stormwater to Lake Travis, will be provided as required under City of Austin Lan Development Code Chapter 25-7 drainage, and the City of Austin Drainage Criteria Manual.

A building envelope that encompasses the limits of building disturbances will be established and required for residential construction on any lot.

All of the 100-year floodplain located with the planning area shall be dedicated to the City of Lago Vista as a drainage easement in accordance with the City of Lago Vista's developmen rules.

Development shall comply with the 2006 LCRA Highland Lakes Ordinance and the City of Austin's regulations regarding the Lake Travis Critical Water Quality Zone (LTWQTZ), an developers and homebuilders shall promote xeriscape landscaping and homeowners education program to reduce potential pollutant sources. The LTWQTZ is defined as the area along an parallel to the shoreline of Lake Travis, coinciding with the 681.0-foot contour line. Within the LTWQTZ development is prohibited, except that a boat dock, pier, wharf, or marina an necessary access and appurtenances is allowed. Within the LTWQTZ, approval by Lago Vista or an agency designated by the Lago Vista city council of chemicals used to treat buildin materials that will be submerged in water is required before a permit may be issued or a site plan released.

Lago Vista shall provide an annual status report to the director of the City of Austin Watershed Protection and Development Review Department of the options used by developers to obtai additional density, which report shall include the following:

Developments that have connected to Lago Vista's wastewater system;

The number of septic systems that have been disconnected in the release area;

The number of acres dedicated for irrigation of wastewater effluent; and

The number of acres permanently preserved for open space.

HISTORY
Amended by Ord. 20-09-17-05 on 9/17/2020

Sec 10.5.106 Procedure

Procedure. All required site development plans shall be submitted to the city for approval.

Submission. All submission for site plan approval shall conform to the following requirements:

A site development plan shall be submitted to the city manager or his/her designee at any time prior to the issuance of a building permit, subject to the provisions of this article, and along following:

Completed application forms and the payment of all applicable fees;

A letter requesting any variances from the provisions of this article;

Any attendant documents needed to supplement the information provided on the site development plan.

City staff shall review all site development plan submittals for completeness within thirty (30) days of the receipt of the application. If, in the judgment of city staff, the site develop submittal substantially fails to meet the minimal informational requirements as outlined above, the applicant will be notified of any additional information required. Once the application a submittals meet minimal informational requirements the application shall be declared administratively complete and the technical review process will commence.

City staff and the city engineer shall complete the technical review process within thirty (30) days. If, in the judgment of the city staff and city engineer, the site development plan fails to technical standards for the city, the applicant will be notified of the deficiencies. Once the site development plan and related submittals are deemed to meet all technical standards, the a will be declared technically complete.

Once the site development plan is determined to be technically complete, city staff and the city engineer shall review the plan for consistency with city codes, policies and plans. Should the and the city engineer determine that the site development plan is in compliance with city codes, policies and plans and the applicant has made no requests for variances from the city code and plans, the site development plan shall be approved.

Should the city staff and/or city engineer determine that the site development represents a deviation from city codes, policies or plans, the site development plan shall not be considered app the city staff shall notify the applicant of the need to revise the site development plan or submit a request for variances for each item which deviates from city code, policies or plans.

Site development plan approval by the city staff and engineer, as authorized herein, shall be evidenced by the authorized signature of the city manager and city engineer on the site developr Approval by the city staff and city engineer shall become effective immediately.

Should the applicant request a variance or variances from city codes, policies or plans, the site development plan with the requested variances shall be scheduled for a public he consideration before the city council. City staff or the city engineer shall prepare a report analyzing the site development plan submittal, and recommending either approval or disapproval development plan and the requested variances. This report shall be available at least five (5) working days prior to the city council meeting.

If the developer chooses to withdraw the site development plan, in writing to the city manager, by more than seventy-two (72) hours preceding the city council meeting, it will not be consic submittal may appear on a future city council agenda after repayment of the applicable fees.

It shall be the right of the applicant seeking site development plan approval, to appeal a decision of the city staff, for any reason whatsoever to the city council and have a final decision re the city council.

A site development plan may be rejected at any time subsequent to submittal and prior to final written approval for failure to meet the minimum informational requirements of this article.

Notification. In all cases in which a site development plan is to be considered by the city council all owners of property (as determined by the most recent tax rolls from the Travis County any part of which is located within two hundred (200) feet of the perimeter of the land to be developed, shall be notified by mail of the requested site development plan consideration. The c

Post signs along contiguous rights-of-way at each corner of the development and at intervals that do not exceed three hundred (300) feet between said corners;

Publish a public notice at least once in a newspaper of general circulation in the city not fewer than fifteen (15) not more than thirty (30) days prior to said public hearing; and

Mail public notification forms, postmarked no fewer than fifteen (15) days prior to the appropriate city council hearing, to the owners of all property, a part of which is located within tw (200) feet of the perimeter of the property included within the site development plan.

Approval. The city council, after holding a public hearing shall act on the request for site development plan approval in accordance with the following:

The failure of the city council to act within sixty (60) calendar days from the date that the site development plan was declared technically complete shall result in automatic approval of except as otherwise agreed to by the developer.

Zoning of the tract that shall permit the uses proposed by the site development plan, or any pending zoning amendment necessary to permit the proposed uses shall have been adopted b council prior to approval of the site development plan.

Site development plan approval by the city council, as authorized herein, shall be evidenced by the authorized signature of the mayor, city manager and city engineer on the site developr Approval by the city council shall become effective immediately.

Upon disapproval of a site development plan, no application for site development plan approval for the same or substantially the same site development plan, on the same or substantially land proposed to be developed, shall be filed within one (1) year from the date of city council disapproval.

A site development plan approval pursuant to these provisions shall run with the land and shall continue to be valid upon a change of ownership of the site or structure which was the sub application.

The developer shall be responsible for specific approvals from other agencies as required.

Approval of a site development plan shall authorize a developer to begin constructing site improvements. However, no building shall be constructed until a building permit has been issued.

Expiration. Unless a longer time shall be specifically established as a condition of approval, a site development plan approval shall lapse and become void twelve (12) months following such approval became effective, unless prior to the expiration, building permit is issued and construction is commenced and diligently pursued toward completion.

Revision. If a revision to the approved site development plan becomes necessary, whether requested by the city staff, the city council or the developer, then the site development plan shall approved by city staff for compliance with this article.

Extension. Site development plan approval subject to lapse may be extended if the developer submits a written request for extension to the city council thirty (30) days prior to the expira council, at its sole discretion, may or may not approve an extension of up to one hundred and eighty (180) days after the original expiration date.

(Ordinance 07-06-21-02 adopted 6/21/07; Ordinance 09-05-21-02, sec. 1, adopted 5/21/09)

Sec 10.5.107 Enforcement Provisions

Any person violating any provision of this article within the corporate limits of the City of Lago Vista, Texas, shall be guilty of a misdemeanor, and upon conviction shall be fined an amount not exceeding two thousand dollars ($2,000.00). Each day that such violation continues shall be a separate offense. Prosecution or conviction under this provision shall never be a bar to any other remedy or relief for violations of this article.

(Ordinance 02-04-18-01 adopted 4/28/02; Ordinance 09-05-21-02, sec. 1, adopted 5/21/09)

EXHIBIT A SITE DEVELOPMENT PLAN SUBMISSION REQUIREMENTS

B.10 Variances
B.11 Tag Plats
B.12 Tax Certificate
B.13 Engineer's Summary Letter - See Exhibit A-I
B.14 Geotechnical Investigation Report - See Exhibit A-II
B.15 Construction Plans - See Exhibit A-III
B.16 Pavement Striping Plan
B.17 Drainage Report

Editor's Note–Ordinance 02-04-18-01, as adopted on April 28, 2002, is printed in this exhibit as amended. The original numbering system, titles, catchlines and subsection catchlines have been retained. Any material appearing in brackets has been added by the editor for clarity. Obviously misspelled words have been corrected. Amendments have been designated in the history note following the amended provisions. Sections not followed by a history note remain as originally enacted in Ordinance 02-04-18-01.

B.10 Variances

When requesting a variance, a letter addressed to the City Manager which includes the subdivision name, address of the site, description of the variance and justification, and the applicable ordinance and section, should accompany the application.

B.11 Tag Plats

If a variance is being requested, provide one blue line copy of each of the current tax plats, showing all properties within 300 feet of the tract. Include all maps referenced within the 300 feet. Outline the tract in red (DO NOT SPLICE MAPS TOGETHER). Tax plats are available at the Travis County Tax Appraisal District, Walnut Creek Business Park, 8314 Cross Park Drive (Hwy 290 East and Cross Park Drive, phone 834-9318.

B.12 Tax Certificate

Tax certificates must be submitted with all subdivision and construction plan applications. These may be obtained from the County Tax Office located in the Courthouse Annex (N.W. corner of 10th and Guadalupe) and should indicate there are no taxes owning.

B.13 Engineer's Summary Letter - See Exhibit A-I

Provide an original and three copies.

B.14 Geotechnical Investigation Report - See Exhibit A-II

Submit two copies. This report may be submitted at a later date but no later than the submittal of construction plans for the second review.

B.15 Construction Plans - See Exhibit A-III
Three complete, folded sets of construction plans are required. Four sets are required if the project is on a State Highway. The construction plans shall consist of the following (see requirements below for each Plan):

Cover Sheet

Final Plat

Erosion and Sedimentation Controls

Drainage and Utility Layout

Street Plan and Profile

Drainage Plan and Profile Sheets

Detention, Filtration and/or Sedimentation Ponds

Construction Details

B.16 Pavement Striping Plan
If pavement striping is proposed, three copies of a striping plan are required. Four copies if the project is on a State Highway.

B.17 Drainage Report
Two copies shall be submitted with the application and shall include the following:

source of floodplain information (calculations where applicable)

calculations supporting adequacy of existing and proposed on-site channels, storm sewers, and drainage structures

calculations supporting adequacy of detention pond size

calculations for floodplain modifications and cross-sections

summary assessment of impact on adjacent properties and drainage structures

signature and seal of professional engineer on report

calculations of existing and fully developed flows

calculations of off-site flows

calculations of capacity of drainage facilities on adjacent properties affecting hydraulic performance in the subdivision

EXHIBIT B-I ENGINEER'S SUMMARY LETTER
BI A Acceptance Of Plans

BI A Acceptance Of Plans
No construction plans will be accepted unless accompanied by a summary letter signed and sealed by the same registered Texas professional engineer who sealed the construction plans. The summary letter should describe the proposed development and might include, but not limited to, the following:

Acreage to be developed.

Type of development.

Explanation of any proposed project phasing.

Methods to be used for handling storm water runoff, i.e., drainage easements, channels, curb inlets, storm sewers, detention, sedimentation and filtration ponds, water quality control metho

Effect the proposed development will have on existing and future drainage systems in the area and on the natural and traditional character of the land and waterways.

Justification for exemption from the City's ordinances and standards.

EXHIBIT B-II GEOTECHNICAL INVESTIGATION REPORT
BII.1 Number Of Copies
BII.2 Pavement Design
BII.3 Seal And Signature

BII.1 Number Of Copies
Two copies of the Geotechnical Investigation Report shall be furnished prior to the second review of the plans.

BII.2 Pavement Design
Pavement design shall be based on City of Austin Procedures for Street Paving Thickness Design (Subdivision Memorandum E-78-3 from DPWT) or the Municipal Pavement Structural Design and Life-Cycle Cost Analysis System (MFPS-1 S-I).

BII.3 Seal And Signature
Show legible professional engineer's seal and signature.

EXHIBIT B-III CONSTRUCTION PLAN CHECKLIST
BIII.1 Cover Sheet
BIII.2 Notes
BIII.3 Approval Blocks
BIII.4 General Construction Notes
BIII.5 Special Notes
BIII.6 Construction Sequencing
BIII.7 Drainage Layout
BIII.8 Street Plan
BIII.9 Street Profile
BIII.10 Drainage Plan
BIII.11 Drainage Profile
BIII.12 Detention Pond
BIII.13 Construction Detail

BIII.1 Cover Sheet
Show the following on the cover sheet:

Subdivision name on cover sheet in ½ inch or larger letters (use same name as on the final plat).

Legal description of property (lots, block, subdivision name).

Name, address and telephone number of owner and engineering firm preparing plans.

Project location map that clearly indicates precise location of the tract (4" x 4" minimum) with north arrow.

State Department of Highways and Public Transportation Stationing, for streets intersecting or adjacent to state maintained roadways.

Tabulation sheet index.

Legible professional engineer's seal and signature.

BIII.2 Notes
Show the following:

One of the following notes:

This project complies with the Lower Colorado River Authority Non-Point Source Pollution Control Ordinance, as approved by the City of Lago Vista, or

This project is EXEMPT from the Lower Colorado River Authority Non-Point Source Pollution Control Ordinance, as approved by the City of Lago Vista.

The following note: "All responsibility for the adequacy of these plans remains with the Engineer who prepared them. In approving these plans the City of Lago Vista must rely upon tl work of the Design Engineer."

Applicable City of Lago Vista General Construction Notes for subdivision construction.

Tabulation of applicable Special Notes.

Construction Sequencing.

BIII.3 Approval Blocks
Show the following approval blocks:

Signature block for TX DOT, if applicable

_____ _____
Texas Department of Transportation Date

Signature blocks
Approved by:

_____ _____
Review Engineer for the City of Lago Vista Date

Approved by:

_____ _____
Travis County Fire Marshal Date

A revision block:

No.	Revision Description	Approved By	Date

BIII.4 General Construction Notes
All construction shall be in accordance with the City of Austin Standard Specifications, as adopted and approved by the City of Lago Vista.

Design Procedures are in complete compliance with the City of Austin Drainage Criteria Manual; or

Design procedures are in general compliance with the City of Austin Drainage Criteria Manual and all variances to the manual are noted.

A minimum of one benchmark per site development to include description, location, and elevation. Tie to State Plane Coordinate System, when possible.

Prior to beginning construction, the owner or his authorized representative shall convene a Pre-Construction Conference between the City of Lago Vista, consulting engineer, contrac affected parties. Notify the Public Works Director, 267-1155, at least 48 hours prior to the time of the conference and 48 hours prior to the beginning of construction.

The contractor shall give the City a minimum of 48 hours notice before beginning each phase of construction, call the Public Works Director, 267-1155.

Barricades, built to City of Lago Vista Standard Specifications, shall be constructed on all dead-end streets and as necessary during construction to maintain job safety. (Streets, etc. may b to or instead of note).

No blasting is permitted.

Any existing pavement, curbs, and/or sidewalks damaged or removed will be repaired by the contractor at his expense before acceptance of the site development.

The location of any water and/or wastewater lines shown on the plans must be verified by the City of Lago Vista Utility Crews.

Locate Existing Utilities, 48 hours BEFORE you dig. Local Utilities as follows:

SWB (Telephone) 512-870-5217

Heartland Wireless (Cable) 512-833-6299

Time Warner Communications (Cable) 512-485-4000

Pedernales Electric Cooperative (PEC) Engineering 512-331-992

Underground Utility Locator 1-800-669-8344 or Fax 1-800-999-2344

All storm sewer pipes to be Class III RCP unless noted otherwise.

BIII.5 Special Notes
Notes for Plans where applicable:

The subgrade material in (name of subdivision) was tested by (name of professional soil lab) in (day, month, and year) and the street section designed according to current City of Austin D street sections are to be constructed as follows (Give street names, width of R.O.W., or other methods to identify proposed design of different pavement thickness. In writing or graphically, section(s) to be constructed):

Manhole frames, covers, and water valve covers will be raised to finished pavement grade at the owner's expense by a qualified contract with City Inspection. All utility adjustment completed prior to final paving construction.

At intersections which have valley drainage, the crowns of the intersecting streets will culminate in a distance of 40' from the intersecting curb line unless otherwise noted. Inlets on the in street shall not be constructed within 40 feet of the valley gutter.

Sidewalk requirements (give street name and location of required sidewalk, i.e., north, south, east, or west side).

A curb lay down is required at all points where the proposed sidewalk intersects the curb.

When using lime stabilization of sub grade, it shall be placed in slurry form.

Inside the city limits, sidewalks shall be completed prior to acceptance of any Type I or Type II driveway approaches and/or issuance of a Certificate of Occupancy. Sidewalks adjacent to areas," parkways, or other locations on which no building construction will take place, must be constructed prior to final acceptance of the subdivision.

A storm water management facility maintenance agreement for single family and duplex residential lots will be executed and recorded prior to final acceptance of this subdivision.

A license agreement for landscaping maintenance and irrigation in street R.O.W. shall be executed by the developer in party with the City prior to final acceptance of the subdivision.

BIII.6 Construction Sequencing

Call City of Lago Vista, Public Works Director, 267-1155, 48 hours prior to beginning any work. Call the appropriate.

Install temporary erosion controls and tree protection fencing prior to any clearing and grubbing. Rough grade streets. No development of embankment will a permitted at this time.

Install all utilities to be located under the proposed pavement.

Begin installation of storm sewer lines. Upon completion, restore as much disturbed area as possible, particularly channels and large open areas.

Regrade streets to sub grade.

Insure that all construction site improvements and underground utility crossings are completed. Lay first course base material on all streets and parking areas.

Install curb and gutter.

Lay final base course on all streets.

Lay asphalt.

Complete all underground installations within the R.O.W.

Complete final grading and restoration of detention, sedimentation/filtration ponds.

Complete permanent erosion control and restoration of site vegetation.

Remove and dispose of temporary erosion controls.

BIII.7 Drainage Layout

Show the following:

Drainage layout of subdivision (scale: 1" = 100') with north arrow to top or right of sheet and show limits of construction as a distinguishable line.

Existing adjoining street layout or other property adjacent to protect (show adjacent subdivision names).

Street names, lot and block numbers and R.O.W. lines.

Location of all existing drainage structures on or adjacent to project.

Existing contours at two-foot minimal intervals.

Individual drainage areas and upstream drainage areas based on improvements and final grading (distinguish these areas by heavy dashed lines).

Size in acres, C,I, tc, and Q for 25- and 100-year storm for each specific drainage area.

Arrows indicating flow direction for streets and lots.

Summation of Q's at pertinent points (street intersections, inlets, passing inlets, headwalls, control outlet structures, etc.)

All low and high points.

All street and lot fill areas (usually done by shading).

Proposed drainage facilities (identify route of drainage from site to nearest waterway).

All existing and proposed drainage easements as per final plat or by separate instrument.

Q's leaving proposed streets onto surrounding property and Q's entering proposed streets from surrounding property.

Existing and proposed 100-year floodplains for all waterways.

Minimum building slab elevations for lots on which the 100-year floodplain encroaches (only if elevations are not shown on approved/released final plat included with plans).

The name of the engineering firm who prepared plans, the subdivision title and the name or initials of the design engineer and checking engineer.

Provide the following for each drainage area (see following pages for standard form of calculations tables):

Runoff Calculations: Flow distribution and percent (%) that flows on street, over land and in gutter; tc (time of concentration-in minutes); A (drainage area); I 25; C25; Q25; I100; C100; Q

For inlet design: Clogging factor required inlet type (i.e. 10' TYPE I or I-R) as per detail; Y (depth of flow in gutter); a (gutter depression @ inlet throat); Q Cap (inlet capacity); inlet area tc; composite "C" value used; Q @ inlet.

For storm sewer design: tc's, areas, composite "C" value (if a uniform time of concentration for the system is not used); clearly show limits of construction.

Legible professional engineer's seal, signature, and date of signing.

All variances to City of Austin Drainage Criteria Manual and other policies.

The following note on all sheets: "All responsibility for the adequacy of these plans remains with the Engineer who prepared them. In approving these plans, the City of Lago Vista r adequacy of the work of the Design Engineer."

BIII.8 Street Plan
Show the following:

The street name and sheet number in the right corners.

North arrow to top and right of sheets.

Stationing south to north or west to east with street layout directly over the profile stationing.

Scale: 1"=20', or 1"=40' for very large projects and paving dimensions (face to face of curb).

Lot numbers, block numbers and frontage dimensions (dimensions required only if approved/released final plat is not included with the review plans).

Street names within respective R.O.W.

Existing or proposed easements and intersecting R.O.W.

Sidewalks and assignments as per City of Lago Vista and final plat requirements.

Centerline "TIC" marks, every 50 feet.

Drainage facilities within or intersecting R.O.W. and indicate stationing on both sides of inlets (show inlet type and label storm sewer lines, i.e. LINE "A", M.H., etc.)

Existing drainage facilities as dashed lines.

Drainage flow arrows, high and low points.

Match lines on street plan sheets for continuation of streets on other streets.

As a minimum, a 50-foot extension of proposed streets and show proposed tie-in to existing streets.

Sheet numbers for intersecting streets, and show full intersection, provide dimensions, and give street names.

Stations equation along CL (centerline) intersections of streets.

Barricades if required.

Plan view must transpose directly above profile stationing when possible (otherwise, center the midpoint of the curve on the sheet) (limits shown on the plan view must be the same as the l
profile).

Labeled asphalt valley gutter or concrete valley gutter (required if % grade <1.2%) at intersections where appropriate.

Clearly show the beginning and ending of project.

Limits of gutter depression by shading and showing stationing or dimensioning.

Clearly show all PC, PT, CC, or PRC stations.

All fill areas.

Horizontal curves conforming to the most recent City of Lago Vista Street Standards.

Legible professional engineer's seal, signature, and date of signing.

BIII.9 Street Profile
Show the following:

Legend and scale (scale: 1"=2', or 4' Vertical, usually 1/10th of Horizontal).

Even stations on heavy vertical division lines.

Even elevation heavy vertical division lines.

Even elevation in right and left margins.

Street profile for minimum of 50 feet beyond end of project (include property lines and proposed future grade and/or existing street grade).

Existing left and right R.O.W. profiles.

Proposed top curb (TC) profiles a minimum of two line widths to stand out from other profile lines.

Proposed TC elevations (clearly identify right and left).

Identify and give elevations at all PC, PT, PRC, PCC, PVC, PVI, or DVT stations (show by circle or heavy dot).

Vertical curves with the following information: curve length, PVI stations and elevation, tangent intercept, tangents and tangent grades (show elevations every 25 feet maximum along verti

Curb returns PC, MID PT, PT, with tangent and grade past point of return.

Elevations every 50 feet (i.e. +00 and +50) along the street profile.

Maximum curb split of 2% (30' street = 0.60', 44' street = 0.88') if applicable.

Vertical curves conforming to latest City of Lago Vista Street Standards, or AASHTO Green Book Criteria.

Submit letter of understanding for street lighting in sag curves and confirmation of availability of fixed source lighting when applicable.

BIII.10 Drainage Plan
(Plan view must transpose directly above profile stationing). Show the following:

Street layout and name, lot layout and numbers (where storm drainage occurs).

Drainage easements.

Storm drainage facilities. Label and give sizes [i.e.: line "A-18" RCP, channel "B"-r' FB(Flat bottom), 2-10' x G MBC, etc.]

All horizontal PI PC, PT, BEGIN and END stations and pipe and/or channel intersection equations.

All inlets, Q at inlets, Q passing inlets, and flow lines.

PI deflection angle in degrees.

North arrow to top or right of sheet and show scale (scale: 1"=50").

Any storm sewer assignments off R.O.W. or centerline.

Channel and/or pipe riprap and type of headwalls (show erosion control measures (dissipater blocks, rock riprap, etc.)

Beginning, end stations, for erosion control material used for channels (label type of material to be used, i.e. dry stacked or mortared rock, etc.)

Bottom width, side slopes, concrete trickle or pilot channel, height of channel lining if used, maximum and minimum depth of channel, Manning's "n" valve used, and station to statior channels/scale section.

Note 100-year overflow swales over pipe system (when used) and give typical detail.

Open channels with a minimum flat bottom width of six feet.

Legible professional engineer's seal and signature.

All variances to City of Austin drainage Criteria Manual and other policies.

The following note on all sheets: "All responsibility for the adequacy of these plans remains with the Engineer who prepared them. In approving these plans, the City of Lago Vista r adequacy of the work of the Design Engineer."

BIII.11 Drainage Profile
Show the following:

Scales: horizontal (same as Plan, Vertical, 1/10th of horizontal scale).

Stationing proceeding from low end to high end from left to right for channels or storm sewer lines.

Existing ground profile at proposed channel locations.

Top of bank left and right, and fill areas for channels.

All stations and elevations at points of intersecting drainage lines, grade breaks, riprap, drop sections, toe of splash pads, toe of slope, beginning of slope, and beginning of riprap.

Q25, V25, HGL25, depth (d25), Q100, VI00, HGL100, depth (d100), and Head losses (H), for each segment of channel.

Clearly show the beginning and end of construction and show stations or channels.

Flow line elevation every 50 feet maximum (i.e. +00, +50).

Elevations at inlets on storm sewer lines.

Grade of flow line (in %), and pipe sizes (label all pipes as RCP for storm sewer lines).

Q25, V25, HGL25, depth (d25), Q100, V100, HGL100, depth (d100), and Head losses (H), and df (when pipe is flowing full) for storm sewer lines.

Stations and elevations at PI, PC, PT, grade breaks, intersecting lines and beginning and end of construction for storm sewer lines.

All riprap, headwalls, etc. at pipe ends.

Full channel section at pipe ends when appropriate.

Existing and finished ground line and fill areas at pipe centerline for storm sewer lines.

BIII.12 Detention Pond
Show the following:

Include drainage area map for detention ponds in plans.

Typical cross-section of ponds.

Summary table of supportive calculations for hydrology, hydraulics, hydrographies, control outlet structures, etc.

Legible professional engineer's seal and signature.

BIII.13 Construction Detail
Use City of Lago Vista Typical Standards, or the equivalent, for any structures such as street inlet and sidewalks. Show the following:

Manhole or junction box detail.

Pipe end riprap or headwall details.

Channel lining.

Culvert box and headwall details to meet Texas Department of Transportation requirements for concrete strength and structural reinforcing.

Traffic/pedestrian guard railing details (when applicable).

Other details as needed for construction.

Legible professional engineer's seal and signature.

The following note on all sheets: "All responsibility for the adequacy of these plans remains with the Engineer who prepared them. In approving these plans, the City of Lago Vista r adequacy of the work of the Design Engineer."

(Ordinance 02-04-18-01 adopted 4/28/02; Ordinance 09-05-21-02, sec. 1, adopted 5/21/09)

Sec 3.110 Permits And/Or Approvals

Permits shall only be obtained under the following rules and regulations.

(a) Work Requiring Approval and/or Permit.

(1) It is unlawful for any person or entity to erect, construct, enlarge, alter, perform repairs, move, improve, remove, convert, demolish any building, structure or mobile home, or to install plumbing, electrical, mechanical, or irrigation systems governed by the aforementioned codes or state statutes, without first obtaining a city permit. An owner may make minor improvements and repairs on any structure without a permit provided such improvements and repairs are not regulated by this section or other ordinances and/or building codes. An owner planning such improvements and/or repairs shall first contact the city to determine in each instance whether or not a permit is required. The city manager, the building official, a building inspector or their designee shall have the right to inspect all such improvements and/or repairs.

(2) Grading/Site Development. Fill dirt may be removed from, or added to an area within the city, and grading or site development may occur only upon approval of the city manager or his/her designee in accordance with this article and/or the site development regulations. Grading plans signed and sealed by an engineer registered in the state may be required to be submitted to the city prior to obtaining such approval. Generally, no one shall be permitted to deliberately alter the topographic conditions of a lot or parcel of land in any way that would permit additional quantities of water from any source, other than what nature originally intended to flow from his property onto any adjoining property or to concentrate runoff that would cause erosion. Upon consultation and approval of the city, the owner shall direct, through the grading of the property and/or the construction of drainage facilities, drainage runoff to the nearest drainage culvert, public right-of-way with a roadside ditch, drainage easement or natural drainageway.

(b) On-Site Sewage Facility (OSSF) Approval. Before a city building permit of any type will be issued for any construction on an unimproved lot requiring an OSSF, a permit to construct a private sewage facility from the governing agency (city or LCRA) must accompany the plans and specifications. A private sewage operating license must be presented to the city prior to scheduling an inspection for a certificate of occupancy on new construction.

(c) Application Procedures. To obtain a permit the applicant shall file an application on a form provided by the city with the city as provided hereinafter along with the required fee and shall:

(1) Request a utility extension cost estimate:

(A) Upon receipt of a building permit application for a residential dwelling or commercial structure the city manager or his/her designee will initiate the preparation of a utility extension estimate for water and sewer service for the purpose of determining the availability and cost of extending water and/or sewer service to the property described in the permit application;

(B) The cost of preparing the estimate shall be assessed to the individual or entity submitting the application at the time the application is submitted. The fee to be assessed for the estimate shall be based on the city fee schedule, unless unusual circumstances are encountered requiring professional engineering review by the city, in which case the fee shall be determined by the city manager or his/her designee based upon the actual cost of preparation plus an administrative charge designed to recover any and all costs incurred by the city for preparation of the estimate;

(C) The estimate requirement may be waived by the city at the discretion of the city manager or his/her designee on the following basis:

(i) A current and accurate estimate exists for the extension of water and/or sewer service to the property;

(ii) The applicant provides a written affidavit to the city that water and/or wastewater services will be provided to the property by other means approved by the city manager or his designee.

(2) Submit the application with two (2) sets of 1/4-inch scale plans or other scale approved by the building official and specifications as may be required by the building official;

(3) Identify and describe the work to be covered by the permit for which application is made;

(4) Describe the site on which the proposed work is to be done, by lot, section, tract, and house or structure and street address, or similar description that will readily identify and definitely relocate the proposed work;

(5) Indicate the use or occupancy for which the proposed work is intended;

(6) Be signed by the applicant or his authorized agent who may be required to submit evidence to indicate such authority;

(7) Give supplemental information as reasonably may be required by the city after preliminary review of application and plans; and

(8) Submit a statement by the owner or the owner's representative as to whether or not the property is within the one-percent annual chance floodplain.

(d) Site Plans.

(1) Single-Family and Duplexes. All applications for single-family or duplex building permits shall be accompanied by a site plan for each set of plans, drawn to a scale of no less than one inch (1") equals twenty feet (20'). The site plan shall contain the following:

(A) A legal description of the land included on the site plan and of the lot, the addresses and telephone numbers of the owner, builder, and the designer or architect;

(B) Lot, block, section and street number;

(C) Natural drainage features such as watercourses, springs and ponds;

(D) Location and dimensions of easements and setback requirements as outlined in subdivision plats, restrictive covenants and this section;

(E) Floodplain elevations, if the lot is subject to inundation by the one-percent annual chance storm. If such building or living unit's foundation is within the floodplain, the following procedure will apply:

(i) Prior to obtaining a building permit, the applicant shall furnish the city an elevation certificate and a letter from an architect, professional engineer or surveyor, stating that an elevation control point (temporary benchmark) has been established on the property, and indicate the elevation of the temporary benchmark, along with the floodplain elevation.

(ii) Immediately upon completion of the first habitable floor level, the applicant shall return a properly completed FEMA elevation certificate certifying that the first habitable floor elevation is one (1) foot above the base flood elevation (BFE) (the elevation inundated by the one-percent annual chance storm).

(iii) Any other information required by the city flood damage prevention ordinance.
Location of proposed walks, driveways and culverts.

(F) The shape, size and location of all buildings, including roof overhangs, decks, or other structures to be erected, altered, or moved, and of any buildings or other structures already on the lot.

(G) The site plan shall address the drainage patterns that affect the lot or any other lots or properties that may be adversely affected by the development of the lot. Drainage water leaving a site shall be directed to a roadside ditch or to a drainage easement with a defined ditch. The site plan shall verify that the runoff will not drain on to a downstream neighbor's yard uncontrolled. The site plan shall determine and show the drainage patterns coming onto the lot and leaving the lot. The drainage patterns shall be determined at least two lots away including two lots depths across the street, two lots on either side of and two lots behind the lot being developed. The drainage patterns of the roadside ditch, drainage culverts, including driveway culverts existing and proposed, shall be determined and shown on the site plan. The city manager or his designee may require a registered professional engineer provide plans and calculations for approval to ensure that there will be no adverse drainage or runoff impacts created by proposed grading or topographic change or construction.

(H) A tree survey and landscape plan in accordance with the city landscape and tree preservation ordinance. Show which trees will be removed and trees and shrubs to be planted.

(I) An irrigation plan, if such is proposed.

(2) Multifamily, Commercial and Other Development. Site plans for any development which is not either single-family or duplex shall be in accordance with the city's site plan development ordinance as amended from time to time. Required site development plan and design approvals shall be secured prior to the issuance of any individual building permits.

(e) Construction Plans and Specifications. For all contemplated construction on the site at least two (2) sets of plans at a scale approved by the building official shall be provided to the city and such plans shall include at least the following information:

(1) Scaled floor plan of each floor and the basement, if any, for each building;

(2) Plan of all attached decks, porches, covered walkways, attached garage or carport and all other structures as herein defined;

(3) Plan shall provide the total square footage of both subsections (e),(1) and (e),(2) above;

(4) Location of all permanently installed structures and equipment, such as closets, storage, plumbing, fixtures, appliances, etc.;

(5) Location and symbols of all electrical equipment, including switches, outlets, fixtures, etc.;

(6) Exterior elevations:

(A) All exterior elevations;

(B) Wall and roof finish materials;

(C) Dimensions of overhang;

(D) Finished floor elevations of the lowest floor and the maximum elevation of the roof ridge as related to the highest natural contour point of property, and a topographic map of the lot signed by a registered surveyor shall be submitted at the discretion of the city;

(7) Structural section:

(A) Cross section of typical wall construction details;

(B) Scales plan of foundation and pertinent section of typical beams, footings, and girders;

(C) Copy of specifications.

(8) Submit an energy compliance certificate (REScheck or COMcheck).

(f) Permit Issuance.

(1) If the work described in an application for permit and the plans filed therewith conform to the requirements of this section and other pertinent laws, and if the required fees have been paid, the city shall conduct a plan check and if approved may issue a permit to the applicant, subject to corrections, if necessary.

(2) Building permit issuance does not include permission to install plumbing, electrical and/or mechanical. Separate permits for that work are required.

(3) Only state-licensed master plumbers, electricians, and state-licensed mechanical contractors or those designated in writing to the city by the master may be issued permits after or concurrent with issuance of a building permit to owner or contractor.

(4) All plumbing, electrical and mechanical applicants are required to register with the city and provide the city with a copy of their valid state license.

(5) When the city issues a building permit, the city shall endorse in writing and stamp on all set of plans "approved." Such approved plans and specifications shall not be changed, modified, or altered without authorization from the city. All work shall be done in accordance with the approved plans as modified.

(g) Retention of Plans. One set of approved plans and specifications shall be retained by the city, and one (1) set of approved plans and specifications shall be returned to the applicant.

(h) Validity. The issuance or granting of a permit, or approval of plans and specifications, shall not be construed to be authority for, or an approval of, any violation of any of the provisions of this section or any other city ordinance. No permit purporting to give authority, to violate or cancel the provisions of this section, shall be valid, except insofar as the work or use which it authorized is lawful and conforms to the requirements of this section or variance or modification granted pursuant to this article. The issuance of a permit based upon plans and specifications shall not prevent the city manager or his/her designee from thereafter requiring a correction of errors in said plans and specifications or from preventing building operations being carried on hereunder when in violation of this article or of any other ordinance of the city.

(i) Representations by Applicant. All representations, whether oral or written, made by the applicant or his agent in support of an application for any permit under this article become conditions upon which such permit is issued. It shall be unlawful for any applicant to vary from such representations without first applying to amend the permit and receiving approval by the city.

(j) Permit Fees. The city manager or his/her designee may, in writing, suspend or revoke a permit used under the provisions of this section whenever the permit is issued in error, or on the basis of incorrect information or for violations of the provisions of this article or any other city ordinance.

(1) The city has established fees to cover the costs of applications, plan review, inspections and other expenses incurred by the city in the administration of this article. Where work, for which a permit is required by this article, is commenced prior to obtaining a required permit, the fees specified shall be doubled. The payment of such double fee shall not relieve any persons from fully complying with the requirements of this article in the execution of the work nor from any other penalties prescribed herein. The applicant will be required to comply with all ordinances.

(2) In the event an applicant withdraws his application submission or does not construct under the issued permit, and has paid a plan review and permit fee, at the request of the applicant the city will refund the building permit fee less fifty (50) percent of the fee to cover the cost of administrative expenses incurred as a result of the submission. When a separate plan review component is established by the schedule of fees contained elsewhere herein, no portion of that plan review fee shall be returned, even if the plan review has not been completed

(3) In the event the application and/or plans submitted for a building permit do not meet requirements and is rejected by the city for any reason the city shall not refund any portion of the fee that is designated for plan reviews.

(4) The city may allow for the transference or credit of fees collected for a permit to a different party who might desire to exercise any portion of those same rights on the same property.

(5) Re-inspections required as the result of incomplete or deficient work that does not otherwise meet the provisions below shall result in additional fees assessed in accordance with the schedule contained in Appendix A.

(6) Site visits required to investigate, or document verified violations of any provision of this chapter, specifically including any regulations intended to minimize the disturbance to adjacent property owners shall be assessed at the rate established for second or subsequent re-inspections. Such fees shall be assessed against the primary building permit, regardless of whether the violation was committed by any sub-contractor, including those that might be required to take out concurrent permits as specified above.

(k) Expirations, Extensions, Renewals, Suspensions and Revocations.

(1) Building and subcontractor permits issued under the provisions of this chapter are valid until such time as the work authorized by that permit has been satisfactorily completed in accordance with all applicable requirements, as evidenced by a Certificate of Occupancy (not a temporary Certificate of Occupancy), or for a time period as follows:

(A) Miscellaneous or accessory structure permits — six (6) months from the date of approval;

(B) Residential or site work permits — twelve (12) months from the date of approval;

(C) Multifamily and nonresidential permits five thousand (5,000) square feet in area and below — twelve (12) months from the date of approval; and

(D) Multifamily and nonresidential permits greater than five thousand (5,000) square feet in area — twenty-four (24) months from the date of approval.

(2) The city manager or his designee may, upon written notice, suspend or revoke a permit used under the provisions of this section whenever the permit is issued in error, is based on incorrect information or for violations of the provisions of this chapter or any other city ordinance. Every permit issued under the provisions of this article shall expire and become null and void, with all permit and review fees forfeited if the work authorized by such permit is not commenced within one hundred and eighty (180) days from the date of approval. Permits shall also expire and become null and void, with all permit and review fees forfeited if the work authorized by such permit is suspended or abandoned for a period of two (2) months at any time after the work has originally commenced. Where work has stopped or been abandoned, and/or the permit has been revoked or become null and void prior to completion in accordance with all applicable requirements of this chapter, the unfinished work shall be deemed a violation of both the building and property maintenance regulations for which the permit holder and/or the property owner shall be held responsible as specified elsewhere herein..

(3) Subject to consistent progress or documented hardship, the permit holder may apply for extensions to the time limits specified above. Pursuant to the payment of a fee in an amount equal to the original permit fee or the scheduled renewal fee, whichever is greater, the building official may authorize a six (6) month extension to satisfactorily complete the work. Extension fees shall not include any portion of the permit fee specifically identifiable as a review fee. Pursuant to the payment of additional fees in an amount equal to the original permit fee or the scheduled renewal fee, whichever is greater, the building official may authorize additional extensions in six month increments up to a maximum time limit of thirty-six (36) months to complete the work as defined above..

(4) Any permit that has not resulted in a Certificate of Occupancy within thirty-six (36) months from the date of approval shall be considered permanently revoked. If applicable, the code enforcement authority shall pursue all appropriate remedies applicable to dangerous or unsafe structures and property. After a permit has been permanently revoked, a new application, fee and review is required, along with an updated set of documents that completely and accurately reflect the current state of completion. In addition, the approval of the City Council is required and shall be based only the basis of extraordinary hardship or circumstances. In accordance with Section 3.121 below, the City Council has the authority to require a performance bond as a prerequisite for a new permit approval.

(l) Setback Verification. A form survey, prepared by a state-licensed surveyor, is required for any new principal building, any accessory buildings over one hundred and twenty (120) square feet, additions to any principal or accessory buildings, swimming pools, and decks if the plans submitted indicate it will be closer than ten (10) feet to any building setback and/or property line. When applicable, the form survey shall be provided as a condition of the first required inspection. See Section 3.112 below.

(Ordinance O-02-15 adopted 1/15/15)

HISTORY
Amended by Ord. 20-10-01-02 on 10/1/2020

Sec 7 General Specifications For All Roadways

(a) Generally.

(1) It shall be unlawful for any person to cut, break, or remove any curb along a roadway except as herein authorized.

(2) It shall be unlawful for any person to construct, alter, or extend, or permit or cause to be constructed, altered, or extend any driveway approach which can be used as a parking space or access area to a parking space that is between the curb and private property, except as herein authorized.

(3) No driveways, other than those required for one- and two-family residential structures on local streets, shall be constructed in such a way as to require backing maneuvers into the public right-of-way.

(4) This section shall be deemed to be supplemental to other sections regulating the use of public property, and in case of conflict, this section shall govern.

(5) Adequate sight distance shall be provided for a passenger motor vehicle making a left or right turn exiting from a driveway. The adequate sight distance criteria shall be made by the City Engineer.

(6) Driveways on a one- or two-family lot or parcel of property shall be a minimum of 20 feet apart, and 20 feet from a corner on a local street, measured at the curb or shoulder line, and from the end of the corner radius and driveway radius or flare. At a collector or arterial, the minimum distance from a corner shall be 50 feet.

(7) On one- and two-family lots or parcels, there shall be no more than three driveway approaches at a local street and no more than two driveway approaches at a collector or arterial.

(8) Driveway approach grades shall not exceed twelve percent in order to provide for proper vehicular clearance unless otherwise approved by the City Engineer.

(9) Driveway approaches shall not be located within 20 feet of any designated pedestrian crossing or golf cart path.

(10) Driveway approaches shall be maintained at or near an angle of 90-degrees to the public street improvements with a maximum deviation of 10-degrees unless approved by the City Engineer.

(11) Where side ditches exist, pipe of sufficient size and material shall be installed underneath the driveway approach. The grade and size for the pipe shall be determined by a registered engineer and approved by the City Engineer. The City will not be responsible for furnishing the pipe.

(12) Where a driveway approach is built and sidewalks exist, sufficient sidewalk shall be removed to blend with the new approach.

(13) Whenever the use of any driveway approach is abandoned and not used for ingress and egress to the abutting property, it shall be the responsibility of the abutting property owner to remove such abandoned approach and restore the curb, sidewalk, and/or right-of-way to a status equal to that in the general area. For the purposes of this section, "abandoned" shall be defined as stated in other provisions of the Lago Vista Code of Ordinances.

(14) Joint driveway approaches with adjoining property holders may be permitted provided joint application is made by all interested parties.

(15) If supported by sound judgment consistent with current best technical practices, the City Engineer can approve relief from strict compliance with the dimensions in this section if deviations are warranted and safety is not compromised (See below).

(b) Location of driveway access.

(1) Driveway access to expressway, parkway, arterial and collector roads shall not be permitted for parking or loading areas that require backing maneuvers in a public street right-of-way. Driveway access to streets for commercial or multifamily developments shall not be permitted for parking or loading areas that require backing maneuvers in a public street right-of-way.

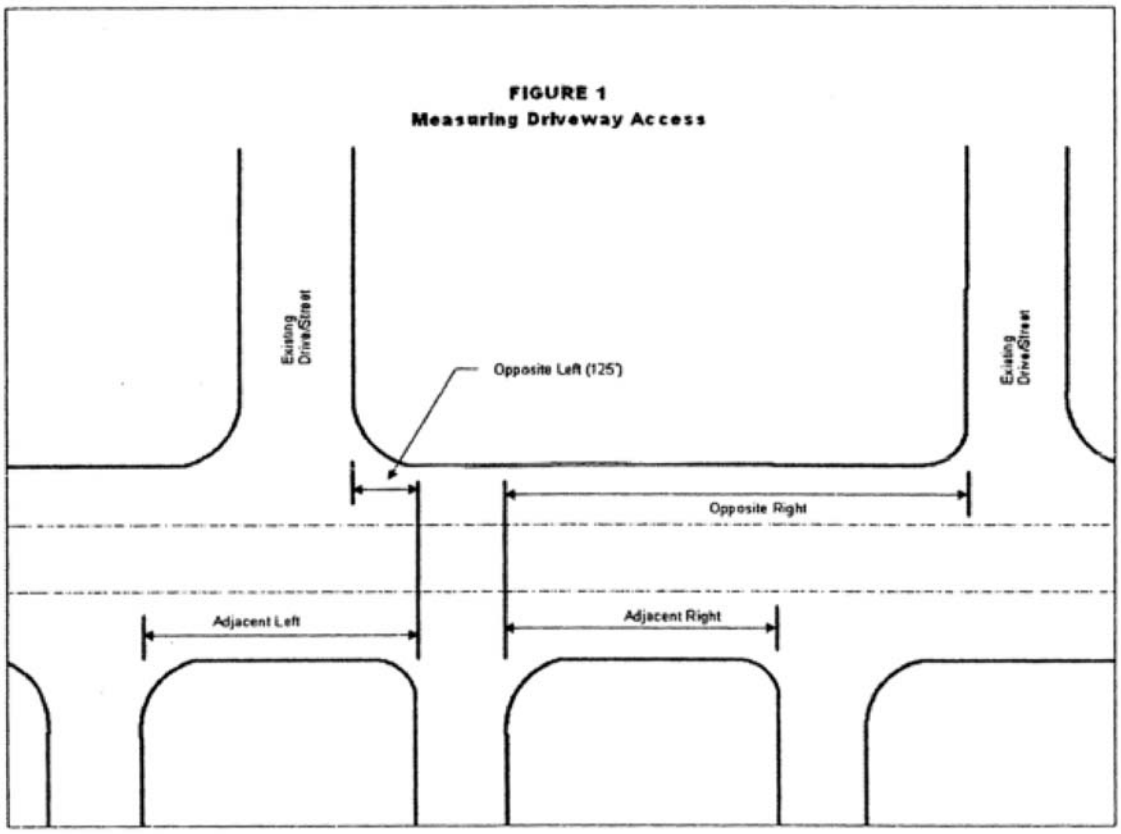
(2) No curb cuts through a left turn lane of a median shall be permitted in order to provide for left turn movements to driveway approaches.

(3) Driveways in right turn lane transition areas shall not be permitted.

(c) Spacing of driveway access.

(1) Application of the driveway access location and design standards requires identification of the functional classification of the street on which access is requested. Street sections are classified as local, collector, minor arterial, and major arterial.

(2) Driveway access spacing shall be measured from the closest edge of pavement of the first access connection to the closest edge of pavement of the second access connection (Figure 1).



(3) Opposite right driveways, for other than one- or two-family development, shall be located per the following requirements:

Street Classification	Spacing
Local	Must align or offset greater than 15 feet
Collector	Must align or offset greater than 100 feet
Minor arterial	Must align or offset greater than 225 feet
Major arterial	Must align or offset greater than 300 feet
Major arterial median	To be determined by City Engineer

(4) Additional opposite right spacing exceeding that set forth in the above section may be required if it is determined by the City Engineer that there is insufficient left turn queue storage or weave maneuver area between the opposite right and proposed driveway. This determination shall be made under peak traffic conditions.

(5) Opposite left driveways, for other than one- and two-family development, shall be located per the following requirements:

Street Classification	Spacing
Local	Must align or offset greater than 15 feet
Collector	Must align or offset greater than 125 feet
Minor arterial	Must align or offset greater than 125 feet
Major arterial	Must align or offset greater than 125 feet
Major arterial median	To be determined by City Engineer

(6) Where possible, opposite driveways for other than one or two family development shall align. These drives shall be considered as an intersection.

(7) Adjacent driveways, for other than one- or two-family development, shall be located per the following requirements:

Street Classification	Spacing
Local	Greater than 25 feet
Collector	Greater than 100 feet
Minor arterial	Greater than 150 feet
Major arterial	Greater than 250 feet

(8) Exceptions. Where driveway spacing according to the standards in this section may not be possible or practical, the City Engineer may require one or a combination of the following:

(A) Where adequate access connection spacing cannot be achieved, the City Engineer may allow for a lesser spacing when shared access is established with an abutting property.

(B) Where no other alternatives exist, construction of an access connection may be allowed along the property line farthest from the intersection. To provide reasonable access under these conditions but also provide the safest operation, consideration shall be given to designing the driveway connection to allow only the right-in turning movement or only the right-in/right out turning movements, if feasible.

(d) Corner clearance.

(1) Corner clearance, the distance between a street intersection and a driveway, for driveway access other than to one or two family development, shall meet or exceed the minimum driveway spacing requirements for that roadway, as shown above.

(2) Downstream corner clearance. When minimum spacing requirements cannot be met due to lack of frontage and all means to acquire shared access drives or cross access easements have been exhausted, the following shall apply: at intersections with channelized right-turn lanes with yield control, a corner clearance as shown in the following may be approved by the City Engineer:

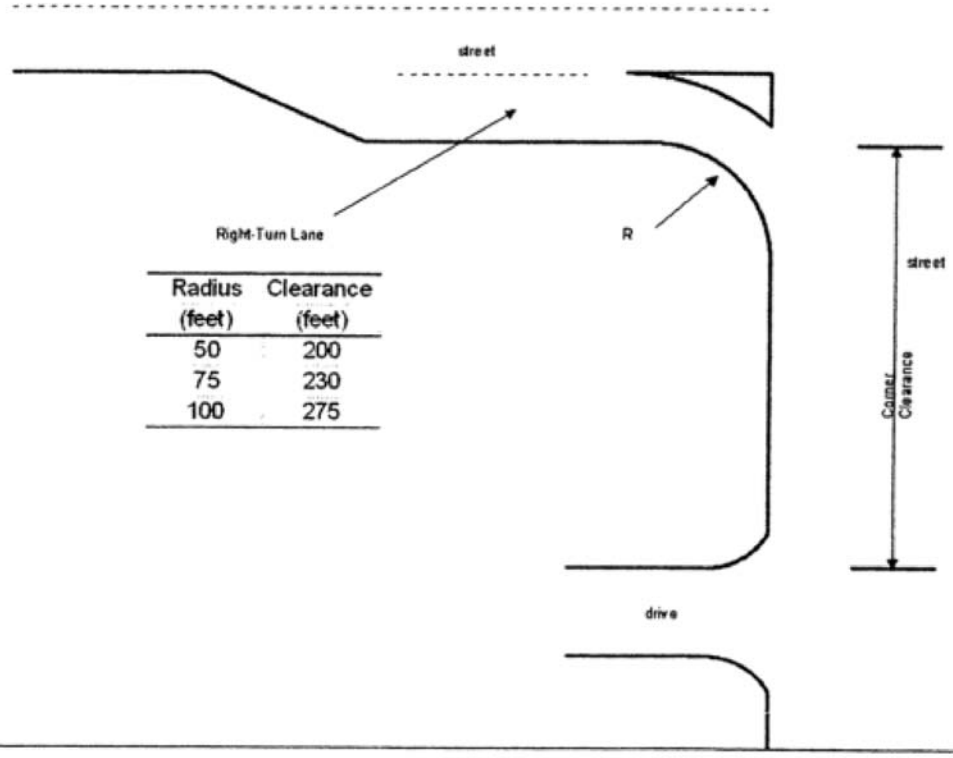
(A) Local streets. No closer than 30 feet.

(B) Collectors. No closer than 75 feet.

(C) Minor arterials. No closer than 100 feet.

(D) Major arterials. No closer than 120 feet.

FIGURE 2
Downstream Corner Clearance



Radius (feet)	Clearance (feet)
50	200
75	230
100	275

(e) Shared access.

(1) A shared access easement may be required between adjacent lots fronting on major arterials, minor arterials, or collector streets in order to minimize the total number of access points along those streets and to facilitate traffic flow between lots. The City Engineer shall determine the location and dimensions of said easement.

(2) Private cross access easements may be required across any lot fronting on major arterials, minor arterials, or collector streets in order to minimize the number of access points and facilitate access between and across individual lots. The City Engineer shall determine the location of said easement.

(f) Geometric design of driveway access.

(1) All driveways shall meet the City's standard specifications for street construction and construction standards.

(2) Curb cuts for driveways shall not be permitted in the curb return of an intersection.

(3) The curb return radii or flares for driveways intersecting at right angles with the roadway and without a deceleration lane shall be as follows:

(A) Curb return radii or flares for one or two family driveways shall be five feet or have a three feet flare.

(B) Curb return radii or flares for industrial, commercial and multi-family driveways shall be a minimum of 15 feet to a maximum of 30 feet.

(C) Curb return radii or flares for driveway types not included in this section shall be determined by the City Engineer.

(D) The City Engineer may allow a larger radii or flare in special circumstances, for instance where there will be significant large truck, bus, or shuttle traffic on a daily basis.

(4) The tangent point of the driveway curb return at the public roadway line or flare shall be a minimum distance of one foot off the property projected perpendicular to the street centerline, except single family zero lot line lots. On single family zero lot line lots where the drive is on the zero lot line, the tangent point or flare shall be no greater than three feet beyond the adjoining property line projected perpendicular to the street centerline.

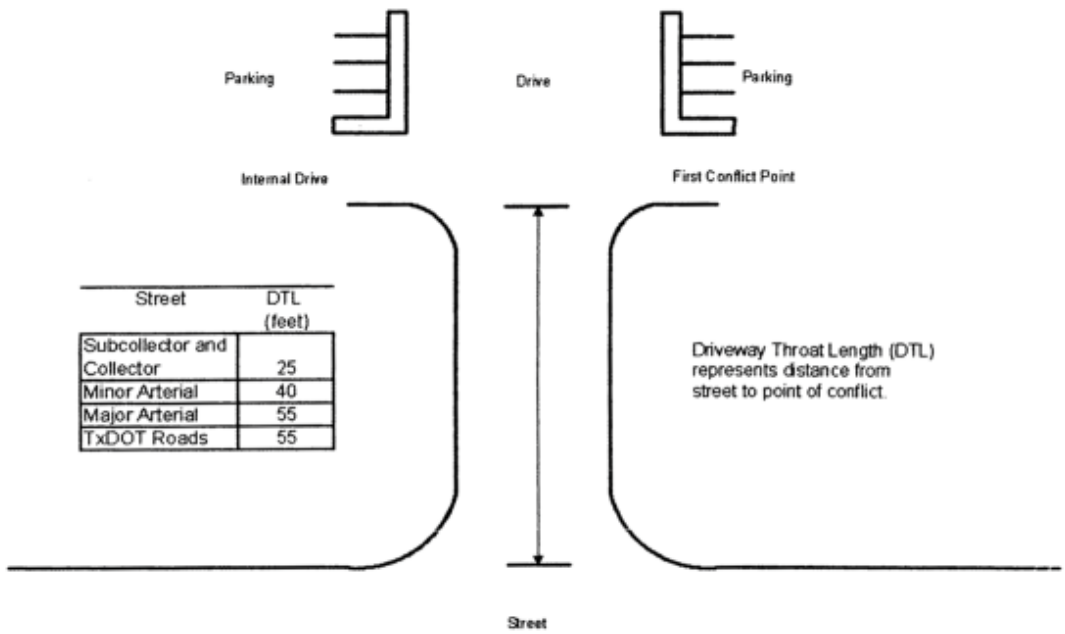
(5) The maximum width of a one- or two-family driveway approach measured at the property line shall not exceed 30 feet in width, while the minimum width shall not be less than 12 feet in width unless the driveway is shared, in which case the driveway shall not exceed 40 feet in width (See Chapter 10 for shared driveway requirements).

(6) The maximum width of a commercial, industrial or multifamily driveway approach for two-way operation shall not exceed 40 feet except that the City Engineer may issue permits for driveway approaches greater than 40 feet in width on major streets to handle special traffic conditions. The minimum width of a commercial and multifamily driveway approach for two-way operation shall not be less than 20 feet.

(7) The width of a driveway approach that is a combination of two driveways for one or two family circular drives shall not exceed 40 feet.

(8) Throat length. A minimum driveway throat length of 25 feet for sub-collectors and collector streets, 40 feet for minor arterials, and 55 feet for major arterials, as shown in figure 4, may be required as determined by the City Engineer to allow for traffic entering the site to be stored on site in order to avoid a queue of traffic from the development from being out on the roadway causing delays to the through traffic stream. The driveway throat length shall be defined as the distance from the street to the first point of conflict in the driveway.

FIGURE 4
Throat Length



Street	DTL (feet)
Subcollector and Collector	25
Minor Arterial	40
Major Arterial	55
TxDOT Roads	55

(9) Driveway median. On collector, minor arterials, and major arterials, access points may be required to be designed to prohibit certain types of turning movements (for example, left turns). Driveways not meeting the spacing guidelines in subsection 7(c) may be designed for limited access by the addition of a median to the driveway.

(10) Turn lanes. Turn lanes are exclusive deceleration and storage lanes that allow for vehicles to turn left and right at intersections outside the through lane. Turn lanes requirements are provided in the subdivision and site development regulations (See Chapter 10 and 10.5).

(11) The spacing requirements for driveways not meeting the specifications in subsection 7(c) may be lessened or waived by the City Engineer if tapered or channelized deceleration lanes are used.

(12) Signalization. Access points on collector, minor arterials, and major arterials may be required to be signalized in order to provide safe and efficient traffic flow. A development may be responsible for all or part of any right-of-way, design, hardware, and construction costs of a traffic signal if it is determined that the signal is necessitated by the traffic generated from the development. The procedures for signal installation and the percent of financial participation required of the development in the installation of the signal shall be in accordance with criteria set forth by the City Engineer.

(g) Street structures. No driveway shall interfere with nor be closer than five feet from any public, utility, or communication facilities such as street light or traffic signal poles, signs, fire hydrants, cross walks, bus loading zones, utility poles, fire alarm supports, drainage structures, or other necessary street structures. The City Engineer is authorized to order and effect the removal or reconstruction of any driveway that is constructed in conflict with street structures. The cost of reconstructing or relocating such driveways shall be at the expense of the abutting property owner.

(h) The Americans with Disabilities Act (ADA) and the Texas Accessibility Standards. All construction related to the access of all roadways must comply with the Americans with Disabilities Act and the Texas Accessibility Standards.

(i) Compliance with all applicable state and federal laws, rules, and regulations. Access to all roadways shall comply with applicable state and federal laws, rules and regulations.

(j) Median openings. Median openings may be provided at intersections or at intervals for major developed areas. Spacing between median openings must be adequate to allow for the introduction of left-turn lanes and signal detection loops to operate without false calls. If medians are provided, the following standards for lengths of median turn lanes shall determine the location of median opening:

Main Design Speed	Taper Length	Deceleration Length
30 mph	50 feet	160 feet
35 mph	50 feet	215 feet
40 mph	50 feet	275 feet
45 mph	100 feet	345 feet
50 mph	100 feet	425 feet
55 mph	100 feet	510 feet
60 mph	150 feet	615 feet
65 mph	150 feet	715 feet

Design Turning ADT	Minimum Storage Length
150	50 feet
300	100 feet
500	175 feet
750	250 feet

The City Engineer may require another minimum storage length based upon results for a computer model or computational formula. The required storage may be obtained using an acceptable traffic model such as the latest version of the HCM software (HCS), SYNCHRO, or VISSIM or other acceptable simulation models. Where such model results have not been applied, the following may be used:

$L = (V/N)(2)(S)$

where:

L = storage length in feet (or meters)

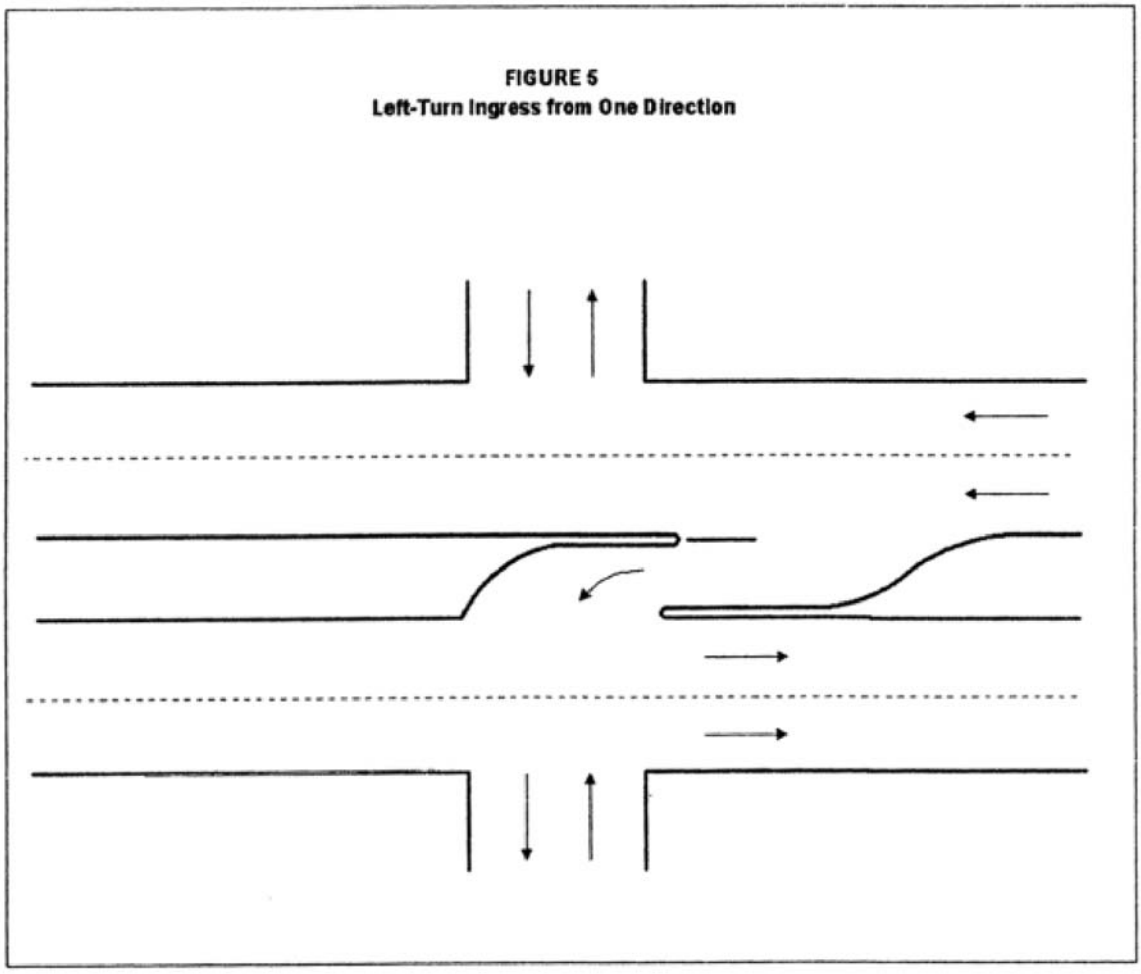
V = left-turn volume per hour, vph

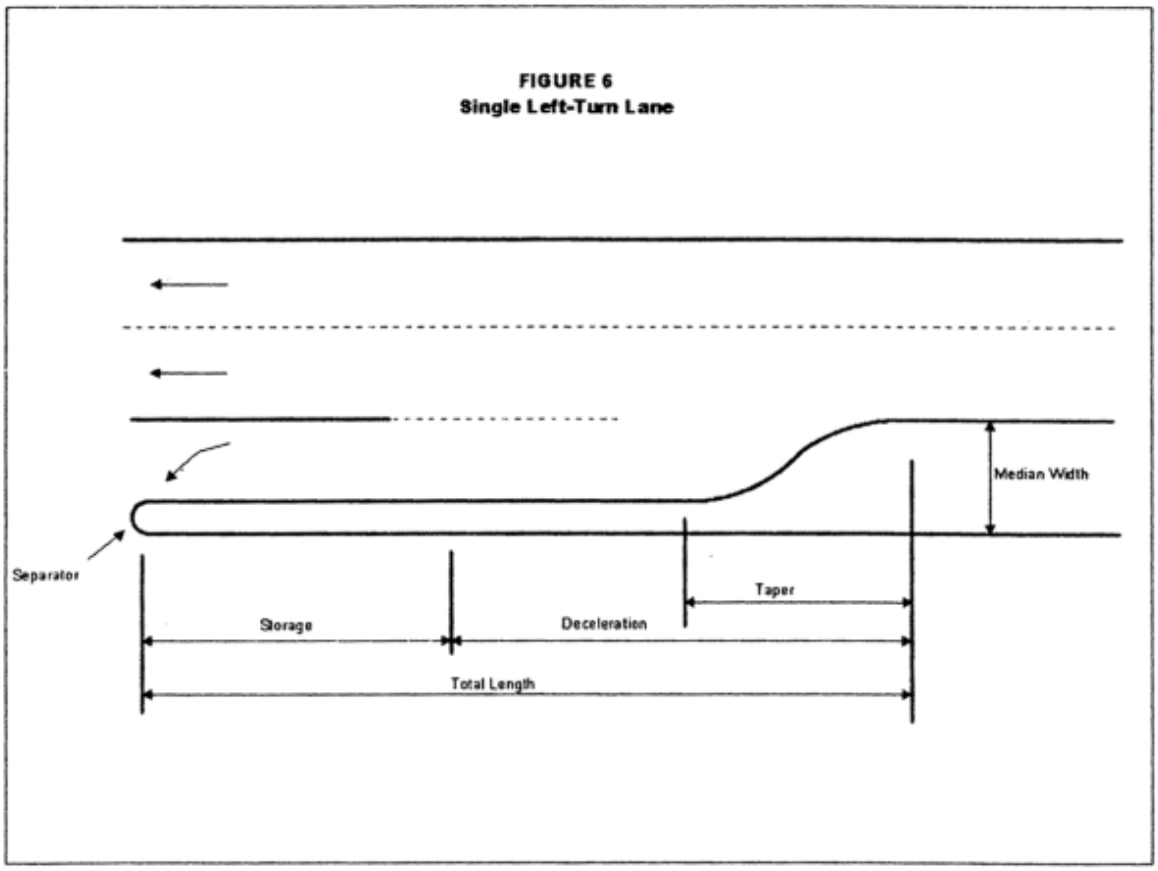
N = number of cycles

2 = a factor that provides for storage of all left-turning vehicles on most cycles; a value of 1.8 may be acceptable on collector streets

S = queue storage length, in feet (or meters), per vehicle

% of trucks	S (ft)	S (m)
<5	25	7.6
5-9	30	9.1
10-14	35	10.7
15-19	40	12.2





HISTORY
Adopted by Ord. 22-07-07-04 on 7/7/2022

Section 20 Tree Preservation And Landscaping Requirements

(a) Definitions. The following definitions shall apply to this section:

"Allowable Building Area" shall mean the area below and extending thirteen (13) feet beyond the building foundation, including any patios or porches.

"Clear cutting" shall mean the removal of substantially all trees from any property by any means other than a flood, tornado or other natural disaster.

"Native Tree" means any Live Oak, Spanish Oak, Cedar Elm, Shin Oak, Bald Cypress, Post Oak, Pecan, Bur Oak or other such tree indigenous to Central Texas.

"Permeable Surface" shall mean any ground surface that allows for the absorption of water and is not covered by a structure or materials that would prevent the absorption of water.

"Protected Tree" shall mean any tree, except an ashe juniper with a main trunk diameter of ten (10) inches or larger measured at forty (40) inches above ground.

"Shrub" shall mean a self-supporting perennial plant which has leaves.

"Small Native Tree" means Texas Madrone, Black Cherry, Texas Mountain Laurel, Evergreen Sumac, Mexican Buckeye, Flameleaf Sumac, or Texas Persimmon.

"Tree" shall mean any self-supporting woody perennial plant which has a trunk and branches. It may appear to have several stems or trunks as in several varieties of oak and ashe juniper. A tree has a more or less definitely formed crown, usually attaining a mature height of at least eight (8) feet.

"Tree Survey" shall mean a diagram or drawing, prepared by a registered professional land surveyor unless specifically exempted below, which accurately depicts the location and approximate size of all protected trees on a lot and shall include a legend that identifies and differentiates protected trees to be removed and those to be retained.

"Yard Area" shall mean the front, side and rear-yard areas as required under the zoning ordinance and the zoning district requirements applicable thereto.

(b) Clear cutting of trees and replacement of trees. Clear cutting of all trees from any property shall be restricted based upon the requirements of this section.

(c) Removal of protected trees. Permit required.

(1) No person shall remove or cause the removal of any protected trees without first securing a separate permit or a construction permit that includes the removal of such tree or trees except as follows:

(A) within the "allowable building area" as noted in subsection (e)(4)(A) below, and

(B) as provided for in subsection (m) below.

(2) All permits that include the removal and/or replacement of a protected tree or trees shall be issued by the City of Lago Vista through its Development Services Department. The City staff, Planning and Zoning Commission and the City Council may consider tree removal and replacement as an element of any application for development approval over which they have authority.

(3) Applications for the tree removal and/or replacement permit that are distinct from other construction permit applications must be made in the format designated by the City and shall be signed by the owner of the affected property or their designated representative. All tree removal and/or replacement permit applications shall include a current tree survey depicting the location of all protected trees on the property on which the tree or trees to be removed are located. Subject to prior written documentation from the Development Services Department verifying the size of no more than three protected trees proposed for removal, a registered professional land surveyor shall not be required to certify the required tree survey. The fees charged for the issuance of the permit and the removal and/or replacement of protected trees shall be established by the Lago Vista City Council through its Fee Ordinance.

(4) The approval of a site development plan or building permit for a particular tract of property may serve as the Protected Tree Removal Permit so long as the required tree survey is included along with the site development plan or the building permit application and the removal of specific protected trees is appropriately identified. All removal and/or replace fees shall be paid prior to the issuance of either a temporary or permanent certificate of occupancy.

(5) A Protected Tree Removal Permit may include authorization for the removal of one or more protected trees on a particular lot.

(6) A Protected Tree Removal Permit shall not be required in those instances in which the City of Lago Vista has determined that removal of the protected tree is necessary in order to prevent the spread of Oak Wilt or other disease in accordance with Subsection (m)(1) below, and/or to eliminate a hazard to public health or safety as deemed necessary by any federal, state or local authority.

(7) The permit authority may approve the tree removal, deny the removal, approve removal with replacement, require a fee for removal in accordance with subsection (e)(6) below, or any combination thereof.

(d) Nonpoint Pollution Permit Required. In any case of tree removal involving the disturbance of soil, such as with the use of heavy equipment, stump removal, or removal/clearing of ground cover, a nonpoint source pollution permit in accordance with the Highland Lakes Watershed Ordinance adopted by the City is required.

(e) Replacement of Protected Trees Required.

(1) Every effort shall be made to allow for as many protected trees, native trees and small native trees to remain on the property as possible. During the building design phase, courtyards, alcoves, and innovative shapes shall be considered. Winding sidewalks and driveways shall also be employed to preserve protected trees when possible. Parking lots shall be designed to incorporate and preserve as many protected trees as possible. Patios and decks shall be designed and located to avoid protected trees.

(2) Any person removing or causing the removal of a protected tree or trees from any property within the City of Lago Vista without a permit issued in accordance with this chapter shall be required to provide for the replacement of the protected trees or otherwise comply with the provisions of this section.

(3) Selection of replacement trees shall include trees listed in subsection (k) of this section and shall be a minimum of two (2) inches caliper measured forty (40) inches above ground level.

(4) The cumulative total caliper inches of replacement trees shall be required to meet or exceed the cumulative total caliper inches of any and all protected trees removed from a tract or property as follows:

(A) Caliper inches of protected trees in the allowable building area shall be replaced or assessed fees at a ratio of 1:1;

(B) Caliper inches of protected trees between 10 inches and 36 inches in diameter measured at forty inches above the ground shall be replaced or assessed fees at a ratio of 1.5:1, reduced to 1:1 if minimum 3-inch caliper replacements trees are provided; and

(C) Caliper inches of protected trees larger than 36 inches in diameter measured at forty inches above the ground shall be replaced or assessed fees at a ratio of 2:1, reduced to 1.5:1 if minimum 3-inch caliper replacement trees are provided.

(5) The placement of replacement trees shall not be allowed within any public utility or drainage easements, natural drainage ways or in any location which limits site distances for vehicular traffic along roadways, rights-of-way, or driveway/roadway intersections.

(6) Replacement trees for nonresidential and multifamily development shall be located as follows:

(A) within a buffer area between the development and one- or two-family zoned property or residences;

(B) in an area between parking lots and a street;

(C) in an area between building(s) and a street; and/or

(D) within parking lots.

(7) If it is not possible or feasible to provide for the replacement of the total number of inches of protected trees to be removed, the owner or controlling agent of the property shall pay a fee to the City of Lago Vista in lieu of tree replacement in accordance with Appendix A, Fee Schedule. Any such fees collected by the City shall be placed in a special fund and the use of these funds shall be restricted for the planting of trees or other greenery, for development or improvements of trails, or for development or improvement of pocket parks as determined by the City Council.

(8) In addition to the required tree survey, all protected trees to be removed shall be depicted on the site plan for the project, including those in the allowable building area. The fee for any removed protected tree that can be detected on aerial or other available imagery, but not documented on the required tree survey shall be assessed as if 36 caliper inches, measured 40 inches above the ground.

(f) Multifamily and Nonresidential Development. All multifamily and nonresidential developments within the City are required to submit a Landscape Plan as part of the Site Development Plan and Design Review required for obtaining a permit. While the City encourages the use of native vegetation, xeriscaping and other forms of landscaping to promote water conservation and to retain the natural appearance of the community, all landscape plans and the resulting landscape shall meet the minimum standards of this section.

(1) Landscaping in multifamily and non-residential areas shall be in compliance with the landscape plan approved by the City of Lago Vista and in accordance with this section.

(2) Areas of permeable surface, except the areas of retention and/or detention ponds, shall be landscaped with areas designated as lawn, rock garden or plant bedding area. All such area shall have sufficient topsoil to support indicated plant life and comply with the erosion control requirements within Chapter 3. The City encourages the use of grasses such as buffalo grass to promote water conservation. Areas designated plant bedding shall have sufficient topsoil and other required materials to support the scheduled plants. The landscaped areas shall be separated from parking and other paved areas by concrete, stone or brick curbing.

(3) A minimum number of trees and their location shall be according to the following:

(A) Within parking lots: One shade (not ornamental) tree for every eight parking spaces. Trees may be clustered and uniform planting is not required.

(B) Within areas between a parking lot and a street: One tree for every 40 linear feet of street. Planted trees shall be at least 20 feet from another tree. Trees under existing power lines shall be ornamental trees.

(C) Within residential buffers: Where the development adjoins land used or zoned for one- or two-family development: one shade (not ornamental) tree for every 25 linear feet uniformly spaced.

(D) Planted trees shall be in planting area of at least 64 square feet and no dimension shall be less than eight feet.

(4) Trees required by this section shall be a minimum caliper of two (2) inches measured forty (40) inches from the ground and six (6) feet in height when planted, and shall be one of the species listed in subsection (k), or any other ornamental trees approved by the City.

(5) Retention and Detention Ponds. Exterior walls of retention and/or detention ponds above grade level shall be faced with stone, brick or similar decorative facing, or screening by planting of shrubbery or vines of a type suitable for this area, and as approved by the City.

(6) An owner shall maintain required landscaped areas in a healthy condition, free from diseases, pests, weeds and litter in accordance with generally accepted horticultural practices. An owner who receives notification from the City that plants on site are dead, diseased or severely damaged shall remove the plants within sixty (60) days from receipt of such notification and shall replace the plants within six (6) months after notification or within the next planting season whichever comes first. Any owner who is required to replace plants must use the same species and size of plants shown on the approved landscaping plan or equivalent quality and size.

(g) Landscaping in One- and Two-Family Residential Areas.

(1) Prior to the issuance of a Certificate of Occupancy, area of permeable surface within the boundaries of a one- or two-family residential property shall be landscaped with front and side areas designated as lawn, rock garden or plant bedding area. All such areas shall have sufficient topsoil to support indicated plant life and comply with the erosion control requirements within Chapter 3. The City encourages the use of grasses such as buffalo grass in order to promote water conservation. The areas designated plant bedding shall have sufficient topsoil and other required materials to support the provided plants. At least six (6) shrubs will be required to be located on the property preferably in the plant bedding area.

(2) A minimum number of trees per lot are required as provided in the following:

Lot Size	**Number of trees required**
1–8000 square feet	2
8,001–10,000 square feet	3
10,001–14,000 square feet	4
14,001–18,000 square feet	5
18,001 square feet or more	6

(3) An owner shall maintain:

(A) required landscaped areas in a healthy condition, free from diseases, pests, weeds and litter in accordance with generally accepted horticultural practices;

(B) the required number of shrubs and trees; and

(C) required accessory building screening and landscaping.

(4) An owner who receives notification from the City that plants on site are dead, diseased or severely damaged or missing shall remove the plants within sixty (60) days from receipt of such notification and/or shall replace required plants within six (6) months after notification or within the next planting season whichever comes first. Any owner who is required to replace plants must use the same species and size of plants shown on the approved landscaping plan of equivalent quality and size.

(h) Alternative Landscape Plan. In lieu of meeting the requirements of this section, an applicant may submit an alternative landscape plan to the approving authority. The plan should be superior to what could be achieved from following the specifications of this section.

(i) Certificate of Occupancy. Prior to the issuance of a Certificate of Occupancy, properties will be inspected to ensure compliance with any approved landscape plan for the development and with this section. Failure to comply with the approved landscape plan and/or the provisions of this section may result in a denial of the Certificate of Occupancy by the City.

(j) Tree Protection During Construction and Tree Protection Zone.

(1) During any construction or land development, the developer or property owner shall take reasonable care to avoid damaging any trees that are to remain on the lot or site. The developer or property owner shall not allow any cleaning of equipment or tools nor the disposal of any waste material such as, but not limited to, paint, oil, solvents, asphalt, concrete, mortar, etc, under the canopy of any tree or groups of trees. Trees to remain after construction is complete should be protected from possible injury during construction. Tree protection measures shall be shown on the required landscape plan.

(2) For trees that are to be preserved, a root protection zone according to the following shall be established. The area of the root protection zone shall be at least an area with a radius of six inches for each inch of main trunk measured 40 inches above the ground. The area need not be uniform and can be at no point closer than five feet from the trunk. There shall be no disturbance in the root protection zone. The root protection zone of more than one tree may overlap. The maximum size of the root protection zone shall be 1,000 sq. ft.

(k) Preferred Trees. Replacement trees required by the provisions above and any new required trees to be planted shall be a minimum of two (2) inches caliper measured forty (40) inches from the ground and six (6) feet in height when planted, and shall be one of the following species of tree or any other ornamental trees approved by the City. Planting shall be completed in accordance with best practices established in the Tree Care Kit published by the Texas A&M AgriLife Extension Service and the Native Tree Growing Guide for Central Texas available from the City of Austin.

American Elm	American Smoketree	Bald Cypress
Big tooth Maple	Blanco crab apple (ornamental)	Bur Oak
Carolina Buckthorn	Cedar Elm	Chinese Flame
Chinese Pistachio	Chinquapin Oak	Crape Myrtle (ornamental)
Chitalpa	Deciduous Holly (ornamental)	Desert Willow (ornamental)
Elm	Flame leaf Sumac	Lacebark
Live Oak	Mexican Buckeye	Mexican Plum
Monterey Oak	Montezuma Cypress	Pecan
Rough Leaf Dogwood	Texas Persimmon	Texas Red Bud (ornamental)
Western Soapberry		

(l) Removal/Eradication of stumps required.

(1) In the event that any trees of any kind are cut on a lot, the owner of the lot or the owner's agent will be required to remove, grind or otherwise eradicate the stump of the cut trees in a manner in which the stump will not be noticeable from surrounding properties or the street right-of-way. Stump removal shall occur within 60 days of cutting.

(2) For purposes of this section, a stump will not be considered visible if the top of the stump does not exceed two (2) inches above the surface of the lot at location of the stump.

(3) Removal of one or more stumps from a lot through excavation or bulldozing will require the installation of temporary and permanent erosion and sedimentation controls as deemed necessary by the City of Lago Vista and compliant with the requirements within Chapter 3. Re-vegetation of any area disturbed by the removal of trees or stumps must be accomplished with sixty (60) days of the removal absent the express written permission of the permitting authority. Erosion and sedimentation controls must be maintained in an appropriate manner to ensure their effectiveness and aesthetic appearance until such time as new vegetation is permanently established in the disturbed area(s).

(m) Exceptions. The following shall be exemptions to this section.

(1) Trees certified as dead or diseased by an arborist or registered landscape architect at the time of a tree survey required by any permit shall not result in a replacement obligation under the provisions of this section. In addition, any or all trees on a property that are infested with a contagious disease, such as oak wilt, shall be promptly removed in accordance with the requirements of other chapters within the Lago Vista Code of Ordinances. When certified by an arborist or registered landscape architect, removal of trees with a contagious disease shall not result in a replacement obligation. However, any dead or dying tree not caused by a contagious disease but required as a result of permitted improvements shall be replaced as specified herein. The City may require certification by an arborist or licensed landscape architect to verify that a tree is dying.

(2) During the state of an emergency, as declared by the City, the requirements of this chapter may be temporarily waived for a period of time as may be deemed necessary by the City.

(3) All licensed plant or tree nurseries shall be exempt from the terms and provisions of this chapter only in relation to those trees planted and growing on the premises of said licensee, which are so planted and growing for the sale or intended sale to the general public in the ordinary course of said licensee's business.

(4) Utility companies franchised by the City may not remove trees without a permit, except in emergency situations which endanger public safety and welfare by interfering with utility service that is contained within rights-of-way or easements.

(5) Fire department personnel actively engaged in fighting a fire may remove as many trees as necessary to aid in containment or suppression of the fire.

(6) Any lot which does not have, as of the effective date of this chapter, the minimum number of required trees or shrubs shall be exempt from any requirement to add trees or shrubs unless a building permit, design review or site development plan review is requested for that property. However, this exception shall not exempt a property owner from the requirement to replace dead or diseased trees under the provisions of (m)(1) above.

(n) Failure to Comply.

(1) Failure to obtain a permit prior to the removal of a protected tree will result in a permit fee which is double the fee per caliper inch as the fee established in the Fee Ordinance for the City of Lago Vista.

(2) Failure to comply with this chapter may result in the imposition of additional fees and penalties as contained in this section.

(3) In those cases in which a tree is removed without permit and that tree may have been a protected tree under this chapter the City will rely on any and all available evidence to determine if a violation of this chapter has occurred. For enforcement purposes the City will consider that any stump remaining on the property which is ten (10) inches or more in diameter measured at ground level or higher was a stump of a protected tree as defined by this chapter. See also Section (e)(7) above.

(4) Failure to install landscaping as required by this chapter shall be considered a violation of the building permit and a violation of this chapter. The construction shall not be considered complete until all landscaping is installed as required.

HISTORY
Amended by Ord. 20-06-04-01 on 6/4/2020
Amended by Ord. 23-08-03-03 on 8/3/2023

AGENDA ITEM NO. 8

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Roy Jambor, Development Services

SUBJECT: Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-05-02-03, an ordinance of the City Council of Lago Vista, Texas amending the official zoning map by changing the zoning district for approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245, commonly referred to as being located at 7602 Bar-K Ranch Road from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district.

BACKGROUND: Attached to this item is the cover page and a summary of the recommendation from the Planning and Zoning Commission to approve the request. Subsequently, a draft ordinance consistent with that recommendation is provided. Following the draft ordinance is the packet presented to the Planning and Zoning Commission for their use after the mandatory public hearing on April 11, 2024. All written comments received since the original publication of the packet, at least fifteen days prior to the public hearing, have been included. These comments encompass responses from property owners within 200 feet of either the approximately 2.267 acres that is the subject property for this application or the property within the legal description of the associated Planned Development District (PDD).

However, only the written objections from property owners within 200 feet of the subject property will be considered, as outlined in Section 13.20(e)(3)(B), which may necessitate three-fourths of the City Council for approval. As of the deadline for the submittal of this agenda item, that threshold has not been met. There is no specified deadline for the receipt of these written objections, and staff will be prepared to accept them until the application is considered by the Council.

This application was initiated by the City of Lago Vista as the property owner pursuant to Section 4.8(a)(2) of the development agreement approved by the Lago Vista City

Council at their meeting on September 21, 2023. That provision reads as follows: “Owner will diligently pursue any development and land use approvals necessary for construction of the Dodge Trail Extension and related improvements, including any potential re-zoning if required pursuant to applicable City Regulations and state law. The City, as owner of the City Owned Parcel until such time as the City-Owned Parcel is conveyed to the Association, shall provide the permissions or consents to the Owner, as appropriate and necessary, to apply for a re-zoning or land use approval for the City-Owned Parcel to be improved for the Dodge Trail Extension.” The City Manager submitted the current application pursuant to that development agreement.

There has been some understandable confusion surrounding the specific zoning designation requested and seemingly necessary for this application. It is imperative to adequately buffer the adjoining rear property lines along the "Dodge Trail Extension" to preserve the tranquility for those residents. However, the City of Lago Vista has no intention to own or maintain the landscaping, screening walls, or similar elements in the narrow "greenbelt" that will remain on either side of the public right-of-way to be dedicated. To allow these improvements on privately owned HOA property, a zoning district must recognize these elements as a principal use under the Lago Vista Zoning Ordinance. Only the various "park" zoning districts fulfill this requirement, with the P-2 ("Park and Greenbelt, Passive") zoning district being appropriately limited for this purpose.

FINDINGS:

To adopt any proposed zoning change ordinance, the City Council must generally find that:

- the change is in the public interest; and
- the request is deemed to be consistent with the current comprehensive plan.

The Future Land Use Map (FLUM) recommends a "low density residential" use designation for this property. This designation aligns with the intention to develop the property for residential purposes at a consistent density. However, a single-family residential zoning district would not facilitate the desired amenities, such as landscaping and screening walls, unless a residence was constructed on each lot as a required principal use. It's worth noting that the resulting lots are not intended to be platted as "building sites" in accordance with a recent clarification to the Lago Vista subdivision regulations (Ordinance No. 23-04-06-01).

FINANCIAL IMPACT: There is no direct financial impact related to this potential approval. However, the development agreement approved by the Lago Vista City Council at their meeting on September 21, 2023, includes provisions for compensation for the property pursuant to conveyance to the developer.

ATTACHMENTS:
Dodge Trail Extension packet.pdf

PLANNING AND ZONING COMMISSION RECOMMENDATION

The Planning and Zoning Commission considered this application at their April 11, 2024, meeting following the required public hearing. Five of the six regular members and one alternate member voted to recommend approval of the change from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district which is consistent with the request by the City of Lago Vista, the applicant and property owner. However, the motion was inadvertently stated as a change to the P-2 ("Park and Greenbelt, Active") zoning district when in fact there is no district with that name. One regular member voted against the motion to recommend approval.

ORDINANCE NO. 24-05-02-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING DISTRICT FOR APPROXIMATELY 2.267 ACRES OF A TRACT WITHIN THE DALLAS & WICHITA RAILROAD COMPANY SURVEY NUMBER 9, ABSTRACT NUMBER 245, COMMONLY REFERRED TO AS BEING LOCATED AT 7602 BAR-K RANCH ROAD FROM THE TR-1 ("TEMPORARY RESTRICTED") ZONING DISTRICT TO THE P-2 ("PARK AND GREENBELT, PASSIVE") ZONING DISTRICT; AND PROVIDING FOR RELATED MATTERS.

WHEREAS, the owners of approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245, commonly referred to as being located at 7602 Bar-K Ranch Road and as more particularly described in the attached **Exhibit "A"** (referred to hereinafter as the "Property"), has filed an application requesting the change in zoning of this property from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district; and

WHEREAS, the Property currently resides within the corporate limits of the City of Lago Vista;

WHEREAS, after giving fifteen (15) days written notice to the owners of land in and within 200-feet of the area being rezoned, as well as having published notice to the public at least fifteen (15) days prior to the date of such hearings, the Planning and Zoning Commission and City Council each held separate public hearings on the proposed rezoning of the Property included in this Ordinance; and

WHEREAS, the Planning and Zoning Commission at its public hearing held on April 11, 2024 and the City Council at its public hearing held on May 2, 2024, have both reviewed the request and the circumstances of the Property, and find that a substantial change in the circumstances of the Property, sufficient to warrant a change in the zoning of the Property, has transpired; and

WHEREAS, the City, by and through its legislative discretion, has adopted a comprehensive plan for the City of Lago Vista, and having considered and reviewed such comprehensive plan, the City Council finds the rezoning approved herein is consistent with the comprehensive plan which shall not be interpreted as inconsistent with this rezoning; and

WHEREAS, the City desires that development within its corporate limits occur in an orderly manner in order to protect the health, safety, and welfare of its present and future citizens, protect property values and provide for the growth of the City's tax base; and

WHEREAS, the City desires to control the development standards for the Property, protect third party property owners in the City, and to ensure the benefits of planned development and an enhanced tax base that are achieved through rezoning the Property; and

WHEREAS, pursuant to Texas Local Government Code Section 51.001, the City has general authority to adopt an ordinance or police regulation that is for the good government, peace or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, pursuant to Chapter 211 of the Texas Local Government Code, the City has the authority to zone and rezone property; and

WHEREAS, the City Council finds that it is necessary and proper for the good government, peace or order of the City of Lago Vista to adopt this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact. The Planning and Zoning Commission and City Council find that this Ordinance satisfies the requirements of Section 13 of the City of Lago Vista Zoning Ordinance, codified under Ordinance No. 98-04-27-03, as amended (the "Zoning Code").

Section 2. Enactment. The Zoning Ordinance and the Official Zoning Map and other applicable ordinances are hereby modified and amended by rezoning the Property from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district.

Section 3. Repealer. All ordinances or parts thereof conflicting or inconsistent with the provisions of this ordinance as adopted and amended herein, are hereby amended to the extent of such conflict. In the event of a conflict or inconsistency between this ordinance and any other code or ordinance of the city, the terms and provisions of this ordinance shall govern.

Section 4. Severability. Should any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application to any person or circumstance for any reasons thereof ineffective or inapplicable, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no way affect, impair or invalidate the remaining portion or portions thereof; but as to such remaining portion or portions, the same shall be and remain in full force and effect and to this end the provisions of this Ordinance are declared to be severable.

Section 5. Penalty. Any person, firm or corporation violating any of the provisions or terms of this Ordinance or of the Code of Ordinances as amended hereby, shall be subject to the same penalty as provided for in the Code of Ordinances, Section 1.109 General Penalty for Violations of Code; Continuing Violations of the City of Lago Vista, and upon conviction shall be punished by a fine not to exceed Two Thousand Dollars ($2,000.00) for each offense.

Section 6. Publication Clause. The City Secretary of the City of Lago Vista is hereby directed to publish in the Official Newspaper of the City of Lago Vista the Caption, and Effective Date Clause of this Ordinance as required by Section 52.013 of the *Texas Local Government Code*.

Section 7. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below in accordance with the provisions of the *Texas Local Government Code* and the City's Charter.

Section 8. Change of Zoning Map. The City Manager is hereby authorized to and shall promptly note the zoning change on the official Zoning Map of the City of Lago Vista, Texas.

Section 9. Proper Notice and Meeting. It is hereby officially found and determined that the meeting at which this Ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapter 551, Texas Local Government Code.*

AND IT IS SO ORDERED.

PASSED AND APPROVED this ____ day of May, 2024.

_____
Kevin Sullivan, Mayor

ATTEST:

_____
Lucy Aldrich, City Secretary

On a motion by Councilor _____, seconded by Councilor _____, the above and foregoing ordinance was passed and approved.

EXHIBIT "A"

Legal Description

BEING a 2.267 acres tract of land (98,736 square feet) situated in the DALLAS & WITCHITA RAILROAD COMPANY SURVEY NO. 9, ABSTRACT NO. 245, Travis County, Texas and being all of the called 2.45 acre tract of land in a deed to the City of Lago Vista, as recorded in volume 11876, page 264 of the real property records of Travis County, Texas (R.P.R.T.C.T.); said 2.267 acre being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch iron rod found at a southerly corner of Bar-K Ranches, Plat Eight, as recorded in volume 58, page 71 of the plat records of Travis County, Texas (P.R.T.C.T.), said southerly corner being the same for of Lot 8246A, amended plat of Lots 8246 and 8247, Bar-K Ranches, Plat Eight, as recorded in document no. 200200120, P.R.T.C.T., at a called for corner of a called 116.22 acre tract of land described as Tract 2 in a deed to Vol H. Montgomery, as recorded in Document No. 1999148851, O.P.R.T.C.T., and being the northwest corner of the herein described tract, from which a 1/2-inch iron rod found bears South 39°00'30" West, a distance of 9.33 feet;

THENCE South 81°31'03" East, with the south line of said Bar-K Ranches, Plat Eight and the south line of said Lot 8246A, passing the southeast corner of said Lot 8246A and the southwest corner of Lot 8245 of said Bar-K Ranches, Plat Eight, continuing with the south line of said Bar-K Ranches, Plat Eight, passing a 1/2-inch iron rod found at the southeast corner of Lot 8239 and the southwest corner of Lot 8238 of said Bar-K Ranches, Plat Eight at a distance of 671.80 feet, passing a 1/2-inch iron rod found at the southeast corner of Lot 8238 and the southwest corner of Lot 8237 of said Bar-K Ranches, Plat Eight at a distance of 751.80 feet, passing a 1/2-inch iron rod found at the southeast corner of Lot 8236 and the southwest corner of Lot 8235 of said Bar-K Ranches, Plat Eight at a distance of 911.80 feet, and passing a 1/2-inch iron rod found at the southeast corner of Lot 8235 and the southwest corner of Lot 8234 of said Bar-K Ranches, Plat Eight at a distance of 991.80 feet, continuing in all for a total distance of 1076.00 feet to a 1/2-inch iron rod with plastic cap stamped "BCG" set in the west right of way line of Bar-K Ranch Road, a 60 foot right of way, at the southeast corner of said Lot 8234, and for the northeast corner of the herein described tract;

THENCE South 13°59'57" West, with the west right of way line of said Bar-K Ranch Road, for a distance of 56.21 feet to a 1/2-inch iron rod with plastic cap stamped "BCG" set at the northeast corner of a tract of land described as Tract l7.1 in an Agreed Judgment to Quiet Title, Cause No. CV-500276, as recorded in Document No. 2009040371, O.P.R.T.C.T. and for the southeast corner of the herein described tract;

THENCE North 85°05'13" West, with the north line of said Tract l7.1, passing a 1/2- inch iron rod with cap stamped "RPLS 5793" found at the northwest corner of a called 0.0355 acres of Tract l7.1 described in a deed to Brigido Cruces and Miriam Garcia, as recorded in Document No. 2018056909, O.P.R.T.C.T. and the northeast corner of a called 1,219 square foot tract of Tract l7.1 described in a deed to Kristin M. Gonzalez and Kevin B. Blystone, wife and husband, as recorded in Document No. 2017166219, O.P.R.T.C.T. at a distance of 145.26 feet, passing a 1/2-inch iron rod with cap stamped "RPLS 5793" found at the northwest corner of said 1,219

square foot tract of Tract l7.1 and the northeast corner of a called 0.023 acres of a 10 foot wide strip, described as Tract 2 in a deed to Nethia A. Rymkus and Michael Rymkus, as recorded in Document No. 2015185920, O.P.R.T.C.T. at a distance of 269.13 feet, passing a 1/2-inch iron rod found at the northwest corner of said called 0.023 acres of a 10 foot wide strip and the northeast corner of a called 0.023 acres of Tract l7.1 described as Tract 2 in a deed to Weldon Pierce Hutchings and Amber Autumn Podell, husband and wife, as recorded in Document No. 2020128593, O.P.R.T.C.T. at a distance of 369.13 feet, passing a 1/2-inch iron rod found at the northwest corner of said called 0.023 acres of Tract l7.1 and the northeast corner of a called 1,000 square feet of Tract l7.1 described as Tract 2 in a deed to Arnold Vargas and Julie Vargas, as recorded in Document No. 2018196863, O.P.R.T.C.T. at a distance of 469.13 feet, continuing in all a total distance of 1120.69 feet to a 1/2-inch iron rod found at the northwest corner of said Tract l7.1, in the east line of a called 241.541 acre tract of land described as Tract 1 in a deed to Turnback Development, L.L.C., as recorded in Document No. 2008002071, O.P.R.T.C.T., in the east line of said called 116.22 acre Tract 2, and for the southwest corner of the herein described tract, from which a 1/2-inch iron rod found at an interior ell corner of said Tract l7.1, at the north corner of Lot 2108 and the northwest corner of Lot 2109, of the Lago Vista Estates, Section Seven, as recorded in volume 50, page 20, P.R.T.C.T. bears South 28°16’36” East, a distance of 11.97 feet;

THENCE North 29°20’57” East, with the east line of said Tract 1, passing a called for corner of said Tract 1, continuing with the east line of said called 116.22 acre Tract 2, for a total distance of 134.54 feet to the **POINT OF BEGINNING** and containing 2.267 acres of land.

LAGO VISTA PLANNING AND ZONING COMMISSION
STAFF LAND USE REPORT – APRIL 11, 2024

P&Z CASE NO:	**23-2617-R-REZ:** 7202 Bar-K Ranch Road
APPLICANT:	City of Lago Vista, Texas (Tracie Hlavinka, City Manager)
LANDOWNER:	Same
LOCATION:	West side of Bar-K Ranch Road opposite Dodge Trail
ZONING:	TR-1 ("Temporary Restricted) to P-2 ("Park and Greenbelt")
PROPOSED USE:	Residential development access road and related buffers

GENERAL INFORMATION / LOCATION:

- The "Turnback Ranch PDD" approved by Ordinance Number 07-04-05-03 and amended by Ordinance Number 23-09-21-01 includes an approximately 241.541-acre tract of land that is occasionally identified on historic documents as "Mahogony on Lake Travis," an alternative brand used by Ventana Capital, the parent ownership entity. "Turnback Ranch" appears to be related to the historic description of various portions of the north shore as "Turnback Canyon" by the Austin Yacht Club beginning sometime in the 1950s.
- The legal description for that approximately 241.541-acre tract does not include the property currently owned by the City of Lago Vista commonly described as the "Dodge Trail extension" which is the subject of this application. However, Ordinance Number 07-04-05-03 nonetheless includes some specific details about the proposed improvements to that "Dodge Trail extension." The staff has consistently questioned the ability to regulate land that is outside of the legal description of any given zoning ordinance.
- The application that served as the basis for Ordinance Number 23-09-21-01 was submitted prior to the negotiation and execution of a development agreement that authorized the inclusion of that property in the desired PDD amendment. It was therefore more logistically practical to seek an appropriate zoning designation for the property that accommodates the "Dodge Trail extension" as a separate application to be initiated by the City of Lago Vista, who remains the current owner.
- Section 4.8(a)(2) of the development approved by the Lago Vista City Council at their meeting on September 21, 2023, reads as follows: "Owner will diligently pursue any development and land use approvals necessary for construction of the Dodge Trail Extension and related improvements, including any potential re-zoning if required pursuant to applicable City Regulations and state law. The City, as owner of the City Owned Parcel until such time as the City-Owned Parcel is conveyed to the Association, shall provide the permissions or consents to the Owner, as appropriate and necessary, to apply for a re-zoning or land use approval for the City-Owned Parcel to be improved for the Dodge Trail Extension." The City Manager submitted the current application pursuant to that development agreement.

SITE PLAN / CONTEXT CONSIDERATIONS:

- A fundamental reason this property needs an appropriate zoning designation is to accommodate the desired and warranted improvements without including them in the public right-of-way that will be dedicated back to the City of Lago Vista. For a variety of reasons, the City does not want to either own or maintain any of those improvements such as the wall or landscaping. That is more appropriately the responsibility of the association that will maintain the rest of the common property on behalf of the future residents of this development.
- As can be seen on the survey / site plan that is included in the packet, the subject property narrows in width from west to east as you approach Bar-K Ranch Road. This required careful collaboration between the engineers and planners representing the developer and the Public Works staff. At its narrowest point, there is simply not enough property to accommodate a public utility easement on both sides of the right-of-way. As such, other points of access to the property were necessary for some of the required utility services. They simply won't fit in a single10-foot deep easement.

- Similarly, the width of the right-of-way and the improvements and landscaping outside of the right-of-way also vary in accordance with the available property width. This application does not require design approval in accordance with Section 6.105 of Chapter 14 as that provision is limited to "multifamily or non-residential development." However, we requested the applicant to provide updated information about the anticipated improvements. We also retrieved a cross-section from an earlier presentation related to Ordinance Number 23-09-21-01. Those documents have been included in the packet for information purposes only.

RELEVANT ORDINANCE PROVISIONS / COMPREHENSIVE PLAN CONSIDERATIONS:

- Regardless of whether you would classify this "Dodge Trail extension" when complete as a collector street (with a minimum right-of-way width of 60 feet) or a local street (with a minimum right-of-way width of 50 feet), the available width nearest Bar-K Ranch Road and the lack of a public utility easement on each side requires relief from strict compliance with our subdivision design standards. As alluded to above, the Public Works Department staff had previously confirmed their support for this design solution. Since this property is not included in the PDD, that relief will take the form of a subdivision variance application to be considered by the Planning and Zoning Commission prior to a preliminary subdivision plat application which will separate the dedicated public right-of-way from the property to be subsequently conveyed to the homeowner's association.
- The reason the property to be conveyed to the homeowner's association requires an appropriate zoning designation is that it is otherwise ineligible for the permits that would be required to construct either the screening wall or trails. The reason that the P-2 ("Park and Greenbelt, Passive") zoning district seems to be the most appropriate is that these specific types of improvements are permitted in this district without first establishing a distinct principal use as required in many of the other local zoning districts, including the single-family residential zoning district. In short, these greenbelts adjacent to both sides of the "Dodge Trail extension" are the principal use in the P-2 district.
- However, that does not mean that the designation of this property as "low density residential" in the current comprehensive plan is inconsistent with this proposed zoning change. It is instead clear that the future land use map as originally adopted in the current plan was intended to accommodate Ordinance Number 07-04-05-03 as otherwise the "regional commercial" and "high density residential" designations are unexplainable. The "Dodge Trail extension" is designated as the "low density residential" development it provides access to. This is reinforced by Ordinance Number 23-09-21-1 which amends the "regional commercial" and "high density residential" designations for consistency with the amended density. That of course did not preclude residential amenities or open space within the boundaries of that "low density residential" designation.

POTENTIAL ALTERNATIVE RECOMMENDATIONS:

A. Recommend approval of the application.

B. Recommend denial of the application.

23-2617-R-REZ

7602 Bar-K Ranch Road (Dodge Trail Extension)

Attachment 1

Application

LAGO VISTA
TEXAS

CITY OF LAGO VISTA · DEVELOPMENT SERVICES
5803 THUNDERBIRD STREET • P.O. BOX 4727 • LAGO VISTA, TX 78645
Tel. (512) 267-5259 *Fax (512) 267-5265*

NOTE: Applicants should seek legal advice concerning the applicability of any existing private covenants or deed restrictions and their ability to be enforced or waived by other specific property owners.

APPLICATION FOR ZONING DISTRICT CHANGE

Contact Person: Tracie Hlavinka **Fee:** See Ordinance Appendix A (non-refundable)

Contact Phone: (512) 267-1155 x100 **Contact Email:** tracie.hlavinka@lagovistatexas.gov

Property Owner(s):* City of Lago Vista, Texas

Owner's mailing address: PO Box 4727, Lago Vista, TX 78645

COMPLETE LEGAL DESCRIPTION OF SUBJECT PROPERTY

Subdivision, Section and Lot Number(s) if platted. Attach metes & bounds or equal description otherwise*

See attached.

Municipal Address(es)* if applicable: 7602 Bar-K Ranch Road

NATURE OF REQUEST

Current Zoning District(s): TR-1 **Requested District:** P-2 (Park and Greenbelt, Passive)

Purpose or Basis of Request* (if PDD, include whether concept and/or detail plan approval is sought):

To provide for improvements adjacent to the extension of Dodge Trail to be used for access to the development known as Turnback Ranch to be subsequently owned and maintained by an association of property owners.

Additional individual(s) authorized to act on behalf of the property owner(s)* regarding this application:

Name of Agent: _____ **Email:** _____

Mailing Address: _____ **Phone:** _____

NOTE: **Applications must be complete including all applicable portions of this form, payment of fees and all required drawings or documentation. All applications are accepted provisionally pending a completion review. PLEASE TAKE SPECIFIC NOTICE AND INCORPORATE OR ADDRESS ALL LOCAL ORDINANCE REQUIREMENTS IN YOUR APPLICATION.**

Tracie Hlavinka 3/21/2024

Property Owner's signature(s)* **Date**

***Attach additional sheets as required**

EXHIBIT "A"

Legal Description

BEING a 2.267 acres tract of land (98,736 square feet) situated in the DALLAS & WITCHITA RAILROAD COMPANY SURVEY NO. 9, ABSTRACT NO. 245, Travis County, Texas and being all of the called 2.45 acre tract of land in a deed to the City of Lago Vista, as recorded in volume 11876, page 264 of the real property records of Travis County, Texas (R.P.R.T.C.T.); said 2.267 acre being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch iron rod found at a southerly corner of Bar-K Ranches, Plat Eight, as recorded in volume 58, page 71 of the plat records of Travis County, Texas (P.R.T.C.T.), said southerly corner being the same for of Lot 8246A, amended plat of Lots 8246 and 8247, Bar-K Ranches, Plat Eight, as recorded in document no. 200200120, P.R.T.C.T., at a called for corner of a called 116.22 acre tract of land described as Tract 2 in a deed to Vol H. Montgomery, as recorded in Document No. 1999148851, O.P.R.T.C.T., and being the northwest corner of the herein described tract, from which a 1/2-inch iron rod found bears South 39°00'30" West, a distance of 9.33 feet;

THENCE South 81°31'03" East, with the south line of said Bar-K Ranches, Plat Eight and the south line of said Lot 8246A, passing the southeast corner of said Lot 8246A and the southwest corner of Lot 8245 of said Bar-K Ranches, Plat Eight, continuing with the south line of said Bar-K Ranches, Plat Eight, passing a 1/2-inch iron rod found at the southeast corner of Lot 8239 and the southwest corner of Lot 8238 of said Bar-K Ranches, Plat Eight at a distance of 671.80 feet, passing a 1/2-inch iron rod found at the southeast corner of Lot 8238 and the southwest corner of Lot 8237 of said Bar-K Ranches, Plat Eight at a distance of 751.80 feet, passing a 1/2-inch iron rod found at the southeast corner of Lot 8236 and the southwest corner of Lot 8235 of said Bar-K Ranches, Plat Eight at a distance of 911.80 feet, and passing a 1/2-inch iron rod found at the southeast corner of Lot 8235 and the southwest corner of Lot 8234 of said Bar-K Ranches, Plat Eight at a distance of 991.80 feet, continuing in all for a total distance of 1076.00 feet to a 1/2-inch iron rod with plastic cap stamped "BCG" set in the west right of way line of Bar-K Ranch Road, a 60 foot right of way, at the southeast corner of said Lot 8234, and for the northeast corner of the herein described tract;

THENCE South 13°59'57" West, with the west right of way line of said Bar-K Ranch Road, for a distance of 56.21 feet to a 1/2-inch iron rod with plastic cap stamped "BCG" set at the northeast corner of a tract of land described as Tract l7.1 in an Agreed Judgment to Quiet Title, Cause No. CV-500276, as recorded in Document No. 2009040371, O.P.R.T.C.T. and for the southeast corner of the herein described tract;

THENCE North 85°05'13" West, with the north line of said Tract l7.1, passing a 1/2- inch iron rod with cap stamped "RPLS 5793" found at the northwest corner of a called 0.0355 acres of Tract l7.1 described in a deed to Brigido Cruces and Miriam Garcia, as recorded in Document No. 2018056909, O.P.R.T.C.T. and the northeast corner of a called 1,219 square foot tract of Tract l7.1 described in a deed to Kristin M. Gonzalez and Kevin B. Blystone, wife and husband, as recorded in Document No. 2017166219, O.P.R.T.C.T. at a distance of 145.26 feet, passing a 1/2-inch iron rod with cap stamped "RPLS 5793" found at the northwest corner of said 1,219

square foot tract of Tract l7.1 and the northeast corner of a called 0.023 acres of a 10 foot wide strip, described as Tract 2 in a deed to Nethia A. Rymkus and Michael Rymkus, as recorded in Document No. 2015185920, O.P.R.T.C.T. at a distance of 269.13 feet, passing a 1/2-inch iron rod found at the northwest corner of said called 0.023 acres of a 10 foot wide strip and the northeast corner of a called 0.023 acres of Tract l7.1 described as Tract 2 in a deed to Weldon Pierce Hutchings and Amber Autumn Podell, husband and wife, as recorded in Document No. 2020128593, O.P.R.T.C.T. at a distance of 369.13 feet, passing a 1/2-inch iron rod found at the northwest corner of said called 0.023 acres of Tract l7.1 and the northeast corner of a called 1,000 square feet of Tract l7.1 described as Tract 2 in a deed to Arnold Vargas and Julie Vargas, as recorded in Document No. 2018196863, O.P.R.T.C.T. at a distance of 469.13 feet, continuing in all a total distance of 1120.69 feet to a 1/2-inch iron rod found at the northwest corner of said Tract l7.1, in the east line of a called 241.541 acre tract of land described as Tract 1 in a deed to Turnback Development, L.L.C., as recorded in Document No. 2008002071, O.P.R.T.C.T., in the east line of said called 116.22 acre Tract 2, and for the southwest corner of the herein described tract, from which a 1/2-inch iron rod found at an interior ell corner of said Tract l7.1, at the north corner of Lot 2108 and the northwest corner of Lot 2109, of the Lago Vista Estates, Section Seven, as recorded in volume 50, page 20, P.R.T.C.T. bears South 28°16’36” East, a distance of 11.97 feet;

THENCE North 29°20’57” East, with the east line of said Tract 1, passing a called for corner of said Tract 1, continuing with the east line of said called 116.22 acre Tract 2, for a total distance of 134.54 feet to the **POINT OF BEGINNING** and containing 2.267 acres of land.

23-2617-R-REZ

7602 Bar-K Ranch Road (Dodge Trail Extension)

Attachment 2

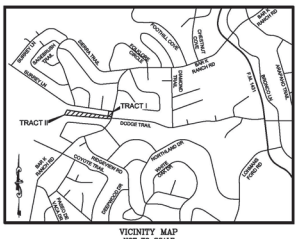
Survey / Site Plan

LINE TABLE		
LINE	BEARING	LENGTH
L1	S 81°31'03" E	68.28'

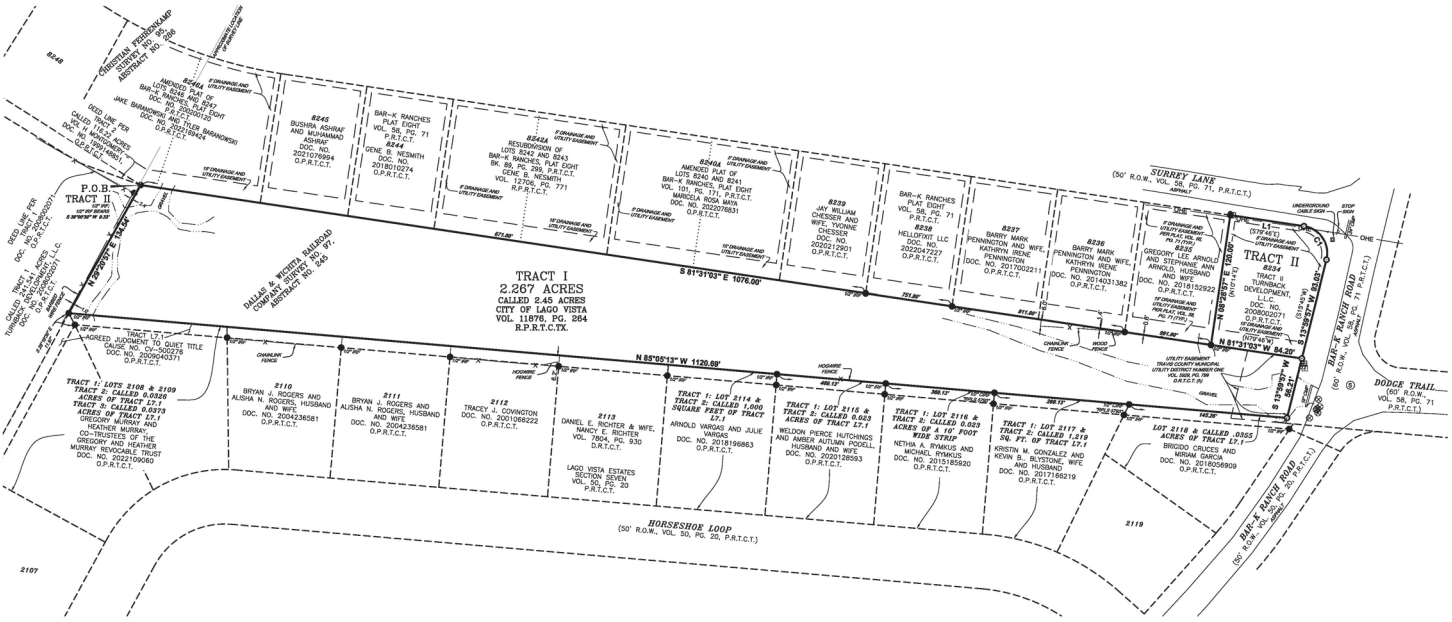
CURVE TABLE						
CURVE	RADIUS	LENGTH	BEARING	CHORD	DELTA	TANGENT
C1	25.00'	41.88'	S 33°45'33" E	37.02'	95°31'00"	27.53'

LEGEND

- 1/2" IRON ROD FOUND (OR AS NOTED)
- 1/2" IRON ROD W/ PLASTIC CAP STAMPED "BCG" SET
- POWER POLE
- GUY WIRE
- UTIL. PEDESTAL
- SIGN
- WATER METER
- WATER VALVE
- SANITARY SEWER MANHOLE
- PROPERTY LINE
- ADJOINER PROPERTY LINE (NOT SURVEYED)
- —— x —— FENCE (TYPE NOTED IN SURVEY)
- EDGE OF GRAVEL
- ( ) RECORD INFORMATION (PER VOL.XX, PG.XX, X.R.T.C.T.)
- P.O.B. POINT OF BEGINNING
- D.R.T.C.T. DEED RECORDS OF TRAVIS COUNTY, TEXAS
- R.P.R.T.C.T. REAL PROPERTY RECORDS OF TRAVIS COUNTY, TEXAS
- O.P.R.T.C.T. OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS



VICINITY MAP
NOT TO SCALE



Survey / Site Plan

NOTES:

1. BEARING BASIS IS TEXAS COORDINATE SYSTEM, CENTRAL ZONE, NAD83, GRID.
2. DISTANCES SHOWN HEREON ARE BASED ON SURFACE MEASUREMENTS, TO CONVERT SURFACE DISTANCES TO GRID, MULTIPLY BY THE COMBINED SCALE FACTOR.
3. THE COMBINED SCALE FACTOR FOR THIS PROJECT IS 0.999934.
4. RECORD EASEMENTS, RESTRICTIONS, AND/OR COVENANTS ARE ADDRESSED/SHOWN HEREON AS PER ITEMS LISTED IN TITLE COMMITMENT PROVIDED BY TITLE COMPANY NAMED HEREON. ADDITIONAL RECORDED AND/OR UNRECORDED EASEMENTS, RESTRICTIONS, AND/OR COVENANTS THAT MAY EXIST, ARE NOT SHOWN HEREON.

ALTA TABLE "A" ITEMS:

1. ALL MONUMENTS SET OR FOUND AS SHOWN ON THE SURVEY.

2. ADDRESSES:
TRACT I: 24101 SURREY LANE (TRAVISCAD.ORG)
TRACT II: 7602 BAR K RANCH ROAD (TRAVISCAD.ORG)

3. THE SUBJECT TRACTS LIE IN THE (UNSHADED) ZONE X, OTHER AREAS, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. FLOOD INSURANCE RATE MAP PANEL NO. 48453C0201J, DATED JANUARY 22, 2020.

4. THE GROSS LAND AREA OF TRACT I IS 0.244 ACRES (10,633 SQ. FT.). THE GROSS LAND AREA OF TRACT II IS 2.267 ACRE (98,736 SQ. FT.).

6.(b) NO ZONING REPORT OR LETTER WAS PROVIDED TO THE SURVEYOR.

7.(a) THERE WERE NO EXISTING BUILDINGS ON THE SITE AT THE TIME OF SURVEY.

8. SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING FIELDWORK ARE INCLUDED ON THE SURVEY.

11.(a) PLANS OF UNDERGROUND UTILITIES HAVE NOT BEEN PROVIDED TO THE SURVEYOR AT TIME OF SURVEY.

12. GOVERNMENTAL AGENCY SURVEY-RELATED REQUIREMENTS WAS NOT PROVIDED TO THE SURVEYOR.

13. THE NAMES OF ADJOINING OWNERS ACCORDING TO CURRENT TAX RECORDS ARE INCLUDED ON THE SURVEY.

14. TRACT I IS AT THE INTERSECTION OF SURREY LANE AND BAR K RANCH ROAD. TRACT II IS AT THE T-INTERSECTION OF BAR K RANCH ROAD AND DODGE TRAIL.

16. THERE WAS NO EVIDENCE OF RECENT EARTH MOVEMENT, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT THE TIME OF THE SURVEY.

17. THERE WAS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

18. THE SURVEYOR DID NOT ABSTRACT THE ADJOINING LOTS, TRACTS, OR PARCELS. THE SURVEYOR DOES NOT GUARANTEE THAT ALL OF THE EASEMENTS, RESTRICTIONS, RIGHT OF WAYS OR RIGHTS (EITHER OF RECORD OR NOT OF RECORD) WHICH MAY AFFECT THE SUBJECT TRACTS ARE SHOWN. EASEMENTS SHOWN ADJACENT TO SUBJECT TRACTS ARE BASED ON CURRENT OWNERSHIP RECORDS FOUND ON TRAVISCAD.ORG

19. BOWMAN HAS PROFESSIONAL LIABILITY INSURANCE AND WILL PROVIDE A CERTIFICATE OF INSURANCE.

TRACT I:
CALLED 2.45 ACRE TRACT OF LAND

FIRST AMERICAN TITLE GUARANTY COMPANY
GF NO.: 110123742
EFFECTIVE DATE: SEPTEMBER 22, 2023 AT 8:00 AM, ISSUED: NOVEMBER 03, 2023 AT 8:00 AM

SCHEDULE B ITEMS:

f. EASEMENT: ELECTRIC LINE OR SYSTEM
RECORDED: IN VOLUME 838, PAGE 94, OF THE DEED RECORDS, TRAVIS COUNTY, TEXAS.
CANNOT BE LOCATED BY DESCRIPTION

g. EASEMENT: RIGHT OF WAY
RECORDED: IN VOLUME 2008, PAGE 339, OF THE DEED RECORDS, TRAVIS COUNTY, TEXAS.
DOES NOT AFFECT SUBJECT TRACT

h. EASEMENT: PUBLIC UTILITY
RECORDED: IN VOLUME 5929, PAGE 799, OF THE DEED RECORDS, TRAVIS COUNTY, TEXAS.
AS SHOWN ON SURVEY

i. EASEMENT: ELECTRIC UTILITY
RECORDED: IN VOLUME 6748, PAGE 64, OF THE DEED RECORDS, TRAVIS COUNTY, TEXAS.
DOES NOT AFFECT SUBJECT TRACT

TRACT II:
LOT 8234, BAR-K RANCHES, PLAT EIGHT

q. EASEMENT: ELECTRIC AND TELEPHONE LINE
RECORDED: IN VOLUME 838, PAGE 94, OF THE DEED RECORDS, TRAVIS COUNTY, TEXAS.
CANNOT BE LOCATED BY DESCRIPTION

r. EASEMENT: TELEPHONE
RECORDED: IN VOLUME 2008, PAGE 339, OF THE DEED RECORDS, TRAVIS COUNTY, TEXAS.
DOES NOT AFFECT SUBJECT TRACT

s. EASEMENT: INUNDATION AND OVERFLOW
RECORDED: IN VOLUME 993, PAGE 96, OF THE DEED RECORDS, TRAVIS COUNTY, TEXAS.
DOES NOT AFFECT SUBJECT TRACT

t. EASEMENT: ELECTRIC TRANSMISSION OR DISTRIBUTION LINE
RECORDED: IN VOLUME 666, PAGE 263, OF THE DEED RECORDS, TRAVIS COUNTY, TEXAS.
DOES NOT AFFECT SUBJECT TRACT

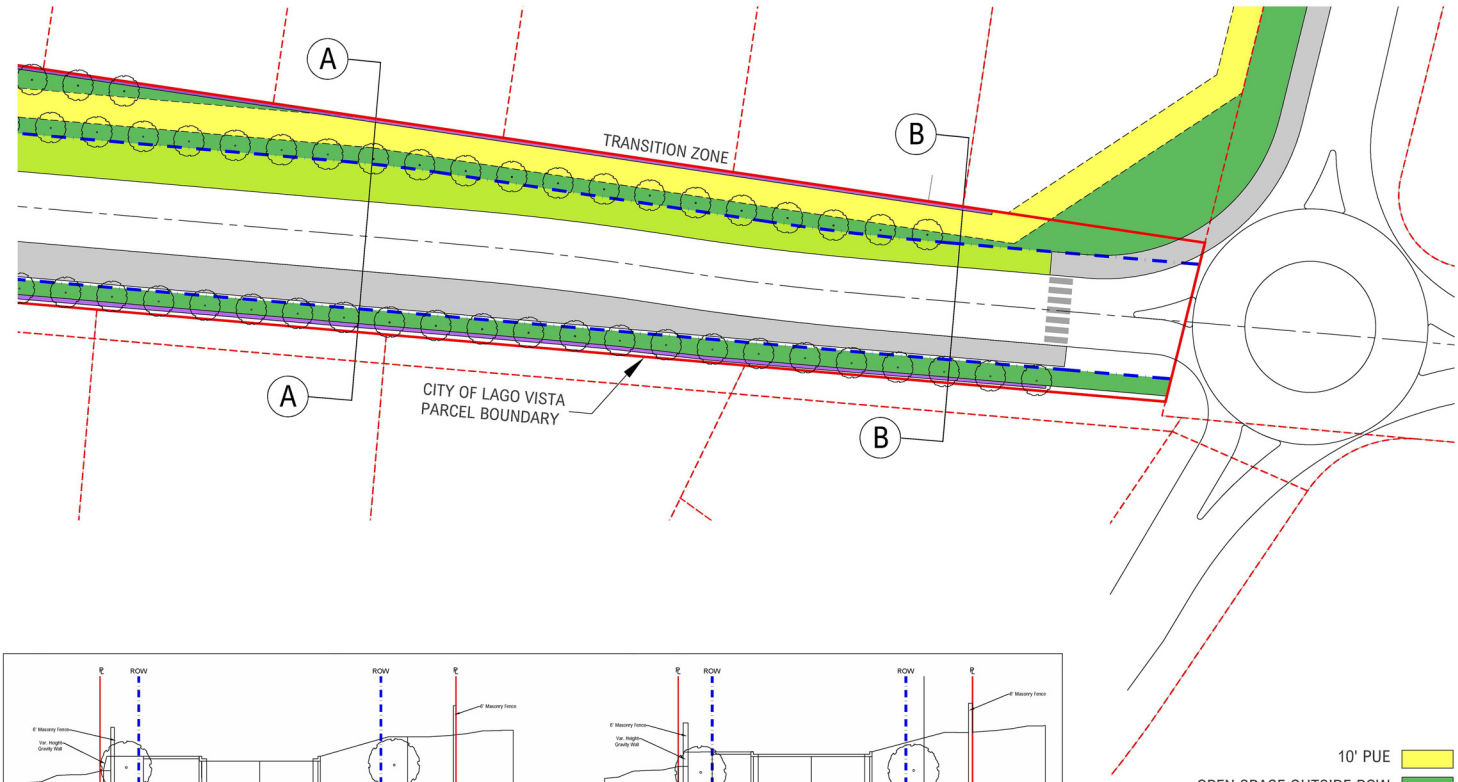
50 0 50
SCALE: 1"=50'

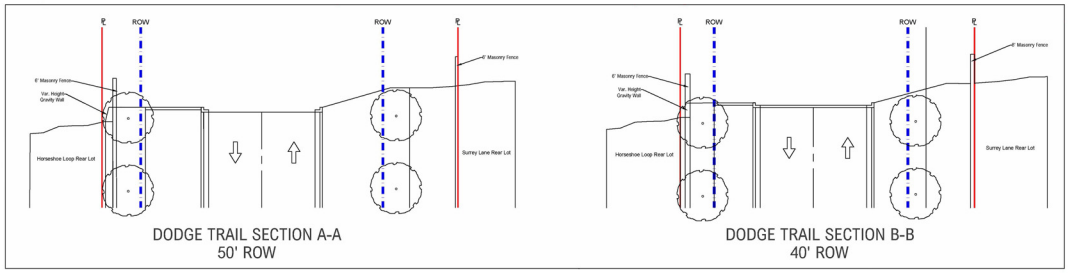
23-2617-R-REZ

7602 Bar-K Ranch Road (Dodge Trail Extension)

Attachment 3

Proposed HOA Owned Improvements





10' PUE
OPEN SPACE OUTSIDE ROW
OPEN SPACE INSIDE ROW
SIDEWALK/TRAIL
6' WALL

0 25 50 100 200

PHARIS DESIGN
PLANNING | LANDSCAPE ARCHITECTURE

TURNBACK RANCH
DODGE TRAIL SECTION - CONCEPTUAL
DRAFT - MARCH 2024

DODGE TRAIL SECTION C-C
60' ROW

0 12.5 25 50

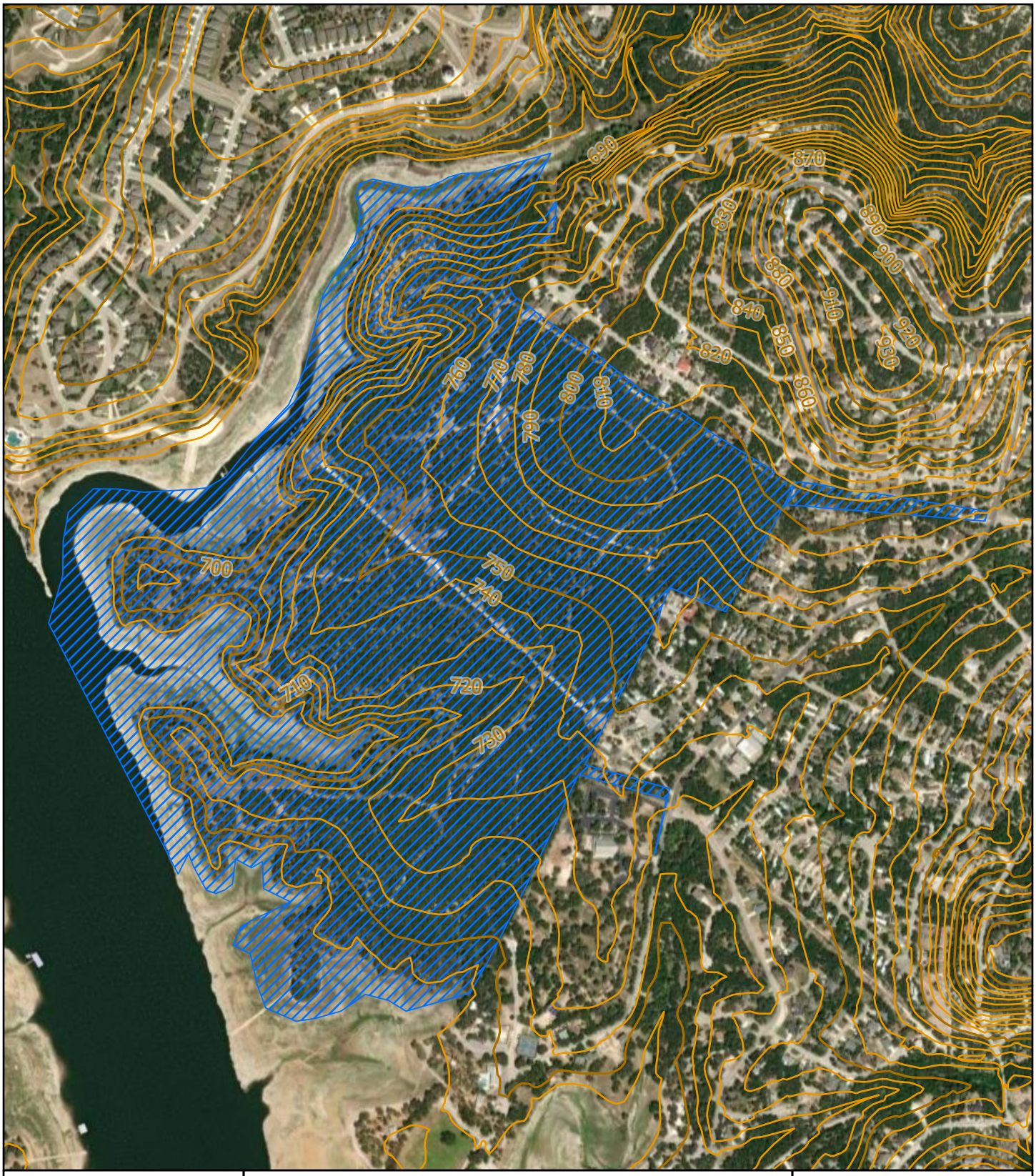
PHARIS DESIGN
PLANNING | LANDSCAPE ARCHITECTURE

23-2617-R-REZ

7602 Bar-K Ranch Road (Dodge Trail Extension)

Attachment 4

Maps



TenFootContour

- 10 ft
- 50 ft
- Requestor

Turnback Ranch PDD

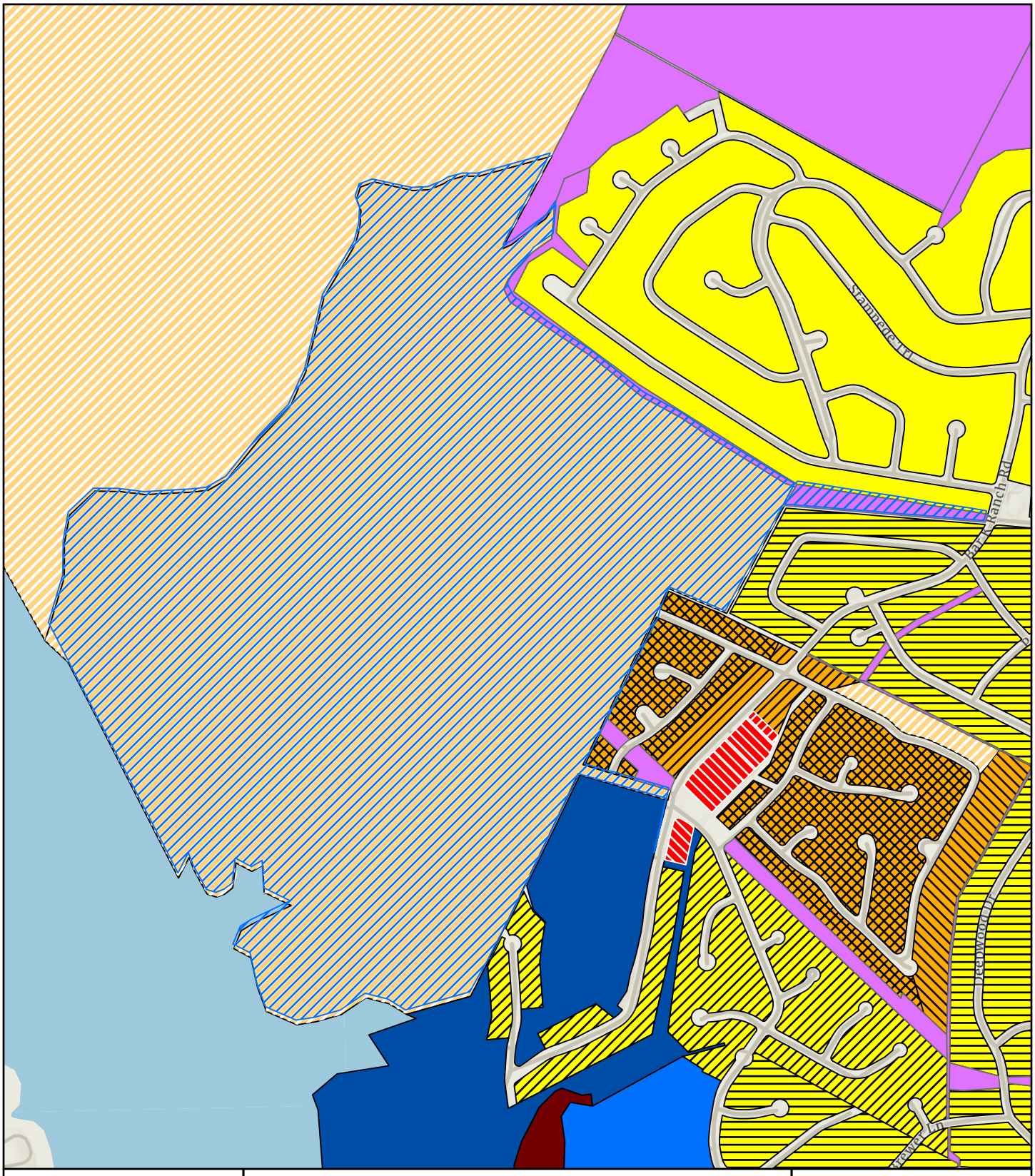
Request Type	PDD Amendment	Project	23-2617-R-REZ
Change Requested	SFD Parcel Detail Plan	Date	3/19/2024
Map Purpose	Aerial / Topography	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 370 740 US Feet

0 150 300 Meters



Zoning District

- C-1A
- C-1C
- C-2
- C-M
- P-1B
- P-1C
- PDD
- R-1S,15A
- R-1S,15B
- R-1S,18A
- R-MH
- R-2
- R-4
- TR-1
- U-1
- Requestor

Turnback Ranch PDD

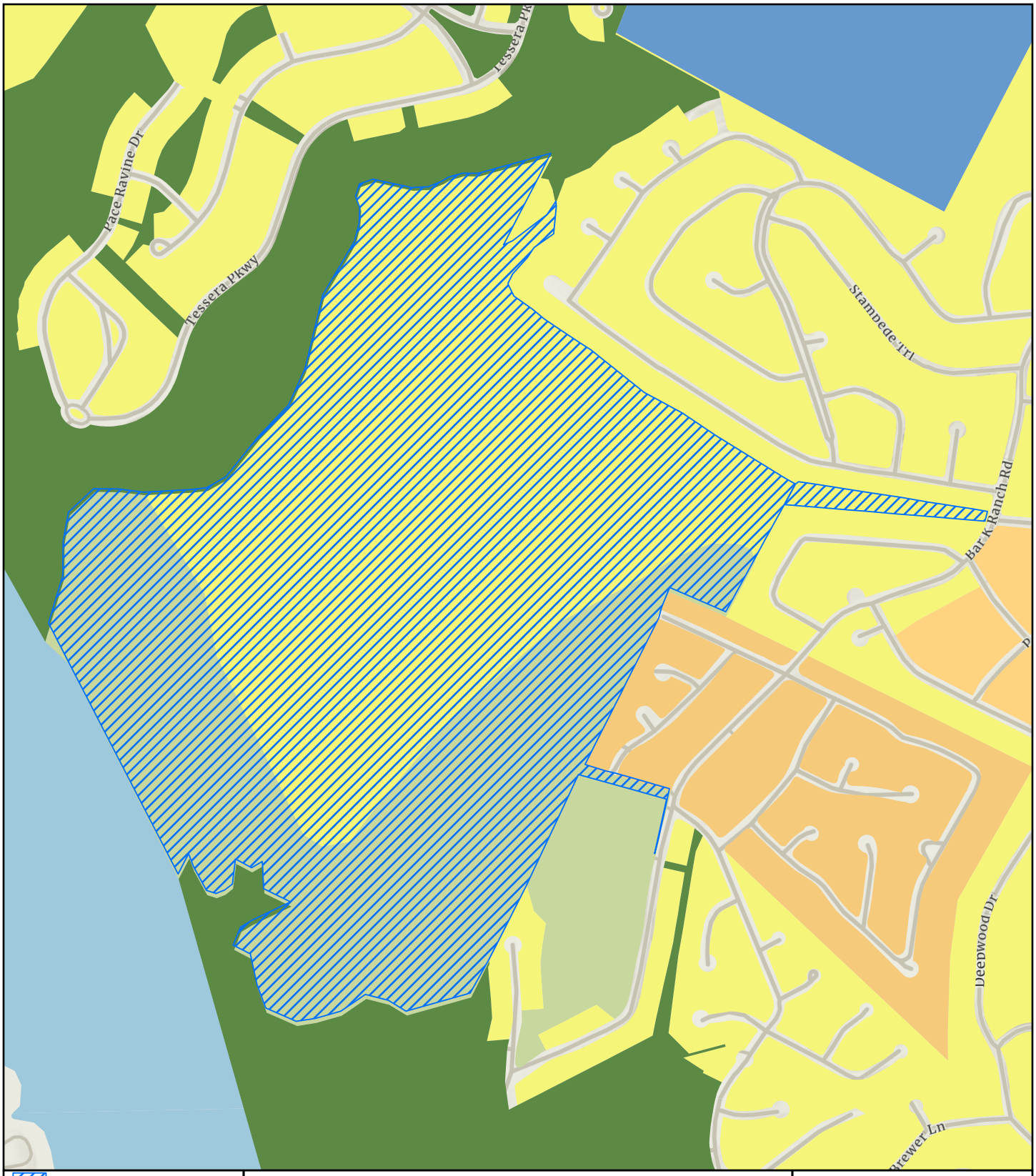
Request Type	PDD Amendment	Project	23-2617-R-REZ
Change Requested	SFD Parcel Detail Plan	Date	3/19/2024
Map Purpose	Existing Zoning	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 370 740 US Feet

0 150 300 Meters



Requestor

Land Use Proposed

- City Park
- Estate Residential
- Low Density Residential
- Medium Density Residential
- POA Park
- Semi-Public

Turnback Ranch PDD

Request Type	PDD Amendment	Project	23-2617-R-REZ
Change Requested	SFD Parcel Detail Plan	Date	3/20/2024
Map Purpose	Future Land Use	Drawn By	D Avetian

Coordinate System: NAD 1983 CORS96 StatePlane Texas Central FIPS 4203 Ft US

N

0 370 740 US Feet

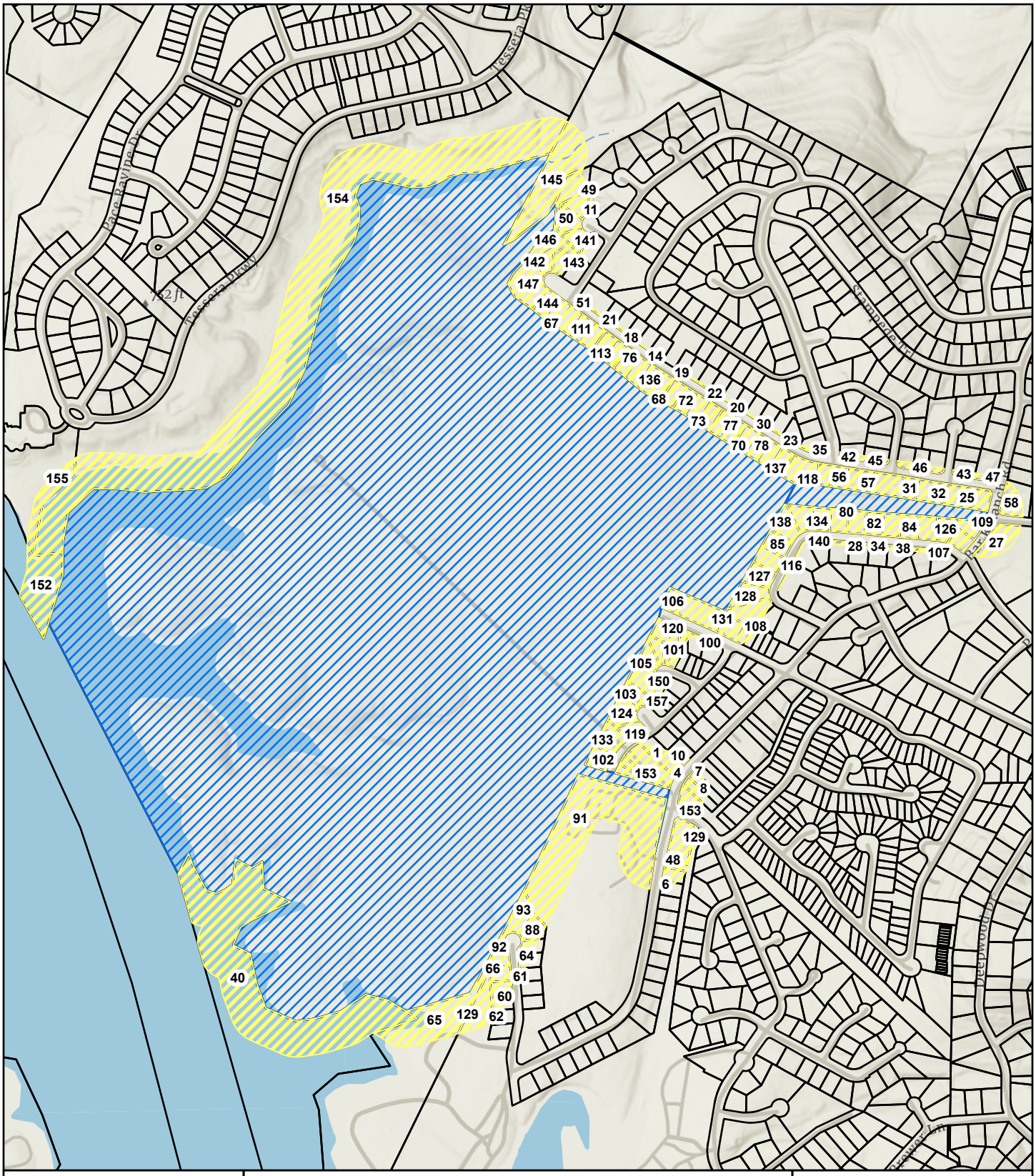
0 150 300 Meters

23-2617-R-REZ

7602 Bar-K Ranch Road (Dodge Trail Extension)

Attachment 5

Notice Comments



TCAD Parcels

Requestor

Notification Boundary

Turnback Ranch PDD

Request Type	PDD Amendment	Project	23-2617-R-REZ
Change Requested	SFD Parcel Detail Plan	Date	3/19/2024
Map Purpose	Notification Boundary	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 370 740 US Feet

0 150 300 Meters

Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: 23-2617-R-REZ

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

200' Notification Mailing ID: 23

March 28, 2024

BARNES RUSSELL
PO BOX 4695
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☒ Opposed

Comments:

Signed: Russell Barnes

This **whole page** may be returned as follows:

E-mail: development@lagovistatexas.gov
Postal Address: City of Lago Vista, Development Services, P.O. Box 4727, Lago Vista, TX, (U.S.A.) 78645
In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

CITY OF LAGO VISTA TEXAS

Project #: 23-2617-R-REZ

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200' Notification Mailing ID: 25

March 28, 2024

ARNOLD GREGORY LEE & STEPHANIE ANN ARNOLD
21403 SURREY LN
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

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☐ In Favor ☒ Opposed

Comments:
We oppose the sale and development of the Dodge Trail extension as it and Turnback Ranch tremendously devalue our property and quality of life. To date, no one from the city or developer have approached us

Signed: S. Arnold Greg Arnold

continued on back page →

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approached us or neighboring properties offering any solutions to minimize (or even acknowledge!) the negative impacts to our property value and quality of life. The developer's proposed 6 foot masonry fence will do nothing to benefit us or minimize negative impacts.

Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

APR 11 2024

Project #: 23-2617-R-REZ

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

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200' Notification Mailing ID: 27

March 28, 2024

PERKINS JOEL & JAMIE PERKINS
2 EAGLES WING
MAGNOLIA, TX 77354

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

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☑ In Favor ☐ Opposed

Comments:

Signed: _____

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Notice of Public Hearing

CITY OF
LAGO VISTA
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200' Notification Mailing ID: 29

March 28, 2024

BARNES RUSSELL L
PO BOX 4695
LAGO VISTA, TX 78645

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☐ In Favor ☒ Opposed

Comments:

Signed: Russell L. Barnes

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Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: **23-2617-R-REZ**

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

200' Notification Mailing ID: 33

March 28, 2024

AYERS NATALIE D
21503 HORSESHOE LOOP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☒ Opposed

Comments: The residents were told this was a greenbelt when purchasing properties.

Signed: Natalie Ayers

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E-mail: development@lagovistatexas.gov
Postal Address: City of Lago Vista, Development Services, P.O. Box 4727, Lago Vista, TX, (U.S.A.) 78645
In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: 23-2617-R-REZ

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200' Notification Mailing ID: 58

March 28, 2024

HOPKINS GUY L & PATTI L
21308 DODGE TRL
LAGO VISTA, TX 78645

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☐ In Favor ☒ Opposed

Comments: Opposed!

Signed: [illegible]

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200' Notification Mailing ID: 59

March 28, 2024

BARNES RUSSELL L & KAREN
PO BOX 4695
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

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Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments:

Signed: Russell L. Barnes Karen Barnes

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Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: **23-2617-R-REZ**

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

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200' Notification Mailing ID: 81

March 28, 2024

COVINGTON TRACEY JAY
21502 HORSESHOE LOOP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

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E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☒ Opposed

Comments:
This parcel is part of the existing neighborhood. To rezone this would disrupt the entire neighborhood, ecosystem natural resource & put a major strain on the traffic in the area

Signed: Tracy Covington

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In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

CITY OF LAGO VISTA TEXAS

Project #: 23-2617-R-REZ

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

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200' Notification Mailing ID: 86

March 28, 2024

VARGAS ARNOLD & JULIE
21408 HORSESHOE LP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

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E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments:
We moved to Lago Vista for peace & quite & to escape crowded neighborhoods & we love our dark sky's and our outdoor oasis we built in our backyard. When we moved here our backyard was our main reason for buying our land & the home being built on it. We knew we would have an amazing private backyard for our outdoor oasis of our dreams. → (see more on back)

Signed: _____

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Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

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200' Notification Mailing ID: 105

March 28, 2024

CLEMENT CODY RAY
9992 KATY BROOK LN
BROOKSHIRE,TX 77423

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

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E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments: Please Stop building every Square inch of Lago. If people wanted that they can go to Cedar park.

Signed: Cody Clement

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200' Notification Mailing ID: 107

March 28, 2024

EVANS PATRICIA S
21401 HORSESHOE LOOP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request from the TR-1 ("Temporary Restricted") zoning district to the P-2 ("Park and Greenbelt, Passive") zoning district at 7602 Bar-K Ranch Road, commonly referred to as the "Dodge Trail extension" (approximately 2.267 acres of a tract within the Dallas & Wichita Railroad Company Survey Number 9, Abstract Number 245).

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E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☒ Opposed

Comments:
I am against this project. Lago Vista doesn't have the infrastructure to support it!

Signed: Patricia S Evans

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200' Notification Mailing ID: 127

March 28, 2024

WALTERS ANTHONY & JENNIE R
21516 HORSESHOE LP
LAGO VISTA, TX 78645

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Phone Number: 512-267-5259

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☐ In Favor ☑ Opposed

Comments: Even though it will not directly affect me on my side of horseshoe, It will degrade and seriously hinder the quality of life of those residences on the Dodge rail extension corridor.

Signed: Anthony Walters

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In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

AGENDA ITEM NO. 9

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Roy Jambor, Development Services

SUBJECT: Hold a Public Hearing for discussion, consideration, and possible action on Ordinance No. 24-05-02-04, an ordinance of the City Council of Lago Vista, Texas amending the official zoning map regarding the current “Planned Development District” (PDD) known as “Turnback Ranch” established by Ordinance No. 07-04-05-03 and amended by Ordinance No. 23-09-21-01 to approve a detail plan for the “SFD Parcel.”

BACKGROUND: Attached is the cover page for the item, along with a summary of the Planning and Zoning Commission's unanimous recommendation to approve the request. Following this summary is a draft ordinance that aligns with the commission's recommendation. Subsequently, you will find the packet initially provided to the Planning and Zoning Commission for their review, subsequent to the mandatory public hearing on April 11, 2024. We have incorporated all written comments received thus far since the packet's original publication, ensuring compliance with the minimum fifteen-day notice period before the public hearing.

As of the deadline for the submission of this agenda item, the threshold requiring three-fourths of the City Council for approval, as outlined in Section 13.20(e)(3)(B), has not been reached based on the written objections received. However, there is no set deadline for the receipt of these objections, and staff will continue to accept them until the application is considered by the Council. Written objections have also been received from the Lago Vista Property Owners Association, which holds a significant amount of property within the 200-foot notification area, approximately 241.541 acres. Consequently, it is anticipated that the approval of three-fourths of the City Council may be required for this matter.

Nonetheless, it's crucial to highlight that the sole purpose of this amendment is to secure the detailed plan approval for the

"SFD Parcel" (Tract B), which was initially omitted due to the late agreement to reduce density in that area. Originally conceived as possibly including attached units, significant delays arose from lengthy negotiations. Given these circumstances, it was deemed impractical to further delay the process awaiting the completion of the "missing" detailed plan for a relatively small area of approximately 15 acres. However, it is evident that the detailed plan aligns with prior approvals in all respects, including the concept plan approval and the remainder of the approved detailed plan. This consistency extends to the designation of lots where the maximum height of residences is more limited, marked with an asterisk on the detailed plan for the "SFD Parcel."

FINDINGS:

To adopt any proposed zoning change ordinance, the City Council must generally find that:

- the change is in the public interest; and
- the request is deemed to be consistent with the current comprehensive plan.

The previous ordinance encompassed all modifications to ensure alignment with the Future Land Use Map (FLUM), as evidenced by the maps included in the packet provided for the Planning and Zoning Commission's use. Although the adoption of Ordinance 23-09-21-01, which approved the most recent amendment to this PDD, followed Ordinance No. 23-01-19-02, requiring a separate application for an amendment to the comprehensive plan, the application was submitted on June 6, 2022, well before the approval of the ordinance in question. Consequently, the former City Attorney concluded that the comprehensive plan amendment could be incorporated into Ordinance No. 23-09-21-01, a task accomplished in Section 6.9, located on page 9 of that ordinance.

FINANCIAL IMPACT: N/A

ATTACHMENTS:
Turnback Ranch Tract B Detail Plan packet.pdf

PLANNING AND ZONING COMMISSION RECOMMENDATION

The Planning and Zoning Commission considered this application at their April 11, 2024, meeting following the required public hearing. They unanimously recommended approval of the remaining detail plan that was not previously approved as part of Ordinance No. 23-09-21-01 Six regular members were present along with one alternate member and all participated in the recommendation.

ORDINANCE NO. 24-05-02-04

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP REGARDING THE CURRENT "PLANNED DEVELOPMENT DISTRICT" (PDD) KNOWN AS "TURNBACK RANCH" ESTABLISHED BY ORDINANCE NO. 07-04-05-03 AND AMENDED BY ORDINANCE NO. 23-09-21-01 TO APPROVE A DETAIL PLAN FOR THE "SFD PARCEL;" AND PROVIDING FOR RELATED MATTERS.

WHEREAS, the owners of approximately 241.541 acres of land, as more particularly described in the attached **Exhibit "A"** (referred to hereinafter as the "Property"), have filed an application requesting an amendment to the existing "Planned Development District" (PDD) known as "Turnback Ranch" approved by Ordinance No. 07-04-05-03 and amended by Ordinance No. 23-09-21-01; and

WHEREAS, the Property currently resides within the corporate limits of the City of Lago Vista; and

WHEREAS, the detail plan for Tract B, the "SFD Parcel" of the Property are set forth in the concept plan approved in Ordinance No. 23-09-21-01 and in **Exhibit "B"** attached hereto identifies and designates various land and development standards as further described below; and

WHEREAS, after giving fifteen (15) days written notice to the owners of land in and within 200-feet of the area being rezoned, as well as having published notice to the public at least fifteen (15) days prior to the date of such hearings, the Planning and Zoning Commission and City Council each held separate public hearings on the proposed rezoning of the Property included in this Ordinance; and

WHEREAS, the Planning and Zoning Commission at its public hearing held on April 11, 2024, and the City Council at its public hearing held on May 2, 2024, have both reviewed the request and the circumstances of the Property, and find that approval of the detail plan for the "SFD Parcel" also referred to as "Tract B" is warranted and consistent with the previously approved concept plan for that parcel as well as all existing approvals for the balance of the development; and

WHEREAS, the City, by and through its legislative discretion, has adopted a comprehensive plan for the City of Lago Vista, and having considered and reviewed such comprehensive plan, the City Council finds the rezoning approved herein is consistent with the comprehensive plan except as specifically described below, which shall not be interpreted as inconsistent with this rezoning; and

WHEREAS, the City desires that development within its corporate limits occur in an orderly manner in order to protect the health, safety, and welfare of its present and future citizens, protect property values and provide for the growth of the City's tax base; and

WHEREAS, the City desires to control the development standards for the Property, protect third party property owners in the City, and to ensure the benefits of planned development and an enhanced tax base that are achieved through rezoning the Property; and

WHEREAS, pursuant to Section 51.001 of the *Texas Local Government Code*, the City has general authority to adopt an ordinance or police regulation that is for the good government, peace or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, pursuant to Chapter 211 of the *Texas Local Government Code*, the City has the authority to zone and rezone property; and

WHEREAS, the City Council finds that it is necessary and proper for the good government, peace or order of the City of Lago Vista to adopt this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact. The Planning and Zoning Commission and City Council find that this Ordinance satisfies the requirements of Section 10, and Section 13 of the City of Lago Vista Zoning Ordinance, codified under Ordinance No. 98-04-27-03, as amended (the "Zoning Code").

Section 2. Enactment. The Zoning Code and other applicable ordinances are hereby modified and amended by rezoning the Property as set forth in Section 3.

Section 3. Rezoned Property. The Zoning Code is hereby amended by zoning the Property being the approximately 241.541-acre tract of land described in **Exhibit "A"** attached to this Ordinance, as described herein and in Ordinance No. 23-09-21-01, specifically including the uses, applicable development standards, and detail plan approval for Tract B, the "SFD Parcel."

Section 4. Amendment of Applicable Zoning Ordinances. The zoning requirements established in this Ordinance shall apply to the Property. The comprehensive zoning requirements of the Zoning Code and all other applicable ordinances, as they may be amended by this Ordinance, shall apply to the Property. Should any conflict appear between the requirements of the zoning and development ordinances of the City of Lago Vista as compared with the requirements for the Property set forth in this Ordinance, the requirements set forth in this Ordinance shall control.

Section 5. Identification of Tracts within the PDD. The Property consists of the following tracts of land, which are also depicted in the Land Use Plan (sometimes individually a "Tract" or collectively the "Tracts"):

1. Tract A – the "Single Family Residential Tract";
2. Tract B – the "SFD Parcel"; and
3. Tract C – the "Open Space/Park Tract".

Section 6. Zoning Requirements.

1. The use and development requirements established in Ordinance No. 23-09-21-01 apply to the Tracts identified in Section 5 above, including Tract B, the "SFD Tract" whose detail plan is hereby approved herein.
2. Concept and Detail Plans. The appropriate departments of the City, the Planning & Zoning Commission and the City Council hereby find and agree that this Ordinance and the project contemplated herein complies with and satisfies the requirements of Section 10.20 and 13.20 of the Zoning Ordinance and the Comprehensive Plan of the City of Lago Vista as amended. That specifically includes a finding that the requirements of Section 10.20(e) have been met for the entire development, now specifically including Tract B, the "SFD Tract."

Section 7. Repealer. The Zoning Ordinance and all other applicable portions of the Lago Vista Code of Ordinances are amended as required to incorporate the "Turnback Ranch Planned Development District" as described herein. Any portion of the Zoning Ordinance, Comprehensive Master Plan, or any applicable ordinance in conflict with this Ordinance is hereby repealed or amended to the extent of such conflict only.

Section 8. Severability. Should any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application to any person or circumstance for any reasons thereof ineffective or inapplicable, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no way affect, impair or invalidate the remaining portion or portions thereof; but as to such remaining portion or portions, the same shall be and remain in full force and effect and to this end the provisions of this Ordinance are declared to be severable.

Section 9. Penalty. Any person, firm or corporation violating any of the provisions or terms of this Ordinance or of the Code of Ordinances as amended hereby, shall be subject to the same penalty as provided for in the Code of Ordinances, Section 1.109 General Penalty for Violations of Code; Continuing Violations of the City of Lago Vista, and upon conviction shall be punished by a fine not to exceed Two Thousand Dollars ($2,000.00) for each offense.

Section 10. Publication Clause. The City Secretary of the City of Lago Vista is hereby directed to publish in the Official Newspaper of the City of Lago Vista the Caption, and Effective Date Clause of this Ordinance as required by Section 52.013 of the *Texas Local Government Code*.

Section 11. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below in accordance with the provisions of the *Texas Local Government Code* and the City's Charter.

<u>Section 12. Change of Zoning Map</u>. The City Manager is hereby authorized to and shall promptly note the zoning change on the official Zoning Map of the City of Lago Vista, Texas.

<u>Section 13. Proper Notice and Meeting</u>. It is hereby officially found and determined that the meeting at which this Ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapter 551, Texas Local Government Code.*

AND, IT IS SO ORDERED.

PASSED AND APPROVED this ____ day of May, 2024.

_____
Kevin Sullivan, Mayor

ATTEST:

_____
Lucy Aldrich, City Secretary

On a motion by Councilor _____, seconded by Councilor _____, the above and foregoing ordinance was passed and approved.

EXHIBIT "A"

Legal Description

BEING a tract of land of approximately 231.541 acres located in the TEXAS-MEXICO RAILROAD SURVEY, ABSTRACT NO. 2291, CHRISTIAN FEHRENKAMP SURVEY, ABSTRACT NO. 286, and the LEWIS GOODWIN SURVEY, ABSTRACT NO. 336, Travis County, Texas and being all of those tracts of land described as Tracts 1-7 in Deed to Vol H. Montgomery, recorded in Document No. 1999-148851, Deed Records, Travis County, Texas and being part of a 10.81 acre tract of land described in Deed to Vol H. Montgomery, recorded in Document No. 1999-148850, Deed Records, Travis County, Texas and being part of a tract of land described in Deed to RP1-P2A Partnership, recorded in Volume 9113, Page 300, Deed Records, Travis County, Texas and being more particularly described as follows:

BEGINNING at a 1/2 inch iron rod found in the East line of said Tract 2 at the Northwest corner of said Tract 7;

THENCE South 72 degrees 36 minutes 49 seconds East, along the North line of said Tract 7, a distance of 497.02 feet to a 1/2 inch iron rod with an aluminum cap stamped "CHAPARRAL" found at the most Northeast corner of said Tract 7 and said Tract 5;

THENCE South 13 degrees 31 minutes 35 seconds West, along the East line of said Tract 5, passing at a distance of 60.13 feet the Southeast corner of said Tract 7, and continuing for a total distance of 282.10 feet to a 1/2 inch iron rod with an aluminum cap stamped "CHAPARRAL" found for corner;

THENCE South 15 degrees 26 minutes 33 seconds West, continuing along the East line of said Tract 5, a distance of 90.4l feet to an "X" set in concrete for corner in the West right-of-way line of Bar-K Ranch Road, a variable width right-of-way, at the South corner of said Tract 5;

THENCE North 13 degrees 36 minutes 15 seconds East along said West right-of-way line and the West line of said Tract 5, a distance of 312.5l feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set in the South line of said Tract 7;

THENCE North 72 degrees 35 minutes 06 seconds West, leaving said West right-of- way line and said West line of Tract 5 and along the South line of said Tract 7, a distance of 508.72 feet to a 1/2 inch iron rod found in the East line of said Tract 2 at the Southwest corner of said Tract 7;

THENCE South 27 degrees 07 minutes 37 seconds West, along the East line of said Tract 2, a distance of 1,157.48 feet to a 1/2 inch iron rod found;

THENCE South 30 degrees 29 minutes 52 seconds West, a distance of 2l2.3l feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found at the Southeast corner of said Tract 4;

THENCE along the South line of said Tract 4 the following twenty-three (23) courses and distances:

South 75 degrees 31 minutes 34 seconds West, a distance of 372.92 feet to a point for corner;

North 57 degrees 02 minutes 33 seconds West, a distance of 114.31 feet to a point for corner;

North 74 degrees 29 minutes 21 seconds West, a distance of 132.94 feet to a point for corner;

South 57 degrees 14 minutes 10 seconds West, a distance of 166.72 feet to a point for corner;

South 75 degrees 22 minutes 03 seconds West, a distance of 147.89 feet to a point for corner;

South 82 degrees 36 minutes 45 seconds West, a distance of 107.60 feet to a point for corner;

North 65 degrees 07 minutes 30 seconds West, a distance of 186.14 feet to a point for corner;

North 19 degrees 11 minutes 13 seconds West, a distance of 140.45 feet to a point for corner;

North 11 degrees 16 minutes 02 seconds West, a distance of 174.21 feet to a point for corner;

North 61 degrees 12 minutes 46 seconds West, a distance of 107.16 feet to a point for corner;

North 23 degrees 24 minutes 37 seconds East, a distance of 108.08 feet to a point for corner;

North 59 degrees 45 minutes 10 seconds East, a distance of 71.76 feet to a point for corner;

North 65 degrees 43 minutes 16 seconds East, a distance of 242. 14 feet to a point for corner;

North 62 degrees 47 minutes 27 seconds West, a distance of 167.68 feet to a point for corner;

North 01 degrees 23 minutes 12 seconds West, a distance of 152.53 feet to a point for corner;

South 61 degrees 04 minutes 13 seconds West, a distance of 70.03 feet to a point for corner;

North 60 degrees 25 minutes 41 seconds West, a distance of I01.88 feet to a point for corner;

South 08 degrees 28 minutes 27 seconds West, a distance of 141.00 feet to a point for corner;

South 53 degrees 12 minutes 27 seconds West, a distance of 54.67 feet to a point for corner;

South 70 degrees 06 minutes 27 seconds West, a distance of 51.82 feet to a point for corner;

North 70 degrees 51 minutes 22 seconds West, a distance of 55.90 feet to a point for corner;

North 27 degrees 22 minutes 10 seconds West, a distance of 150.67 feet to a point for corner;

North 19 degrees 29 minutes 33 seconds West, a distance of 77.43 feet to a point for corner in the East line of said Tract l;

THENCE South 28 degrees 33 minutes 24 seconds West, leaving the South line of said Tract 4 and along the East line of said Tract 1, a distance of 128.11 feet to a point at the South corner of said Tract l;

THENCE North 26 degrees 06 minutes 08 seconds West, along the South line of said Tract l, passing at a distance of 1351.89 feet a point in the common line of said Tract 1 and said RPI-P2A Partnership tract, and continuing for a total distance of 1,579.19 feet to a point at the most Southerly corner of a Boundary Line Agreement recorded in Document No. 2006102847, Deed Records, Tarrant County, Texas;

THENCE Northerly and Easterly, along the lines of said Boundary Line Agreement, the following twenty-seven (27) courses and distances:

North 17 degrees 58 minutes 41 seconds East, a distance of 278.70 feet to a point for corner;

North 01 degrees 38 minutes 28 seconds East, a distance of 190.86 feet to a point for corner;

North 11 degrees 37 minutes 39 seconds East, a distance of 163.43 fe.et to a point for corner;

North 47 degrees 55 minutes 52 seconds East, a distance of 192.93 feet to a point for corner;

South 88 degrees 12 minutes 56 seconds East, a distance of 139.55 feet to a point for corner;

South 81 degrees 37 minutes 44 seconds East, a distance of 143.11 feet to a point for corner;

North 88 degrees 02 minutes 58 seconds East, a distance of 26l.75 feet to a point for corner;

North 85 degrees 17 minutes 39 seconds East, a distance of 89.08 feet to a point for corner;

North 61 degrees 29 minutes 04 seconds East, a distance of 125.04 feet to a point for corner;

North 40 degrees 01 minutes 31 seconds East, a distance of 287.20 feet to a point for corner;

North 44 degrees 55 minutes 48 seconds East, a distance of 245.57 feet to a point for corner;

North 25 degrees 29 minutes 17 seconds East, a distance of 222.75 feet to a point for corner;

North 14 degrees 55 minutes 59 seconds East, a distance of 425.83 feet to a point for corner;

North 31 degrees 51 minutes 34 seconds East, a distance of 220.08 feet to a point for corner;

North 31 degrees 19 minutes 46 seconds East, a distance of 127.39 feet to a point for corner;

North 15 degrees 26 minutes 15 seconds East, a distance of I 03.23 feet to a point for corner;

North 04 degrees 14 minutes 17 seconds East, a distance of 86.39 feet to a point for corner;

North 19 degrees 09 minutes 00 seconds West, a distance of 68.81 feet to a point for corner;

North 19 degrees 00 minutes 57 seconds East, a distance of 7l.63 feet to a point for corner;

North 71 degrees 19 minutes 54 seconds East, a distance of 79.91 feet to a point for corner;

South 76 degrees 28 minutes 07 seconds East, a distance of 22l.73 feet to a point for corner;

North 88 degrees 37 minutes 19 seconds East, a distance of 92.92 feet to a point for corner;

North 68 degrees 35 minutes 11 seconds East, a distance of 82.77 feet to a point for corner;

North 60 degrees 49 minutes 17 seconds East, a distance of 44.03 feet to a point for corner;

North 75 degrees 04 minutes 08 seconds East, a distance of 78.77 feet to a point for corner;

South 88 degrees 19 minutes 06 seconds East, a distance of 88.90 feet to a point for corner;

North 75 degrees 46 minutes 12 seconds East, a distance of 421.27 feet to a 1 1/4 inch iron rod found at the most Northerly corner of said Boundary Line Agreement and the most Northerly corner of said 10.81 acre tract;

THENCE South 28 degrees 33 minutes 28 seconds West, leaving the lines of said Boundary Line Agreement, passing at a distance of 85.ll feet the Northeast corner of said Tract 1, and continuing along the East line of said Tract l for a total distance of 576.09 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set at the most Westerly Northwest corner of said Tract 2;

THENCE along the Northerly line of said Tract 2, the following sixteen (16) courses and distances:

North 66 degrees 50 minutes 28 seconds East, a distance of 56.40 feet to 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

North 54 degrees 01 minutes 28 seconds East, a distance of 240.80 feet to a 112 inch iron rod with a yellow plastic cap stamped "DAA" set for corner;

North 34 degrees 58 minutes 28 seconds East, a distance of 89.96 feet to a 112 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found at the North corner of said Tract 2;

South 01 degrees 34 minutes 37 seconds East, a distance of 30.00 feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found;

South 06 degrees 44 minutes 01 seconds West, a distance of 152.81 feet to a 1/2 inch iron rod found for corner;

South 56 degrees 23 minutes 37 seconds West, a distance of 133.82 feet to a 1/2 inch iron rod found for corner;

South 42 degrees 53 minutes 45 seconds West, a distance of 199.49 feet to a 112 inch iron rod found for corner;

South 28 degrees 00 minutes 15 seconds West, a distance of 59.28 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 24 degrees 18 minutes 04 seconds East, a distance of 82.17 feet to a 1/2 inch iron rod found for corner;

South 54 degrees 38 minutes 26 seconds East, a distance of 313.48 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 55 degrees 23 minutes 59 seconds East, a distance of 224.17 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 50 degrees 06 minutes 49 seconds East, a distance of 375.05 feet to a 1/2 inch iron rod with a red washer stamped “BUSH SURVEYING,INC.” found for corner;

South 60 degrees 23 minutes 31 seconds East, a distance of 244.45 feet to a 1/2 inch iron rod with a red washer stamped “BUSH SURVEYING, INC.” found for corner;

South 55 degrees 02 minutes 31 seconds East, a distance of 242.22 feet to a 1/2 inch iron rod with a red washer stamped “BUSH SURVEYING, INC.” found for corner;

South 57 degrees 13 minutes 31 seconds East, a distance of 446.11 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 59 degrees 45 minutes 42 seconds East, a distance of 56.90 feet to a 1/2 inch iron rod found for corner at a wood fence corner post;

THENCE Southerly, along the East line of said Tract 2,the following three (3) courses and distances:

South 29 degrees 51 minutes 44 seconds West, a distance of 813.38 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

North 65 degrees 24 minutes 31 seconds West, a distance of 340.98 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 27 degrees 07 minutes 37 seconds West, a distance of 120.12 feet to a 1/2 inch iron rod with a red washer stamped “BUSH SURVEYING, INC.” found at the most Northwest corner of said Tract 6;

THENCE leaving the East line of said Tract 2 and along the East line of said Tract 6, the following three (3) courses and distances:

South 65 degrees 24 minutes 31 seconds East, a distance of 9.99 feet to a 1/2 inch iron rod found at the Northeast corner of said Tract 6;

South 27 degrees 07 minutes 37 seconds West, a distance of 50.05 feet to a 1/2 inch iron rod found at the most Southeast corner of said Tract 6;

North 65 degrees 24 minutes 31 seconds West, a distance of 9.99 feet to a 1/2 inch iron rod found in the East line of said Tract 2 at the Southwest corner of said Tract 6;

THENCE South 27 degrees 07 minutes 37 seconds West, along the East line of said Tract 2, a distance of 926.23 feet to the **POINT OF BEGINNING** and containing 241.541 acres of land, more or less.

EXHIBIT "B"

"SFD Tract" Detail Plan

VENTANA CAPITAL

TURNBACK RANCH
SFD PARCEL
October 25, 2023

PHARIS DESIGN

LAGO VISTA PLANNING AND ZONING COMMISSION
STAFF LAND USE REPORT – APRIL 14, 2024

P&Z CASE NO:	**23-2603-PDD-MOD:** See attached legal description
APPLICANT:	Laci Ehlers (McLean & Howard LLP)
LANDOWNER:	Turnback Development LLC (Strategic Real Estate Group)
LOCATION:	± 1,125 feet west of Bar-K Ranch Road at Dodge Trail
ZONING:	"Turnback Ranch PDD" (Ordinance Number 23-09-21-01)
PROPOSED USE:	SFD Parcel (Tract B) Detail Plan Approval

GENERAL INFORMATION / LOCATION:

- The "Turnback Ranch PDD" approved by Ordinance Number 07-04-05-03 and amended by Ordinance Number 23-09-21-01 includes an approximately 241.541-acre tract of land that is occasionally identified on historic documents as "Mahogony on Lake Travis," an alternative brand used by Ventana Capital, the parent ownership entity. "Turnback Ranch" appears to be related to the historic description of various portions of the north shore as "Turnback Canyon" by the Austin Yacht Club beginning sometime in the 1950s.
- The "Turnback Ranch PDD" is located east of "Lakeside of Tessera," separated from that development by a cove that extends north across the entire depth of the subject property when the level of Lake Travis reaches a certain depth. It is bounded on the north by the subdivision known as Bar-K Ranches, Plat 8, with its nearest public street being Surrey Lane. It is bounded by the east by various developments, including property owned by the Lago Vista POA such as Bar-K Park and the facility known as K-Oaks. However, the residential property on the east consists of two portions of two distinct subdivisions. Furthest north is Section 7 of Lago Vista Estates with its nearest public street being Horseshoe Loop. The remaining residential property to the east consists of Bar-K Ranches, Plat 3, located north of K-Oaks and east of Bar-K Ranch Road.
- As can be seen by an examination of Ordinance Number 23-09-21-01 which is included in this packet for convenience, the "detail plan" approval the SFD Parcel, also identified as Tract B, was deferred to a future date. That approximately 15-acre portion of the legal description was originally conceived as either single-family detached lots or higher density attached units. However, during that application, which was initially considered in August of 2022, it was instead approved as single-family residential lots consistent with the balance of the development, with the detail plan to be completed and submitted for approval in a future application. The current application seeks that anticipated "detail plan" approval.

SITE PLAN / CONTEXT CONSIDERATIONS:

- The density and development standards for the SFD Parcel (Tract B) were established in Ordinance Number 23-09-21-01 and have been marked for convenience. The maximum number of lots permitted within that approximately 15-acre portion of the development by the previous approval was 39, unless there was a commensurate reduction in the number of lots within the balance of the development to ensure that the total number of dwelling units did not exceed 349.
- The proposed "detail plan" depicts exactly 39 single-family residential lots which for single-family residential lots, all of which exceed the minimum frontage specified in Ordinance Number 23-09-21-01. Like the balance of the "detail plan" that was approved in that ordinance, a "detail plan" for any portion of a development that consists solely of single-family residential lots consists primarily of identifying the lots, the street network, and associated buffers and open space.
- As identified in Ordinance Number 23-09-21-01, the SFD Parcel (Tract B) includes the "secondary entrance" through property owned by the LVPOA that aligns with the existing termination of Paseo de Vaca Street on the east side of Bar-K Ranch Road. The south side of that "secondary entrance" through the SFD Parcel includes an additional buffer at the rear property line of the four adjacent double frontage lots. Presumably that buffer will include a continuous wall or fence to help visually

screen those residential rear yards from that slightly elevated "secondary entrance." Except for the specifically required buffer that surrounds the bulk of the development, the remaining open space depicted on the SFD Parcel "detail plan" appear intended to provide access to the HOA amenities and the public park from these 39 residential lots.

RELEVANT ORDINANCE PROVISIONS / COMPREHENSIVE PLAN CONSIDERATIONS:

- Although Ordinance Number 23-09-21-01 describes improvements to be constructed along the "secondary entrance" on property owned by the LVPOA, that language ostensibly describes an anticipated private agreement. That property was not within the legal description of Ordinance Number 23-09-21-01 or Ordinance Number 07-04-05-03. Similarly, the primary entry road, often referred to as the "Dodge Trail extension" on property currently owned by the City of Lago Vista is not included in the legal description of either ordinance, but coincidentally appears as a separate application on this same agenda.
- There is no current ordinance explicitly requiring notification for the entire 241.541-acre tract rather than the approximately 15 acres within the SFD Parcel (Tract B). However, such an amendment is likely to be considered soon. A PDD is by nature a comprehensive development that should only be amended when considering any specific portion in the context of the entire plan. As such, the applicant did not object to a notification boundary that includes the entire legal description as opposed to only the SFD Parcel. In the interest of maximizing transparency, the City Manager also requested the inclusion of the "Dodge Trail extension" for the notification boundary and the use of this "expanded notification area" for both related applications that appear on this same agenda. Absent the consequences of significant written opposition, there does not appear to be an ordinance provision that precludes an "expanded notification area."
- Although the failure to include the "detail plan" for the SFD Parcel (Tract B) in Ordinance Number 23-09-21-01 resulted from an application that was amended during the pursuit of an approved amendment, it is nonetheless implicitly authorized by the language in Section 10.20(e) of Chapter 14. "At the option of the applicant and in lieu of a separate concept and detail plan, a detail plan that also includes all the information required of a concept plan may be submitted for approval. Such a combined concept and detail plan shall be considered at the same time by both the Planning and Zoning Commission and the City Council. However, such an election by the applicant does not preclude the City Council from adopting an ordinance that approves only the concept plan due to an insufficient detail plan, deferring approval of the detail plan for an additional application." This deferral of a "detail plan" approval for a specific limited portion of a PDD has occurred on other recent occasions within the jurisdiction.

POTENTIAL ALTERNATIVE RECOMMENDATIONS:

A. Recommend approval of the application as meeting the requirements of a "detail plan" approval for the SFD Parcel as being consistent with the provisions of Ordinance Number. 23-09-21-01.

B. Recommend deferral of the application to address any concerns identified by the Planning and Zoning Commission following the scheduled public hearing.

C. Recommend denial of the application as failing to meet the requirements of a "detail plan" approval for the SFD Parcel or an inconsistency with the provisions of Ordinance Number 23-09-21-01.

23-2603-PDD-MOD

“Turnback Ranch PDD” SFD Parcel (Tract B) Detail Plan Approval

Attachment 1

Application

LAGO VISTA
TEXAS

CITY OF LAGO VISTA · DEVELOPMENT SERVICES
5803 THUNDERBIRD STREET • P.O. BOX 4727 • LAGO VISTA, TX 78645
Tel. (512) 267-5259 *Fax (512) 267-5265*

NOTE: Applicants should seek legal advice concerning the applicability of any existing private covenants or deed restrictions and their ability to be enforced or waived by other specific property owners.

APPLICATION FOR ZONING DISTRICT CHANGE

Contact Person: Laci Ehlers **Fee:** See Ordinance Appendix A (non-refundable)

Contact Phone: 512-328-2008 **Contact Email:** lehlers@mcleanhowardlaw.com

Property Owner(s):* Turnback Development LLC c/o Darwin Horan

Owner's mailing address: 8678 Concord Center Drive, #200, Englewood, CO 80112

COMPLETE LEGAL DESCRIPTION OF SUBJECT PROPERTY

Subdivision, Section and Lot Number(s) if platted. Attach metes & bounds or equal description otherwise*

241.541 acres being a tract of land located in the Texas-Mexico Railroad Survey, Abstract No. 2291, Christianfehrenkamp Survey, Abstract No. 286, and the Lewis Goodwin Survey, Abstract No. 336, Travis County, Texas

Municipal Address(es)* if applicable:

NATURE OF REQUEST

Current Zoning District(s): PDD **Requested District:** PDD

Purpose or Basis of Request* (if PDD, include whether concept and/or detail plan approval is sought):

Approval of Detail Plan (only) for 15 acres of the property included in the Turnback Ranch PDD.

Additional individual(s) authorized to act on behalf of the property owner(s)* regarding this application:

Name of Agent: McLean & Howard LLP (Jeff Howard or Laci Ehlers) **Email:** lehlers@mcleanhowardlaw.com

Mailing Address: 4301 Bull Creek Road, Ste 150, Austin, TX 78731 **Phone:** 512-328-2008

NOTE: **Applications must be complete including all applicable portions of this form, payment of fees and all required drawings or documentation. All applications are accepted provisionally pending a completion review. PLEASE TAKE SPECIFIC NOTICE AND INCORPORATE OR ADDRESS ALL LOCAL ORDINANCE REQUIREMENTS IN YOUR APPLICATION.**

2/6/2024

Property Owner's signature(s)* **Date**

***Attach additional sheets as required**

EXHIBIT "A"

Legal Description

BEING a tract of land of approximately 231.541 acres located in the TEXAS-MEXICO RAILROAD SURVEY, ABSTRACT NO. 2291, CHRISTIAN FEHRENKAMP SURVEY, ABSTRACT NO. 286, and the LEWIS GOODWIN SURVEY, ABSTRACT NO. 336, Travis County, Texas and being all of those tracts of land described as Tracts 1-7 in Deed to Vol H. Montgomery, recorded in Document No. 1999-148851, Deed Records, Travis County, Texas and being part of a 10.81 acre tract of land described in Deed to Vol H. Montgomery, recorded in Document No. 1999-148850, Deed Records, Travis County, Texas and being part of a tract of land described in Deed to RP1-P2A Partnership, recorded in Volume 9113, Page 300, Deed Records, Travis County, Texas and being more particularly described as follows:

BEGINNING at a 1/2 inch iron rod found in the East line of said Tract 2 at the Northwest corner of said Tract 7;

THENCE South 72 degrees 36 minutes 49 seconds East, along the North line of said Tract 7, a distance of 497.02 feet to a 1/2 inch iron rod with an aluminum cap stamped "CHAPARRAL" found at the most Northeast corner of said Tract 7 and said Tract 5;

THENCE South 13 degrees 31 minutes 35 seconds West, along the East line of said Tract 5, passing at a distance of 60.13 feet the Southeast corner of said Tract 7, and continuing for a total distance of 282.10 feet to a 1/2 inch iron rod with an aluminum cap stamped "CHAPARRAL" found for corner;

THENCE South 15 degrees 26 minutes 33 seconds West, continuing along the East line of said Tract 5, a distance of 90.4l feet to an "X" set in concrete for corner in the West right-of-way line of Bar-K Ranch Road, a variable width right-of-way, at the South corner of said Tract 5;

THENCE North 13 degrees 36 minutes 15 seconds East along said West right-of-way line and the West line of said Tract 5, a distance of 312.5l feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set in the South line of said Tract 7;

THENCE North 72 degrees 35 minutes 06 seconds West, leaving said West right-of- way line and said West line of Tract 5 and along the South line of said Tract 7, a distance of 508.72 feet to a 1/2 inch iron rod found in the East line of said Tract 2 at the Southwest corner of said Tract 7;

THENCE South 27 degrees 07 minutes 37 seconds West, along the East line of said Tract 2, a distance of 1,157.48 feet to a 1/2 inch iron rod found;

THENCE South 30 degrees 29 minutes 52 seconds West, a distance of 2l2.3l feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found at the Southeast corner of said Tract 4;

THENCE along the South line of said Tract 4 the following twenty-three (23) courses and distances:

South 75 degrees 31 minutes 34 seconds West, a distance of 372.92 feet to a point for corner;

North 57 degrees 02 minutes 33 seconds West, a distance of 114.31 feet to a point for corner;

North 74 degrees 29 minutes 21 seconds West, a distance of 132.94 feet to a point for corner;

South 57 degrees 14 minutes 10 seconds West, a distance of 166.72 feet to a point for corner;

South 75 degrees 22 minutes 03 seconds West, a distance of 147.89 feet to a point for corner;

South 82 degrees 36 minutes 45 seconds West, a distance of 107.60 feet to a point for corner;

North 65 degrees 07 minutes 30 seconds West, a distance of 186.14 feet to a point for corner;

North 19 degrees 11 minutes 13 seconds West, a distance of 140.45 feet to a point for corner;

North 11 degrees 16 minutes 02 seconds West, a distance of 174.21 feet to a point for corner;

North 61 degrees 12 minutes 46 seconds West, a distance of 107.16 feet to a point for corner;

North 23 degrees 24 minutes 37 seconds East, a distance of 108.08 feet to a point for corner;

North 59 degrees 45 minutes 10 seconds East, a distance of 71.76 feet to a point for corner;

North 65 degrees 43 minutes 16 seconds East, a distance of 242. 14 feet to a point for corner;

North 62 degrees 47 minutes 27 seconds West, a distance of 167.68 feet to a point for corner;

North 01 degrees 23 minutes 12 seconds West, a distance of 152.53 feet to a point for corner;

South 61 degrees 04 minutes 13 seconds West, a distance of 70.03 feet to a point for corner;

North 60 degrees 25 minutes 41 seconds West, a distance of I01.88 feet to a point for corner;

South 08 degrees 28 minutes 27 seconds West, a distance of 141.00 feet to a point for corner;

South 53 degrees 12 minutes 27 seconds West, a distance of 54.67 feet to a point for corner;

South 70 degrees 06 minutes 27 seconds West, a distance of 51.82 feet to a point for corner;

North 70 degrees 51 minutes 22 seconds West, a distance of 55.90 feet to a point for corner;

North 27 degrees 22 minutes 10 seconds West, a distance of 150.67 feet to a point for corner;

North 19 degrees 29 minutes 33 seconds West, a distance of 77.43 feet to a point for corner in the East line of said Tract l;

THENCE South 28 degrees 33 minutes 24 seconds West, leaving the South line of said Tract 4 and along the East line of said Tract 1, a distance of 128.11 feet to a point at the South corner of said Tract l;

THENCE North 26 degrees 06 minutes 08 seconds West, along the South line of said Tract l, passing at a distance of 1351.89 feet a point in the common line of said Tract 1 and said RPI-P2A Partnership tract, and continuing for a total distance of 1,579.19 feet to a point at the most Southerly corner of a Boundary Line Agreement recorded in Document No. 2006102847, Deed Records, Tarrant County, Texas;

THENCE Northerly and Easterly, along the lines of said Boundary Line Agreement, the following twenty-seven (27) courses and distances:

North 17 degrees 58 minutes 41 seconds East, a distance of 278.70 feet to a point for corner;

North 01 degrees 38 minutes 28 seconds East, a distance of 190.86 feet to a point for corner;

North 11 degrees 37 minutes 39 seconds East, a distance of 163.43 fe.et to a point for corner;

North 47 degrees 55 minutes 52 seconds East, a distance of 192.93 feet to a point for corner;

South 88 degrees 12 minutes 56 seconds East, a distance of 139.55 feet to a point for corner;

South 81 degrees 37 minutes 44 seconds East, a distance of 143.11 feet to a point for corner;

North 88 degrees 02 minutes 58 seconds East, a distance of 26l.75 feet to a point for corner;

North 85 degrees 17 minutes 39 seconds East, a distance of 89.08 feet to a point for corner;

North 61 degrees 29 minutes 04 seconds East, a distance of 125.04 feet to a point for corner;

North 40 degrees 01 minutes 31 seconds East, a distance of 287.20 feet to a point for corner;

North 44 degrees 55 minutes 48 seconds East, a distance of 245.57 feet to a point for corner;

North 25 degrees 29 minutes 17 seconds East, a distance of 222.75 feet to a point for corner;

North 14 degrees 55 minutes 59 seconds East, a distance of 425.83 feet to a point for corner;

North 31 degrees 51 minutes 34 seconds East, a distance of 220.08 feet to a point for corner;

North 31 degrees 19 minutes 46 seconds East, a distance of 127.39 feet to a point for corner;

North 15 degrees 26 minutes 15 seconds East, a distance of I 03.23 feet to a point for corner;

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South 76 degrees 28 minutes 07 seconds East, a distance of 22l.73 feet to a point for corner;

North 88 degrees 37 minutes 19 seconds East, a distance of 92.92 feet to a point for corner;

North 68 degrees 35 minutes 11 seconds East, a distance of 82.77 feet to a point for corner;

North 60 degrees 49 minutes 17 seconds East, a distance of 44.03 feet to a point for corner;

North 75 degrees 04 minutes 08 seconds East, a distance of 78.77 feet to a point for corner;

South 88 degrees 19 minutes 06 seconds East, a distance of 88.90 feet to a point for corner;

North 75 degrees 46 minutes 12 seconds East, a distance of 421.27 feet to a 1 1/4 inch iron rod found at the most Northerly corner of said Boundary Line Agreement and the most Northerly corner of said 10.81 acre tract;

THENCE South 28 degrees 33 minutes 28 seconds West, leaving the lines of said Boundary Line Agreement, passing at a distance of 85.ll feet the Northeast corner of said Tract 1, and continuing along the East line of said Tract l for a total distance of 576.09 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set at the most Westerly Northwest corner of said Tract 2;

THENCE along the Northerly line of said Tract 2, the following sixteen (16) courses and distances:

North 66 degrees 50 minutes 28 seconds East, a distance of 56.40 feet to 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

North 54 degrees 01 minutes 28 seconds East, a distance of 240.80 feet to a 112 inch iron rod with a yellow plastic cap stamped "DAA" set for corner;

North 34 degrees 58 minutes 28 seconds East, a distance of 89.96 feet to a 112 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found at the North corner of said Tract 2;

South 01 degrees 34 minutes 37 seconds East, a distance of 30.00 feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found;

South 06 degrees 44 minutes 01 seconds West, a distance of 152.81 feet to a 1/2 inch iron rod found for corner;

South 56 degrees 23 minutes 37 seconds West, a distance of 133.82 feet to a 1/2 inch iron rod found for corner;

South 42 degrees 53 minutes 45 seconds West, a distance of 199.49 feet to a 112 inch iron rod found for corner;

South 28 degrees 00 minutes 15 seconds West, a distance of 59.28 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 24 degrees 18 minutes 04 seconds East, a distance of 82.17 feet to a 1/2 inch iron rod found for corner;

South 54 degrees 38 minutes 26 seconds East, a distance of 313.48 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 55 degrees 23 minutes 59 seconds East, a distance of 224.17 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 50 degrees 06 minutes 49 seconds East, a distance of 375.05 feet to a 1/2 inch iron rod with a red washer stamped “BUSH SURVEYING,INC.” found for corner;

South 60 degrees 23 minutes 31 seconds East, a distance of 244.45 feet to a 1/2 inch iron rod with a red washer stamped “BUSH SURVEYING, INC.” found for corner;

South 55 degrees 02 minutes 31 seconds East, a distance of 242.22 feet to a 1/2 inch iron rod with a red washer stamped “BUSH SURVEYING, INC.” found for corner;

South 57 degrees 13 minutes 31 seconds East, a distance of 446.11 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 59 degrees 45 minutes 42 seconds East, a distance of 56.90 feet to a 1/2 inch iron rod found for corner at a wood fence corner post;

THENCE Southerly, along the East line of said Tract 2,the following three (3) courses and distances:

South 29 degrees 51 minutes 44 seconds West, a distance of 813.38 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

North 65 degrees 24 minutes 31 seconds West, a distance of 340.98 feet to a 1/2 inch iron rod with a yellow plastic cap stamped “DAA”' set for corner;

South 27 degrees 07 minutes 37 seconds West, a distance of 120.12 feet to a 1/2 inch iron rod with a red washer stamped “BUSH SURVEYING, INC.” found at the most Northwest corner of said Tract 6;

THENCE leaving the East line of said Tract 2 and along the East line of said Tract 6, the following three (3) courses and distances:

South 65 degrees 24 minutes 31 seconds East, a distance of 9.99 feet to a 1/2 inch iron rod found at the Northeast corner of said Tract 6;

South 27 degrees 07 minutes 37 seconds West, a distance of 50.05 feet to a 1/2 inch iron rod found at the most Southeast corner of said Tract 6;

North 65 degrees 24 minutes 31 seconds West, a distance of 9.99 feet to a 1/2 inch iron rod found in the East line of said Tract 2 at the Southwest corner of said Tract 6;

THENCE South 27 degrees 07 minutes 37 seconds West, along the East line of said Tract 2, a distance of 926.23 feet to the **POINT OF BEGINNING** and containing 241.541 acres of land, more or less.

23-2603-PDD-MOD

“Turnback Ranch PDD” SFD Parcel (Tract B) Detail Plan Approval

Attachment 2

Proposed SFD Parcel Detail Plan

VENTANA CAPITAL

TURNBACK RANCH
SFD PARCEL
October 25, 2023

PHARIS DESIGN
PLANNING | LANDSCAPE ARCHITECTURE

23-2603-PDD-MOD

“Turnback Ranch PDD” SFD Parcel (Tract B) Detail Plan Approval

Attachment 3

Approved Detail Plan (Showing SFD Parcel Context)

VENTANA
CAPITAL

TURNBACK RANCH
DETAIL PLAN

September 12, 2023

0 75 150 300 600

PHARIS DESIGN
PLANNING | LANDSCAPE ARCHITECTURE

23-2603-PDD-MOD

“Turnback Ranch PDD” SFD Parcel (Tract B) Detail Plan Approval

Attachment 4

Current Approved PDD Ordinance

ORDINANCE NO. 23-09-21-01

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP REGARDING THE CURRENT "PLANNED DEVELOPMENT DISTRICT" (PDD) KNOWN AS "TURNBACK RANCH" ESTABLISHED BY ORDINANCE NO. 07-04-05-03 TO APPROVE A NEW CONCEPT PLAN FOR THE ENTIRE DEVELOPMENT CONSISTING OF APPROXIMATELY 241.541 ACRES AND TO APPROVE A DETAIL PLAN FOR THE PROPERTY EXCLUDING THE "SFD PARCEL;" AND PROVIDING FOR RELATED MATTERS.

WHEREAS, the owner of approximately 241.541 acres of land, as more particularly described in the attached **Exhibit "A"** (described hereinafter as the "Property"), has filed an application requesting an amendment to the existing "Planned Development District" (PDD) known as "Turnback Ranch" approved by Ordinance No. 07-04-05-03; and

WHEREAS, the Property currently resides within the corporate limits of the City of Lago Vista; and

WHEREAS, the concept and detail land use plans for the Property are set forth in this amended "Turnback Ranch Planned Development District" Ordinance (the "Ordinance") and in **Exhibit "B"** attached hereto which identifies and designates various land uses for the Property as further described below; and

WHEREAS, after giving ten (10) days written notice to the owners of land in and within 200-feet of the area being rezoned, as well as having published notice to the public at least fifteen (15) days prior to the date of such hearings, the Planning and Zoning Commission and City Council each held separate public hearings on the proposed rezoning of the Property included in this Ordinance; and

WHEREAS, the Planning and Zoning Commission at its public hearings held on August 11, 2022, September 8, 2022, and October 13, 2022, and the City Council at its public hearing held on September 21, 2023, have both reviewed the request and the circumstances of the Property, and find that a substantial change in the circumstances of the Property, sufficient to warrant a change in the zoning of the Property, has transpired; and

WHEREAS, the City, by and through its legislative discretion, has adopted a comprehensive plan for the City of Lago Vista, and having considered and reviewed such comprehensive plan, the City Council finds the rezoning approved herein is consistent with the comprehensive plan except as specifically described below, which shall not be interpreted as inconsistent with this rezoning; and

WHEREAS, the City desires that development within its corporate limits occur in an orderly manner in order to protect the health, safety, and welfare of its present and future citizens, protect property values and provide for the growth of the City's tax base; and

WHEREAS, the City desires to control the development standards for the Property, protect third party property owners in the City, and to ensure the benefits of planned development and an enhanced tax

base that are achieved through rezoning the Property; and

WHEREAS, pursuant to Section 51.001 of the *Texas Local Government Code*, the City has general authority to adopt an ordinance or police regulation that is for the good government, peace or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, pursuant to Chapter 211 of the *Texas Local Government Code*, the City has the authority to zone and rezone property; and

WHEREAS, the City Council finds that it is necessary and proper for the good government, peace or order of the City of Lago Vista to adopt this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact. The Planning and Zoning Commission and City Council find that this Ordinance satisfies the requirements of Section 6.105, Section 10, and Section 13 of the City of Lago Vista Zoning Ordinance, codified under Ordinance No. 98-04-27-03, as amended (the "Zoning Code").

Section 2. Enactment. The Zoning Code and other applicable ordinances are hereby modified and amended by rezoning the Property as set forth in Section 3.

Section 3. Rezoned Property. The Zoning Code is hereby amended by zoning the Property being the approximately 241.541-acre tract of land described in **Exhibit "A"** attached to this Ordinance, as a PDD zoning district. The Property is hereby zoned as the "Turnback Ranch Planned Development District" with the uses of individual land areas as set forth in this Ordinance.

Section 4. Amendment of Applicable Zoning Ordinances. The zoning requirements established in this Ordinance shall apply to the Property. The comprehensive zoning requirements of the Zoning Code and all other applicable ordinances, as they may be amended by this Ordinance, shall apply to the Property. Should any conflict appear between the requirements of the zoning and development ordinances of the City of Lago Vista as compared with the requirements for the Property set forth in this Ordinance, the requirements set forth in this Ordinance shall control.

Section 5. Identification of Tracts within the PDD. The Property consists of the following tracts of land, which are also depicted in the Concept Plan included as part of the Land Use Plan (sometimes individually a "Tract" or collectively the "Tracts"):

1. Tract A – the "Single Family Residential Tract";

2. Tract B – the "SFD Tract"; and

3. Tract C – the "Open Space/Park Tract"; and

4. Tract D – the "Primitive Public Park Tract".

Section 6. Zoning Requirements. The following use and site development requirements established herein shall apply to the Tracts identified in Section 5:

1. Zoning for Tract A and Tract B – "Single Family Residential Tract" and "SFD Tract"

   A. Use and development shall comply with the zoning requirements and development standards for the Single Family Residential District – R-1S except as hereinafter modified.

   B. In addition to all uses permitted in the Single Family Residential District – R-1S, the following uses shall be permitted:

      (i) Park-Active (Developed) – including, but not limited to, barbecue pits, picnic shelters, playground equipment, swimming pools and similar recreational structures, administrative offices for the park property and property owners' association, snack shop, and community center; and
      (ii) Park-Passive – including, but not limited to, open space, trails, and benches.

   C. The minimum living area for a dwelling on any lot shall be 1,500 square feet.

2. Zoning for Tract C – "Open Space/Park Tract"

   A. Use and development shall comply with the zoning requirements and development standards for P-1B Developed Park (Active) zoning district, except as hereinafter modified. Trails are a permitted use.

   B. The number of parking spaces and amenities related to park uses are at the discretion of the Developer.

3. Zoning for Tract D – "Primitive Public Park Tract"

   A. Use and development shall comply with the zoning requirements and development standards for P-2 Park and Greenbelt District (Passive) zoning district, except as hereinafter modified.

   B. Trails and restroom facilities are permitted uses.

4. Zoning and Development Standards for All Tracts

   A. Buffer Area. As identified on the Land Use Plan, a seventy-five foot (75') foot wide vegetative buffer consisting of existing vegetation shall run along the boundary line of the Property between platted residential lots within the Project and the adjacent existing

platted subdivisions, including the property owned by the Lago Vista Property Owners' Association ("LVPOA"), as measured from the boundary line of the Property to the boundary of the platted residential lot within the Project ("Buffer Area"). The Buffer Area is increased to a minimum of one hundred (100) feet along the boundary line of the Property within the floodplain adjacent to the parkland owned and operated by LVPOA ("LVPOA Park"), as indicated on the Land Use Plan. A fence or other barrier that complies with LCRA requirements will be constructed, at Developer's expense, on the west side of the Buffer Area located along the boundary line adjacent to the LVPOA Park as more depicted in **Exhibit "C"**. The Buffer Area within Tract A and Tract B shall be platted and conveyed to the appropriate property owners' association. No buildings or structures, other than those appurtenant to necessary roadway and utility crossings, may be constructed within the Buffer Area. The Buffer Area will remain undisturbed in its current natural state with existing topography and vegetation except for any utility and roadway connections related to the Project and shown on the Land Use Plan. Any existing ranch roads within the Buffer Area shall be revegetated and abandoned, leaving only pedestrian trails.

B. Maximum Building Height. Building height for the Tracts shall be measured from the highest elevation of a platted lot to: (i) the highest point of the coping of a flat roof or (ii) to the deck line of a mansard roof; or (iii) to the height of the highest gable of a pitched or hipped roof within the Tracts.

1) Maximum building height for residential lots along the Property boundary in Tract A and Tract B, adjacent to existing single family residential lots located outside of the Property, shall be twenty-five feet (25') and restricted to construction of single-story homes only. All other platted lots in Tract A and B shall have a maximum building height of thirty-five feet (35') and restricted to construction of no more than two-stories above grade in a home.

2) Maximum building height in Tract C will be limited to thirty-two feet (32') above the average adjacent grade immediately surrounding the structure on Tract C.

C. Setbacks. Except as provided herein for residential lots along the Property boundary, single-family detached lots shall have a minimum front and rear setback of twenty feet (20'), minimum side-yard setback of five feet (5'), and a minimum side-yard setback of ten feet (10') on corner lots on the street side. Single family detached lots along the Property boundary adjacent to existing single family residential lots located outside of the Property shall maintain a minimum side yard setback of seven and one half (7 ½) feet per side with a minimum fifteen foot (15') total side yard setback (the sum of two side yards). Additionally, single family detached lots along the Property boundary adjacent to existing single family residential lots located outside of the Property with an R-1S (formerly known as R-1A) zoning district shall maintain a minimum twenty-five foot (25') rear yard setback. All other uses shall comply with the setbacks established in the applicable zoning district.

D. Blocks and Cul-de-sac. Maximum block length shall be no more than one thousand (1,000) feet and is waived for block indicated on the Land Use Plan. Any street intersection shall be considered a break in block length for calculation purposes. Cul-de-sac length on all streets within the Property will be allowed up to a maximum of fifteen hundred (1,500) feet, provided that a turn-around bubble is provided at the mid-point. Development shall comply with the International Fire Code and ensure that emergency vehicles are appropriately accommodated.

E. Streets. Street rights-of-way classified as "residential" pursuant to City ordinances shall be allowed to be a minimum of fifty feet (50') wide as measured by the street's right-of-way. The center line radius shall be a minimum of one hundred and eight feet (180'). Street sections shall comply with details more particularly depicted on **Exhibit "D"**.

F. Lot Width. Turnback Ranch PDD shall include various single family detached lot sizes. Unless otherwise specified herein, single family detached lots within the Project shall have a minimum width of fifty feet (50') as measured at the front setback and a minimum depth of one hundred and thirty feet (130'). Single family detached lots along the Property boundary adjacent to existing single family residential lots located outside of the Property with an R-1S (formerly known as R-1A) zoning district shall have a minimum lot width of eighty feet (80'). Single family detached lots along the Property boundary adjacent to existing single family residential lots located outside of the Property with an R-MH (formerly known as R-1M) zoning district shall have a minimum lot width of fifty-five feet (55'). Lots for all other uses shall comply with the zoning district for the use applicable.

G. Building Permit. In addition to the requirements set forth in Section 3.60 of the Zoning Ordinance, the City will issue building permits to the Developer for development of a particular property if (i) City approval of a final plat has been obtained, (ii) the Developer has posted fiscal security, and (iii) the site is accessible to the Developer by right-of- way or otherwise. The City will not issue certificates of occupancy prior to subdivision approval.

H. Facilities. Lots in the Property may be served by storm water detention and water quality facilities outside a particular Tract in which the lot is located, so as long as such facilities are located within the Property and approved by the City of Lago Vista.

I. Parking. Except for a park use, minimum parking requirements for all lots included in the PDD shall meet or exceed City standards that are in effect at the time the Developer obtains a permit for the project to be constructed for all or a portion of the Property.

J. Signage and Lighting. All signage will comply with the City of Lago Vista Sign Ordinance. All exterior lighting to be installed in the subdivision or along the entrance to subdivision shall be low level, down casting lighting. Such lighting fixtures shall have dimming capabilities and will be dimmed to one-half (1/2) of its normal wattage after 11:00 PM. Outdoor and exterior lighting shall comply with Article 3.800 of the City Code, including "dark sky" ordinances.

K. Cut/Fill and Construction on Slopes. All cut and fill variances of four feet (4') to fifteen feet (15') on the Property shall be approved administratively by the City Engineer (or acting City Engineer) during subdivision construction plan review or site development plan review, provided the cut and fill slope is appropriately terraced, with retaining walls when feasible, to control erosion and sedimentation and preserves unique environmental assets and other outstanding natural features to the greatest extent possible, without a requirement of a hearing or approval by the Planning Commission or City Council. Topographic grading shall comply with accepted engineering practices, the Americans with Disabilities Act and any other applicable federal, state or regional regulations. The areas indicated on the Land Use Plan do not require a variance to construct on slopes exceeding twenty-five percent (25%). Development on all other areas within the Land Use Plan shall comply with the City Code in effect at the time of approval of this Ordinance.

L. Density. Overall density within the Property will not exceed 349 total dwelling units. Density on Tract B will not exceed thirty-nine (39) total dwelling units; provided that, however, the total number of allowable units on Tract B may be increased above thirty-nine (39) units as long as the total overall units in Tract A and Tract B combined does not exceed 349 and all other applicable design standards are followed.

M. Parkland Dedication. Approximately thirty-four (34) acres of Tract D, as indicated on the Land Use Plan, shall be dedicated to the City of Lago Vista by special warranty deed ("Public Park"). Developer shall construct, at Developer's cost, a roadway to be dedicated to the public that provides appropriate and sufficient access to Public Park. The timing for construction of the access shall be included in the Phasing Plan (defined below). The Tract C (Open Space/Park) and Tract D (Primitive Public Park) shown on the Land Use Plan shall fully satisfy parkland requirements under Section 5 of the Subdivision Ordinance. The parkland dedication will be satisfied by portions of the Property located within the floodplain and by private parks that meet the parkland requirements in Section 5 of the Subdivision Ordinance and are maintained by the property owners' association for the benefit and use of the residents of the development. Open Space/Parkland in Tract C qualifying as dedicated parkland may comply with the development standards for either (i) "P-2 Park and Greenbelt District (Passive)" that may include, but not limited to, the following types of uses and similar structures: mountain bike trails, nature trails, benches, public utility easements, public utilities, detention facilities and water quality facilities, or (ii) "P-1B Developed Park District (Active)" that may include, but not limited to, the following types of uses and similar structures: playground structures, a community beach, a community boat ramp or launch, bathrooms and/or locker rooms, covered pavilions, picnic shelters, barbeque pits, mountain bike trails, nature trails, public utility easements, public utilities, detention facilities and water quality facilities.

N. Entrances and Accessibility.

1) Dodge Trail Extension. In the event an extension of Dodge Trail is constructed by Developer at Developer's sole cost and expense from the intersection of Dodge

Trail and Bar K Ranch Road to the northeast corner of the Property ("Dodge Trail Extension"), the primary access for the Turnback Ranch PDD shall be located at, and connected to, the Dodge Trail Extension, as depicted on the Land Use Plan, following such construction. To the extent owned or controlled by Developer, within a reasonable time after final platting of the Property, the Developer may dedicate the property located at the northwest corner of the intersection of Dodge Trail and Bar K Ranch Road, as more particularly described as Lot 8234 of Bar-K Ranches, Plat 8 Subdivision, Volume 58, Page 71 in the Official Public Records of Travis County, Texas, or some portion thereof as determined by the City, to the City or the HOA for public use. Along the north side of the Dodge Trail Extension within the Property until the Dodge Trail Extension curves south at the HOA Park, the Developer shall install, outside of the right of way, a six foot (6') high masonry wall or walls and other fencing, retaining walls, graded berms, landscaping and/or other devices to adequately screen the Dodge Trail Extension from the adjacent properties with regard to visibility and sound.

2) Other Entrances. A secondary entrance shall be constructed by Developer, at Developer's sole cost and expense, off of Bar K Ranch Road, opposite of the existing Paseo De Vaca Street and in the vicinity of K Oaks Clubhouse, as depicted on the Detail Plan ("Paseo de Vaca Extension"), subject to review by the City Engineer (or acting City Engineer) and expressed consent from the LVPOA to the extent the Paseo de Vaca Extension impacts or requires use of property owned by the LVPOA. Before any traffic may utilize the Paseo de Vaca Extension, the Developer shall construct, outside of the public right of way along the southern boundary of the Paseo de Vaca Extension, a six foot (6') high masonry wall or walls and other fencing. The Paseo de Vaca Extension and associated frontage improvements will be designed in a manner that minimizes to the greatest extent possible any adverse impacts to existing trees, landscaping, irrigation, lighting, and signage. Coyote Trail shall be used as a temporary entrance and access to the Property that will be abandoned after issuance of the final certificate of occupancy for the Project.

3) Construction Traffic. Commercial construction traffic shall be dispersed between the Dodge Trail Extension and the Paseo de Vaca Extension in a manner to be determined by the City Engineer and Developer that balances the adverse impacts to adjacent property owners. The Coyote Trail will be limited to personal vehicles and standard-sized, non-construction delivery vehicles.

4) Traffic Impact. The requirement of a traffic impact analysis ("TIA") must be completed prior to the approval of the preliminary plat for the Property. Subject to review by the City Transportation Department and the Texas Department of Transportation ("TxDOT"), the Developer agrees to direct all monetary commitments for traffic signals identified in the TIA towards installation of a traffic signal at the intersection of Bar K Ranch Road and RM 1431 in order to expedite TxDOT's installation of that signal.

O. HOA Amenity Center. Except in accordance with any private agreement between Developer and others, use and development of the Property designated as the "HOA Amenity Center" in the Land Use Plan shall consist of land reserved for the benefit and use of the residents only as an accessory use to the residential development in the Turnback Ranch PDD and shall not be leased or rented by non-residents. The HOA Amenity Center shall be maintained by a property owners' association.

P. Impervious Cover. The maximum impervious cover on any individual residential lot shall not exceed sixty percent (60%). Project may not exceed fifty percent (50%) for the overall Project based on the calculation method used by the City of Austin.

5. Phasing. Developer will develop the Property in phases based on a phasing plan submitted with the preliminary plat that is designed to minimize advanced clearing of trees, complies with City Regulations, and is approved by the City Engineer and the Director of Development Services ("Phasing Plan"). Tree removal shall comply with City Regulations and the Balcones Canyonland Conservation policies for clearing trees in identified habitat of the Golden Cheek Warbler. Tree removal will not occur on the Property until construction in the particular phase where tree removal is proposed to occur commences. Construction of residential units and associated utility connections shall be limited so that each phase identified on the Phasing Plan does not exceed one hundred forty-four (144) living unit equivalents ("LUEs") placed into service within any given calendar year. The off-site utility infrastructure reasonably necessary to accommodate the demand of the development will be constructed in advance of LUEs placed into service within a given calendar year.

6. Land Use Plan. The layout of the Turnback Ranch PDD in **Exhibit "B"** is subject to the type of changes that are common to the site development plan review process and completion of construction documents. Individual single-family lots shown in the Land Use Plan may be adjusted, in compliance with Section 6.4.F and all other development standards set forth in this Ordinance, to increase or decrease the width of a single-family lot to create a mix of lot sizes throughout the subdivision without requiring an amendment to the Land Use Plan or Turnback Ranch PDD. Minor technical variations of a final plat or site plan from the Land Use Plan will not require a formal amendment to the Land Use Plan. Approval of a preliminary plat, final plat or site plan shall be deemed to also be an update to the Land Use Plan.

7. Applicable Regulations. Development of and uses within the Turnback Ranch PDD shall conform to the limitations and conditions set forth in this Ordinance. If this Ordinance and the attached exhibits conflict, this Ordinance controls. Except as otherwise specifically modified by this Ordinance, all other rules, regulations, and ordinances of the City in effect at the time of approval of this Ordinance apply to development within the Turnback Ranch PDD.

8. Concept and Detail Plans. The appropriate departments of the City, the Planning & Zoning Commission and the City Council hereby find and agree that this Ordinance and the project contemplated herein complies with and satisfies the requirements of Section 10.20 and 13.20 of the Zoning Ordinance and the Comprehensive Plan of the City of Lago Vista as amended.

That specifically includes a finding that the requirements of Section 10.20(e) have been met for the entire development with the exception of Tract B and that additional detail plan approval is required for Tract B only.

9. Comprehensive Plan Amendment. To the extent that the Future Land Use Map of the Comprehensive Plan adopted in 2016 by Ordinance No. 16-05-05-02 as amended is inconsistent with the amendments to the "Turnback Ranch Planned Development District" described herein, the Comprehensive Plan is hereby amended as follows: the area within the Property currently designated as either "Regional Retail / Office / Commercial" or "High Density Residential" on the Future Land Use Map shall be hereafter designated as "Low Density Residential." The basis for that amendment is a significant and unanticipated change in the surrounding area after adoption of the plan that would make development in accordance with either of those land use designation unlikely for the applicable portions of the Property.

Section 7. Repealer. The Zoning Ordinance and all other applicable portions of the Lago Vista Code of Ordinances are amended as required to incorporate the "Turnback Ranch Planned Development District" as described herein. Any portion of the Zoning Ordinance, Comprehensive Master Plan, or any applicable ordinance in conflict with this Ordinance is hereby repealed or amended to the extent of such conflict only.

Section 8. Severability. Should any section or part of this Ordinance be held unconstitutional, illegal, or invalid, or the application to any person or circumstance for any reasons thereof ineffective or inapplicable, such unconstitutionality, illegality, invalidity, or ineffectiveness of such section or part shall in no way affect, impair or invalidate the remaining portion or portions thereof; but as to such remaining portion or portions, the same shall be and remain in full force and effect and to this end the provisions of this Ordinance are declared to be severable.

Section 9. Penalty. Any person, firm or corporation violating any of the provisions or terms of this Ordinance or of the Code of Ordinances as amended hereby, shall be subject to the same penalty as provided for in the Code of Ordinances, Section 1.109 General Penalty for Violations of Code; Continuing Violations of the City of Lago Vista, and upon conviction shall be punished by a fine not to exceed Two Thousand Dollars ($2,000.00) for each offense.

Section 10. Publication Clause. The City Secretary of the City of Lago Vista is hereby directed to publish in the Official Newspaper of the City of Lago Vista the Caption, and Effective Date Clause of this Ordinance as required by Section 52.013 of the *Texas Local Government Code*.

Section 11. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below in accordance with the provisions of the *Texas Local Government Code* and the City's Charter.

Section 12. Change of Zoning Map. The City Manager is hereby authorized to and shall promptly note the zoning change on the official Zoning Map of the City of Lago Vista, Texas.

Section 13. Proper Notice and Meeting. It is hereby officially found and determined that the meeting at which this Ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapter 551, Texas Local Government Code.*

AND, IT IS SO ORDERED.

PASSED AND APPROVED this 21st day of September 2023.

CITY OF LAGO VISTA, TEXAS

Ed Tidwell

Ed Tidwell, Mayor

CITY OF LAGO VISTA • TEXAS

ATTEST

Lucy Aldrich, City Secretary

On a motion by Councilor Sullivan, seconded by Councilor Prince, the above and foregoing ordinance was passed and approved.

EXHIBIT "A"

Legal Description

BEING a tract of land of approximately 231.541 acres located in the TEXAS-MEXICO RAILROAD SURVEY, ABSTRACT NO. 2291, CHRISTIAN FEHRENKAMP SURVEY, ABSTRACT NO. 286, and the LEWIS GOODWIN SURVEY, ABSTRACT NO. 336, Travis County, Texas and being all of those tracts of land described as Tracts 1-7 in Deed to Vol H. Montgomery, recorded in Document No. 1999-148851, Deed Records, Travis County, Texas and being part of a 10.81 acre tract of land described in Deed to Vol H. Montgomery, recorded in Document No. 1999-148850, Deed Records, Travis County, Texas and being part of a tract of land described in Deed to RP1-P2A Partnership, recorded in Volume 9113, Page 300, Deed Records, Travis County, Texas and being more particularly described as follows:

BEGINNING at a 1/2 inch iron rod found in the East line of said Tract 2 at the Northwest corner of said Tract 7;

THENCE South 72 degrees 36 minutes 49 seconds East, along the North line of said Tract 7, a distance of 497.02 feet to a 1/2 inch iron rod with an aluminum cap stamped "CHAPARRAL" found at the most Northeast corner of said Tract 7 and said Tract 5;

THENCE South 13 degrees 31 minutes 35 seconds West, along the East line of said Tract 5, passing at a distance of 60.13 feet the Southeast corner of said Tract 7, and continuing for a total distance of 282.10 feet to a 1/2 inch iron rod with an aluminum cap stamped "CHAPARRAL" found for corner;

THENCE South 15 degrees 26 minutes 33 seconds West, continuing along the East line of said Tract 5, a distance of 90.4l feet to an "X" set in concrete for corner in the West right-of-way line of Bar-K Ranch Road, a variable width right-of-way, at the South corner of said Tract 5;

THENCE North 13 degrees 36 minutes 15 seconds East along said West right-of-way line and the West line of said Tract 5, a distance of 312.5l feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set in the South line of said Tract 7;

THENCE North 72 degrees 35 minutes 06 seconds West, leaving said West right-of- way line and said West line of Tract 5 and along the South line of said Tract 7, a distance of 508.72 feet to a 1/2 inch iron rod found in the East line of said Tract 2 at the Southwest corner of said Tract 7;

THENCE South 27 degrees 07 minutes 37 seconds West, along the East line of said Tract 2, a distance of 1,157.48 feet to a 1/2 inch iron rod found;

THENCE South 30 degrees 29 minutes 52 seconds West, a distance of 2l2.3l feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found at the Southeast corner of said Tract 4;

THENCE along the South line of said Tract 4 the following twenty-three (23) courses and distances:

South 75 degrees 31 minutes 34 seconds West, a distance of 372.92 feet to a point for corner;

North 57 degrees 02 minutes 33 seconds West, a distance of 114.31 feet to a point for corner;

North 74 degrees 29 minutes 21 seconds West, a distance of 132.94 feet to a point for corner;

South 57 degrees 14 minutes 10 seconds West, a distance of 166.72 feet to a point for corner;

South 75 degrees 22 minutes 03 seconds West, a distance of 147.89 feet to a point for corner;

South 82 degrees 36 minutes 45 seconds West, a distance of 107.60 feet to a point for corner;

North 65 degrees 07 minutes 30 seconds West, a distance of 186.14 feet to a point for corner;

North 19 degrees 11 minutes 13 seconds West, a distance of 140.45 feet to a point for corner;

North 11 degrees 16 minutes 02 seconds West, a distance of 174.21 feet to a point for corner;

North 61 degrees 12 minutes 46 seconds West, a distance of 107.16 feet to a point for corner;

North 23 degrees 24 minutes 37 seconds East, a distance of 108.08 feet to a point for corner;

North 59 degrees 45 minutes 10 seconds East, a distance of 71.76 feet to a point for corner;

North 65 degrees 43 minutes 16 seconds East, a distance of 242. 14 feet to a point for corner;

North 62 degrees 47 minutes 27 seconds West, a distance of 167.68 feet to a point for corner;

North 01 degrees 23 minutes 12 seconds West, a distance of 152.53 feet to a point for corner;

South 61 degrees 04 minutes 13 seconds West, a distance of 70.03 feet to a point for corner;

North 60 degrees 25 minutes 41 seconds West, a distance of I01.88 feet to a point for corner;

South 08 degrees 28 minutes 27 seconds West, a distance of 141.00 feet to a point for corner;

South 53 degrees 12 minutes 27 seconds West, a distance of 54.67 feet to a point for corner;

South 70 degrees 06 minutes 27 seconds West, a distance of 51.82 feet to a point for corner;

North 70 degrees 51 minutes 22 seconds West, a distance of 55.90 feet to a point for corner;

North 27 degrees 22 minutes 10 seconds West, a distance of 150.67 feet to a point for corner;

North 19 degrees 29 minutes 33 seconds West, a distance of 77.43 feet to a point for corner in the East line of said Tract l;

THENCE South 28 degrees 33 minutes 24 seconds West, leaving the South line of said Tract 4 and along the East line of said Tract 1, a distance of 128.11 feet to a point at the South corner of said Tract l;

THENCE North 26 degrees 06 minutes 08 seconds West, along the South line of said Tract l, passing at a distance of 1351.89 feet a point in the common line of said Tract 1 and said RPI-P2A Partnership tract, and continuing for a total distance of 1,579.19 feet to a point at the most Southerly corner of a Boundary Line Agreement recorded in Document No. 2006102847, Deed Records, Tarrant County, Texas;

THENCE Northerly and Easterly, along the lines of said Boundary Line Agreement, the following twenty-seven (27) courses and distances:

North 17 degrees 58 minutes 41 seconds East, a distance of 278.70 feet to a point for corner;

North 01 degrees 38 minutes 28 seconds East, a distance of 190.86 feet to a point for corner;

North 11 degrees 37 minutes 39 seconds East, a distance of 163.43 fe.et to a point for corner;

North 47 degrees 55 minutes 52 seconds East, a distance of 192.93 feet to a point for corner;

South 88 degrees 12 minutes 56 seconds East, a distance of 139.55 feet to a point for corner;

South 81 degrees 37 minutes 44 seconds East, a distance of 143.11 feet to a point for corner;

North 88 degrees 02 minutes 58 seconds East, a distance of 26l.75 feet to a point for corner;

North 85 degrees 17 minutes 39 seconds East, a distance of 89.08 feet to a point for corner;

North 61 degrees 29 minutes 04 seconds East, a distance of 125.04 feet to a point for corner;

North 40 degrees 01 minutes 31 seconds East, a distance of 287.20 feet to a point for corner;

North 44 degrees 55 minutes 48 seconds East, a distance of 245.57 feet to a point for corner;

North 25 degrees 29 minutes 17 seconds East, a distance of 222.75 feet to a point for corner;

North 14 degrees 55 minutes 59 seconds East, a distance of 425.83 feet to a point for corner;

North 31 degrees 51 minutes 34 seconds East, a distance of 220.08 feet to a point for corner;

North 31 degrees 19 minutes 46 seconds East, a distance of 127.39 feet to a point for corner;

North 15 degrees 26 minutes 15 seconds East, a distance of I 03.23 feet to a point for corner;

North 04 degrees 14 minutes 17 seconds East, a distance of 86.39 feet to a point for corner;

North 19 degrees 09 minutes 00 seconds West, a distance of 68.81 feet to a point for corner;

North 19 degrees 00 minutes 57 seconds East, a distance of 7l.63 feet to a point for corner;

North 71 degrees 19 minutes 54 seconds East, a distance of 79.91 feet to a point for corner;

South 76 degrees 28 minutes 07 seconds East, a distance of 22l.73 feet to a point for corner;

North 88 degrees 37 minutes 19 seconds East, a distance of 92.92 feet to a point for corner;

North 68 degrees 35 minutes 11 seconds East, a distance of 82.77 feet to a point for corner;

North 60 degrees 49 minutes 17 seconds East, a distance of 44.03 feet to a point for corner;

North 75 degrees 04 minutes 08 seconds East, a distance of 78.77 feet to a point for corner;

South 88 degrees 19 minutes 06 seconds East, a distance of 88.90 feet to a point for corner;

North 75 degrees 46 minutes 12 seconds East, a distance of 421.27 feet to a 1 1/4 inch iron rod found at the most Northerly corner of said Boundary Line Agreement and the most Northerly corner of said 10.81 acre tract;

THENCE South 28 degrees 33 minutes 28 seconds West, leaving the lines of said Boundary Line Agreement, passing at a distance of 85.ll feet the Northeast corner of said Tract 1, and continuing along the East line of said Tract l for a total distance of 576.09 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set at the most Westerly Northwest corner of said Tract 2;

THENCE along the Northerly line of said Tract 2, the following sixteen (16) courses and distances:

North 66 degrees 50 minutes 28 seconds East, a distance of 56.40 feet to 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

North 54 degrees 01 minutes 28 seconds East, a distance of 240.80 feet to a 112 inch iron

rod with a yellow plastic cap stamped "DAA" set for corner;

North 34 degrees 58 minutes 28 seconds East, a distance of 89.96 feet to a 112 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found at the North corner of said Tract 2;

South 01 degrees 34 minutes 37 seconds East, a distance of 30.00 feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found;

South 06 degrees 44 minutes 01 seconds West, a distance of 152.81 feet to a 1/2 inch iron rod found for corner;

South 56 degrees 23 minutes 37 seconds West, a distance of 133.82 feet to a 1/2 inch iron rod found for corner;

South 42 degrees 53 minutes 45 seconds West, a distance of 199.49 feet to a 112 inch iron rod found for corner;

South 28 degrees 00 minutes 15 seconds West, a distance of 59.28 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

South 24 degrees 18 minutes 04 seconds East, a distance of 82.17 feet to a 1/2 inch iron rod found for corner;

South 54 degrees 38 minutes 26 seconds East, a distance of 313.48 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

South 55 degrees 23 minutes 59 seconds East, a distance of 224.17 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

South 50 degrees 06 minutes 49 seconds East, a distance of 375.05 feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING,INC." found for corner;

South 60 degrees 23 minutes 31 seconds East, a distance of 244.45 feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found for corner;

South 55 degrees 02 minutes 31 seconds East, a distance of 242.22 feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found for corner;

South 57 degrees 13 minutes 31 seconds East, a distance of 446.11 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

South 59 degrees 45 minutes 42 seconds East, a distance of 56.90 feet to a 1/2 inch iron rod found for corner at a wood fence corner post;

THENCE Southerly, along the East line of said Tract 2,the following three (3) courses and distances:

South 29 degrees 51 minutes 44 seconds West, a distance of 813.38 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

North 65 degrees 24 minutes 31 seconds West, a distance of 340.98 feet to a 1/2 inch iron rod with a yellow plastic cap stamped "DAA"' set for corner;

South 27 degrees 07 minutes 37 seconds West, a distance of 120.12 feet to a 1/2 inch iron rod with a red washer stamped "BUSH SURVEYING, INC." found at the most Northwest corner of said Tract 6;

THENCE leaving the East line of said Tract 2 and along the East line of said Tract 6, the following three (3) courses and distances:

South 65 degrees 24 minutes 31 seconds East, a distance of 9.99 feet to a 1/2 inch iron rod found at the Northeast corner of said Tract 6;

South 27 degrees 07 minutes 37 seconds West, a distance of 50.05 feet to a 1/2 inch iron rod found at the most Southeast corner of said Tract 6;

North 65 degrees 24 minutes 31 seconds West, a distance of 9.99 feet to a 1/2 inch iron rod found in the East line of said Tract 2 at the Southwest corner of said Tract 6;

THENCE South 27 degrees 07 minutes 37 seconds West, along the East line of said Tract 2, a distance of 926.23 feet to the **POINT OF BEGINNING** and containing 241.541 acres of land, more or less.

EXHIBIT "B"

Concept Plan

VENTANA

TURNBACK RANCH
PDD CONCEPT PLAN

EXHIBIT "B"

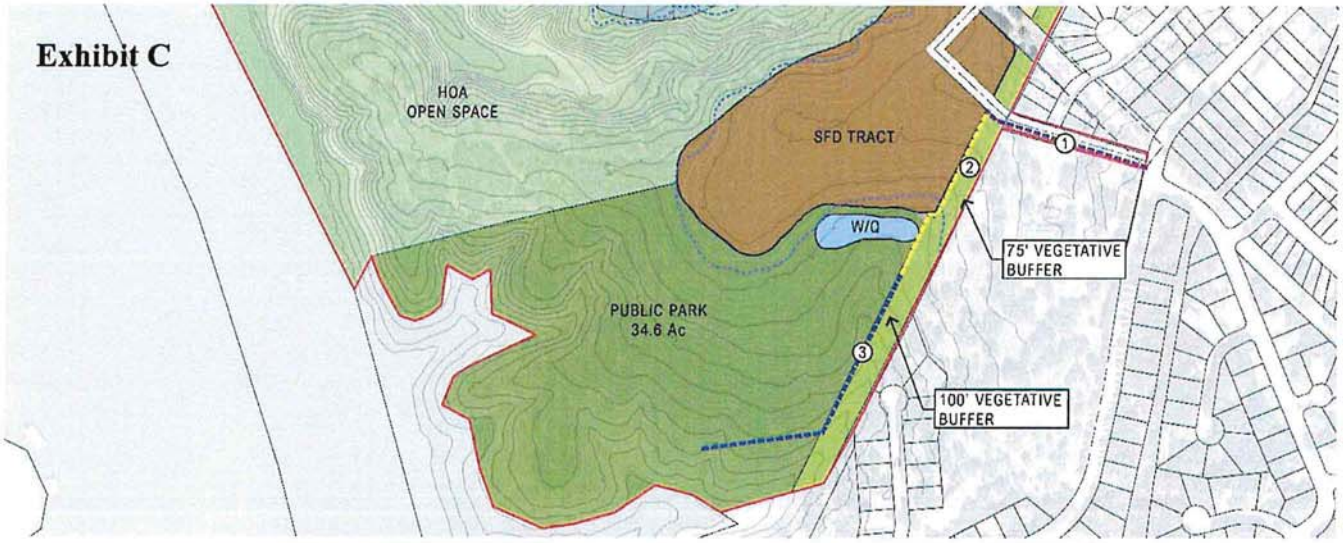
Detail Plan

VENTANA

TURNBACK RANCH
DETAIL PLAN

EXHIBIT "C"

Fencing



① 6' Concrete Masonry Fence

② 8' Wrought Iron Fence Option

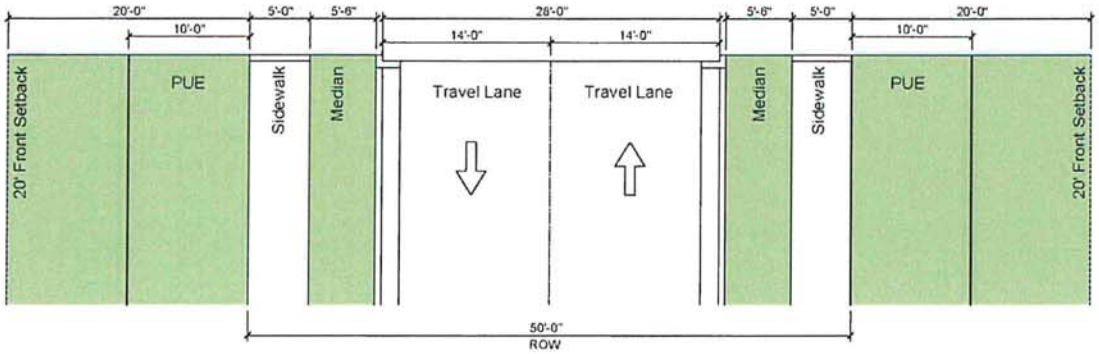
③ Removable Fence Option

VENTANA

TURNBACK RANCH
DAY PARK CONCEPT - FENCING EXAMPLES

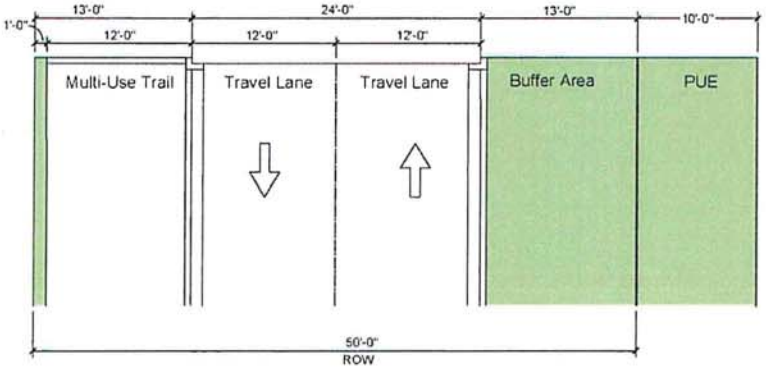
EXHIBIT "D"

Street Sections



TURNBACK RANCH
RESIDENTIAL STREET 50' ROW

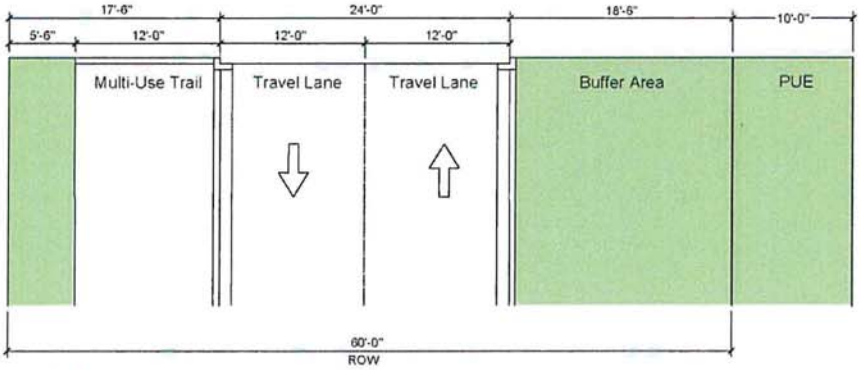
PHARIS DESIGN



NOTE: NO ON-STREET PARKING IS ALLOWED ON COLLECTOR

TURNBACK RANCH
COLLECTOR STREET 50' ROW

PHARIS DESIGN



NOTE: NO ON-STREET PARKING IS ALLOWED ON COLLECTOR

TURNBACK RANCH
COLLECTOR STREET 60' ROW

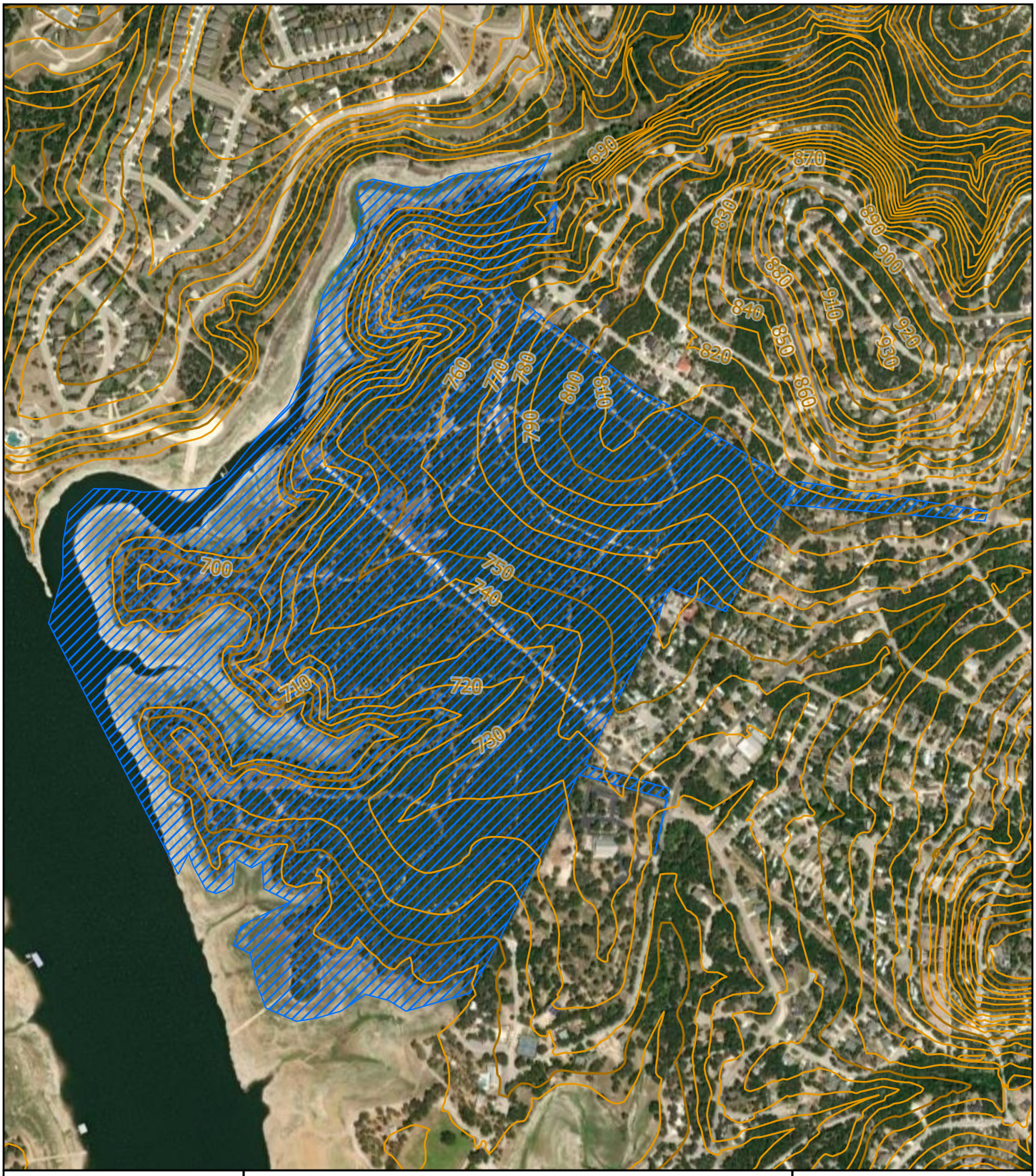
PHARIS DESIGN

23-2603-PDD-MOD

“Turnback Ranch PDD” SFD Parcel (Tract B) Detail Plan Approval

Attachment 5

Maps



TenFootContour

- 10 ft
- 50 ft
- Requestor

Turnback Ranch PDD

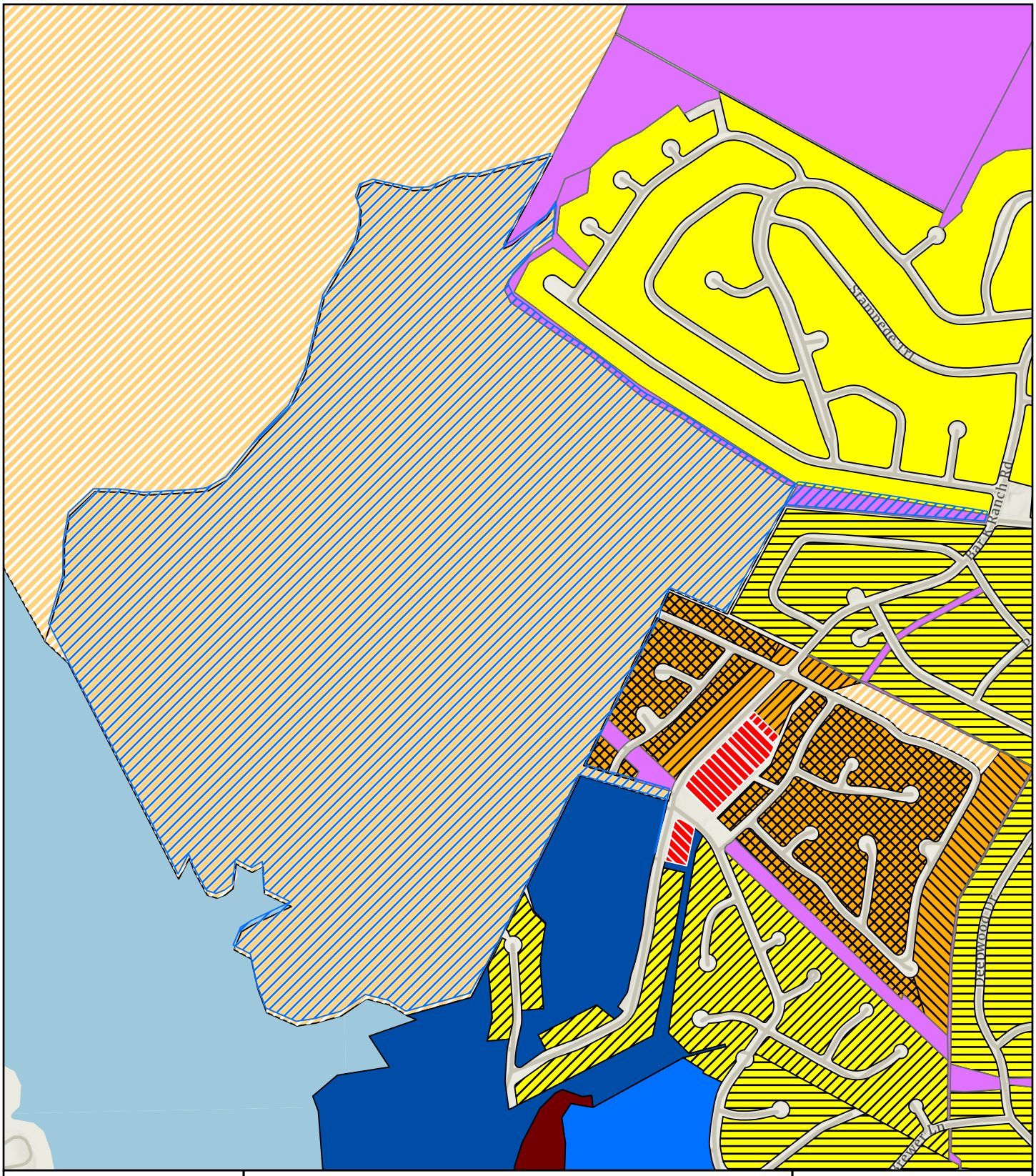
Request Type	PDD Amendment	Project	23-2603-PPD-MOD
Change Requested	SFD Parcel Detail Plan	Date	3/19/2024
Map Purpose	Aerial / Topography	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 370 740 US Feet

0 150 300 Meters



Zoning District

- C-1A
- C-1C
- C-2
- C-M
- P-1B
- P-1C
- PDD
- R-1S,15A
- R-1S,15B
- R-1S,18A
- R-MH
- R-2
- R-4
- TR-1
- U-1
- Requestor

Turnback Ranch PDD

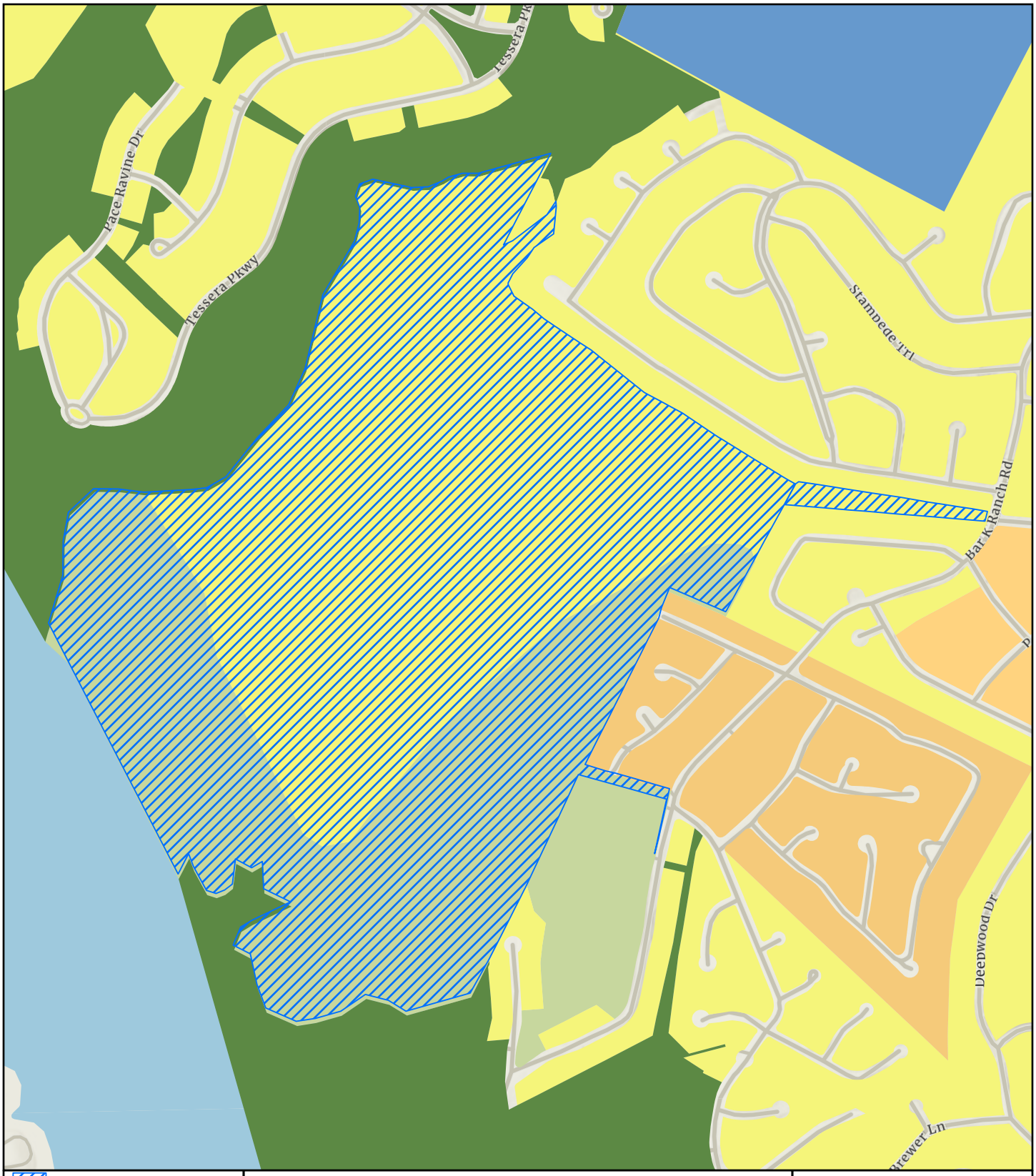
Request Type	PDD Amendment	Project	23-2603-PPD-MOD
Change Requested	SFD Parcel Detail Plan	Date	3/19/2024
Map Purpose	Existing Zoning	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 370 740 US Feet

0 150 300 Meters



Requestor

Land Use Proposed

- City Park
- Estate Residential
- Low Density Residential
- Medium Density Residential
- POA Park
- Semi-Public

Turnback Ranch PDD

Request Type	PDD Amendment	Project	23-2603-PPD-MOD
Change Requested	SFD Parcel Detail Plan	Date	3/20/2024
Map Purpose	Future Land Use	Drawn By	D Avetian

Coordinate System: NAD 1983 CORS96 StatePlane Texas Central FIPS 4203 Ft US

N

0 370 740 US Feet

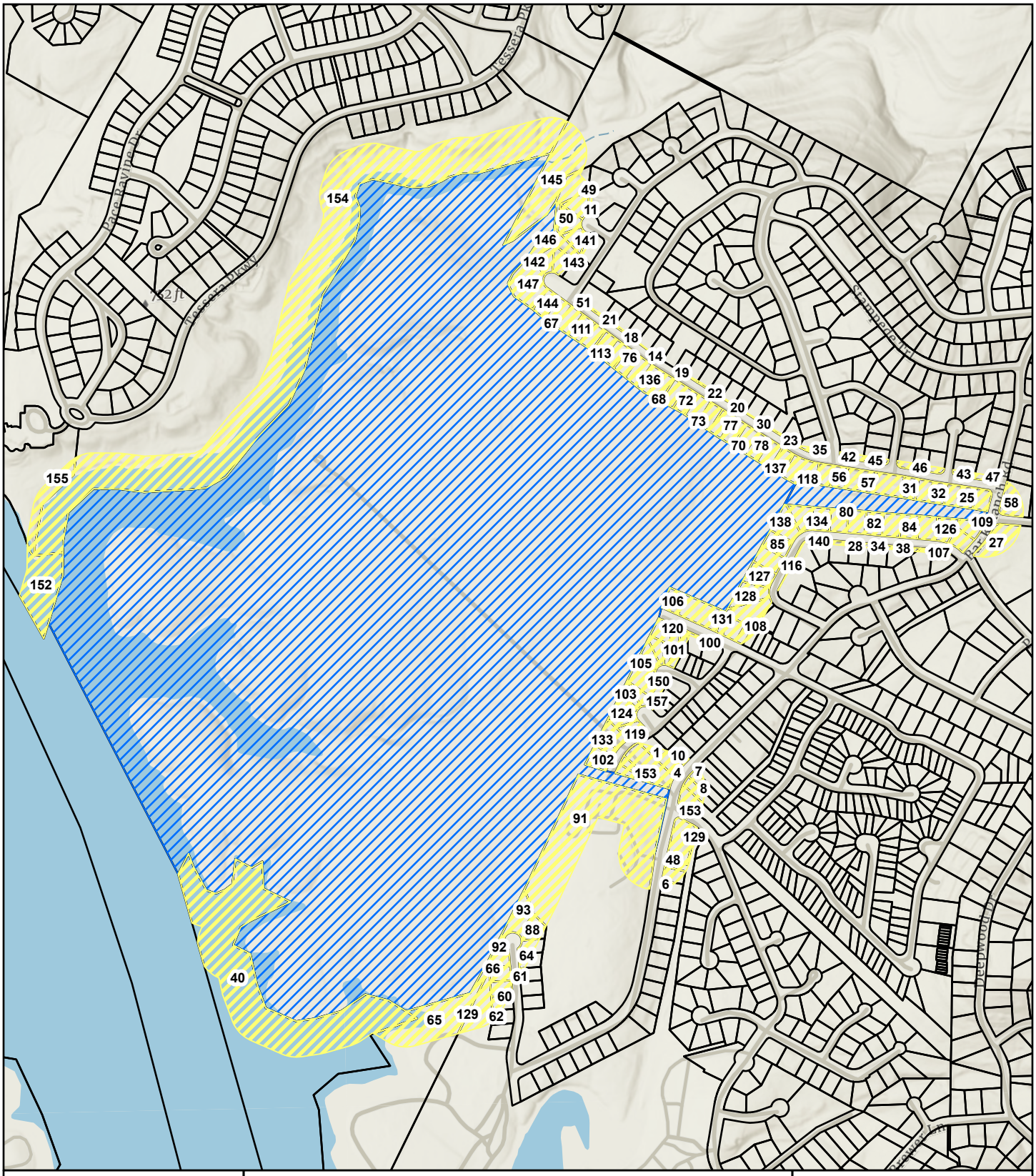
0 150 300 Meters

23-2603-PDD-MOD

“Turnback Ranch PDD” SFD Parcel (Tract B) Detail Plan Approval

Attachment 6

Notice Comments



Turnback Ranch PDD

Request Type	PDD Amendment	Project	23-2603-PPD-MOD
Change Requested	SFD Parcel Detail Plan	Date	3/19/2024
Map Purpose	Notification Boundary	Drawn By	D Avetian

Coordinate System: NAD 1983 StatePlane Texas Central FIPS 4203 Feet

N

0 370 740 US Feet

0 150 300 Meters

Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: 23-2603-PDD-MOD

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: Approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

200' Notification Mailing ID: 23

March 28, 2024

BARNES RUSSELL
PO BOX 4695
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☒ Opposed

Comments:

Signed: Russell Barnes

This **whole page** may be returned as follows:

E-mail: development@lagovistatexas.gov
Postal Address: City of Lago Vista, Development Services, P.O. Box 4727, Lago Vista, TX, (U.S.A.) 78645
In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

CITY OF LAGO VISTA TEXAS

Project #: 23-2603-PDD-MOD

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: Approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

200' Notification Mailing ID: 25

March 28, 2024

ARNOLD GREGORY LEE &
STEPHANIE ANN ARNOLD
21403 SURREY LN
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

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☐ In Favor ☒ Opposed

Comments:
We oppose the sale and development of Dodge Trail Extension and Turnback Ranch as they both devalue our property and quality of life. To date no one from the developer or the city have

Signed: S. Arnold Greg Arnold

(Continued on back page →)

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or neighboring properties offering <u>any</u> solutions to minimize the negative impacts to our property value and quality of life. (Also, the developer's proposed 6 foot masonry fence will do nothing to minimize the overall negative impacts to us.)

Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: **23-2603-PDD-MOD**

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

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200' Notification Mailing ID: 29

March 28, 2024

BARNES RUSSELL L
PO BOX 4695
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

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☐ In Favor ☒ Opposed

Comments:

Signed: Russell L Barnes

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Notice of Public Hearing

CITY OF LAGO VISTA TEXAS

Project #: 23-2603-PDD-MOD

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200' Notification Mailing ID: 33

March 28, 2024

AYERS NATALIE D
21503 HORSESHOE LOOP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

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Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments: Residents were told when house was built this would remain a greenbelt that there was no intention of building it.

Signed: Natalee Ayers

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Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: **23-2603-PDD-MOD**

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: Approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

200' Notification Mailing ID: 50
March 28, 2024

VILLARREAL ROBERTO
IVAN & TERESA
VILLARREAL
3606 TWIN BRANCH DR
CEDAR PARK, TX 78613

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: **development@lagovistatexas.gov**
Phone Number: 512-267-5259

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☑ In Favor ☐ Opposed

Comments:

Signed: Villarreal

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In Person at Front Counter: Development Services, Lago Vista City Hall,

Notice of Public Hearing

CITY OF LAGO VISTA TEXAS

Project #: 23-2603-PDD-MOD

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200' Notification Mailing ID: 59

March 28, 2024

BARNES RUSSELL L &
KAREN
PO BOX 4695
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments: Please note asking citizens to vote on something without adequate written information reeks of corruption.

Signed: Karen Barnes, Russell L Barnes

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Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

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200' Notification Mailing ID: 65

March 28, 2024

LAGO VISTA PROPERTY
OWNERS ASSOCIATION
PO BOX 4766
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: **development@lagovistatexas.gov**
Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments:
There has been no contact from the Turnback Team to the LVPOA for any discussion/agreement on the Paseo de Vaca extension, what that intersection looks like, impact of LVPOA property, and/or relocation of LVPOA driveway.

Signed: Ed Bippus - President LVPOA

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In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

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200' Notification Mailing ID: 81

March 28, 2024

COVINGTON TRACEY JAY
21502 HORSESHOE LOOP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

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E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments: The city does not have the infrastructure or water resources to continue building up out in the fashion it has in the past

Signed: Tracy Covington

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CITY OF LAGO VISTA TEXAS

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200' Notification Mailing ID: 86

March 28, 2024

VARGAS ARNOLD & JULIE
21408 HORSESHOE LP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☒ Opposed

Comments:
We moved to Lago Vista for peace & quite & to escape close neighbors & love our dark skies and our outdoor oasis in our backyard. When we moved here, our backyard was our main reason for buying our land & the home on it. We knew we would have an amazing private backyard for our outdoor oasis.
see back

Signed: Julie Vargas

This **whole page** may be returned as follows:

E-mail: development@lagovistatexas.gov
Postal Address: City of Lago Vista, Development Services, P.O. Box 4727, Lago Vista, TX, (U.S.A.) 78645
In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

CITY OF
LAGO VISTA
TEXAS

Project #: **23-2603-PDD-MOD**

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: Approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

200' Notification Mailing ID: 91

March 28, 2024

LAGO VISTA PROPERTY
OWNERS ASSOCIATION
PO BOX 4766
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

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Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments:

There has been no contact from the Turnback team to the LVPOA for any discussion/agreement on the Paseo de Vaca extension, what that intersection looks like, impact of LVPOA property, and/or relocation of LVPOA driveway.

Signed: Ed Bippus - President, LVPOA

This **whole page** may be returned as follows:

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In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

CITY OF LAGO VISTA TEXAS

Project #: 23-2603-PDD-MOD

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: Approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

200' Notification Mailing ID: 105

March 28, 2024

CLEMENT CODY RAY
9992 KATY BROOK LN
BROOKSHIRE,TX 77423

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

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☐ In Favor ☒ Opposed

Comments: Some undisturbed land in Lago would be nice. Please leave some nature.

Signed: Cody Clement

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In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

CITY OF LAGO VISTA TEXAS

Project #: 23-2603-PDD-MOD

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: Approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

200' Notification Mailing ID: 107

March 28, 2024

EVANS PATRICIA S
21401 HORSESHOE LOOP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☒ Opposed

Comments:
I am against this housing project. Lago Vista doesn't have the infrastructure to support it!

Signed: Patricia S Evans

This **whole page** may be returned as follows:

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In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

Notice of Public Hearing

CITY OF LAGO VISTA TEXAS

Project #: 23-2603-PDD-MOD

Hearing Date and Time: Thursday, April 11, 2024, at 6:30 PM in the Council Chambers at City Hall, 5803 Thunderbird Street, Lago Vista, Texas

Project Property Location: Approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

200' Notification Mailing ID: 127

March 28, 2024

WALTERS ANTHONY &
JENNIE R
21516 HORSESHOE LP
LAGO VISTA, TX 78645

The Lago Vista Planning and Zoning Commission will hold a Public Hearing for consideration of a recommendation regarding a zoning change request to amend the existing "Turnback Ranch Planned Development District" (PDD) established by Ordinance No. 07-04-05-03 as amended by Ordinance No. 23-09-21-01 to include a detail plan approval for the "SFD parcel" (approximately 241.541 acres of a tract within the Texas-Mexico Survey, Abstract Number 2291, the Christian Fehrenkamp Survey, Abstract Number 286, and the Lewis Goodwin Survey, Abstract Number 336).

For additional information, please contact us and include the above highlighted project number with all inquiries:

E-mail: development@lagovistatexas.gov
Phone Number: 512-267-5259

Please return your comments as soon as possible. Individuals who do not own property within the notification boundary or those unable to deliver written comments must attend the public hearing to provide input. **Please note that unexplained support or opposition is less useful to the voting members than comments with context and a specific basis.**

☐ In Favor ☑ Opposed

Comments: We lived on Thunderbird for the 1st 5 years in lago, across from city hll. So we have first hand knowledge of what its like to live on a main street with excessive traffic. This extension will drastically hinder the quality of life of those living on the Dodge trail extension.

Signed: Jennie Walters

This whole page may be returned as follows:

E-mail: development@lagovistatexas.gov
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In Person at Front Counter: Development Services, Lago Vista City Hall, Located at 5803 Thunderbird St.

AGENDA ITEM NO. 10

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Roy Jambor, Development Services

SUBJECT: Discussion, consideration, and possible action to consider Ordinance No. 24-05-02-05, an ordinance of the City Council of Lago Vista, Texas amending Section 5.101, Section 5.105, Section 5.112, Section 5.115, and Table A of Chapter 5 of the Lago Vista Code of Ordinances, to update various provisions related to sign regulations.

BACKGROUND: After the comprehensive update of the sign ordinance, which was completed when the Lago Vista City Council adopted Ordinance No. 23-04-06-02 approximately one year ago, the Building and Standards Commission identified several potential improvements while considering variance applications.

Initially, the Commission felt that the requirements for approving a variance were too limited, as they only referenced a "hardship" related to the physical attributes of the property in question. To address this, the language was made more flexible, allowing the Commission to recommend and the Council to approve variances that align with the intent and purpose of the regulations, reducing clutter and promoting public safety.

Regarding signs applied to building walls, it was recognized that they do not contribute to visual clutter in the same way as freestanding signs on the same property. Therefore, it was proposed that applied wall signs should be limited to ten (10) percent of the wall area or twenty-four (24) square feet, whichever is greater, based on a review of similar ordinances in the area.

Several recent variance applications revealed that the definition of an "official sign" may have been broader than intended and potentially not sufficiently "content neutral." As a result, it was proposed that only government signs serving a uniquely governmental function should be given preferential treatment, aligning with previous directives from the Council.

Additionally, minor errors were detected and corrected, including incorrect section cross-references and updates to zoning district names that were recently amended.

FINDINGS: The proposed ordinance requires the City Council to find that the amendments are warranted and that they were recommended by the Building and Standards Commission in accordance with Section 9.805 of Chapter 9. It provides that the Commission "will have overall authority and responsibility to monitor, review and make recommendations to the city council concerning building, flood damage prevention, unsafe building, and sign construction standards, processes, and ordinances."

FINANCIAL IMPACT: N/A

ATTACHMENTS:
Sign Ordinance Amendment packet.pdf

ORDINANCE NO. 24-05-02-05

AN ORDINANCE OF THE CITY COUNCIL OF LAGO VISTA, TEXAS, AMENDING SECTION 5.101, SECTION 5.105, SECTION 5.112, SECTION 5.115 AND TABLE A OF CHAPTER 5, THE LAGO VISTA SIGN REGULATIONS; AND PROVIDING FOR RELATED MATTERS.

WHEREAS, the City of Lago Vista, Texas is a Home Rule City; and

WHEREAS, the City Council of the City of Lago Vista has previously established provisions within Chapter 5 of the Lago Vista Code of Ordinances that regulate signs within the municipality and extraterritorial jurisdiction; and

WHEREAS, Ordinance No. 23-04-06-02 recently updated those provisions to conform to the requirements established by federal courts and state statutes that are specifically related to certain types of signs; and

WHEREAS, the Building and Standards Commission has become of aware of desirable improvements to those provisions following several recent variance applications, including some that involved signs defined as "official signs" by the current ordinance; and

WHEREAS, the Building and Standards Commission of the City of Lago Vista has undertaken an extensive review of those regulations at their regular meeting of April 3, 2024; and

WHEREAS, that extensive review by the Building and Standards Commission on April 3, 2024, revealed other potential improvements and needed corrections; and

WHEREAS, the Building and Standards Commission of the City of Lago Vista has forwarded a recommendation to the City Council to amend the requirements contained in Section 5.101, Section 5.105, Section 5.112, and Table A of Chapter 5 of the Lago Vista Code of Ordinances as described below; and

WHEREAS, the City Council desires to amend the Lago Vista Code of Ordinances as described below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

SECTION 1. FINDINGS OF FACT. All of the above and foregoing recitals are hereby found to be true and correct legislative findings of the City and are incorporated herein as findings of fact.

SECTION 2. AMENDMENT. The City Council of the City of Lago Vista, Texas, does hereby amend Section 5.101, Section 5.105, Section 5.112, and Table A of Chapter 5 Signs as shown in **Exhibit "A."**

SECTION 3. REPEALER. All ordinances, orders or resolutions heretofore passed and adopted by the City Council of the City of Lago Vista, Texas, are hereby repealed to the extent said ordinances, orders or resolutions or parts thereof are in conflict herewith.

SECTION 4. SEVERABILITY CLAUSE. If any section, subsection, article, paragraph, sentence, clause, phrase or word in this Ordinance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such holding shall not affect the validity of the remaining portions of this Ordinance, and the City Council hereby declares it would have passed such remaining portions of this Ordinance despite such invalidity, which remaining portions shall remain in full force and effect.

SECTION 5. CODIFICATION AND PUBLICATION. The City Secretary is hereby directed to record and publish the attached amendments to the City's Code of Ordinances as authorized by Section 52.013 of the Texas Local Government Code.

SECTION 6. EFFECTIVE DATE. This Ordinance shall take effect immediately upon its passage and publication in accordance with the provisions of the Texas Local Government Code.

SECTION 6. OPEN MEETINGS. It is hereby officially found and determined that the meeting at which this ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the Texas Government Code.

AND, IT IS SO ORDERED.

PASSED AND APPROVED this ____ day of May 2024.

_____
Kevin Sullivan, Mayor

ATTEST:

_____
Lucy Aldrich, City Secretary

On a motion by Councilor _____, seconded by Councilor _____, the above and foregoing ordinance was passed and approved.

EXHIBIT "A"

CHAPTER 5

SIGNS

*****

Section 5.101 Definitions

*****

Display Surface Area. The surface area of a sign on which the message is displayed including any border or trim.

Electronic Sign. A programmable display as a freestanding, hanging wall, or window sign. See Section 5.108 below.

Erect. To build, construct, alter, reconstruct, pour, lay, move upon, attach, hang, place, suspend, or affix or any activity required to install a sign.

*****

Nonconforming Sign. Any sign which does not conform to all provisions of this chapter, including the issuance of a permit, but which was lawfully constructed, installed, or erected on the effective date of the applicable regulation.

Official Sign. Any sign or signs and notices erected and maintained by a duly constituted governmental body, including traffic or similar regulatory devices, legal notices, and other instructional, informative, or regulatory signs having to do with health, hazards, parking, traffic, swimming, dumping, or for public information, etc.

Off-Premises Sign. A sign displaying advertising that pertains to a business, person, organization, activity, event, place, service, or product not principally located or primarily manufactured or sold on the premises on which the sign is located.

*****

Section 5.105 Prohibitions

The following actions are prohibited in the City or its extraterritorial jurisdiction:

(a) Posting, painting, or otherwise exhibiting any notice or sign on any property not owned or controlled by that person, without the permission of the person owning or controlling the property;

(b) Painting, marking, writing on, spraying, posting or otherwise affixing any sign to or upon any sidewalk, crosswalk, curb, curbstone, street, tree, shrub, tree stake or guard, electric light or

telephone pole, lamp post, hydrant, public facility, drinking fountain, emergency equipment, streets sign, traffic-control sign, wall, or like structures;

(c) Placing or causing to be placed anywhere in the City any handbill or advertising material on any vehicle, or in any location, in a manner that the material may reasonably be expected to be blown about by the wind. It shall be presumed that the name of the person, business or organization that appears on the handbill has knowledge of the location and manner that the item was placed and that if ten (10) or more of the handbills are found scattered about that the wind was the cause of the scattering;

*****

Section 5.112 Variances.

When not precluded by inclusion within a planned development zoning district, the City Council, after a report from the Building and Standards Commission, in their sole judgment may grant variances to this chapter when strict compliance would cause the sign to be hard to read by the public due to the topography or other physical limitations on the site, within the immediate vicinity, or within the adjacent rights-of-way. The physical limitations or conditions shall not be self-imposed or otherwise caused by the actions of the applicant for a variance or the owner of the premises.

The Building and Standards Commission and the City Council when considering a sign variance may also consider that granting the variance is consistent with the purpose of this Chapter and balancing the interest of the City in preserving the purpose of this Section or the interest of nearby properties against the interest of the applicant in using this property as proposed, and the granting of the variance is required by considerations of justice and equity.

*****

Section 5.115 Emergency Removal of a Sign and/or Graffiti.

The City may immediately remove any sign that is likely to endanger persons or property due to dilapidation, exposed electrical wiring or severe damage while simultaneously issuing notices of the violations in accordance with the provisions in Section 5.114 above. Emergency removal shall not preclude the City from recovering costs and other expenses as described herein. The City may order the removal of graffiti from private property within ten (10) calendar days in accordance with the notice requirements and procedures for other violations of this chapter.

*****

TABLE A

Awning, Canopy and Hanging Marquee (manual changeable copy) Signs, See Section 5.108(b) above

Where	Non-residential zoning districts (including C-A); in the ETJ on non-residential buildings; not allowed in residential or multifamily districts
Maximum Number	One per business or tenant
Location	On and within the boundaries of an awning, canopy or marquee
Maximum Display Area	Twenty-four (24) square feet, except on a theater which may include a marquee sign no larger than one hundred (100) square feet
Illumination	Internal or external in accordance with Article 3.800 of Chapter 3
Permit	Required

*****

Banner Flags or Feather Signs

Where	Non-residential zoning districts (including C-A); not allowed in residential or multifamily districts, the TR-1 zoning district or in the ETJ
Maximum Number	Three per lot, parcel, or tract
Location	Minimum setback from any property line: ten (10) feet
Maximum Display Area	Twenty-four (24) square feet for each pole or supporting structure
Maximum Height	Eight (8) feet above grade
Duration	No time limit
Illumination	Not allowed
Permit	Required

Flags

Where	Any platted lot or a parcel that is not platted if it is either formally designated as a park or includes an occupied building
Maximum Number	Non-residential zoning districts, excluding C-A and in the ETJ: three per lot, parcel, or tract; all other zoning districts: two per lot, parcel, or tract
Location	Minimum setback from any property line: ten (10) feet
Maximum Display Area	Non-residential zoning districts, excluding C-A and in the ETJ: forty (40) square feet; all other zoning districts: fifteen (15) square feet
Maximum Height	Non-residential zoning districts, excluding C-A and in the ETJ: forty (40) feet above grade; C-A zoning district: equal or less than the occupied building on the lot, parcel, or tract; residential and multifamily zoning districts: twenty-five (25) feet above grade
Illumination	Not allowed
Permit	Required except for flags smaller than sixteen (16) square feet and not attached to a ground-mounted pole

Freestanding Ground Signs including electronic and changeable copy, See Section 5.108(b) above

Where	Any lot, parcel, or tract formally designated as a park or that includes an occupied building within a non-residential or multifamily zoning district (including C-A) and in the ETJ; not allowed in any residential district or the TR-1 zoning district
Maximum Number*	One per lot, parcel, or tract that adjoins a public street when located adjacent to and facing that street
Location	Minimum setback from any property line: ten (10) feet
Maximum Display Area*	Thirty-two (32) square feet (all locations)
Maximum Height	Eight (8) feet above grade (all permanent ground signs shall be constructed as monument signs)
Illumination	Internal or external in accordance with Article 3.800 of Chapter 3
Permit	Required
*The maximum number of signs per lot, parcel or tract and the maximum display area (but not the maximum height), especially for multi-tenant developments may be increased as part of an approved master sign program or as part of a planned development district zoning approval.	

Hanging Wall Signs

Where	Non-residential and multifamily zoning districts (including C-A) that includes an occupied building and in the ETJ on property that includes an occupied commercial building; not allowed in any residential district or the TR-1 zoning district
Maximum Number*	One per business or separate tenant per wall, limited to the maximum total display area
Location	Attached to a building
Maximum Total Display Area* (each wall)	Twenty-four (24) square feet or ten percent (10%) of the wall area, whichever is greater
Illumination	Internal or external in accordance with Article 3.800 of Chapter 3
Permit	Required
*The maximum number of signs per lot, parcel or tract and the maximum display area, especially for multi-tenant developments may be increased as part of an approved master sign program or as part of a planned development district zoning approval.	

Projecting Wall Signs

Where	Non-residential and multifamily zoning districts (including C-A) that includes an occupied building and in the ETJ on property that includes an occupied commercial building; not allowed in any residential district or the TR-1 zoning district
Maximum Number*	One per business or separate tenant
Location	Attached to a building, but limited to locations facing a street
Maximum Display Area*	Twelve (12) square feet (all locations)
Illumination	Internal or external in accordance with Article 3.800 of Chapter 3
Permit	Required
*The maximum number of signs per lot, parcel or tract and the maximum display area, especially for multi-tenant developments may be increased as part of an approved master sign program or as part of a planned development district zoning approval.	

*****

Window Sign

Where	Non-residential zoning districts (including C-A) that includes an occupied building and in the ETJ on property that includes an occupied commercial building; not allowed in any residential district, multi-family district, or the TR-1 zoning district
Maximum Number	For signs not exempted by Section 5.104 or Section 5.107 above, one sign for each property line that fronts on a street or golf course when placed for viewing from that street or golf course
Location	On windows or doors, but not allowed in both locations
Maximum Display Area	Twenty-four (24) square feet
Illumination	Not allowed
Permit	Required

EXHIBIT "A"

CHAPTER 5

SIGNS

*****

Section 5.101 Definitions

*****

Display Surface Area. The surface area of a sign on which the message is displayed including any border or trim.

Electronic Sign. A programmable display as a freestanding, hanging wall, or window sign. See Section ~~9~~ 5.108 below.

Erect. To build, construct, alter, reconstruct, pour, lay, move upon, attach, hang, place, suspend, or affix or any activity required to install a sign.

*****

Nonconforming Sign. Any sign which does not conform to all provisions of this chapter, including the issuance of a permit, but which was lawfully constructed, installed, or erected on the effective date of the applicable regulation.

Official Sign. Any sign or signs ~~of~~ and notices erected and maintained by a duly constituted governmental body, ~~public utility, or public and quasi-public institution,~~ including traffic or similar regulatory devices, legal notices, and other instructional, informative, or regulatory signs having to do with health, hazards, parking, traffic, swimming, dumping, or for public information, etc. ~~"Official signs" include signs that direct attention to a school, hospital, or similar institution including government authorized memorials, markers or signs within a public right-of-way, but do not include either permanent or temporary signs used to identify the location of a utility infrastructure component.~~

Off-Premises Sign. A sign displaying advertising that pertains to a business, person, organization, activity, event, place, service, or product not principally located or primarily manufactured or sold on the premises on which the sign is located.

*****

Section 5.105 Prohibitions

The following actions are prohibited in the City or its extraterritorial jurisdiction:

(a) Posting, painting, or otherwise exhibiting any notice or sign on any property not owned or controlled by that person, without the permission of the person owning or controlling the property;

(b) Painting, marking, writing on, spraying, posting or otherwise affixing any sign to or upon any sidewalk, crosswalk, curb, curbstone, street, tree, shrub, tree stake or guard, electric light or telephone pole, lamp post, hydrant, public facility, drinking fountain, emergency equipment, streets sign, traffic-control sign, wall, or ~~other~~ like structures ~~in such a way as to constitute graffiti~~;

(c) Placing or causing to be placed anywhere in the City any handbill or advertising material on any vehicle, or in any location, in a manner that the material may reasonably be expected to be blown about by the wind. It shall be presumed that the name of the person, business or organization that appears on the handbill has knowledge of the location and manner that the item was placed and that if ten (10) or more of the handbills are found scattered about that the wind was the cause of the scattering;

*****

Section 5.112 Variances.

When not precluded by inclusion within a planned development zoning district, the City Council, after a report from the Building and Standards Commission, in their sole judgment may grant variances to this chapter when strict compliance would cause ~~a hardship~~ the sign to be hard to read by the public due to the topography or other physical limitations on the site, within the immediate vicinity, or within the adjacent rights-of-way. The physical limitations or conditions shall not be self-imposed or otherwise caused by the actions of the applicant for a variance or the owner of the premises.

The Building and Standards Commission and the City Council when considering a sign variance may also consider that granting the variance is consistent with the purpose of this Chapter and balancing the interest of the City in preserving the purpose of this Section or the interest of nearby properties against the interest of the applicant in using this property as proposed, and the granting of the variance is required by considerations of justice and equity.

*****

Section 5.115 Emergency Removal of a Sign and/or Graffiti.

The City may immediately remove any sign that is likely to endanger persons or property due to dilapidation, exposed electrical wiring or severe damage while simultaneously issuing notices of the violations in accordance with the provisions in Section ~~14~~ 5.114 above. Emergency removal shall not preclude the City from recovering costs and other expenses as described herein. The City may order the removal of graffiti from private property within ten (10) calendar days in accordance with the notice requirements and procedures for other violations of this chapter.

*****

TABLE A

Awning, Canopy and Hanging Marquee (manual changeable copy) Signs, See Section 5.108(b) above

Where	Non-residential zoning districts (including ~~C-A~~ C-A); in the ETJ on non-residential buildings; not allowed in residential or multifamily districts
Maximum Number	One per business or tenant
Location	On and within the boundaries of an awning, canopy or marquee
Maximum Display Area	Twenty-four (24) square feet, except on a theater which may include a marquee sign no larger than one hundred (100) square feet
Illumination	Internal or external in accordance with Article 3.800 of Chapter 3
Permit	Required

*****

Banner Flags or Feather Signs

Where	Non-residential zoning districts (including ~~C-4~~ C-A); not allowed in residential or multifamily districts, the TR-1 zoning district or in the ETJ
Maximum Number	Three per lot, parcel, or tract
Location	Minimum setback from any property line: ten (10) feet
Maximum Display Area	Twenty-four (24) square feet for each pole or supporting structure
Maximum Height	Eight (8) feet above grade
Duration	No time limit
Illumination	Not allowed
Permit	Required

Flags

Where	Any platted lot or a parcel that is not platted if it is either formally designated as a park or includes an occupied building
Maximum Number	Non-residential zoning districts, excluding ~~C-4~~ C-A and in the ETJ: three per lot, parcel, or tract; all other zoning districts: two per lot, parcel, or tract
Location	Minimum setback from any property line: ten (10) feet
Maximum Display Area	Non-residential zoning districts, excluding ~~C-4~~ C-A and in the ETJ: forty (40) square feet; all other zoning districts: fifteen (15) square feet
Maximum Height	Non-residential zoning districts, excluding ~~C-4~~ C-A and in the ETJ: forty (40) feet above grade; ~~C-4~~ C-A zoning district: equal or less than the occupied building on the lot, parcel, or tract; residential and multifamily zoning districts: twenty-five (25) feet above grade
Illumination	Not allowed
Permit	Required except for flags smaller than sixteen (16) square feet and not attached to a ground-mounted pole

Freestanding Ground Signs including electronic and changeable copy, See Section 5.108(b) above

Where	Any lot, parcel, or tract formally designated as a park or that includes an occupied building within a non-residential or multifamily zoning district (including ~~C-4~~ C-A) and in the ETJ; not allowed in any residential district or the TR-1 zoning district
Maximum Number*	One per lot, parcel, or tract that adjoins a public street when located adjacent to and facing that street
Location	Minimum setback from any property line: ten (10) feet
Maximum Display Area*	Thirty-two (32) square feet (all locations)
Maximum Height	Eight (8) feet above grade (all permanent ~~wall~~ ground signs shall be constructed as monument signs)
Illumination	Internal or external in accordance with Article 3.800 of Chapter 3
Permit	Required
*The maximum number of signs per lot, parcel or tract and the maximum display area (but not the maximum height), especially for multi-tenant developments may be increased as part of an approved master sign program or as part of a planned development district zoning approval.	

Hanging Wall Signs

Where	Non-residential and multifamily zoning districts (including ~~C-4~~ C-A) that includes an occupied building and in the ETJ on property that includes an occupied commercial building; not allowed in any residential district or the TR-1 zoning district
Maximum Number*	One per business or separate tenant per wall, limited to the maximum total display area
Location	Attached to a building
Maximum Total Display Area* (each wall)	Twenty-four (24) square feet ~~(all locations)~~ or ten percent (10%) of the wall area, whichever is greater
Illumination	Internal or external in accordance with Article 3.800 of Chapter 3
Permit	Required
*The maximum number of signs per lot, parcel or tract and the maximum display area, especially for multi-tenant developments may be increased as part of an approved master sign program or as part of a planned development district zoning approval.	

Projecting Wall Signs

Where	Non-residential and multifamily zoning districts (including ~~C-4~~ C-A) that includes an occupied building and in the ETJ on property that includes an occupied commercial building; not allowed in any residential district or the TR-1 zoning district
Maximum Number*	One per business or separate tenant
Location	Attached to a building, but limited to locations facing a street
Maximum Display Area*	Twelve (12) square feet (all locations)
Illumination	Internal or external in accordance with Article 3.800 of Chapter 3
Permit	Required
*The maximum number of signs per lot, parcel or tract and the maximum display area, especially for multi-tenant developments may be increased as part of an approved master sign program or as part of a planned development district zoning approval.	

*****

Window Sign

Where	Non-residential zoning districts (including ~~C-4~~ C-A) that includes an occupied building and in the ETJ on property that includes an occupied commercial building; not allowed in any residential district, multi-family district, or the TR-1 zoning district
Maximum Number	For signs not exempted by Section 5.104 or Section 5.107 above, one sign for each property line that fronts on a street or golf course when placed for viewing from that street or golf course
Location	On windows or doors, but not allowed in both locations
Maximum Display Area	Twenty-four (24) square feet
Illumination	Not allowed
Permit	Required

AGENDA ITEM NO. 11

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Councilor Roberts, City Council

SUBJECT: Discussion, consideration, and possible action on a proposal for a city ordinance to strengthen property owners' rights relating to squatters.

BACKGROUND: While Lago Vista has not yet experienced issues with squatters, recent national news articles have highlighted the challenges faced by property owners in other communities due to the presence of squatters. Squatting poses significant risks to property owners' rights, potentially leading to property damage, security concerns, and legal complications. To proactively address this potential issue and protect the interests of our residents, I propose the consideration of a city ordinance aimed at strengthening property owners' rights within our municipality.

FINDINGS: Proposal: I propose that the City Council initiate the drafting and enactment of a city ordinance specifically designed to address the potential issue of squatters and strengthen property owners' rights. The ordinance would aim to:

1. Clarify and reinforce the legal rights of property owners within Lago Vista.
2. Establish clear procedures for addressing potential cases of squatting, including expedited eviction processes.
3. Provide mechanisms for property owners to protect their properties against unauthorized occupation.
4. Outline penalties for individuals found to be unlawfully squatting on private property.

Benefits:

- Protect property owners' rights and interests.
- Maintain the integrity and safety of our neighborhoods.
- Provide clarity and guidance for property owners and law enforcement in addressing squatting issues.
- Proactively address a potential problem before it arises, ensuring the continued well-being of our community.

Action Requested: I respectfully request that the City Council authorize the initiation of the drafting process for the proposed city ordinance.

Recommendation: I recommend that the City Council prioritize the consideration of this proposal and take decisive action to protect the rights of property owners in Lago Vista.

Public Input: Public input on this proposal will be solicited during the council meeting. Residents and stakeholders will have the opportunity to voice their concerns and provide feedback on the proposed ordinance.

Conclusion: In conclusion, I believe that enacting a city ordinance to strengthen property owners' rights is essential to maintaining the quality of life and ensuring the continued prosperity of our community. I urge my fellow council members to support this proposal and prioritize its consideration on our agenda.

FINANCIAL IMPACT: The financial impact of this proposal is expected to be minimal, with any associated costs being absorbed within the existing budget for legal services and administrative expenses.

AGENDA ITEM NO. 12

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Dave Street, Information Technology

SUBJECT: Discussion, consideration, and possible action moving forward with procuring an online City Council discussion board.

BACKGROUND:

During the City Council meeting on March 7, 2024, there was a deliberation regarding the potential implementation of an online message board exclusively for council members. This forum would serve as a platform for discussing future agenda items in an online environment accessible only to council members, yet visible to all citizens. The aim of this initiative is to enhance transparency and involve citizens in the policy-making process. In response to the council's direction, the Information Technology department was tasked with researching various options discussed during the meeting and assessing the feasibility of different companies to facilitate this endeavor.

In our research, we adhered to the key guidelines outlined in Texas Government Code Section 551.006, summarized as follows:

1. **Written Electronic Communications Accessible to the Public:** Communications pertaining to public business or policy are exempt from being classified as meetings or deliberations under certain conditions. These communications must be in written form, posted on an online message board or similar Internet application that is visible and searchable by the public. The postings should be displayed in real-time and retained on the online message board for a minimum of 30 days.
2. **Online Message Board Restrictions:** Governmental bodies are permitted to maintain only one online message board or similar Internet application for the specified purposes. The online message board must be owned or controlled by the governmental body and prominently featured on its primary Internet webpage. Access to the online message board should be easily accessible, typically no more than one click away from the primary webpage.

3. **Authorized Users:** Only members of the governmental body or staff members with explicit authorization from a member are permitted to utilize the online message board. If a staff member posts a communication, their name and title must be visibly displayed alongside the communication.
4. **Retention and Disclosure:** Communications posted on the online message board for 30 days must be retained by the governmental body for a period of six years. These communications are deemed public information and must be disclosed in accordance with Texas Government Code Chapter 552.
5. **Limitations:** The online message board cannot be utilized for voting or taking actions mandated to occur during meetings under Texas Government Code Chapter 551. Communications or postings on the online message board should not be interpreted as actions of the governmental body.

FINDINGS:

Using the guidance submitted by council we found 3 options for consideration.

Option 1: Xenforo

https://xenforo.com/solutions/#cloud

It seems you have two options available for hosting the message board: self-hosted and cloud-based.

The self-hosted option would require significant internal resources, including a server to host the website. This would demand ongoing maintenance and protection from potential cyber attacks, in addition to the initial investment in hardware. On the other hand, the cloud option appears to be better suited for your needs. The current pricing for the cloud option is $60 per month, totaling $720 per year.

According to Section Texas Government Code 551.006, the message board must be hosted on your current official website. While Xenforo offers the option to redirect to a secondary site, such as "Councilforum.lagovistatexas.gov/forums," it's not recommended to embed it in an iFrame on the website due to potential functionality issues. However, upon requesting a demo of the software, it seems that Xenforo is highly configurable and capable of meeting all the criteria outlined in TOMA (Texas Open Meetings Act).

Option 2: OpenSource (phbb) with hardware and city web hosting

Hosting the message board on the city's own hardware (server) would pose significant challenges and risks. Maintaining a web server demands resources from the city network, including increased network traffic and heightened security requirements to safeguard against potential cyber threats. Web servers are prime targets for hackers, making them vulnerable to various attacks such as Denial of Service attacks and virus infiltrations.

Given the limited staff and specialized skill set within the IT department (only 2 IT staff for the entire city), managing a self-hosted web server would be overwhelming. Comparatively, larger entities like Travis County and the City of Austin may have dedicated teams, including senior webmasters and full IT staff, to handle such responsibilities.

Considering the size and resource constraints of our city, it's not feasible for us to undertake the hosting of our own web server. Therefore, exploring alternative solutions such as cloud-based hosting appears to be a more viable option for meeting our needs.

Option 3: Civic Plus Community Voice

https://www.civicengagecentral.civicplus.help/hc/en-us/sections/115001041294-Community-Voice

Civic Plus offers a solution called Community Voice as part of our current website hosting package. This option could serve as a forum-like platform for our needs, and its easy activation by our website administrator is certainly convenient.

However, it's essential to consider the advice received from Travis County regarding the use of software independent from our current CMS software. Their caution about potential compatibility issues with future upgrades is valid, especially since Civic Plus has indicated that they are no longer making enhancements or updates to the Community Voice module. While this solution is cost-effective and readily available, the lack of ongoing updates raises some concerns about its long-term viability and reliability.

Ultimately, we need to weigh the benefits of cost-effectiveness and convenience against the potential risks associated with

using a module that is no longer being updated. It may be prudent to explore alternative options that offer both functionality and ongoing support to ensure the smooth operation of our online forum.

Based on staff's evaluation, it is strongly advised against the option of purchasing hardware and hosting our own web forum. This approach would entail significant costs and resource allocation, posing challenges in terms of maintenance and security.

Regarding the two remaining options, Xenforo and Civic Plus, each has its own set of advantages and disadvantages.

For Civic Plus, the major advantage lies in its cost-effectiveness, while the concern revolves around potential compatibility issues with future upgrades, given that Civic Plus has ceased updates for the Community Voice module.

On the other hand, Xenforo offers greater flexibility and functionality, resembling a traditional forum platform where council members can engage in discussions. However, the challenge lies in fully integrating it into our current website within an iFrame, as it would essentially redirect users to a separate site hosted by Xenforo.

The City of Rollingwood's successful incorporation of Xenforo into their website, utilizing a custom URL to maintain a seamless user experience, serves as a promising example.

Ultimately, staff is prepared to implement either solution based on the council's direction. It's crucial to weigh the benefits and limitations of each option and choose the one that best aligns with our goals and requirements.

FINANCIAL IMPACT:

Depending on the direction of Council, Civic plus cost would be zero dollars to the City, Xenforo would be $720 per year and the open Source option would be cost prohibitive. This item isn't in the current budget but we could find the necessary dollars for Civic Plus or Xenforo without the need for a budget amendment.

ATTACHMENTS:
Xenforo price.pdf
Rollingwood.pdf

xenForo

Starter

$60 / month

Everything you need to get a small community started.

- **Lifetime** support
- **400K** monthly page views[1]
- **50GB** data storage[2]
- **Complete** XenForo suite[3]
- **Unlimited** members and staff
- **Fully** managed service
- **Your choice** of data center location
- **Add-ons** and **API**[4]
- **Backups** daily
- **DDoS** protection
- **SSL** security
- Your choice of URL[5]

Get started now

Welcome to the Rollingwood City Council Message Board. Only Rollingwood City Council members and authorized staff are allowed to post on this message board. City Council members may not vote or take any action that is required to be taken at a meeting by posting a communication on this message board. In no event shall a communication or posting on this message board be construed to be an action of the Rollingwood City Council.

Rollingwood City Council Message Board

Filters

Building Height Limits and Building Setbacks Kevin Glasheen · Jan 4, 2023	Replies: 2 Views: 489	Sunday at 1:06 PM Kevin Glasheen	
Citizenship requirement for boards and commissions Kevin Glasheen · Mar 3, 2024	Replies: 0 Views: 617	Mar 3, 2024 Kevin Glasheen	
Zilker Park Vision Plan Brook Brown · Aug 8, 2023	Replies: 0 Views: 240	Aug 8, 2023 Brook Brown	
Google Fiber's Right of Way Licensing Agreement Phil McDuffee · May 15, 2023	Replies: 0 Views: 324	May 15, 2023 Phil McDuffee	
Residential Code Task Force Kevin Glasheen · Jan 6, 2023	Replies: 6 Views: 940	Feb 14, 2023 Brook Brown	
Bond Issues - Water Lines and New City Hall and Public Safety Building Kevin Glasheen · Jan 4, 2023	Replies: 0 Views: 228	Jan 4, 2023 Kevin Glasheen	
Appointments to City Commissions and Committees Kevin Glasheen · Jan 4, 2023	Replies: 0 Views: 266	Jan 4, 2023 Kevin Glasheen	
Ball Fields, Artificial Turf and Turf Maintenance Kevin Glasheen · Jan 4, 2023	Replies: 0 Views: 249	Jan 4, 2023 Kevin Glasheen	

AGENDA ITEM NO. 13

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Lucy Aldrich, City Secretary

SUBJECT: Discussion, consideration, and possible action regarding Resolution No. 24-2058; a resolution by the City Council of the City of Lago Vista, Texas appointing an individual to fill an unexpired vacant term as a member serving on the Building and Standards Commission.

BACKGROUND: Mr. Mark Major a commissioner of the Building and Standards Commission submitted a notice of resignation effective April 24, 2024.

FINDINGS: Due to the vacancy as a result of the resignation, City Council needs to appoint an individual to serve on the unexpired term. This term expires on December 31, 2025.

FINANCIAL IMPACT: N/A

ATTACHMENTS:
24-2058 Resolution for BSC Vacancy Appointment.pdf

CITY OF LAGO VISTA, TEXAS

RESOLUTION 24-xxxx

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS APPOINTING AN INDIVIDUAL TO FILL AN UNEXPIRED VACANT TERM AS A MEMBER SERVING ON THE BUILDING AND STANDARDS COMMISSION; AND TO OTHERWISE PROVIDE WITH RESPECT THERETO

WHEREAS, the Building and Standards Commission has a vacancy due to a recent resignation; and

WHEREAS, it is important to appoint individuals who are objective, knowledgeable and that have acquired relevant experience; and

WHEREAS, it is prudent to fill the vacancies on the Commission to maximize opportunities for a quorum and conducting business.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS:

THAT, the City Council of the City of Lago Vista, Texas, does hereby appoint _____ as a member with a term that expires December 31, 2025.

AND, IT IS SO RESOLVED.

PASSED AND APPROVED this 2nd day of May 2024.

_____
Kevin Sullivan, Mayor

ATTEST:

_____
Lucy Aldrich, City Secretary

On a motion by Councilor _____, seconded by Councilor _____, the above and foregoing instrument was passed and approved.

AGENDA ITEM NO. 14

Item Cover Page

CITY COUNCIL AGENDA ITEM REPORT

DATE: May 2, 2024

SUBMITTED BY: Taylor Whichard, Public Works

SUBJECT: Discussion, consideration, and possible action on the first draft report of the Traffic Safety Analysis produced by Freese & Nichols, and provide staff with clear direction on changes or revisions that council would like made.

BACKGROUND: At the Council Meeting on February 2, 2023, City Council approved and authorized Freese & Nichols to proceed with conducting a City-wide Traffic Safety Analysis. Given the current traffic conditions on the existing road network from the influx of residents over the past several years, along with the major developments on the horizon, Council felt it was necessary to conduct this analysis to determine how the road network was performing and what improvements were needed to accommodate the growth.

- Evaluate existing traffic operational and safety conditions on 1431, Lohman Ford, and several other major collectors in the City.
- Conduct traffic operations study of the four schools in Lago, which includes review of access and circulation of each to develop recommendations for operational improvements.
- Evaluate local roadway network to identify needs for operational improvements, reconfigure irregular intersections, perform safety assessment, and;
- Evaluate capacity enhancement needs of selected roadways and intersections within Lago to develop recommendations.

Not every road or intersection within Lago was evaluated as it would have been too costly. However, all major intersections and collector roads were analyzed while school was in session. Also, all of the TIA's provided by developers were given to Freese & Nichols for this Traffic Safety Analysis.

FINDINGS: The attached report is an early draft of the Traffic Safety Analysis. On Pg. 83 of the attached report you will find a list of 23 short term improvements, and a list of 6 long term improvements that are needed to the existing roadway network. Cost estimates associated with each project have not fully been determined yet, as staff is currently evaluating each project for viability and necessity.

Also, some recommended improvements needed at TxDOT controlled intersections will be completed on TxDOT's timeline. However, Public Works has been in constant communication with TxDOT regarding these much-needed improvements.

FINANCIAL IMPACT: N/A

ATTACHMENTS:
2024-04-12 _ CoLV _ Traffic Safety Analysis _ Draft _ v2.pdf

Innovative approaches
Practical results
Outstanding service

LAGO VISTA TRAFFIC STUDY

DRAFT

Prepared for:

CITY OF
LAGO VISTA
TEXAS

April 2024

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B. Traffic from Proposed Development (from TIA Reports)

C. Forecasted Intersection Traffic Volumes (2033 AM and PM peak hours)

D. Signal Warrant Analysis Reports

1.0 INTRODUCTION

1.1 STUDY PURPOSE

The purpose of this citywide traffic study can be broadly grouped into the following three tasks:

- Evaluate existing traffic operational and safety conditions on FM 1431, Lohman Ford Road, and local roadway network. Develop traffic projections and evaluate anticipated traffic operations to develop mitigation measures.
- Conduct a traffic operations study of four schools in Lago Vista, including review of access and circulation of each to develop recommendations for operational improvements.
- Evaluate local roadway network to identify needs for operational improvements, reconfigure irregular intersections, perform safety assessment, and evaluate capacity enhancement needs of selected roadways and intersections within Lago Vista to develop recommendations.

The study identifies and recommends potential short-term and long-term recommendations as mitigation measures to alleviate identified issues, serve the anticipated growth, and improve traffic access and circulation within the City of Lago Vista. A map showing the study area encompassing the City of Lago Vista is shown in **Figure 1**.

1.2 STUDY FRAMEWORK

The study evaluates existing traffic operations during morning and evening peak hours at key roadway intersections along the corridor utilizing current traffic count data collected in the field and existing roadway geometry conditions to establish a baseline condition. To develop estimates of future traffic conditions, an analysis was conducted of the existing traffic volumes and the applicability of historical growth rate to develop traffic projections. In addition, an evaluation of anticipated site-generated traffic that could be added from proposed new development within the City was conducted. The traffic projections were then developed for use in traffic analysis of the future conditions for roadways and intersections.

Traffic operations analysis of FM 1431, Lohman Ford Road and selected local roadway network was conducted for existing and future traffic conditions utilizing the intersection delay and levels of service as measures of effectiveness. Capacity analysis was conducted for roadway segments to determine the need for widening. Based on the anticipated traffic impacts, improvement needs to the intersections and roadways were identified to alleviate operations and safety concerns, support the anticipated growth, and enhance access and circulation. A review of the City's thoroughfare plan was conducted to check consistency with the findings of this study.

Citywide and corridor level (FM 1431 and Lohman Ford Road) crash analysis was performed utilizing crash records obtained from TxDOT's Crash Records Information System (CRIS) for the most recent 5-year period (2018 to 2022). The crash data was summarized and analyzed to identify systemic and location-specific safety issues and inform safety improvement strategies.

For the school area traffic studies, traffic operations analysis and crash evaluation was

conducted to identify issues and improvement needs. In addition, field observations were made at each school during the morning drop-off period and afternoon pick-up period to assess access and circulation patterns and develop mitigations.

An evaluation of local roadways (other than FM 1431 and Lohman Ford Road) was conducted to evaluate the operational and safety improvements needs and needs to reconfigure irregular intersection geometry for selected roadways and intersections in Lago Vista.

1.3 EXISTING ROADWAY NETWORK

The existing roadway network in the City of Lago Vista is shown in **Figure 1**, and described in the following paragraphs.

1.3.1 FM 1431

FM 1431 is a principal arterial roadway that provides regional east-west mobility in the wider region and extends from Lake Buchanan near the west and ends at IH-35 to the east. It passes through the northern part of Lago Vista and connects the City to the region.

1.3.2 LOHMAN FORD ROAD

Lohman Ford Road is a north-south arterial roadway that serves as the main thoroughfare in Lago Vista. It extends from FM 1431 at the north terminus and ends in Point Venture at the south terminus. The existing roadway and traffic conditions are described in detail in Section 5.0.

1.3.3 COLLECTOR ROADWAYS

The major and minor collector roadway network within the City is mainly on the west side of Lohman Ford Road and connects the local residential roadways to Lohman Ford Road or FM 1431. The collector roadways are listed below. Most of these roadways are 2-lane undivided except Dawn Drive, which is four lanes wide.

- Bar K Ranch Road
- Dodge Trail
- Ridgeview Road
- Paseo De Vaca Street
- Dawn Drive
- Boggy Ford Road

1.4 FUTURE LAND USE

There are several currently undeveloped parcels within the City of Lago Vista, including along the major thoroughfares of FM 1431 and Lohman Ford Road. As per the City's Future Land Use Map, the parcels along FM 1431 are primarily designated for regional retail, office, and commercial, and mixed-use, with some rural residential along the south side of FM 1431 east of Lohman Ford Road. Similarly, along the section of Lohman Ford Road between FM 1431 and Boggy Ford Road, the primary land uses are regional retail, office, commercial, and mixed-use with some industrial and public land uses. South of Boggy Ford Road, the land use is mostly low-density residential. The rest of the parcels within the City that are not along FM 1431 or Lohman Ford Road are predominantly low-density residential. The City of Lago Vista Future Land Use Map is shown in **Figure 2**.

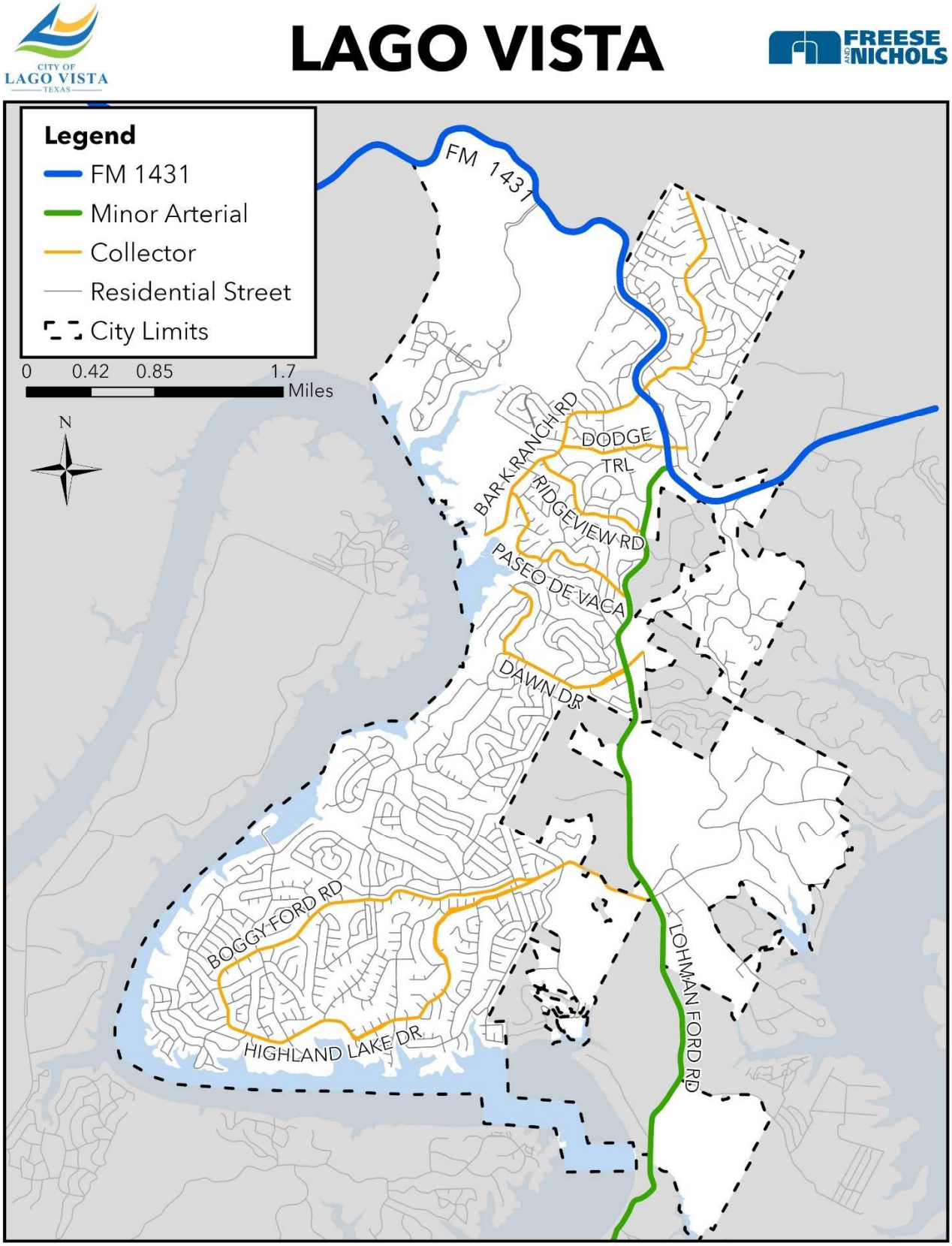

Figure 1. Existing Transportation Network in Lago Vista, TX

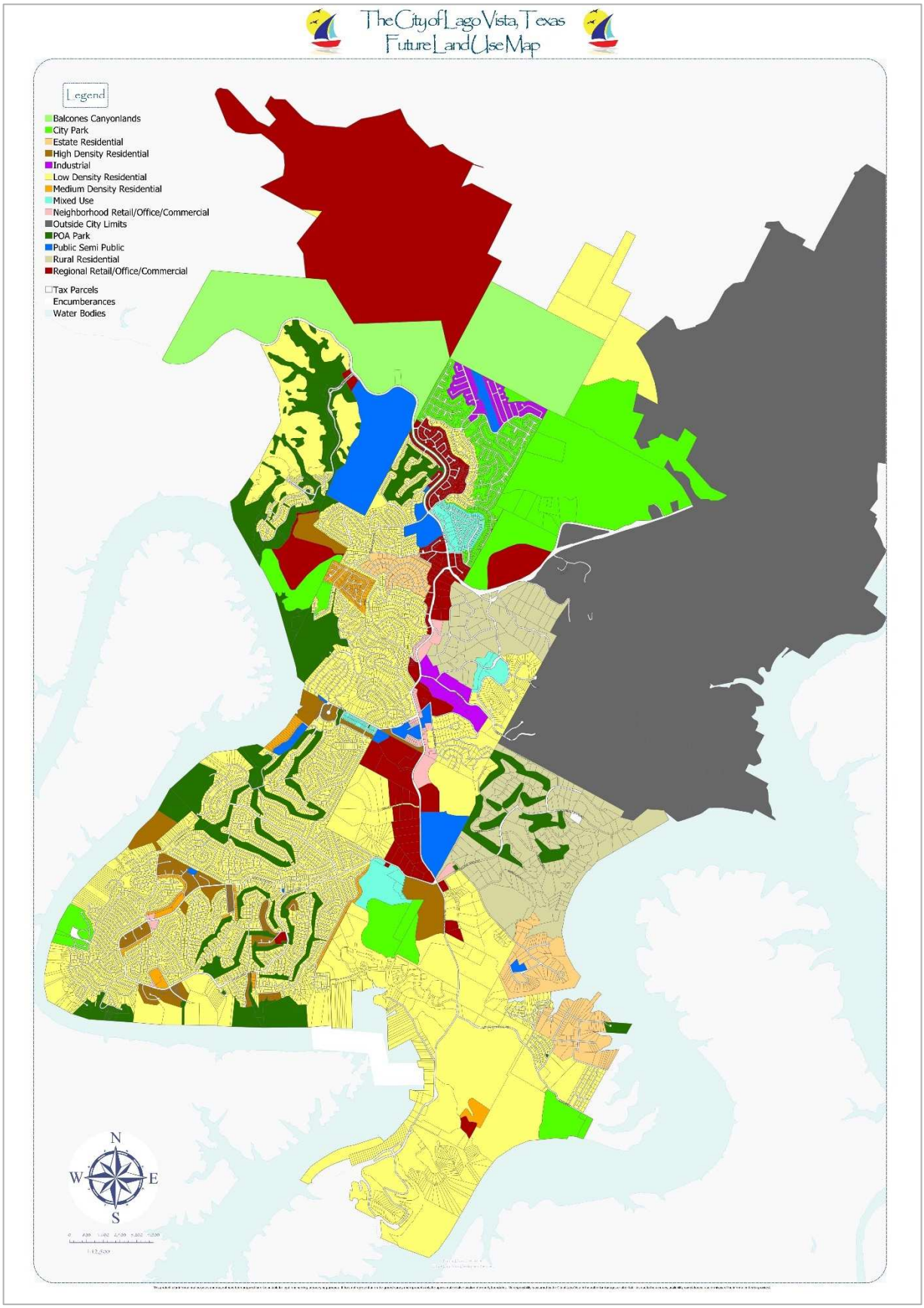

Figure 2. City of Lago Vista Future Land Use Map

2.0 DATA COLLECTION

The study included collecting comprehensive traffic count data within the City of Lago Vista. In addition, a wide range of data was collected from field observations, discussions with City staff, TxDOT, and a review of available previous studies, reports, regional plans and historical count data. The following paragraphs further describe the collected data.

2.1 TRAFFIC COUNTS

Current traffic count data were collected as part of the study on major roadways and at major roadway intersections within the City. The counts were collected in the year 2023 on March 29 (Wednesday), April 4 (Tuesday), April 6 (Thursday) and April 12 (Wednesday). The traffic count locations are listed below and shown on maps in **Figure 3**. The detailed traffic count data for each location is included in **Appendix A**. Two types of traffic data were collected.

24-hour bi-directional roadway vehicle classification counts and speed measurements (18 locations):

- FM 1431, North of Bar K Ranch Rd
- FM 1431, South of Bar K Ranch Rd
- FM 1431, North of Dodge Trail
- FM 1431, Between Dodge Trail & Lohman Ford Rd
- FM 1431, South of Lohman Ford Rd
- FM 1431, North of Destination Way
- Lohman Ford Rd, South of Northland Dr
- Lohman Ford Rd, South of Agarita Dr
- Lohman Ford Rd, Between Paseo De Vaca Dr & Alfalfa Dr
- Lohman Ford Rd, Between Park Dr & Dawn Dr
- Lohman Ford Rd, North of Park Strip St
- Lohman Ford Rd, North of Rancho Cielo Ct
- Lohman Ford Rd, South of High School Driveways
- Boggy Ford Rd, East of Lincoln Cove/Drapers Cove
- Boggy Ford Rd, Between National Dr & Rockwood
- Boggy Ford Rd, East of Rock Terrace
- Boggy Ford Rd, Between Wilson & Webster
- Lohman Ford Rd, South of Boggy Ford Rd

12-hour (7:00 AM – 7:00 PM) intersection turning movement counts (TMC) including vehicles, heavy vehicles, and pedestrians (38 locations):

- FM 1431 & Bar K Ranch Rd
- FM 1431 & Dodge Trail
- FM 1431 & Lohman Ford Rd
- Bar K Ranch Rd & Flintrock Cir/Diamond Trail
- Bar K Ranch Rd & Middle School Dwy (West)
- Bar K Ranch Rd & Middle School Dwy (East)
- FM 1431 & Middle School Driveway
- Lohman Ford Rd & Northland Dr
- Lohman Ford Rd & Ridgeview Rd
- Lohman Ford Rd & Post Oak Dr
- Lohman Ford Rd & Paseo De Vaca St
- Lohman Ford Rd & Alfalfa Dr
- Lohman Ford Rd & Dawn Dr
- Lohman Ford Rd & Civic Dr
- Lohman Ford Rd & Travis Dr
- Deer Run & Dawn Dr
- Deer Run & Civic Dr
- Travis Dr & Park Strip St
- Dawn Dr & Travis Dr
- Dawn Dr & Thunderbird St
- Dawn Dr & Lago Vista Way (Roundabout)
- Lohman Ford Rd & Rancho Cielo Ct
- Lohman Ford Rd & High School Dwy (North)
- Lohman Ford Rd & High School Dwy (South)
- Lohman Ford Rd & Shoreline Ranch Dr
- Bar K Ranch Rd & Dakota Circle
- Bar K Ranch Rd & Dodge Trail
- Dodge Trail & Diamond Trail
- Bar K Ranch Rd & Ridgeview Rd
- Bar K Ranch Rd & Paseo De Vaca St
- Paseo de Vaca St & Lakeshore Dr
- Boggy Ford Rd & Highland Lake Dr
- Boggy Ford Rd & National Dr
- Highland Lake Dr & National Dr
- Boggy Ford Rd & Rockwood Dr
- Boggy Ford Rd & American Dr
- American Dr & Highland Lake Dr
- Boggy Ford Rd & Rock Terrace Dr

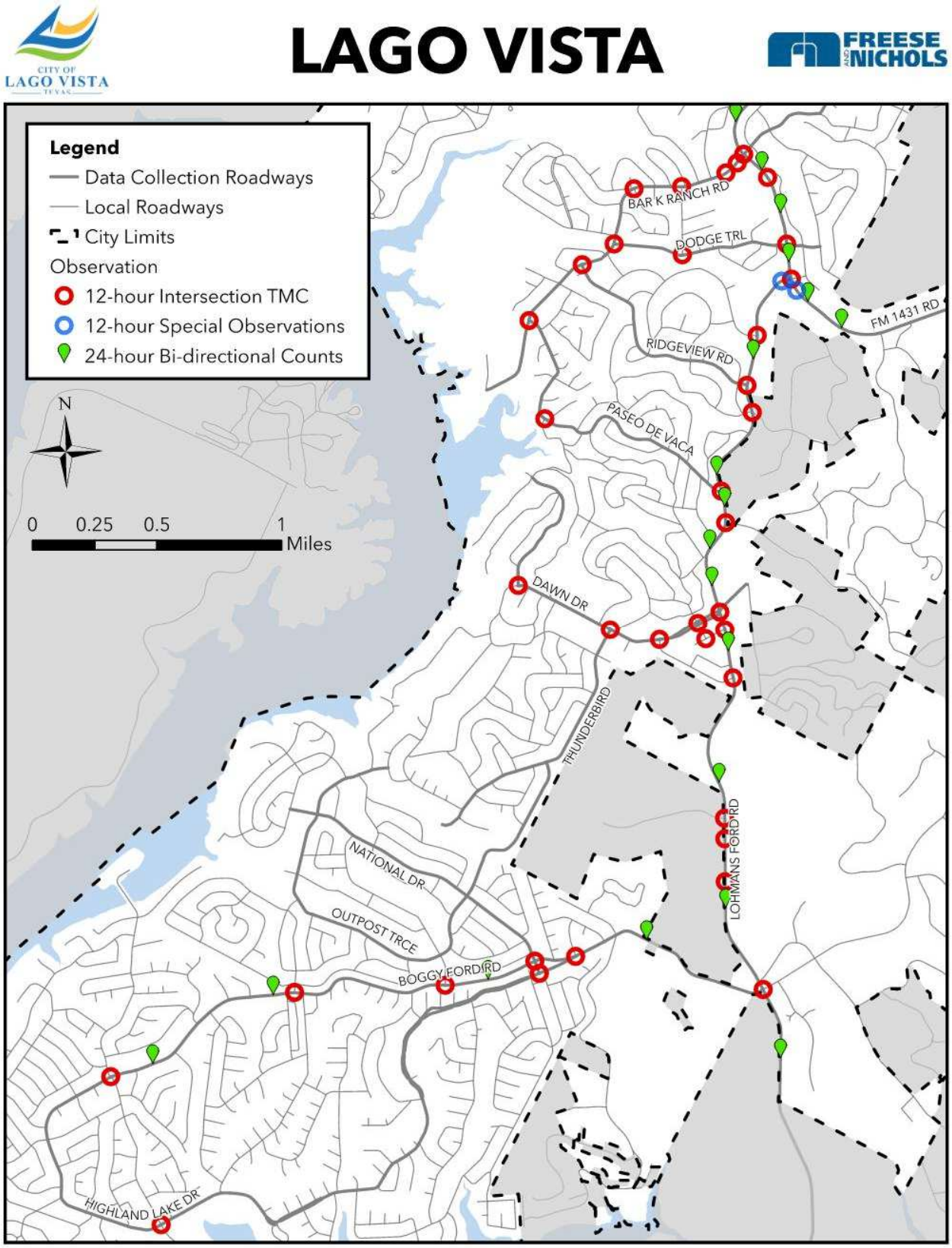

Figure 3. Traffic Count Location Map

2.2 FIELD OBSERVATIONS

A comprehensive field data collection and observation plan was developed for this study and executed during the week of April 3, 2023.

The data required to conduct safety and operational condition reviews were collected by the consultant team from field reviews of over 70 intersections and approach roadways throughout the City. To aid the data collection efforts, customized Roadway Safety Audit checklists were developed after review of the prompt lists provided in the FHWA Road Safety Audit Guidelines document.

In addition, a mobile application was developed utilizing "ArcGIS Field Maps" software by ESRI to record geocoded pictures and relevant notes to develop a GIS-based photo catalog of various issues and observations made during the field review. The data collected during field reviews, including completed paper checklists, and photographs collected through the Collector mobile application, were supplemented with other information such as aerial photographs, traffic counts collected for the study, historical crash data and information obtained from the City and TxDOT to evaluate safety and operations and develop recommendations.

Field observations were also made at each school during the morning drop-off period and afternoon pick-up period to assess access and circulation patterns and develop mitigations.

In addition, data related to posted speed limits, existing roadway and intersection geometry, type of existing intersection traffic control, signal phasing and operations were collected within the City.

2.3 DISCUSSIONS WITH CITY STAFF AND TXDOT

Discussions with the City staff were conducted to obtain insight into existing transportation issues and to gather information on existing and future development plans within the study area for use in estimating future traffic conditions. The City also provided the Traffic Impact Analysis (TIA) reports for the proposed development. In addition, a coordination meeting with TxDOT was conducted to gather information on current operational and safety issues and planned improvements on FM 1431 and its intersections within Lago Vista.

2.4 REVIEW OF PLANS AND REPORTS

A review of previously prepared studies, reports and available data was conducted to obtain any relevant information for this study. This included TIA reports for the proposed development, Lago Vista Thoroughfare Plan 2021 Update (adopted August 5, 2021), the City Future Land Use Plan, the City Zoning Map, and relevant sections of the City's 2030 Comprehensive Plan.

3.0 CRASH ANALYSIS

Crash data within the study area between the years 2018 and 2022 was obtained from the Texas Department of Transportation (TxDOT) Crash Records Information System[1] (CRIS) database and were categorized and evaluated to better understand the historical crash patterns within the corridor. The following are some relevant notes regarding the TxDOT CRIS data used in the analysis:

Data consists of locatable crashes containing latitude/longitude coordinates.

Bicycle and pedestrian crashes, included in the data set, also involved a motor vehicle.

Data is composed of TxDOT "Reportable Crashes" only.

A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of $1,000.

A traffic way is defined as any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

3.1 CITYWIDE CRASH DATA OVERVIEW

There are a total of 430 crashes that occurred during the 5-year period (from 2018 to 2022) within the Lago Vista city limits. A heat map showing the concentration of crash locations is presented in **Figure 4** with green showing minor and red showing major concentration of crashes. The map indicates that crashes occurred concentrating along Lohman Ford Road, FM 1431, and Boggy Ford Road, as well as at or near the major intersections along these major corridors. Notable concentrations of crashes were located at intersections of FM 1431 and Lohman Ford Road, Lohman Ford Road and Dawn Drive, Lohman Ford Road and Boggy Ford Road, and FM 1431 and Bar K Ranch Road. A summary of the crash data is provided in the following sections. Additional summaries and discussions of the crash data by vehicle type, severity, time period, crash contributing factor, manner of collision, intersection-related crashes, and comparison to statewide crash rates is presented in the following sections.

[1] https://cris.dot.state.tx.us/public/Query/

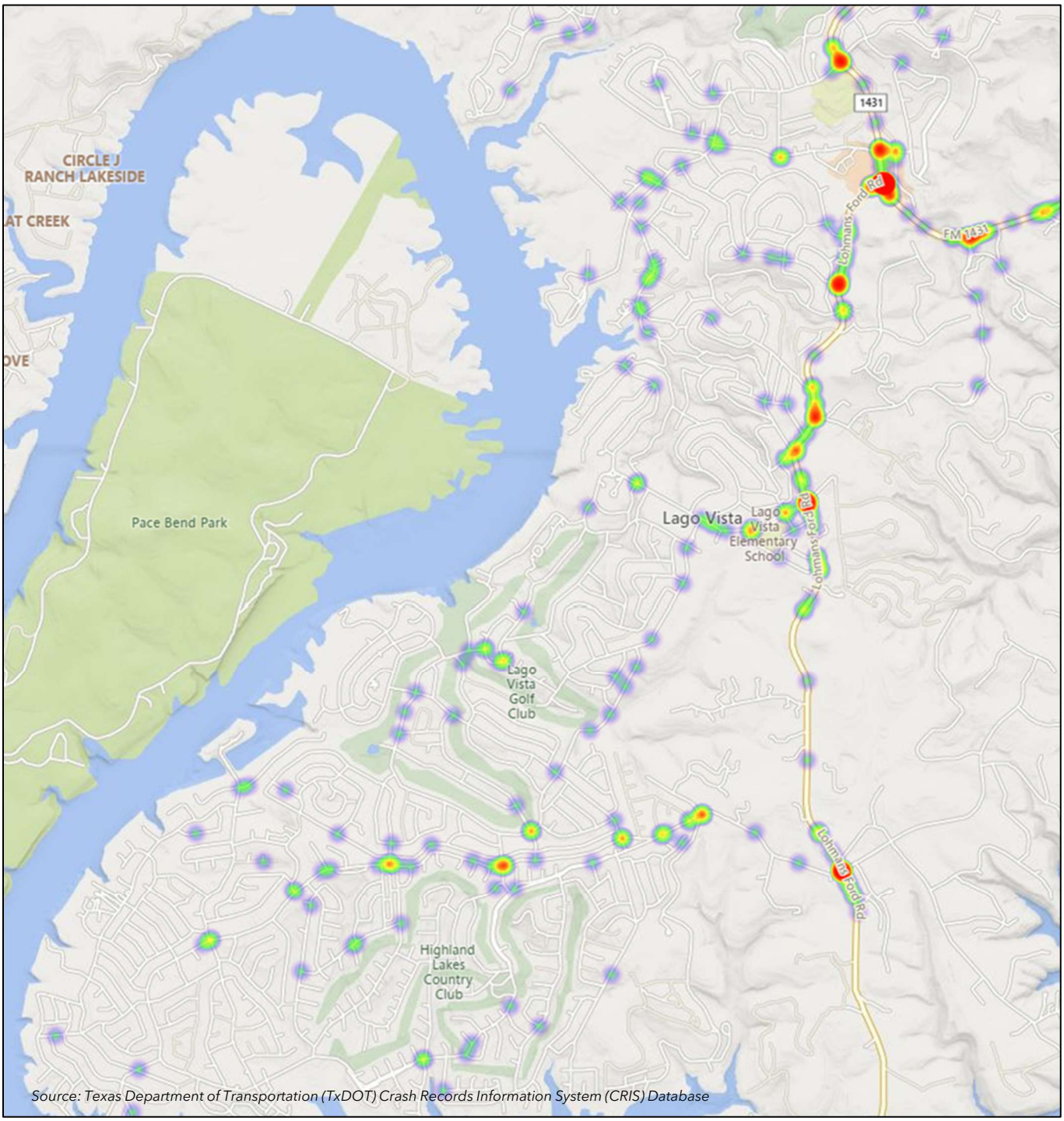

Figure 4. Heat Map showing Concentration of Crashes within the City of Lago Vista, TX

3.1.1 CRASH TYPE AND SEVERITY

The available crash data within the limits of the study corridor were categorized into crash type and severity. These statistics for the years 2018 through 2022 are summarized in **Table 1** and graphically illustrated in **Figure 5**. Over the analysis period, there were a total of 427 vehicle crashes, with 3 fatal crashes. 70% of all crashes did not result in any injury. In addition, there were 3 crashes involving pedestrians.

Table 1. Crash Type and Severity by Year (2018-2022)

Crash Type	Year					Grand Total
	2018	2019	2020	2021	2022	
Total Vehicular Crashes	**79**	**79**	**85**	**97**	**87**	**427**
Fatal Injury Crashes	1	0	0	1	1	3
Suspected Serious Injury Crashes	9	3	4	8	3	27
Suspected Minor Injury Crashes	7	5	10	12	10	44
Possible Injury Crashes	3	10	4	8	6	31
Not Injured Crashes	53	59	61	66	62	301
Unknown	6	2	6	2	5	21
Total Pedestrian Crashes	**0**	**1**	**0**	**0**	**2**	**3**
Suspected Serious Injury Crashes					1	1
Suspected Minor Injury Crashes		1			1	2

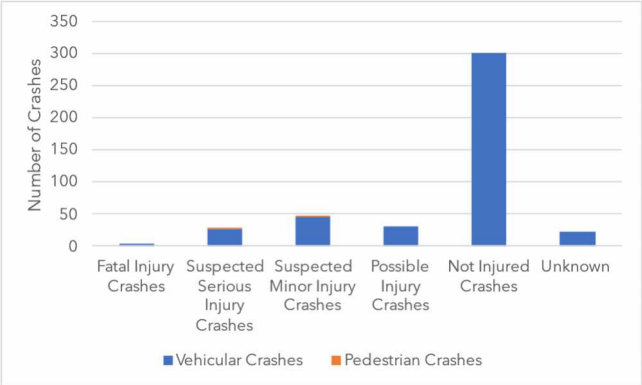

Figure 5. Crash Severity (2018-2022)

3.1.2 CRASHES BY TIME PERIOD

The total crashes over the 5-year analysis period were summarized by time of day, day of the week, and month of year as shown in **Figure 6**, to understand variation patterns. The time-of-day variation pattern indicates that the highest number of crashes occurred around 2 PM, with high concentrations during the morning and afternoon peak hours beginning at 7 AM and 5 PM, respectively. The day-of-week data shows that crashes are generally spread evenly on each day of the week with Thursday experiencing the highest number of crashes. 27% of all crashes occurred during the weekend. The monthly variation of crashes shows the highest crashes occurring during the months of January, July and November, while February and April experienced the lowest number of crashes. However, the variance is not significant between months.

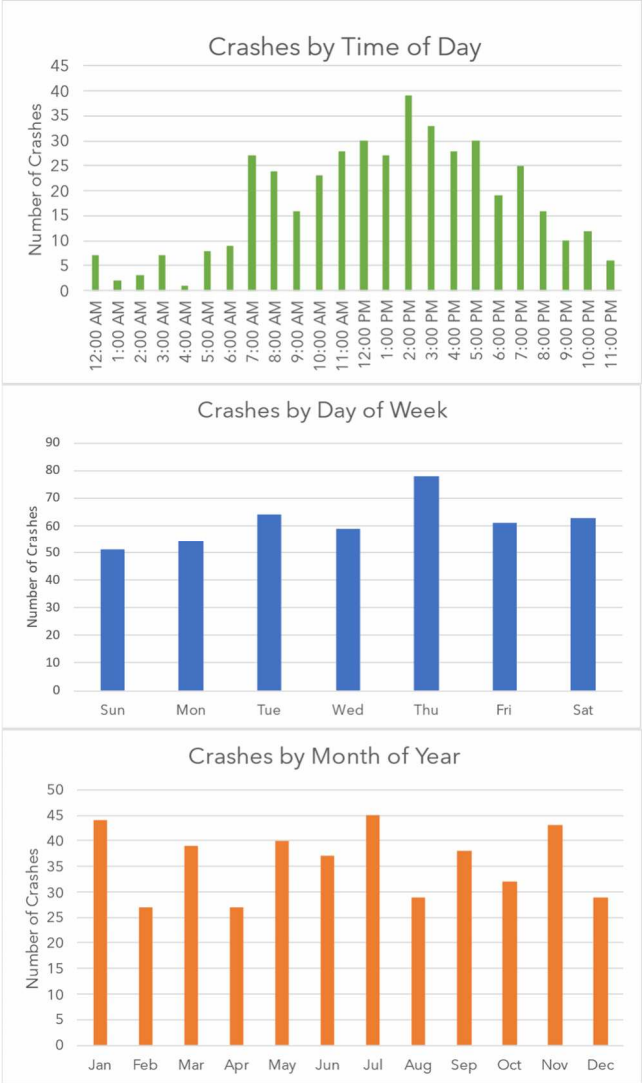

Figure 6. Variation in Total Crashes by Hour, Day, and Month

3.1.3 CRASH CONTRIBUTING FACTOR

A summary of all crashes over the 5-year analysis period by crash contributing factor is illustrated in **Figure 7**. About one-third of crashes were caused by driver inattention, followed by 13% of crashes caused by failure to control speed and 11% from failure to yield right-of-way. The remaining crashes had a variety of contributing factors. A more detailed discussion of these factors is presented in the corridor-specific sections.

3.1.4 MANNER OF CRASHES

Notably, about half the crashes (46%) involved a single motor vehicle with a fixed object, parked car, pedestrian, overturned, or other non-collision type. The second most common manner of crashes (13% of all crashes) were rear-end crashes involving two vehicles traveling in the same direction with one going straight and one stopped, followed by 7% angle crashes with one going straight and one making a left turn.

3.2 FM 1431 CRASH SUMMARY

During the 5-year period (from 2018 to 2022), a total of 138 crashes were reported along FM 1431 involving 286 vehicles and 342 persons. The heat map generated on FM 1431, as shown in **Figure 8**, indicates that the crashes were spread out along the entire segment of FM 1431 within Lago Vista, with the highest concentration at the intersection of FM 1341 and Lohman Ford Road, which accounts for 33% of all crashes along FM 1431.

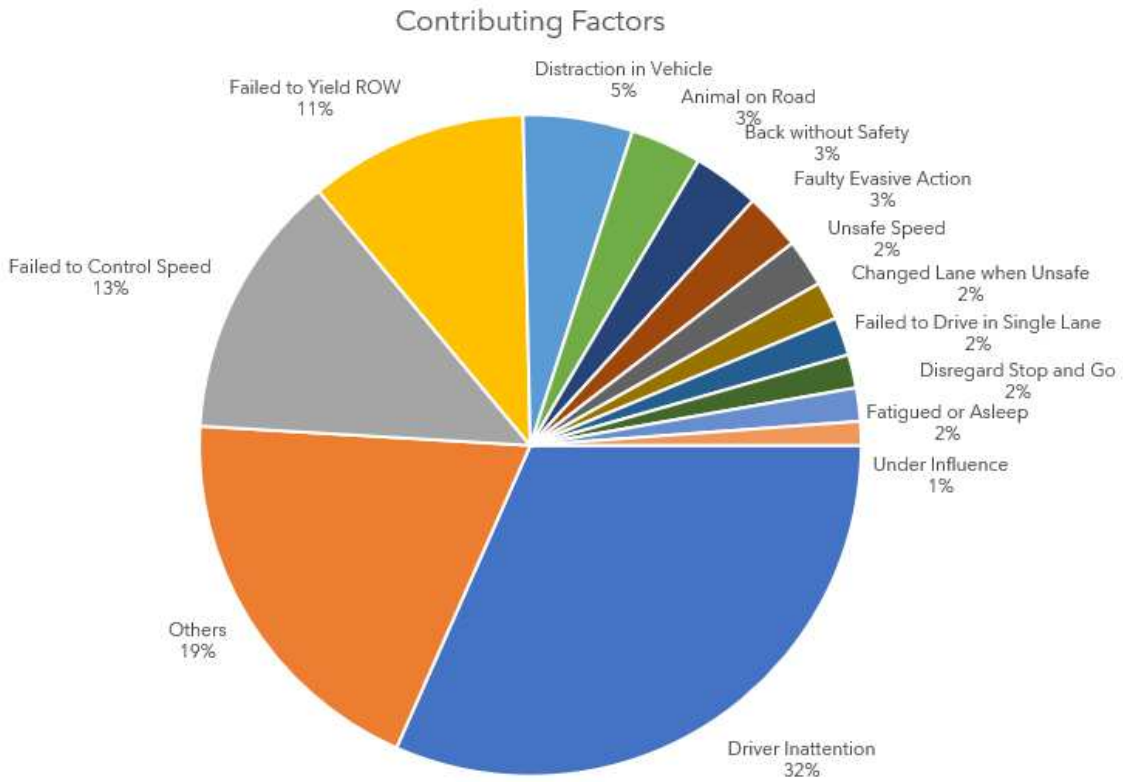

Figure 7. Contributing Factors for Crashes within the City of Lago Vista

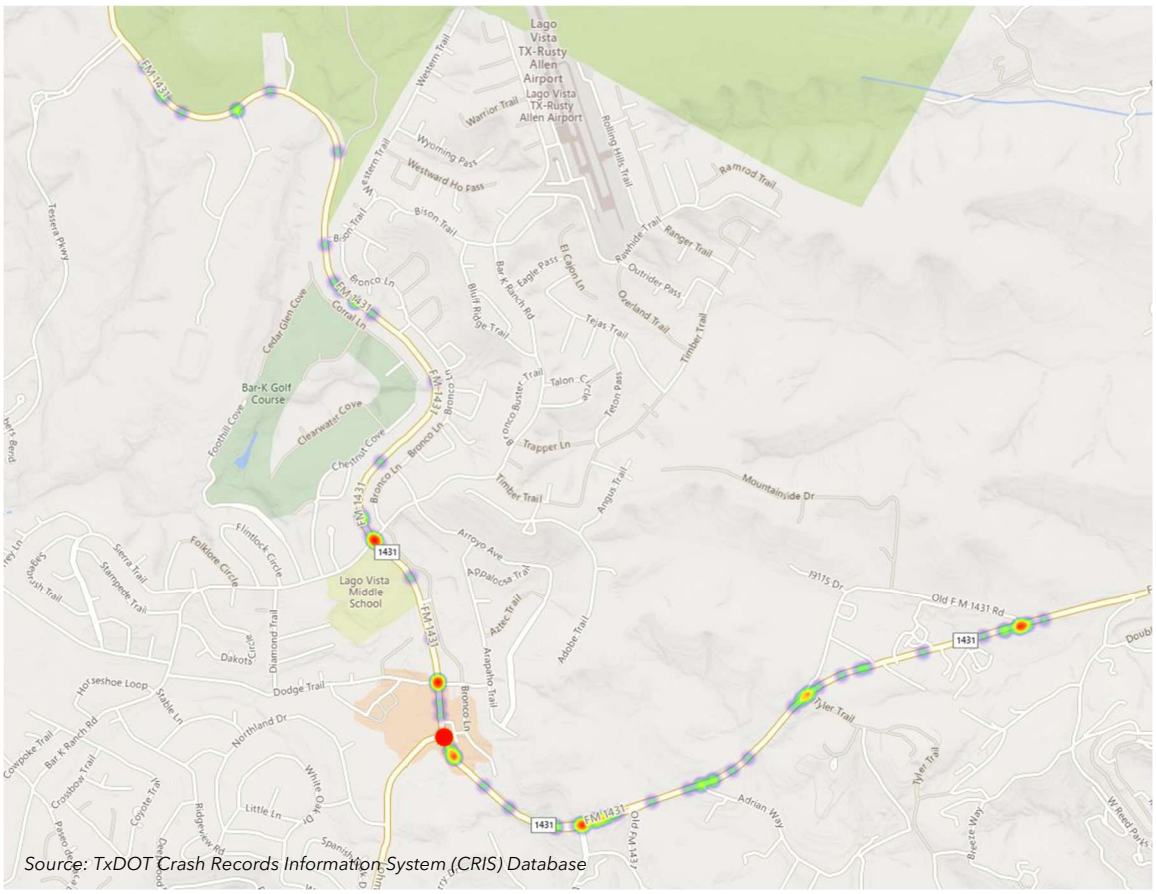

Figure 8. Heat Map showing Concentration of Crashes along FM 1431 in Lago Vista, TX

3.2.1 CRASH RATE ON FM 1431

The overall crash rate on the segment of FM 1431 within Lago Vista was compared to similar statewide crash rate data for the analysis period of 2018 through 2022 as shown in **Figure 9**. The statewide crash rate data was obtained from Texas Motor Vehicle Crash Statistics[2], an online database maintained by TxDOT. The average statewide traffic crash rate on urban Farm-to-Market roadway systems over the analysis period varied from 245 to 252 crashes per 100 million Vehicle Miles Traveled (VMT), compared to 295 to 436 crashes per 100 million VMT for the FM 1431 study corridor over the same period. From 2019 to 2021, the average crash rate on FM 1431 was similar to the statewide rate, however, from 2021 to 2022, the average crash rate on FM 1431 was 70% higher than the statewide crash rate.

[2] http://www.txdot.gov/inside-txdot/forms-publications/drivers-vehicles/publications/annual-summary.html

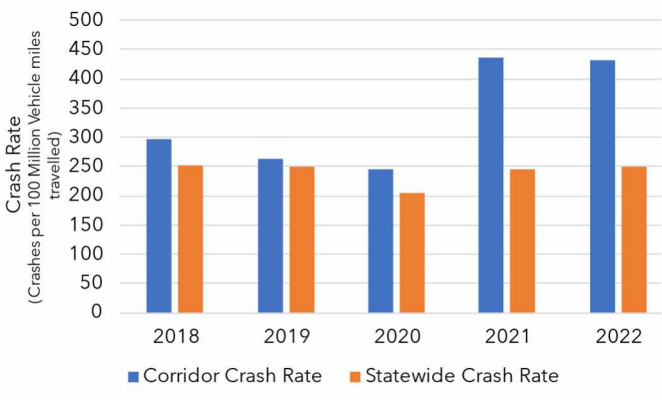

Figure 9. Comparison of Crash Rate on FM 1431 to Statewide Crash Rate for FM Roadways

3.2.2 CRASH TYPE AND SEVERITY (FM 1431)

Of the total 138 crashes on FM 1431 during the 5-year analysis period, 137 were vehicular crashes with 2 fatal crashes and 1 pedestrian-related crash.

One of the fatal crashes occurred east of Adrian Way (not intersection-related), in which one vehicle drove in the wrong direction without headlights around 7 PM and hit an oncoming vehicle. The other fatal crash occurred south of Bison Trail (not intersection-related), involving one vehicle that overturned due to faulty evasive action. As shown in the summary in **Table 2**, 65% of the crashes did not result in an injury, 8% had suspected serious injury, 12% had suspected minor injury, and 12% had possible injury.

Table 2. Crash Type and Severity by Year (2018-2022) on FM 1431

Crash Type	Year					Grand Total
	2018	2019	2020	2021	2022	
Total Vehicular Crashes	**24**	**22**	**17**	**36**	**38**	**137**
Fatal Injury Crashes	1	0	0	0	1	2
Suspected Serious Injury Crashes	3	0	3	3	2	11
Suspected Minor Injury Crashes	3	3	1	4	6	17
Possible Injury Crashes	0	5	1	6	4	16
Unknown	1	0	0	0	1	2
Not Injured Crashes	16	14	12	23	24	89

3.2.3 CRASH CONTRIBUTING FACTOR (FM 1431)

A summary of all crashes on FM 1431 over the 5-year analysis period by crash contributing factor is illustrated in **Figure 10**. The distribution pattern for the crash contributing factor on FM 1431 is similar to the citywide data. About one third of crashes were caused by driver inattention, followed by 17% crashes that were caused by failure to control speed and another 17% from failure to yield right-of-way.

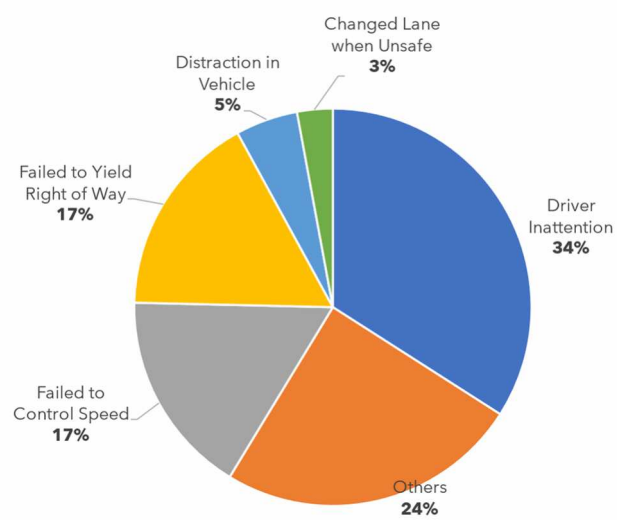

Figure 10. Contributing Factors for Crashes on FM 1431

3.2.4 MANNER OF CRASHES (FM 1431)

A summary of all crashes on FM 1431 over the 5-year analysis period by manner of collision is illustrated in **Figure 11**. About a quarter of the crashes were single motor vehicle crashes involving either collision with a fixed object or overturning. The second most common manner of crashes were rear-end crashes (17%) involving two vehicles traveling in the same direction with one going straight and one stopped. These

crashes were mainly caused by driver inattention and failure to control speed. About 16% of crashes involved vehicles traveling in opposite directions with one going straight and one making a left turn, and the crash was caused mostly from failure to yield right-of-way.

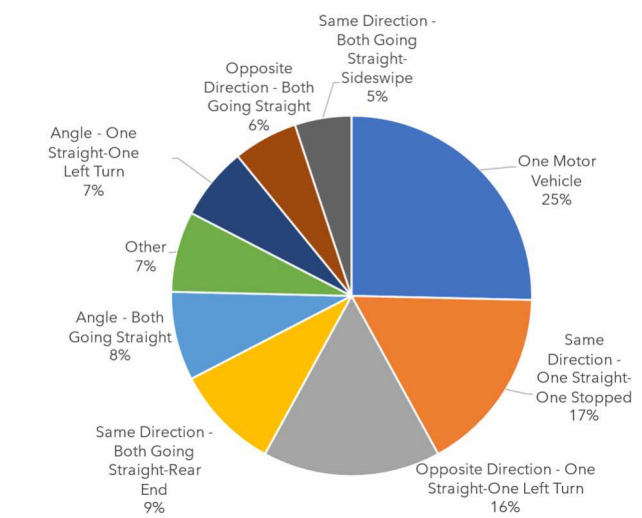

Figure 11. Manner of Collision for Crashes on FM 1431

3.3 LOHMAN FORD ROAD CRASH SUMMARY

During the 5-year period (from 2018 to 2022), a total of 106 crashes were reported along Lohman Ford Road involving 192 vehicles and 233 persons. The heat map generated on Lohman Ford Road, as shown in **Figure 12**, indicates a high concentration of crashes near the intersections of FM 1431, Ridgeview Road, Alfalfa Drive, Dawn Drive, and Boggy Ford Road.

Figure 12. Heat Map showing Concentration of Crashes on Lohman Ford Road

3.3.1 CRASH RATE ON LOHMAN FORD ROAD

Similar to FM 1431, the overall crash rate along Boggy Ford Road was compared to similar statewide crash rate data for the analysis period of 2018 through 2022 as shown in **Figure 9**. The average statewide traffic crash rate on urban FM roadway systems over the analysis period varied from 245 to 252 crashes per 100 million VMT, compared to 166 to 310 crashes per 100 million VMT for the Lohman Ford Road study corridor over the same period. The analysis shows that in 2020 and 2021, the crash rate on Lohman Ford Road was 17% and 27% higher than the statewide crash rate. It should be noted that the statewide crash rate used for comparison is for FM roadways. While Lohman Ford Road is not an FM roadway, it is the most relevant highway system data available for comparison.

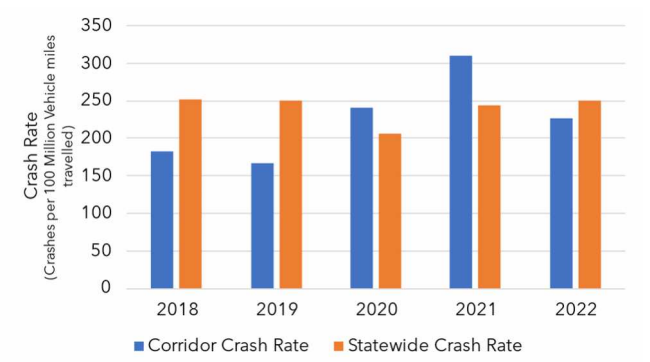

Figure 13. Comparison of Crash Rate on Lohman Ford Road to Statewide Crash Rate for FM Roadways

3.3.2 CRASH TYPE AND SEVERITY (LOHMAN FORD ROAD)

Of the total 106 crashes on Lohman Ford Road during the 5-year analysis period, all were vehicular crashes. As shown in the summary in **Table 3**, none of the crashes resulted in a fatality, and 73% of all crashes did not result in an injury. For the injury-related crashes, between 8% -10% of crashes were in each of the following crash categories: suspected serious injury, suspected minor injury and possible injury.

Table 3. Crash Type and Severity by Year (2018-2022) on Lohman Ford Road

Crash Type	Year					Grand Total
	2018	2019	2020	2021	2022	
Total Vehicular Crashes	**15**	**16**	**23**	**30**	**22**	**106**
Fatal Injury Crashes	0	0	0	0	0	0
Suspected Serious Injury Crashes	2	2	0	3	1	8
Suspected Minor Injury Crashes	0	2	3	3	2	10
Possible Injury Crashes	2	2	1	3	1	9
Unknown	1	0	1	0	0	2
Not Injured Crashes	10	10	18	21	18	77

3.3.3 CRASH CONTRIBUTING FACTOR (LOHMAN FORD ROAD)

A summary of all crashes on Lohman Ford Road over the 5-year analysis period by crash contributing factor is illustrated in **Figure 14**. The distribution pattern for the crash contributing factor on Lohman Ford Road is similar to the citywide data and for FM 1431. About one-third of crashes were caused by driver inattention, followed by 14% of crashes that were caused by failure to control speed and another 11% from failure to yield right-of-way.

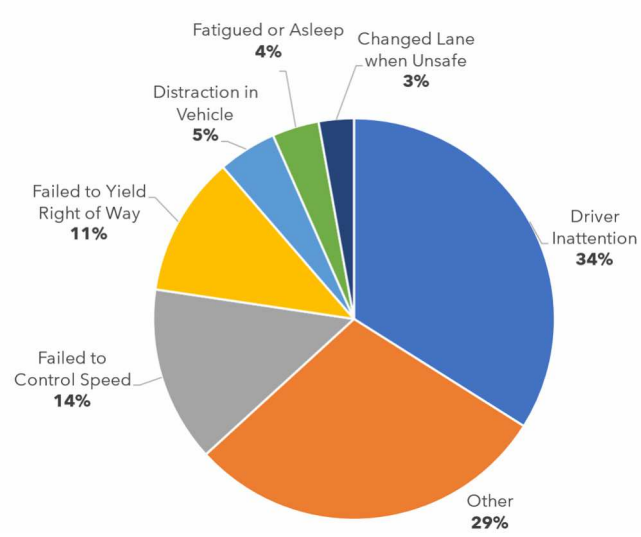

Figure 14. Contributing Factors for Crashes on Lohman Ford Road

3.3.4 MANNER OF CRASHES (LOHMAN FORD ROAD)

A summary of all crashes on Lohman Ford Road over the 5-year analysis period by manner of collision is illustrated in **Figure 15**. About 28% of the crashes were single motor vehicle crashes involving collision with a fixed object, parked car or overturning. The second most common manner of crashes was rear-end crashes (24%) involving two vehicles traveling in the same direction with one going straight and one stopped caused mainly by driver inattention. About 10% of crashes involved vehicles traveling in opposite directions with one going straight and one making a left turn, and the crash was caused due to failure to yield right-of-way.

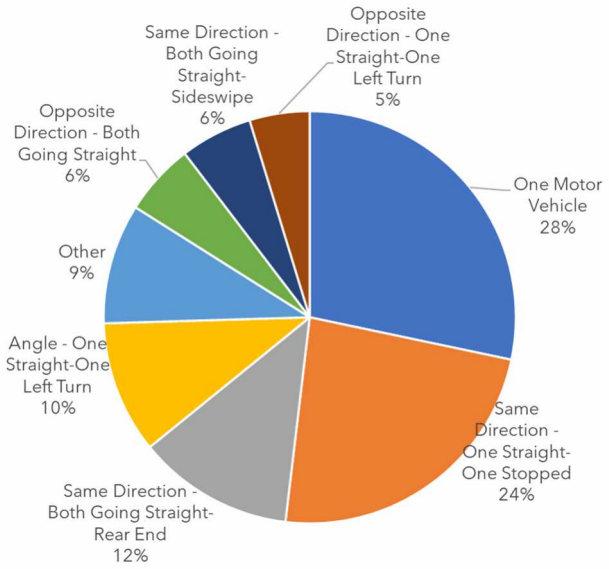

Figure 15. Manner of Collision for Crashes on Lohman Ford Road

3.4 SUMMARY OF FINDINGS

A summary of findings from the analysis of crashes that occurred during the 5-year analysis period (2018 to 2022) within the City of Lago Vista including the two major corridors of FM 1431 and Lohman Ford Road is provided below:

- There were 430 total crashes within the City including 138 crashes on FM 1431 and 106 crashes on Lohman Ford Road. Among the crashes, 3 were fatal crashes (one on FM 1431 east of Adrian Way, one on FM 1431 south of Bison Trail, and one on Destination Way south of FM 1431).
- Most crashes were vehicular crashes with only 3 crashes involving pedestrians.
- Citywide, 70% of all crashes did not result in an injury, and 27 crashes resulted in suspected serious injury. Suspected serious injury crashes accounted for 11% of crashes on FM 1431 and 9% of crashes on Lohman Ford Road.

- 36% of all crashes (citywide) occurred at an intersection. On FM 1431, 51% of all crashes occurred at an intersection (33% of crashes occurred at FM 1341 and Lohman Ford Road). Of the total crashes on Lohman Ford Road, 39% occurred at an intersection.
- The time of day and day of week crash distributions indicated similar patterns for citywide crashes and crashes on the two corridors.
- The crash contributing factors were similar for citywide crashes, as well as crashes on the two corridors. Driver inattention was the most common contributing factor (32% for citywide, and 34% for both corridors). The second most common factor was failure to control speed (13% for citywide, 17% for FM 1431, and 14% for Lohman Ford Road). The third common factor was failure to yield to right-of-way (11% for citywide, 17% for FM 1431, and 11% for Lohman Ford Road). Other factors included distraction in vehicle, fatigued or asleep driver, and changing lanes when unsafe.
- Almost half of all crashes within the City involved only one motor vehicle, while on the two corridors, such crashes accounted for about 25% of all crashes. The second common manner of collision was rear-end crashes involving two vehicles traveling in the same direction with one going straight and the other either going straight or stopped (19% of citywide, 26% for FM 1341, and 36% for Lohman Ford Road). Angle crashes with one vehicle going straight and the other making a left turn accounted for 16% of crashes on FM 1431 and 10% of crashes on Lohman Ford Road. Citywide angle crashes accounted for only 2% of all crashes.

4.0 TRAFFIC VOLUMES AND FORECASTS

This section summarizes the historical traffic volume trends, existing traffic volumes and projected future traffic volumes used in the traffic operations analysis for the study corridor.

4.1 HISTORICAL TRAFFIC GROWTH

A review of historical traffic data provides an assessment of the recent growth trends for traffic volumes in the corridor. Historical Annual Average Daily Traffic (AADT) data published by TxDOT at multiple locations along the study corridor were compiled. The historical growth rate was calculated by regression of the AADT count data for year 2002 through 2022. The historical traffic trends from available data locations are shown in **Figure 16**. The trends indicate that on FM 1431, between the years 2002 and 2015, there were increases as well as decreases during certain time periods with an overall upward trend. However, since 2015, the traffic volumes on FM 1431 have increased by more than 50% with a significant increase noted at the location east of Lohman Ford Road. The average annual growth rate on FM 1431 is 2.3% over the 20-year period. The average annual growth rate over the years from 2005 to 2022 on Lohman Ford Road is 3.3%, on Boggy Ford Road is 3.7% and on Bar K Ranch Road is 4.7%.

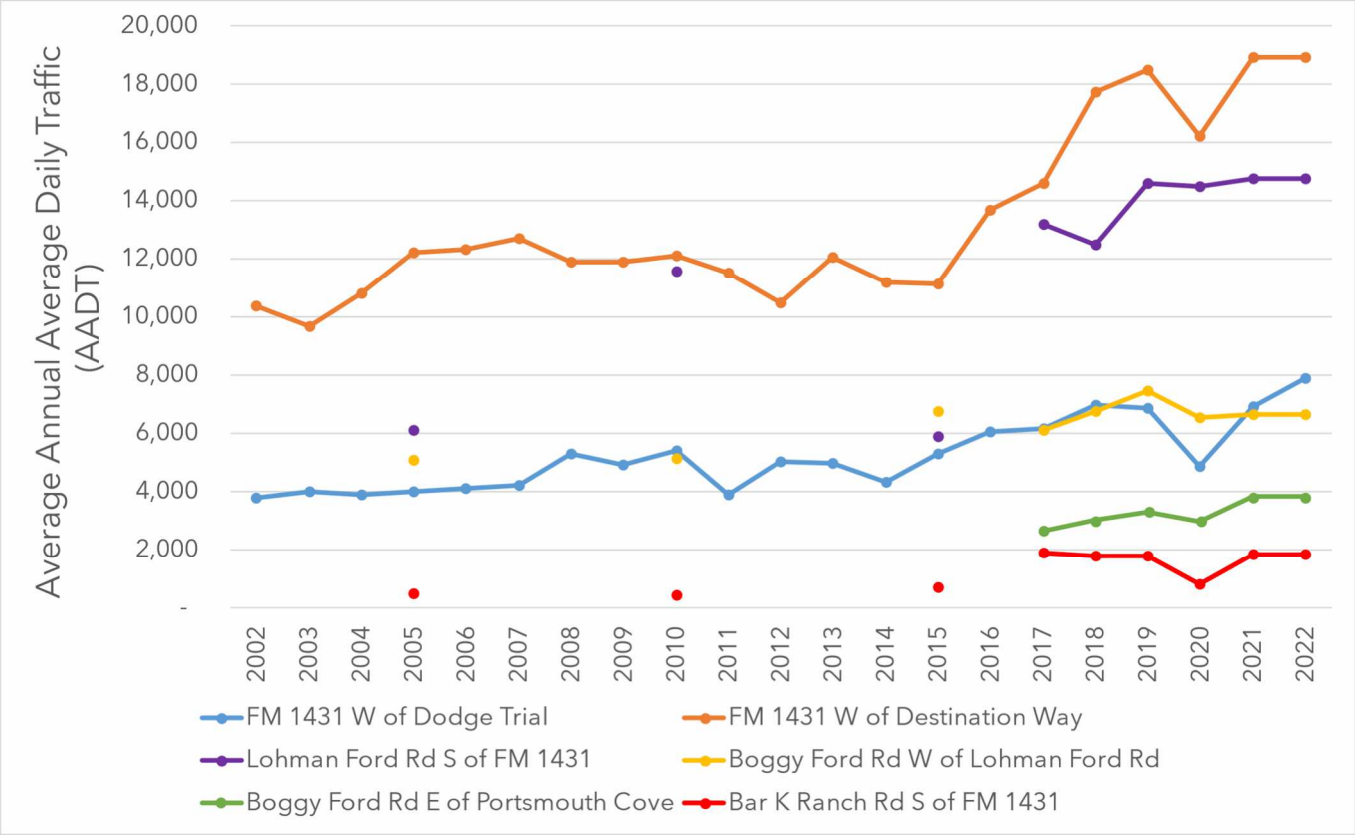

Figure 16. Historical Traffic Count Data on Major Roadways in Lago Vista, TX

4.2 EXISTING TRAFFIC VOLUME PATTERN

To understand the variation in hourly traffic patterns throughout the day along the major roadways of FM 1431 and Lohman Ford Road in Lago Vista, 24-hour count data from December 2022 and September 2019 available from TxDOT Traffic Count Database System (TCDS) was analyzed. These traffic volumes and patterns are discussed and presented in the following paragraphs.

4.2.1 FM 1431 WEST OF DODGE TRAIL

The count at this location shows a daily volume of 8,011 vehicles. The highest hourly volume was during the PM peak hour between 3 PM and 4 PM with 699 vehicles (K-factor of 8.7%). During this peak hour, the traffic volumes were evenly distributed in both travel directions on FM 1431 with a directional distribution of 51%-49%. The hourly vehicle volume variation through the day by direction of travel on FM 1431 west of Dodge Trail is shown in **Figure 17**.

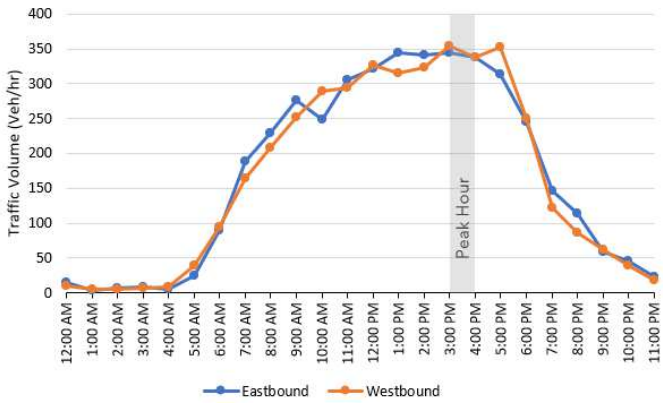

Figure 17. Hourly Traffic Variation Pattern along FM 1431 west of Dodge Trail

4.2.2 LOHMAN FORD ROAD SOUTH OF FM 1431

The count on Lohman Ford Road just south of FM 1431 shows a daily volume of 16,333 vehicles. The highest hourly volume was during the PM peak hour between 4 PM and 5 PM with 1,413 vehicles (K-factor of 8.7%). During this peak hour, the peak travel direction was southbound with a directional distribution of 61%-39%. The hourly vehicle volume variation through the day by direction of travel on Lohman Ford Road just south of FM 1431 is shown in **Table 18**.

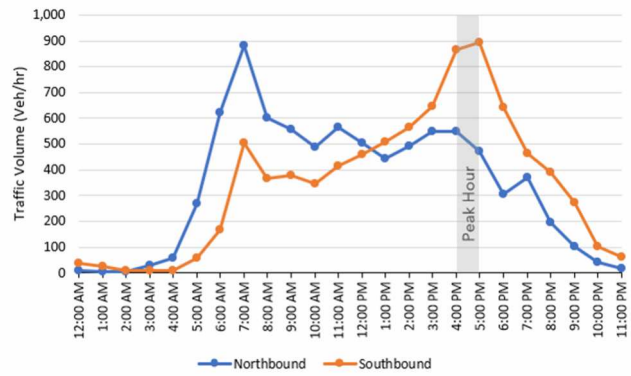

Figure 18. Hourly Traffic Variation Pattern along Lohman Ford Road south of FM 1431

Traffic volumes used in the analysis of existing conditions were obtained from the intersection traffic counts collected as part of this study.

4.3 PROPOSED DEVELOPMENT

The City is expecting several significant new developments comprising residential, neighborhood commercial, hotel and restaurant land uses. The information related to the development was obtained from the Traffic Impact Analysis (TIA) reports provided by the City staff, and publicly available information such as development websites. For specific developments for which a TIA report was not available (Montechino and Winn Ranch developments), the land use and size information was gathered from City staff and public development websites and/or assumptions from similar developments. **Table 4** summarizes all the development information that was used as basic input for the estimation of future year 2033 traffic forecasts. A map showing proposed development locations is provided in **Figure 19**.

Table 4. Proposed New Development Information

Development Name	Land Use Type	Size	Unit	Build Out Year	TIA Date
Montechino	Retail	40	1,000 GSF	N/A	No TIA
	Single-Family Residential	208	DU		
Firefly Cove	Single-Family Residential	325	DU	2026	2021.06.25
Turnback Ranch	Single-Family Residential	372	DU	2029	2022.08.24
	Multi-Family Residential (Low Rise)	150	DU		
	Public Park	35	Acres		
Nature's Point	Multi-Family Residential (Low Rise)	50	DU	2026	2021.03.21
	Resort Hotel	150	Room		
	Shopping Center	8	1,000 GSF		
	Quality Restaurant	6	1,000 GSF		
Luna Ridge	Single-Family Residential	114	DU	2025	2022.11
	Condo/Town Residential	224	DU		
	Shopping Center	59.46	1,000 GSF		
Fast Food	Fast Food Restaurant	10.3	1,000 GSF	2023	2023.05
Lago Place	Single-Family Residential	90	DU	2027	2023.05
	Multi-Family Residential (Low Rise)	44	DU		
	Fast Casual Restaurant	3.6	1,000 GSF		
	Small Office Building	3	1,000 GSF		
	Strip Plaza <40k	2.17	1,000 GSF		
Shoreline Ranch	Single-family Residential	1,100	DU	2033	2022.08.04
	Multi-Family Residential (Low Rise)	150	DU		
Winn Ranch	Single-family Residential	800	DU	N/A	No TIA
	Condo/Town Residential	200	DU		
	Resort Hotel	150	Room		

DU = Dwelling Unit

GSF = Gross Square Feet

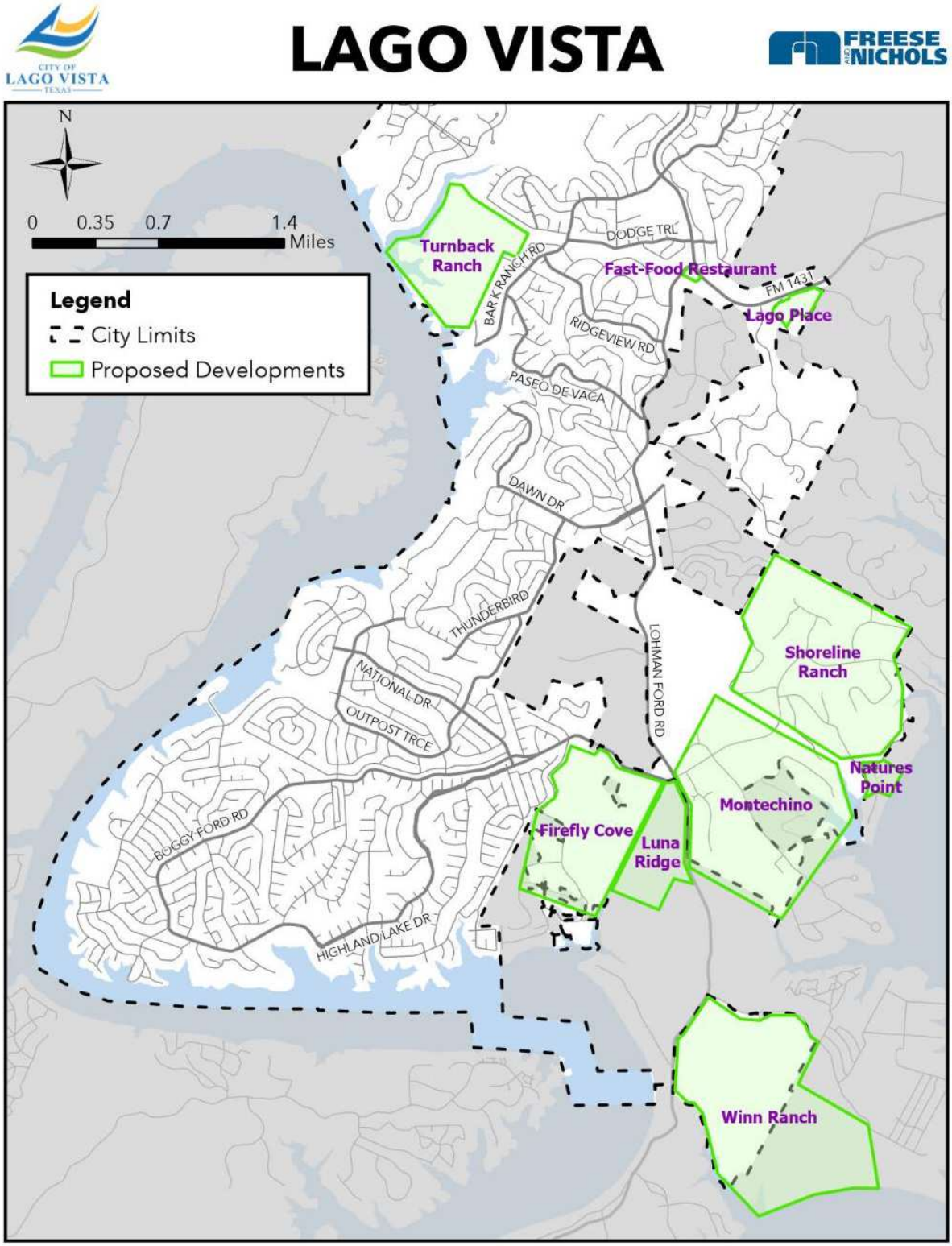

Figure 19. Proposed Developments Location Map

4.4 TRAFFIC FORECASTS

4.4.1 TRAFFIC FORECAST METHODOLOGY

Traffic volumes for the future year 2033 scenarios were developed by applying growth rates discussed in the previous section to existing counts to obtain future year background traffic. The estimated site-generated traffic for proposed developments were added to the background traffic to obtain the total future traffic for the purpose of traffic operations analysis. The basic procedure used to develop the future traffic volumes used in the analysis is summarized in **Figure 20**.

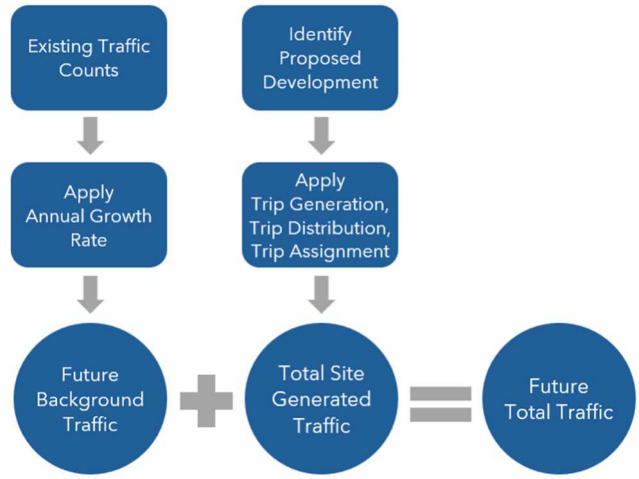

Figure 20. Procedure Used to Develop Future Traffic Volumes for Analysis

4.4.2 BACKGROUND TRAFFIC

The City of Lago Vista has hilly terrain and is uniquely located on the north side of the meandering Colorado River such that much of the City is landlocked to the east, west and south. As such, FM 1431 is the only major corridor that connects nearby cities and larger regions and therefore carries bypass traffic with both origins and destinations outside of the City. All other corridors only service traffic that originates from or is destined to the City with no bypass traffic. Therefore, annual background traffic growth would only apply to FM 1431 at the growth rate of 2.3% per year.

4.4.3 PROPOSED DEVELOPMENT GENERATED TRAFFIC

A. Developments with available TIA reports:

TIA reports were available for the following seven identified planned developments that had information on the traffic generation, distribution, and assignment results which provided site-generated traffic onto the adjacent roadway network. These site-generated traffic estimates at the roadway intersections were adopted for this study.

- Firefly Cove
- Turnback Ranch
- Nature's Point
- Luna Ridge
- Fast Food Restaurant
- Lago Place
- Shoreline Ranch

For each of the seven developments, snapshots from their respective TIA reports showing traffic generated on the roadway network and major intersections in adjacent influence areas have been compiled in **Appendix B**. These traffic volumes were added onto the background traffic volumes to obtain total traffic for future roadway network analysis.

B. Developments with no TIA reports:

The proposed Montechino and Winn Ranch developments did not have a TIA report available. For these developments, estimates of the site-generated traffic onto the roadway

network were developed as part of this study by using trip rates included in the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). The number of trips generated would depend on the type of land use and the size of the development.

Montechino Development: The peak hour trip generation data for the proposed Montechino development is identified in **Table 5**. The site-generated traffic was distributed onto the roadway network utilizing traffic distribution percentages similar to the proposed Firefly Cove and Nature's Point developments due to their proximity to each other and general location within the City roadway network.

Table 5. Trip Generation Table for Proposed Montechino Development

ITE Land Use	ITE Code	Weekday AM Peak			Weekday PM Peak		
		ITE Rate	In	Out	ITE Rate	In	Out
Strip Retail Plaza (<40k)	822	2.36	57	38	6.59	132	132
Single-Family Detached Residential	210	0.7	36	109	0.94	123	72

Winn Ranch Development: The assumptions for types and sizes of land uses were based on the available Development and Annexation Agreement and similar proposed developments within the City of Lago Vista. The peak hour trip generation data for the proposed Winn Ranch development is identified in **Table 6**. The site-generated traffic was distributed onto the roadway network utilizing traffic distribution percentages similar to the proposed Shoreline Ranch development due to its proximity and general location within the City roadway network.

Table 6. Trip Generation Table for Proposed Winn Ranch Development

ITE Land Use	ITE Code	Weekday AM Peak			Weekday PM Peak		
		ITE Rate	In	Out	ITE Rate	In	Out
Single-Family Detached Residential	210	0.7	140	420	0.94	474	278
Multi-Family Residential (Low Rise)	220	0.4	19	61	0.51	64	38
Resort Hotel	330	0.32	35	13	0.41	26	35

4.4.4 FORECASTED TRAFFIC VOLUMES

Based on the future traffic volume development procedure illustrated in **Figure 20**, the total traffic volumes for future year 2033 were derived utilizing the collected traffic counts, estimated background traffic growth rate, and site-generated traffic from the proposed development as described above. The traffic estimation procedure including existing counts, background growth and site-generated traffic estimation procedure was conducted utilizing VISTRO traffic analysis software to combine and track trips generated by proposed development to develop future year 2033 traffic volumes for major corridors and intersections. The forecasted future year AM and PM peak hour traffic volumes are presented in **Appendix C**.

5.0 LOHMAN FORD ROAD TRAFFIC ANALYSIS

5.1 EXISTING CONDITIONS

5.1.1 LANE PROVISIONS

The existing lane provisions along Lohman Ford Road are described below:

- FM 1431 to Dawn Drive: Four lanes undivided (two lanes in each direction), with a center left turn lane provided on the approach to FM 1431. A four- to eight-foot-wide shoulder is provided in each direction.
- Dawn Drive to Boggy Ford Road: Two lanes undivided (one lane in each direction), with a left turn lane provided on the approaches to Dawn Drive and a right turn lane provided at Boggy Ford Road and at the driveway to the Chevron station. Lohman Ford Road widens to provide a center left turn lane and a right turn lane on the approaches to the north and south driveways at the high school. A four-to eight-foot-wide shoulder is provided in each direction.
- Boggy Ford Road to the south city limits: Two lanes undivided (one lane in each direction), but no left turn lane is provided at Boggy Ford Road. A two- to four-foot-wide shoulder is provided in each direction.

A map showing Lohman Ford Road is provided in **Figure 21**.

5.1.2 TRAFFIC CONTROL

The existing traffic control elements including intersection control, speeds, school zones and warning signs are discussed below.

A. Traffic Signals:

Traffic signals are provided at the intersections with FM 1431, Dawn Drive and Boggy Ford Road, as depicted in **Figure 21**. All other intersections are side street stop controlled.

- At FM 1431, a left turn lane, a through lane and a right turn lane are provided.
- At Dawn Drive, a left turn is provided in both directions, and a southbound right turn is provided as a transition of a 4-lane to 2-lane cross-section from north of Dawn Drive to south of Dawn Drive.
- At Boggy Ford Road, a southbound right turn lane is provided, with left turns allowed from the through lane.

B. Posted Speed Limits:

The posted speed limits along Lohman Ford Road are as follows:

- South of FM 1431, Lohman Ford Road southbound is posted as 35 mph near the commercial driveways and then 40 mph south of Northland Drive.
- Between FM 1431 and 2,200 feet south of Dawn Drive, northbound Lohman Ford Road is posted as 40 mph.
- Between 2,200 feet south of Dawn Drive and Boggy Ford Road is posted as 50 mph in each direction.
- South of Boggy Ford Road is posted as 45 mph in each direction.

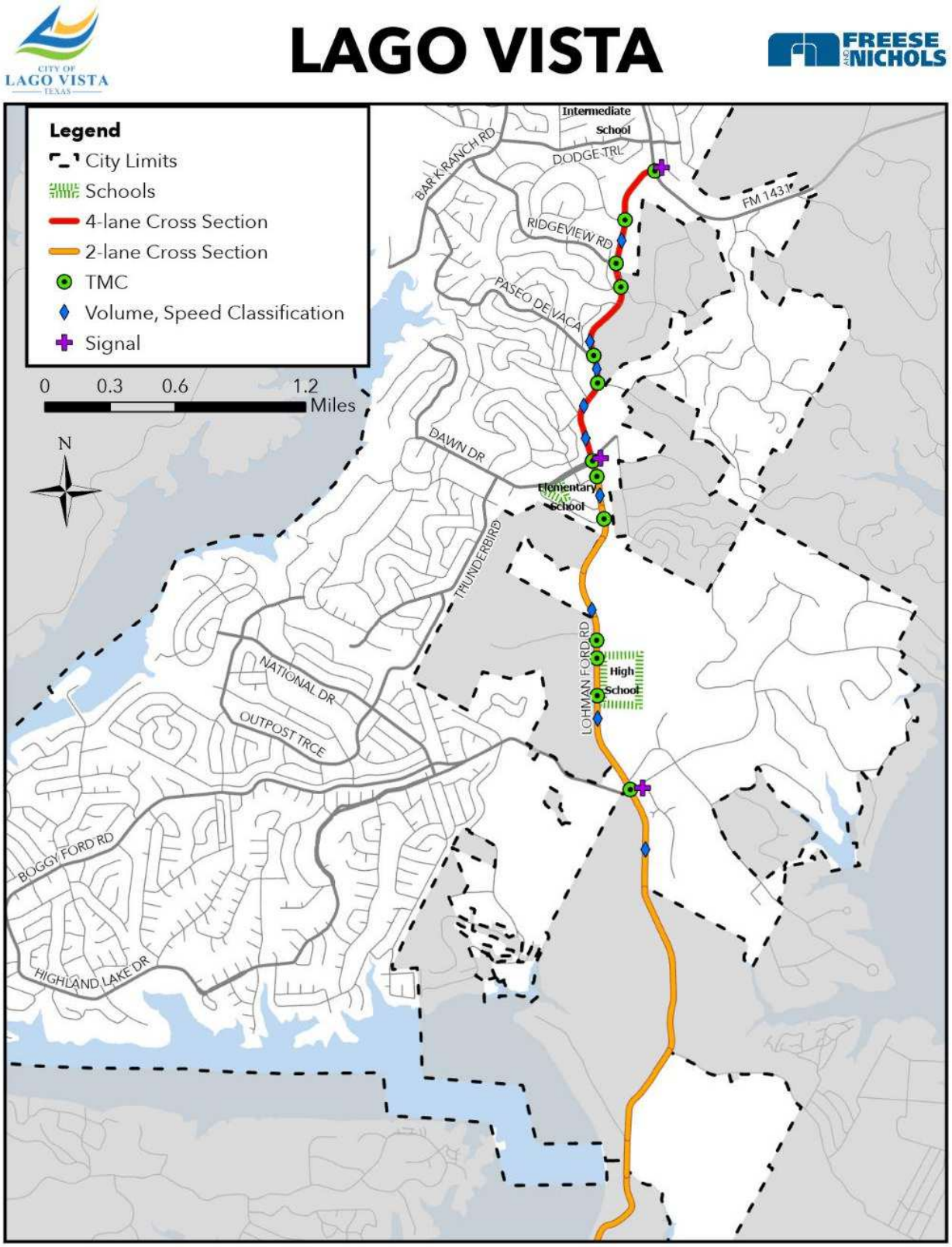

Figure 21. Map showing Lohman Ford Road within the City of Lago Vista

C. School Zones:

A 35 mph school speed zone is signed on Lohman Ford Road within the 50 mph speed zone in the vicinity of the Lago Vista High School driveways, extending from 500 feet north of the north school driveway (just north of Rancho Cielo Court) to 700 feet south of the south school driveway. A school speed zone is not designated on Lohman Ford Road near Dawn Drive for the Lago Vista Elementary School.

D. Speed and Traffic Control Warning Signs:

- A curve warning sign with a 35 mph advisory plaque is provided in the northbound direction just north of Northland Drive in advance of the approximately 480-foot curve to the right. However, once out of the curve, the roadway approaches FM 1431 and several commercial driveways. *It is recommended to post a regulatory 35 mph speed limit just past the curve.*
- A curve warning sign with a 35 mph advisory plaque is provided in the northbound direction just south of Paseo De Vaca in advance of the approximately 470-foot curve to the right. *It is recommended to post a regulatory 40 mph speed limit just past the curve.*
- A curve warning sign with a 35 mph advisory plaque is provided in the northbound direction just north of Park Drive in advance of the approximately 500-foot curve to the left. *It is recommended to post a regulatory 40 mph speed limit just past the curve.*
- A curve warning sign with a 35 mph advisory plaque is provided in the southbound direction just north of Park Strip Street in advance of the approximately 450-foot radius curve to the right southbound for the inside lanes. For the same curve, a curve warning sign with a 40 mph regulatory speed sign is provided in the northbound direction (curve to the left) near the transition of the 50 mph to 40 mph posted speed limit. *Per the Texas MUTCD, the speed advisory plaque should be yellow like the warning sign. However, this curve warning sign is followed by a statutory 40 mph speed limit sign. The curve warning sign would be more appropriately repositioned farther north after the 40 mph sign at 200 feet in advance of the curve to the left.*
- Signal ahead signs with 40 mph plaques are provided on the northbound, southbound and eastbound approaches in advance of the signalized intersection at Boggy Ford Road. *The 40 mph advisory speed is too high for passing through the intersection and is recommended to be reduced to 35 mph northbound and southbound and 30 mph eastbound. A signal ahead sign with a 30 mph plaque should be installed on the westbound approach to Lohman Ford Road.*

5.1.3 TRAFFIC VOLUMES AND SPEEDS

24-hour traffic volumes, vehicle classifications and travel speeds were measured at nine locations along Lohman Ford Road on Wednesday, April 6, 2023. The data collection locations are depicted in **Figure 21** and the data is summarized in **Table 7**. Overall, there were less than 3% heavy vehicles on Lohman Ford Road.

Table 7. Lohman Ford Road Volumes and Speeds

Location	Daily Traffic Volume, vpd		Speed Limit (MPH)	85%tile Speed, MPH (MPH over Speed Limit)	
	NB	SB		NB	SB
South of Northland Dr	9,256	9,300	40	47 (+7)	47 (+7)
South of Agarita Dr	9,380	9,139	40	49 (+9)	49 (+9)
North of Alfalfa Dr	9,146	9,132	40	47 (+7)	47 (+7)
North of Dawn Dr	8,095	8,214	40	43 (+3)	47 (+7)
South of Dawn Dr	6,028	6,027	40	41* (+1)	44 (+4)
North of High School	5,764	5,714	50	50 (+0)	51 (+1)
South of High School	5,798	5,773	50	48 (-2)	48 (-2)
South of Boggy Ford Rd	2,313	2,323	50	53 (+8)	54 (+9)

** During School Zone hours, 36 MPH in AM and 39 MPH in PM in 35 MPH School Zone Speed Limit.*

respectively. Current peak hour traffic volumes during the AM and PM peak hours are adequately accommodated by the 4-lane roadway north of Dawn Avenue (highest volumes are about 45% to 48% less than service volume) and by the 2-lane roadway south of Dawn Drive (highest volumes are about 10% less than service volume).

5.1.4 ROADWAY CAPACITY

The capacity of arterial corridors is influenced by the traffic operations at the intersections along the corridor during the peak hours. The existing 2023 AM and PM peak hour roadway traffic volumes near key intersection locations along Lohman Ford Road are shown in **Figure 22**. The Highway Capacity Manual (HCM) provides guidelines for the generalized daily service volumes (Exhibit 16-16, HCM 6th Edition) for general planning use. Based on the current posted speeds, K-factor and directional distribution on Lohman Ford Road, the daily service volume is 30,800 vehicles per day (vpd) for the 4-lane section and 14,500 vpd for the 2-lane section to maintain LOS D. These daily service volumes can be converted to peak hour service volumes of approximately 2,770 and 1,300 vehicles for the 4-lane and 2-lane sections,

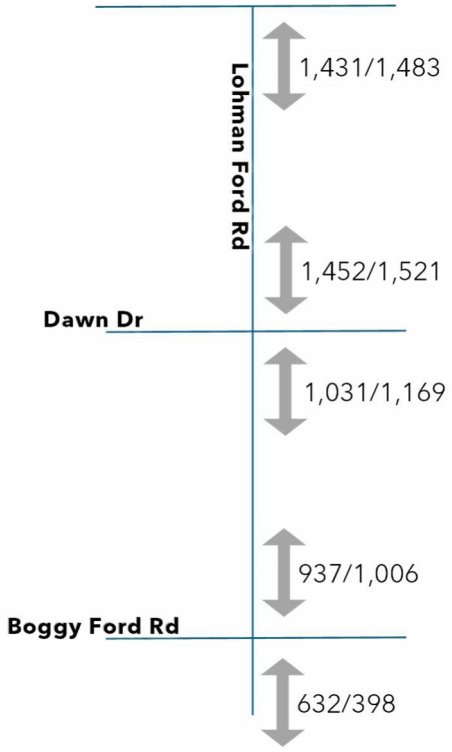

Figure 22. Existing (2023) Peak Hour Traffic Volumes (AM/PM) on Lohman Ford Road

5.2 TRAFFIC ANALYSIS METHODOLOGY

The current signal-controlled intersections and major side street stop-controlled intersections were evaluated for their performance during the AM peak and PM peak hours of operations. The analysis of traffic operations at intersections under the various scenarios was performed using Synchro (Version 12) analysis software in this study. The intersection Level of Service (LOS) was used as a measure of effectiveness. The LOS results for the directional movements are based on control delay, measured in seconds per vehicle (s/veh), and range from LOS A to LOS F. It is desired that during peak hours, the overall average of all movements at each of the intersections should operate at LOS D or better. The Highway Capacity Manual describes the methodologies for estimating control delay and defines the LOS criteria shown in **Table 8** based on average delay per vehicle at signalized and unsignalized intersections. For intersections, control delays can be computed for each directional movement and approach to assess critical elements of the intersection that need enhancement or reconfiguration.

Table 8. Intersection Level of Service Criteria

Signalized Intersections		Unsignalized Intersections	
Control Delay (Sec/veh)	LOS	Control Delay (Sec/veh)	LOS
<=10	A	<=10	A
>10-20	B	>10-15	B
>20-35	C	>15-25	C
>35-55	D	>25-35	D
>55-80	E	>35-50	E
>80	F	>50	F

Source: Highway Capacity Manual

5.3 EXISTING CONDITION TRAFFIC ANALYSIS

The existing condition results represent the traffic operations at the intersections under existing traffic and roadway geometry conditions. The control delay in seconds per vehicle and LOS for analyzed intersections along the FM 518 study corridor are shown in **Table 9**. The existing condition operations analysis indicates all the signalized intersections currently operate at acceptable LOS C or better. Most of the stop-controlled side streets between FM 1431 and Dawn Drive, as well as the south high school driveway, operate at LOS D in the PM peak hour. The westbound approach at Alfalfa Drive operates at LOS E in the AM peak hour.

Table 9. Intersection Vehicle Delay and LOS Results – Existing Conditions on Lohman Ford Road

			AM Peak Hour					PM Peak Hour				
Lohman Ford Rd @	**Control**	**MOE**	**EB**	**WB**	**NB**	**SB**	**Intersection**	**EB**	**WB**	**NB**	**SB**	**Intersection**
FM 1431	Signal	Delay	14.1	23.7	16.6	21.7	**17.9**	13.6	22.7	20.6	34.5	**19.3**
		LOS	B	C	B	C	**B**	B	C	C	C	**B**
Northland Dr	TWSC	Delay	19.8	N/A	8.9*	0.0	**0.3**	34.5	N/A	10.7*	0.0	**0.4**
		LOS	C		A			D		B		
Ridgeview Rd	TWSC	Delay	18.5	N/A	9.0*	0.0	**1.1**	18.9	N/A	10.9*	0.0	**0.8**
		LOS	C		B			C		B		
Post Oak Dr	TWSC	Delay	17.0	N/A	9.0*	0.0	**0.1**	27.5	N/A	10.6*	0.0	**0.2**
		LOS	C		A			D		B		
Paseo De Vaca Dr	TWSC	Delay	19.1	N/A	9.1*	0.0	**0.5**	28.0	N/A	10.9*	0.0	**0.6**
		LOS	C		A			D		B		
Alfalfa Dr	TWSC	Delay	N/A	38.1	0.0	10.5	**1.6**		26.2	0.0	0.0	**0.6**
		LOS		E		B			C		A	
Dawn Dr	Signal	Delay	37.4	49.1	21.6	15.2	**24.4**	34.5	34.6	12.9	15.1	**17.2**
		LOS	D	D	C	B	**C**	C	C	B	B	**B**
Civic Dr	TWSC	Delay	18.4	14.7	8.3*	8.8*	**0.5**	18.2	16.3	9.0*	8.5*	**0.2**
		LOS	C	B	A	A		C	C	A	A	
Travis Dr	TWSC	Delay	13.3	N/A	8.3*	0.0	**0.6**	19.8		9.0*	0.0	**0.3**
		LOS	B		A			C		A		
Rancho Cielo Ct	TWSC	Delay	14.2	N/A	8.3*	0.0	**0.1**	24.3		9.0*	0.0	**0.1**
		LOS	B		A			C		A		
High School N Driveway	TWSC	Delay	N/A	15.0	0.0	9.3*	**2.5**	N/A	16.2	0.0	8.2*	**2.7**
		LOS		C		A			C		A	
High School S Driveway	TWSC	Delay	N/A	20.8	0.0	9.4*	**2.4**	N/A	25.6	0.0	8.1*	**3.0**
		LOS		C		A			D		A	
Boggy Ford Rd	Signal	Delay	6.6	4.0	10.4	9.9	**8.2**	7.8	6.1	5.3	6.2	**6.5**
		LOS	A	A	B	A	**A**	A	A	A	A	**A**

Delay in seconds per vehicle
MOE= Measure of Effectiveness
** Delay reported is for the left turn. Through does not stop.*

5.4 FUTURE CONDITION TRAFFIC ANALYSIS

5.4.1 FUTURE TRAFFIC IMPLICATIONS

As described in Section 4.4, historical growth trends plus specific consideration of traffic generated by proposed development were considered to estimate future traffic volumes that are anticipated to occur within the next 10 years (Year 2033). A comparison of the 2023 traffic counts to the 2033 projected traffic volumes during peak hours indicates that when all the proposed developments are built and fully operational, the traffic demand on Lohman Ford Road is anticipated to more than double within the next 10 years, with some sections expected to experience 3 to 4 times the current traffic demand during the critical PM peak hour. The 2033 anticipated traffic demand during the AM and PM peak hours and the percentage change compared to the 2023 traffic counts are depicted in **Figure 23**.

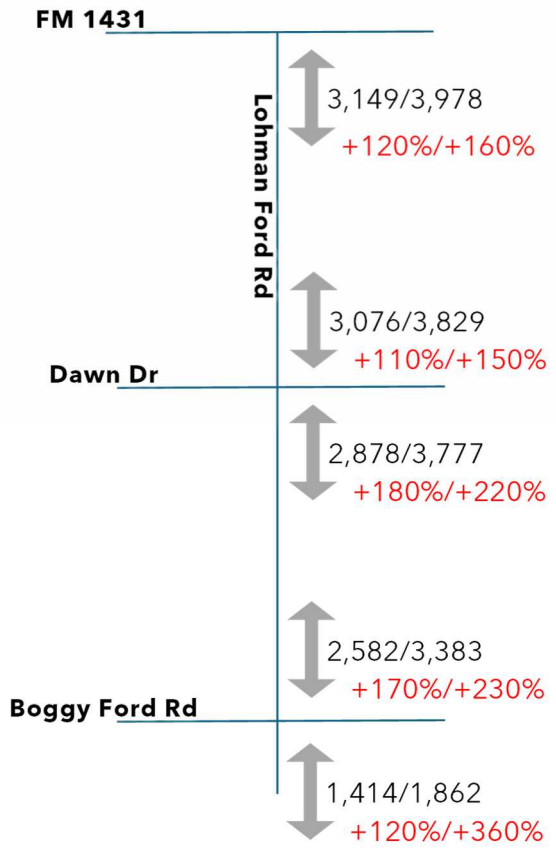

Figure 23. Forecasted (2033) Peak Hour Traffic Volumes (AM/PM) on Lohman Ford Road

5.4.2 FUTURE YEAR (2033) NO-BUILD CONDITION ANALYSIS

The future year (2033) no-build condition traffic analysis results represent the traffic operations at the intersections under the projected traffic conditions in year 2023 under the existing intersection geometry and control conditions. For signalized intersections, traffic signal timing was optimized to serve projected traffic demand. The control delay in seconds per vehicle and levels of service during the AM and PM peak hours under the 2033 no-build conditions for the intersections along the Lohman Ford Road corridor are shown in **Table 10**.

The future no-build condition traffic analysis results indicate that due to the significant increase in the anticipated traffic on Lohman Ford Road, all the signalized intersections would experience significant delays and most of the approaches would not be able to adequately accommodate the future traffic demand. All stop-controlled side street approaches would experience excessive delay and operate at LOS F due to heavy through traffic along Lohman Ford Road which would significantly reduce the availability of suitable gaps for the side street traffic to turn onto Lohman Ford Road.

Table 10. Intersection Vehicle Delay and LOS Results – Future (2033) No-Build Conditions on Lohman Ford Road

			AM Peak Hour					PM Peak Hour				
Lohman Ford Rd @	Control	MOE	EB	WB	NB	SB	Intersection	EB	WB	NB	SB	Intersection
FM 1431	Signal	Delay	45.2	130.4	187.9	63.7	**134.4**	>300	>300	119.1	85.1	**253.8**
		LOS	D	F	F	E	**F**	F	F	F	F	**F**
Northland Dr	TWSC	Delay	103.5	N/A	10.9*	0.0	**0.6**	>300	N/A	25.5*	0.0	**5.6**
		LOS	F		B			F		D		
Ridgeview Rd	TWSC	Delay	>300	N/A	11.4*	0.0	**14.0**	>300	N/A	34.9*	0.0	**207.2**
		LOS	F		B			F		D		
Post Oak Dr	TWSC	Delay	54.3	N/A	11.2*	0.0	**0.5**	>300	N/A	26.5*	0.0	**3.4**
		LOS	F		B			F		D		
Paseo De Vaca Dr	TWSC	Delay	112.7	N/A	11.7*	0.0	**3.9**	36.9	N/A	46.8*	0.0	**1.3**
		LOS	F		B			E		E		
Alfalfa Dr	TWSC	Delay	N/A	>300	0.0	24.4*	**59.1**	N/A	>300	0.0	16.3*	**29.5**
		LOS		F		C			F		C	
Dawn Dr	Signal	Delay	233.3	292.4	260.2	18.2	**189.4**	231.3	260.5	110.9	247.4	**195.3**
		LOS	F	F	F	B	**F**	F	F	F	F	**F**
Civic Dr	TWSC	Delay	>300	194.8	10.6*	18.7*	**3.6**	>300	>300	23.9*	14.3*	**6.8**
		LOS	F	F	B	C		F	F	C	B	
Travis Dr	TWSC	Delay	127.9	N/A	10.7*	0.0	**1.5**	>300	N/A	24.7*	0.0	**29.3**
		LOS	F		B			F		C		
Rancho Cielo Ct	TWSC	Delay	65.9	N/A	10.1*	0.0	**0.2**	171.4	N/A	25.8*	0.0	**3.3**
		LOS	F		B			F		D		
High School N Driveway	TWSC	Delay	N/A	205.8	0.0	22.0*	**8.8**	N/A	>300	0.0	13.0*	**86.7**
		LOS		F		C			F		B	
High School S Driveway	TWSC	Delay	N/A	>300	0.0	18.9*	**59.9**	N/A	>300	0.0	12.8*	**251.0**
		LOS		F		C			F		B	
Boggy Ford Rd	Signal	Delay	>300	27.9	>300	208.1	**>300**	88.4	12.8	>300	>300	**>300**
		LOS	F	C	F	F	**F**	F	B	F	F	**F**

Delay in seconds per vehicle
MOE= Measure of Effectiveness
** Delay reported is for the left turn. Through traffic does not stop.*

5.4.3 FUTURE YEAR (2033) PROPOSED IMPROVEMENTS

As discussed under the future year (2033) no-build conditions, with the significant increase in the anticipated traffic volumes, the existing geometry at all the signalized and unsignalized intersections would fail to accommodate the traffic demand. Therefore, based on the analysis, the following capacity and traffic control improvements are proposed at the corridor level to improve anticipated traffic operations:

A. Roadway Widening:

Widen Lohman Ford Road to four lanes from north of Dawn Drive to Boggy Ford Road.

B. Need for Left Turn Lanes:

With the anticipated increase in traffic, the addition of left turn lanes would be needed to remove turning traffic out of the through travel lanes. This would alleviate the safety concerns related to rear end crashes. While center two-way left-turn lane (TWLTL) would address the need for left turns for multiple access points along Lohman Ford Road, the presence of vertical and horizontal curves along the roadway limits the available sight distance and creates a potential for head-on collisions in the turn lane. Therefore, rather than a TWLTL, per the TxDOT Roadway Design Manual, raised medians are recommended as the average daily traffic volume on Lohman Ford Road is expected to exceed 20,000 vehicles per day. Therefore, considering the existing roadway cross-section, number of access points, roadway alignment, and anticipated traffic demands, the following phased improvements are recommended to address the need for left turns along Lohman Ford Road.

Short-term Improvement:

Restripe/widen the approaches to provide left turns from Lohman Ford Road at the following key unsignalized intersections:

- Ridgeview Drive
- Paseo De Vaca Drive
- Alfalfa Drive

Long-term Improvement:

Construct a raised median along Lohman Ford Road between FM 1431 and Dawn Drive (Phase 1) and between Dawn Drive and Boggy Ford Road (Phase 2), with dedicated left turn lanes at key locations. This treatment would further require an access management study to identify the needs for median opening locations in between openings for side streets, driveway consolidation/relocation/modification, and provision for U-turns. A public engagement process involving stakeholders and property owners would be required.

C. Signalization:

As described in Section 7.0 School Area Traffic, install traffic signals at the intersection of Lohman Ford Road and the north and south driveways at the Lago Vista High School to mitigate the long queues of traffic at both driveways exiting from the high school in the afternoon. The traffic signals meet the peak hour volume warrant as per the criteria outlined in the Texas Manual on Uniform Traffic Control Devices. The warrant is met based on current traffic volumes and will become more urgently needed given the anticipated increase in traffic volumes on Lohman Ford Road. Detailed signal warrant report is included in **Appendix D**.

D. Intersection Geometry Improvements:

The following geometric improvements are recommended at the signalized intersections along Lohman Ford Road:

FM 1431 @ Lohman Ford Road

- Eastbound on FM 1431: Add a dedicated right turn lane.
- Westbound on FM 1431: Add an additional dedicated left turn lane to provide for dual left turns.
- Northbound on Lohman Ford Road: Add an additional dedicated left turn lane to provide dual left turns onto Lohman Ford Road and change the existing through lane to a shared through-and-right-turn lane.
- Westbound on Lohman Ford Road: Add a dedicated right turn lane.

Lohman Ford Road @ Dawn Drive

- Southbound on Lohman Ford Road: Provide two through lanes as part of widening.
- Northbound on Lohman Ford Road: Provide one through lane and one shared-through-and-right-turn lane as part of widening.
- Eastbound on Dawn Drive: Add an additional dedicated left turn lane to provide one left turn lane and one shared left-turn-and-through-lane.

Lohman Ford Road @ Boggy Ford Road/ Shoreline Ranch Drive

- Southbound on Lohman Ford Road: Add a dedicated right turn lane.
- Northbound on Lohman Ford Road: add a dedicated right turn lane.
- Eastbound on Boggy Ford Road: Provide dual-left-turn-lanes.
- Westbound Shoreline Ranch Drive: Add a dedicated right turn lane.

5.4.4 FUTURE YEAR (2033) PROPOSED CONDITION ANALYSIS

The future condition traffic analysis results represent the traffic operations at the intersections under the projected traffic conditions for the future year (2033) and proposed roadway and intersection improvements described in the previous section. (Note: For the left turn treatment, the short-term treatments were analyzed.) The intersection signal timing was optimized to serve the projected traffic demand. The control delay in seconds per vehicle and levels of service for analyzed intersections along the Lohman Ford Road corridor under the Future Year (2033) traffic conditions with proposed improvements are shown in Table 5. Key findings from the analysis are summarized below:

- The capacity improvements identified at the three signalized intersections on Lohman Ford Road (FM 1431, Dawn Drive, and Boggy Ford Road) would significantly improve the anticipated traffic operations such that all three intersections would improve from LOS F to acceptable LOS C during both AM and PM peak hours. All approaches would operate at LOS D or better except for the westbound approach at Dawn Drive in the AM peak hour.
- The installation of a traffic signal at the north High School Driveway would significantly reduce the delay for the exiting traffic such that all approaches would operate efficiently at LOS C or better and the overall

intersection would operate at LOS B or better in both peak hours.

- The delay for the stop-controlled side streets would be reduced compared to the no-build condition, however, most intersections would continue to experience high delay. It is important to note that the traffic volumes at the stop-controlled minor street approaches are very low compared to the through traffic along Lohman Ford Road. It is not uncommon for stop-controlled side street traffic, especially left turns, to experience high delay when accessing a heavily travelled major roadway due to fewer suitable gaps in the heavy free flow traffic stream on the main roadway. Often, the delay cannot be effectively mitigated until a traffic signal is installed when warranted. Other treatments often include restricting the left turns and/or relocating the traffic to other controlled intersections upstream or downstream. The Long-term recommended treatment to install raised medians and the associated access management analysis as discussed in Section 5.4.3 would need to further look at the access treatments and operations of these side streets to improve operations and safety along Lohman Ford Road.

Table 11. Intersection Vehicle Delay and LOS Results – Future Year (2033) with Proposed Improvements on Lohman Ford Road

			AM Peak Hour					PM Peak Hour				
Lohman Ford Rd @	Control	MOE	EB	WB	NB	SB	Intersection	EB	WB	NB	SB	Intersection
FM 1431	Signal	Delay	23.1	28.3	46.5	30.5	**36.3**	41.8	42.7	15.7	48.0	**34.4**
		LOS	B	B	D	C	**C**	D	D	B	D	**C**
Northland Dr	TWSC	Delay	102.8	N/A	10.9*	0.0	**0.6**	>300	N/A	25.5*	0.0	**4.6**
		LOS	F		B			F		D		
Ridgeview Rd	TWSC	Delay	192.3	N/A	11.4*	0.0	**5.5**	>300	N/A	34.9*	0.0	**33.6**
		LOS	F		B			F		D		
Post Oak Dr	TWSC	Delay	53.0	N/A	11.2*	0.0	**0.2**	>300	N/A	26.5*	0.0	**2.5**
		LOS	F		B			F		D		
Paseo De Vaca Dr	TWSC	Delay	88.3	N/A	11.7*	0.0	**1.4**	>300	N/A	46.8*	0.0	**32.8**
		LOS	F		B			F		E		
Alfalfa Dr	TWSC	Delay	N/A	>300	0.0	24.4*	**31.0**	N/A	>300	0.0	16.3*	**18.2**
		LOS		F		C			F		C	
Dawn Dr	Signal	Delay	13.8	72.2	28.3	10.6	**25.8**	54.8	54.7	16.3	36.7	**31.5**
		LOS	D	E	C	B	**C**	D	D	B	D	**C**
Civic Dr	TWSC	Delay	134.8	86.1	10.6*	18.9*	**1.6**	>300	172.8	24.1*	14.4*	**1.7**
		LOS	F	F	B	B		F	F	C	B	
Travis Dr	TWSC	Delay	29.8	N/A	10.7*	0.0	**4.0**	>300	N/A	25.0*	0.0	**2.8**
		LOS	D		B			F		C		
Rancho Cielo Ct	TWSC	Delay	25.6	N/A	10.1*	0.0	**0.1**	180.3	N/A	26.2*	0.0	**3.5**
		LOS	D		B			F		D		
High School N Driveway	Signal	Delay	N/A	23.2	12.5	4.4	**10.2**	N/A	30.2	8.7	7.6	**9.8**
		LOS		C	B	A	**B**		C	A	A	**A**
High School S Driveway	Signal	Delay	N/A	28.1	11.9	3.0	**9.7**	N/A	27.4	7.6	7.9	**8.5**
		LOS		C	B	A	**A**		C	A	A	**A**
Boggy Ford Rd	Signal	Delay	15.7	30.1	23.7	16.0	**20.1**	37.2	26.1	40.3	32.7	**33.8**
		LOS	B	C	C	B	**C**	D	C	D	C	**C**

Delay in seconds per vehicle
MOE= Measure of Effectiveness
** Delay reported is for the left turn. Through traffic does not stop.*

5.5 CONCLUSIONS AND RECOMMENDATIONS

The traffic operations analysis conducted along Lohman Ford Road indicates that the overall corridor and all the signalized intersections currently operate at acceptable LOS C or better. Several near-term improvements are recommended to address current traffic issues, including:

- Traffic signals at the two driveways at the high school.
- Capacity enhancement at the intersection of Lohman Ford Road at Dawn Drive.
- Speed limit and other signage to reinforce traffic speed management.
- Restriping to narrow shoulder and through lanes to add center left turn lanes at strategic locations north of Dawn Drive.

However, with the significant increase in the anticipated traffic from the proposed development along Lohman Ford Road by year 2033, there would be significant traffic operation deficiencies:

- All signalized intersections would experience significant delays and most of the approaches would not be able to adequately accommodate the future traffic demand.
- All stop-controlled side street approaches would experience excessive delays and operate at LOS F due to heavy through traffic along Lohman Ford Road.

Significant improvements to Lohman Ford Road and the intersections as identified in Section 5.4.3 are recommended to adequately serve the future traffic demand and improve safety along Lohman Ford Road. The significant improvements that should be completed by 2033 include:

- Capacity improvements at FM 1431 @ Lohman Ford Road.
- Restripe/widen the approaches to provide left turns from Lohman Ford Road at key unsignalized intersections, including Ridgeview Drive, Paseo De Vaca Drive, and Alfalfa Drive.
- Widen Lohman Ford Road between Dawn Drive and Boggy Ford Road to provide two through lanes in each direction. Retain the dedicated left turn lanes at the high school driveways.

6.0 FM 1431 TRAFFIC ANALYSIS

6.1 EXISTING CONDITIONS

6.1.1 LANE PROVISIONS

The existing lane provisions along FM 1431 are described below:

- The segment of FM 1431 within the City is mostly a 4-lane undivided (two lanes in each direction) roadway. Left turn lanes are provided on FM 1431 at the intersections at Bar K Ranch Road, at Lohman Ford Road, and at Destination Way.
- The segment of FM 1431 from about 1,500 feet west of Bar K Ranch Road to the west city limits (about 3,500-foot-long segment) is 2-lane undivided (one lane in each direction) with no left turn lanes.

A map showing FM 1431 is provided in **Figure 24**.

6.1.2 TRAFFIC CONTROL

The existing traffic control elements including intersection control, speeds, school zones and warning signs are discussed below.

A. Traffic Signals:

- Along the study corridor of FM 1431 within the Lago Vista city limits, one traffic signal is provided at the intersection at Lohman Ford Road.
- The intersection at Bar K Ranch Road has span-wire mounted red flashing beacons facing side street approaches and yellow flashing beacons facing the FM 1431 approaches. A traffic signal warrant study was prepared for this intersection which indicates that a traffic signal is warranted under existing (2023) traffic volumes. A detailed signal warrant study report is included in **Appendix D**. Traffic generated by a proposed development on Bar K Ranch Road, Turnback Ranch, would increase the urgency of the need for installation of the new traffic signal.
- The Turnback Ranch developer's traffic study estimated their site traffic would also use Dodge Trail and indicated that a signal might be warranted at FM 1431. Current volumes do not warrant a signal at this location.
- A proposed development east of Lohman Ford Road, Lago Place, would generate new traffic demand for turning to and from FM 1431 at Destination Way. The developer's traffic study indicated that the site's anticipated traffic generation would not meet the warrants for a traffic signal, though traffic turning in and out of Destination Way would incur significant delays. Current volumes do not warrant a signal at this location.

All other intersections along FM 1431 in Lago Vista are currently side street stop controlled.

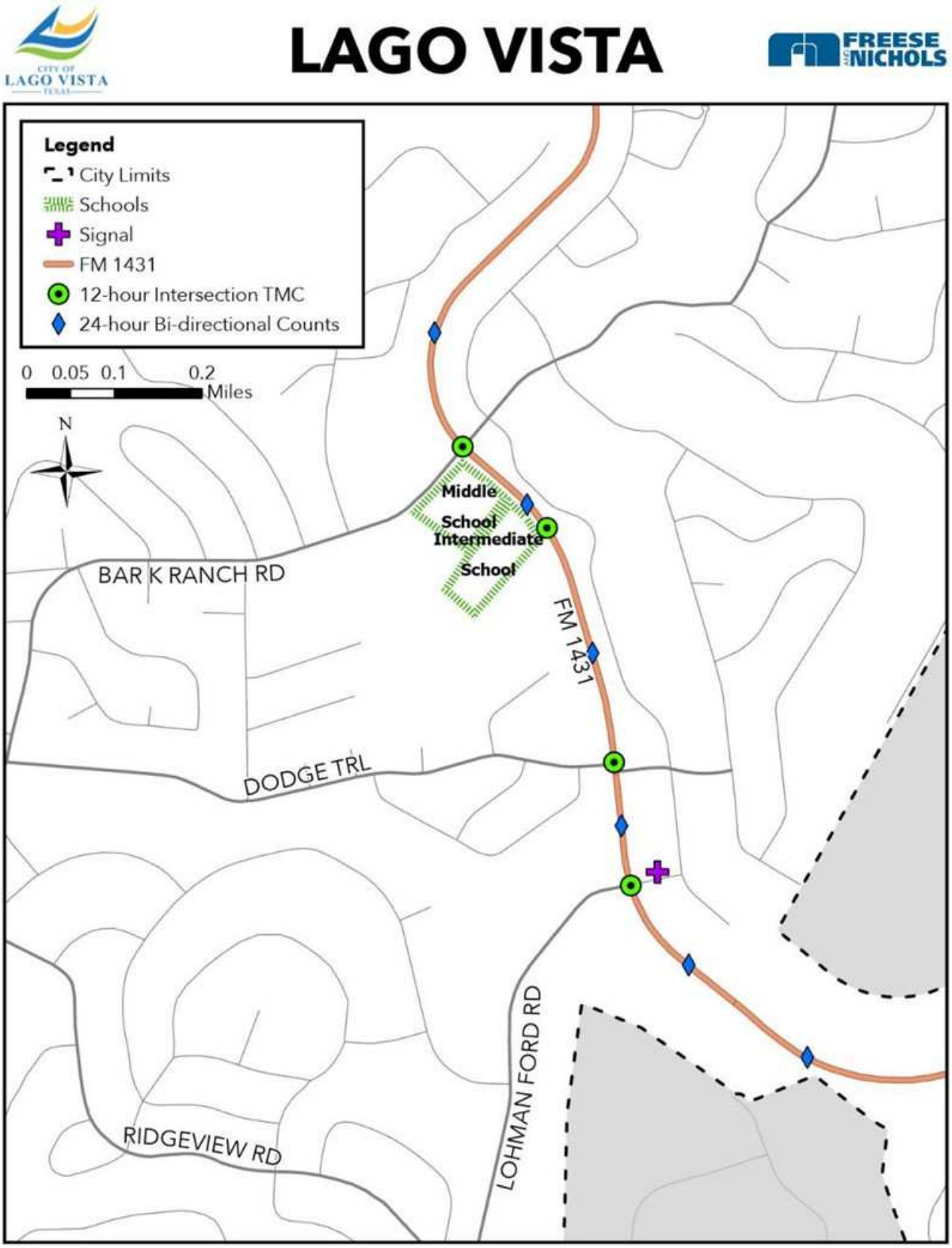

Figure 24. Map showing FM 1431 within the City of Lago Vista

B. Posted Speed Limits:

The posted speed limits along FM 1431 are as follows:

- The segment between the west city limit and Bar K Ranch Road has a posted speed limit of 55 mph. However, much of this length of FM 1431 is under speed advisory warnings due to curvature of the road.
- The segment of FM 1431 from Bar K Ranch Road to Lohman Ford Road (the central area of Lago Vista) has a posted speed limit of 50 mph. Measured speeds in either direction at two locations in this segment indicated an average of 38 mph to 48 mph, with 85th percentile speeds of 46 to 54 mph. *The 50 mph speed limit appears to be higher than desirable given the density of driveways and side streets in this segment. Speed data indicates that a 45 mph speed limit between Bar K Ranch Road and Lohman Ford Road would be better suited to the approximately 50% of traffic currently driving within the 41 to 50 mph pace group.*
- The segment from about 1,000 east of Lohman Ford Road to the east city limit has a posted speed limit of 55 mph. Notably, over 50% of traffic on eastbound FM 1431 east of Lohman Ford Road came from right turns from Lohman Ford Road. Thus, there is a relatively short distance for vehicles from Lohman Ford Road to accelerate to the 55 mph speed limit. *To enhance the safety of FM 1431 in the segment between Lohman Ford Road and Destination Way, and to enhance safety of the intersection at Destination Way, the beginning point of the 55 mph speed limit could be repositioned to a short distance east of Destination Way.*
- Notably, east of Lohman Ford Road, there are frequent signs that say SLOWER TRAFFIC KEEP RIGHT along FM 1431, but there are infrequent signs for the posted speed limit. *More frequent and/or better positioned speed limit signs should be posted along FM 1431 to better inform drivers.*
- *A speed limit sign should be installed on eastbound FM 1431 just east of Bar K Ranch Road.*

C. School Zones:

A 35 mph School Speed Zone is posted on FM 1431 within the 50 mph speed zone in the vicinity of the Lago Vista Intermediate School/Middle School driveways. The school zone extends from 700 feet west of Bar K Ranch Road to 800 feet east of Bar K Ranch Road. The 15 mph drop in posted speeds does not require additional speed transition postings. *If the posted speed limit on FM 1431 were to be reduced to 45 mph, the school speed zone should also be lowered to 30 mph for enhanced safety of traffic near the school driveway.*

D. Intersection Warning Signs

FM 1431 passes through a hilly terrain. Intersection Warning Signs are provided when a crest hill or a curve in the road obscures the visibility of a side street entering the highway for traffic traveling at prevailing speeds on the highway. These signs are located at:

- Tyler Trail, in the westbound direction due to a crest hill in advance of the intersection.
- Adrian Boulevard, in the westbound direction due to a crest hill in advance of the intersection.
- Destination Way, in the westbound and eastbound directions due to a crest hill at the

intersection (this location also has speed warning signs due to the curvature of the road).

- Notably, an intersection warning sign is not provided at the driveway to the middle school, which can be very active during school arrival and departure hours and somewhat obscured by a curve and terrain. *An intersection warning sign should be provided on eastbound FM 1431 for the driveway at the middle school.*

E. Horizontal Curve Warning Signs:

FM 1431 navigates the hilly terrain through a series of curves. Curve warning signs with Advisory Speed Plaques are provided when the design speed (safe travel speed given geometric alignment and pavement design) on an upcoming curve is lower than the prevailing posted speed limit on the highway. These signs are located at:

- A curve warning sign with a 50 mph advisory plaque is provided on westbound FM 1431 approximately 900 feet east of Destination Way in advance of a curve to the right approaching Destination Way. The posted speed limit is 55 mph.
- A curve warning sign with a 45 mph advisory plaque is provided on westbound FM 1431 approximately 1,300 feet east of Lohman Ford Road in advance of a curve to the right approaching Lohman Ford Road (the posted speed limit is still 55 mph at this point). This sign is followed in about 100 feet by a stop ahead sign with solar powered flashers which is followed in about 100 feet by a posted 50 mph speed limit sign. *Logically, the speed limit sign could be reduced to 45 mph at this location due to already having slowed to 45 mph for the curve, needing to be cautious in advance of the signal, and the crest curve obscuring the visibility of the back of queue at the intersection.*
- A curve warning sign with a 45 mph advisory plaque is provided on eastbound FM 1431 approximately 800 feet east of Lohman Ford Road in advance of a curve to the left approaching Destination Way. The speed limit increases from 50 mph to 55 mph just east of Lohman Ford Road. This curve warning sign may not be needed if the speed limit is reduced to 45 mph west of Lohman Ford Road and the 55 mph zone is shifted to east of Destination Way.
- A curve warning sign with a 45 mph advisory plaque is provided on eastbound FM 1431 approximately 800 feet west of Lohman Ford Road in advance of a curve to the left approaching Lohman Ford Road.
- A reverse curve warning sign with a 40 mph advisory plaque is provided on westbound FM 1431 at about 1,600 feet east of Bar K Ranch Road, though the signage as a reverse curve at this location is questionable, and a reciprocal curve warning sign with a 40 mph advisory plaque is provided on eastbound FM 1431 at about 1,800 feet west of Bar K Ranch Road. Thus, over 3,400 feet of FM 1431 is under an advisory speed of 40 mph due to the curvature in the roadway. *If the speed limit between Lohman Ford Road and Bar K Ranch Road is reduced to 45 mph, this reverse curve sign on westbound FM 1431 could be removed and reinstalled as a curve warning sign with a 40 mph advisory plaque on westbound FM 1431 just west of Bar K Ranch Road in advance of the curve to the right.*

6.1.3 TRAFFIC VOLUMES AND SPEEDS

24-hour traffic volumes, vehicle classifications and travel speeds were measured at six locations along FM 1431 on Wednesday, March 29, 2023. The data collection locations are depicted in **Figure 24** and the data is summarized in **Table 12**. Overall, there were about 5% to 6% heavy vehicles (4+ axles) on FM 1431.

Table 12. FM 1431 Volumes and Speeds

Location	Daily Traffic Volume, vpd		Speed Limit (MPH)	85%tile Speed, MPH (MPH over Speed Limit)	
	WB	EB		WB	EB
W of Bar K Ranch Rd	3,279	3,389	55	54 (-1)	54 (-1)
E of Bar K Ranch Rd	4,334	4,384	55	54 (+4)	54 (+4)
W of Dodge Trail	4,876	4,909	50	54 (+4)	53 (+3)
E of Dodge Trail	5,928	6,032	50	52 (+2)	46 (-4)
E of Lohman Ford Rd	9,761	10,783	50	55 (+5)	57 (+7)
W of Destination Way	9,434	10,742	55	59 (+4)	57 (+2)

6.1.4 ROADWAY CAPACITY

The capacity of arterial corridors is influenced by the traffic operations at the intersections along the corridor during the peak hours. The existing 2023 AM and PM peak hour roadway traffic volumes near key intersection locations along FM 1431 are shown in **Figure 25**. The Highway Capacity Manual provides guidelines for the generalized daily service volumes (Exhibit 16-16, HCM 6th Edition) for general planning use. Based on the current posted speeds, K-factor and directional distribution on FM 1431, the daily service volume is 33,600 vpd for the 4-lane section to maintain LOS D. These daily service volumes can be converted to peak hour service volumes of approximately 3,000 vehicles for the 4-lane section. Current peak hour traffic volumes during the AM and PM peak hours are adequately accommodated by the 4-lane roadway.

6.2 INTERSECTION CONFIGURATIONS

The lane allocations and pavement markings of key intersections along FM 1431 were evaluated for potential issues and mitigations as described below:

6.2.1 FM 1431 @ LOHMAN FORD ROAD

- Westbound – Two through lanes and a left turn lane are provided.
    - Left Turn Lane – Between 50% and 60% of the FM 1431 westbound traffic turn left onto Lohman Ford Road. A length of 400 feet plus taper is provided for the left turn lane, but it reportedly fills and spills back into the adjacent through lane.

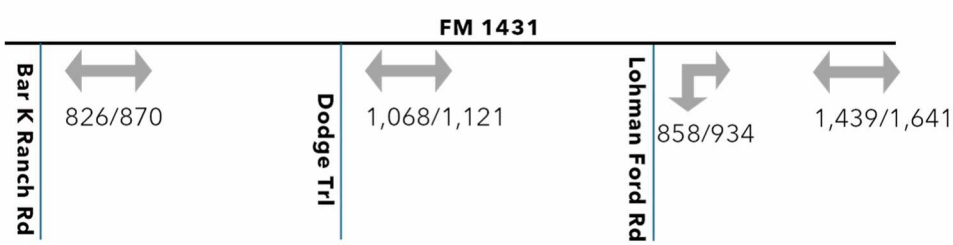

Figure 25. Existing (2023) Peak Hour Traffic Volumes (AM/PM) on FM 1431

Mitigation: As there are two lanes on Lohman Ford Road proceeding away from the intersection, a double left turn from FM 1431 may be created. As an interim measure, left turns could be allowed from the center lane either by splitting signal control of the westbound and eastbound FM 1431 movements or by reallocating the leftmost of the two through lanes as a second left turn lane.

- Northbound – Three lanes are provided on the approach to FM 1431: left only, through only and right only.
  - There is a high demand for right turns which can cause delays and long queues on Lohman Ford Road.

    Mitigation: Allow right turns from the center through lane, adding dotted lane lines to denote the separation between the two turning paths.
  - The left turns from FM 1431 tend to "lean in" on their turn maneuver, in part to mitigate the reverse slope encountered on entering Lohman Ford Road.

    Mitigation: The northbound left turn lane of Lohman Ford Road should be pulled back from the stop line, offset from the stop line for the through and right lanes, to allow for the left turns to flatten out their trajectory to counter the outward slope on the entry into Lohman Ford Road. The amount to be pulled back will need careful consideration of the turning radius of a heavy vehicle (4+ axles) and whether the double left turn is provided.
- Eastbound – Two through lanes and a left turn lane are provided.
  - No modifications are needed. *Keep the crosswalk markings refreshed. Extend the sidewalk from the southwest corner to tie to the first driveway south of FM 1431. Extend the sidewalk from the northwest corner to tie to the oversized driveway north of FM 1431.*
- Southbound (1st Street) – Two lanes are provided on the 1st Street approach to FM 1431, one for through and left movements and one for through and right movements, flaring from a 2-lane street that is just over 200 feet in length. The commercial parking lot on the north side of 1st Street ties into 1st Street essentially at the stop line on the approach to FM 1431 and the driveway apron connecting to 1st Street is about 100 feet wide.

  Mitigation: Striping a white edge line along the right side of the right most lane, from the near corner of the convenience store building to the stop line, would help to delineate the street traffic from the commercial lot paved area.

6.2.2 FM 1431 @ DODGE TRAIL

Dodge Trail is a 2-lane road on both sides of FM 1431, but the intersections with FM 1431 are offset from each other by about 50 feet. At this location, FM 1431 has two lanes in each direction, but no center turn lane. Establishing this intersection as a four-legged intersection with left turn lanes on FM 1431 would provide a more functional third access point along FM 1431 within the central core of the City. The City's Thoroughfare Plan designates Dodge Trail as a Collector roadway west of FM 1431. East of

FM 1431, Dodge Trail serves as a connector street between FM 1431 and two streets that parallel FM 1431, Bronco Lane and Arapaho Trail.

Three improvement elements are recommended:

- *Modify the alignments of Dodge Trail: The southeast corner lot is currently undeveloped, so realigning Dodge Trail on the south side of FM 1431 could be the most feasible.*
- *Widen FM 1431: Continue the currently wider section at Lohman Ford Road another 800 feet northward to about 400 feet north of Dodge Trail to add left turn lanes at the enhanced Dodge Trail intersection.*
- *Add intersection control: The realignment to create a more standard four-legged intersection, the provision of left turn lanes at the intersection, the currently proposed development of Turnback Ranch, and the potential development of the properties near this intersection will likely warrant a traffic signal in the near future.*

6.2.3 FM 1431 @ BAR K RANCH ROAD

A signal is warranted for the intersection at Bar K Ranch Road. A widening of FM 1431 was identified as needed to add a westbound left turn bay for the Lago Vista Intermediate School driveway. (See the School Area Traffic Technical Memorandum) Considering the recommended widening of FM 1431 for the enhanced Dodge Trail intersection, there would only remain about 1,000 feet of FM 1431 that would not have been widened.

Three improvement elements are recommended:

- *Install a new traffic signal at the intersection of FM 1431 @ Bar K Ranch Road*
- *Widen FM 1431 - Continue the currently wider section at Bar K Ranch Road another 800 feet southward to about 400 feet south of the intermediate school driveway to add a left turn lane at the driveway.*
- *Widen FM 1431 through Central Lago Vista –* The distance between 400 feet south of the intermediate school driveway and 400 feet north of Dodge Trail is only about 700 feet. Within that stretch there lies the access driveway to the U.S. Post Office on the north and the Lago Vista Animal Clinic on the south side of FM 1431. *To enhance the safety of the entire stretch of FM 1431 through the central core area of Lago Vista, FM 1431 should be widened completely between Lohman Ford Road and Bar K Ranch Road to provide for left turn lanes into streets and significant driveways along each side of FM 1431. A raised median with designated left turn bays is a proven safety countermeasure and should be considered for enhanced safety of the FM 1431 corridor.*

6.3 EXISTING CONDITIONS TRAFFIC ANALYSIS

The existing condition results represent the traffic operations at the intersections under existing traffic and roadway geometry conditions. The control delay in seconds per vehicle and levels of service for analyzed intersections along FM 1431 corridor are shown in **Table 13**. The existing condition operations analysis indicates the signalized intersection at

Table 13. Intersection Vehicle Delay and LOS Results – Existing Conditions on FM 1431

			AM Peak Hour					PM Peak Hour				
FM 1431 @	Control	MOE	EB	WB	NB	SB	Intersection	EB	WB	NB	SB	Intersection
Bar K Ranch Rd	TWSC	Delay	8.1*	7.8*	13.1	18.1	**5.0**	8.2*	8.1*	13.8	19.8	**4.3**
		LOS	A	A	B	C		A	A	B	C	
Middle School Driveway	TWSC	Delay	9.0*	0.0	12.7	N/A	**2.1**	8.4*	0.0	11.4	N/A	**1.5**
		LOS	A		B			A		B		
Dodge Trail	TWSC	Delay	8.6*	8.5*	13.8	16.9	**1.6**	8.8*	8.5*	19.1	32.8	**3.6**
		LOS	A	A	B	C		A	A	C	D	
Lohman Ford Rd	Signal	Delay	14.1	23.7	16.6	21.7	**17.9**	13.6	22.7	20.6	34.5	**19.3**
		LOS	B	C	B	C	**B**	B	C	C	C	**B**

Delay in seconds per vehicle
MOE= Measure of Effectiveness
** Delay reported is for the left turn. Through does not stop.*

Lohman Ford Road currently operates at acceptable LOS B. Most of the stop-controlled side streets operate at LOS C or better during peak hours, except the southbound approach at Dodge Trail which operates at LOS D in the PM peak hour.

6.4 FUTURE CONDITION TRAFFIC ANALYSIS

6.4.1 FUTURE TRAFFIC IMPLICATIONS

As described in Section 4.4, historical growth trends plus specific consideration of traffic generated by proposed development were considered to estimate future traffic volumes that are anticipated to occur within the next 10 years (Year 2033). A comparison of the 2023 traffic counts to the 2033 projected traffic volumes during peak hours indicates that when all the proposed developments are built and fully operational, the peak hour traffic demand on FM 1431 is anticipated to increase up to 80% west of Lohman Ford Road. East of Lohman Ford Road, the demand on FM 1431 would increase to about 2.5 times the current demand as most of the traffic from the new development in Lago Vista is expected to travel east on FM 1431. The 2033 anticipated traffic demand during the AM and PM peak hours and the percent change compared to the 2023 traffic counts is depicted in **Figure 26**.

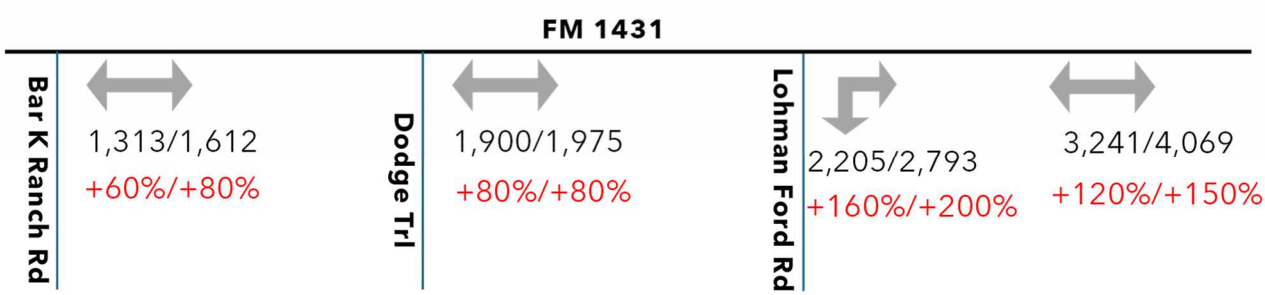

Figure 26. Forecasted (2033) Peak Hour Traffic Volumes on FM 1431

6.4.2 FUTURE YEAR (2033) NO-BUILD CONDITION ANALYSIS

The future year (2033) no-build condition traffic analysis results represent the traffic operations at the intersections under the projected traffic conditions in year 2033 under the existing intersection geometry and control conditions. For signalized intersections, traffic signal timing was optimized to serve projected traffic demand. The control delay in seconds per vehicle and levels of service during the AM and PM peak hours under the 2033 no-build conditions for the intersections along the FM 1431 corridor are shown in **Table 14**.

The analysis indicates that due to the significant increase in the anticipated traffic, the signalized intersection at Lohman Ford Road would experience excessive delays and most of the approaches would not be able to adequately accommodate the future traffic demand. The capacity of most approaches and the overall intersection would be exceeded with LOS F operations in both peak hours. The stop-controlled side street approaches at Bar K Ranch Road and Dodge Trail would experience high delays and operate at LOS F due to heavy through traffic along FM 1431 which would significantly reduce the availability of suitable gaps for the side street traffic to turn onto FM 1431.

6.4.3 FUTURE YEAR (2033) PROPOSED IMPROVEMENTS

As described under the future year no-build conditions, with the significant increase in the anticipated traffic volumes along FM 1431, the existing geometry and/or control at the signalized and unsignalized intersections would fail to accommodate the traffic demand. Therefore, based on the analysis, the following capacity and traffic control improvements are proposed at the corridor level to improve anticipated traffic operations:

A. Widen FM 1431 to Provide Left Turn Lanes

With the projected increase in background through traffic on FM 1431 and new traffic from developments within Lago Vista, there is a need to provide for left turns along FM 1431 to queue safely out of the through traffic flow. Several key locations include westbound at the driveway to

Table 14. Intersection Vehicle Delay and LOS Results – Future (2033) No-Build Conditions on FM 1431

			AM Peak Hour					PM Peak Hour				
FM 1431 @	Control	MOE	EB	WB	NB	SB	AM	EB	WB	NB	SB	PM
Bar K Ranch Rd	TWSC	Delay	8.8*	8.6*	32.2	34.7	**7.8**	9.6*	9.0*	73.7	55.6	**11.6**
		LOS	A	A	D	D		A	A	F	F	
Middle School Driveway	TWSC	Delay	10.1*	0.0	17.2	N/A	**2.1**	9.8*	0.0	16.8	N/A	**1.5**
		LOS	B		C			A		C		
Dodge Trail	TWSC	Delay	9.9*	9.8*	36.6	59.5	**7.1**	14.2*	9.7*	>300	>300	**150.5**
		LOS	A	A	E	F		B	A	F	F	
Lohman Ford Rd	Signal	Delay	45.2	130.4	187.9	63.7	**134.4**	>300	>300	119.1	85.1	**253.8**
		LOS	D	F	F	E	**F**	F	F	F	F	**F**

Delay in seconds per vehicle
MOE= Measure of Effectiveness
** Delay reported is for the left turn. Through traffic does not stop.*

the Lago Vista Middle School, eastbound at the U.S. Post Office and in both directions at Dodge Trail. Left turns are exposed to potentially fatal rear-end and right-angle crashes with high-speed oncoming traffic. *Widening of FM 1431 between Lohman Ford Road and Bar K Ranch Road is recommended to provide a 4-lane divided roadway with dedicated left turn bays at key driveways and intersections.* A raised median with left turn bays is preferred over a flush median with continuous center left turn lanes.

B. Signalization:

At Bar K Ranch Road:

As described in Section 7.0, to mitigate the congestion of traffic from the intermediate and middle schools, installing a traffic signal at the intersection of FM 1431 and Bar K Ranch Road is recommended. Also, a signal warrant analysis was conducted for this intersection based on existing traffic counts and geometry conditions (See detailed warrant report in **Appendix D**). The intersection meets the four-hour vehicular volume and the peak hour volume warrants as per the criteria outlined in the Texas Manual on Uniform Traffic Control Devices (TMUTCD). The traffic signal warrant is met based on current traffic volumes and will become more urgently needed given the anticipated increase in traffic volumes on FM 1431.

At Dodge Trail:

Turnback Ranch is a proposed major development west of the intersection of FM 1431 at Dodge Trail. The development TIA report shows that a significant amount of traffic generated by the development would use this intersection to travel between the south on Dodge Trail and east on FM 1431. The TIA also shows that when the Turnback Ranch is built out, the intersection would meet the MUTCD warrants for installing a traffic signal. Based on the TIA findings, and with the significant increase in traffic estimated on FM 1431 as identified in **Figure 26**, a traffic signal would be warranted soon. It is therefore suggested that a signal warrant analysis should be conducted when the Turnback Ranch is fully built out and operational, and the City and TxDOT should begin planning and budgeting for a potential traffic signal at this intersection.

C. Intersection Capacity and Operations Improvements

In addition, the following geometric improvements are recommended at the existing and future signalized intersections along FM 1431:

FM 1431 @ Lohman Ford Road

- Eastbound on FM 1431: Add a dedicated right turn lane.
- Westbound on FM 1431: Add a second dedicated left turn lane to provide for dual left turns onto Lohman Ford Road.
- Northbound on Lohman Ford Road: add additional left turn lane and change the existing NBT lane to a shared through and right lane.
- Southbound on Lohman Ford Road: Add a dedicated right turn lane.

FM 1431 @ Bar K Ranch Road

- Eastbound and westbound on FM 1431: Stripe the center turn lane to designate a dedicated left turn lane. The westbound left turn lane should provide approximately 200 feet of storage length.

- Northbound on Bar K Ranch: Add a dedicated right turn lane.

FM 1431 @ Dodge Trail

- Eastbound and westbound on FM 1431: Add a dedicated left turn lane on both approaches.
- Northbound on Dodge Trail: Realign to bring the intersection to a single point and add a dedicated right turn lane on both approaches.

6.4.4 FUTURE YEAR (2033) CONDITIONS WITH PROPOSED IMPROVEMENTS

The future condition traffic analysis results represent the traffic operations at the intersections under the projected traffic conditions for the future year (2033) and with the proposed roadway and intersection improvements described in the previous section. The intersection signal timing was optimized to serve the projected traffic demand. The control delay in seconds per vehicle and levels of service for analyzed intersections along the FM 1431 corridor under the future year (2033) traffic conditions with proposed improvements are shown in **Table 15**. Key findings from the analysis are summarized below:

- The capacity improvements and signalization at the intersections Bar K Ranch Road and Dodge Trail, would significantly improve the anticipated traffic operations at both intersections such that the intersection LOS would improve from LOS F to LOS B or better during both AM and PM peak hours. All approaches would operate at LOS D or better.
- The Middle School Driveway would continue to operate with delays similar to the no-build condition, but the addition of the westbound left turn lane would improve safety on FM 1431.

Table 15. Intersection Vehicle Delay and LOS Results – Future Year (2033) with Proposed Improvements on FM 1431

			AM Peak Hour					PM Peak Hour				
FM 1431 @	Control	MOE	EB	WB	NB	SB	AM	EB	WB	NB	SB	PM
Bar K Ranch Rd	Signal	Delay	10.5	8.0	10.0	10.0	**9.3**	9.9	7.1	11.6	12.0	**8.9**
		LOS	B	A	A	A	**A**	A	A	B	B	**A**
Middle School Driveway	TWSC	Delay	10.1*	0.0	16.8	N/A	**1.5**	9.8*	0.0	16.7	N/A	**1.1**
		LOS	B		C			A		C		
Dodge Trail	Signal	Delay	9.4	11.9	12.4	11.5	**10.8**	7.8	13.3	12.0	15.3	**10.5**
		LOS	A	B	B	B	**B**	A	B	B	B	**B**
Lohman Ford Rd	Signal	Delay	23.1	28.3	46.5	30.5	**36.3**	41.8	42.7	15.7	48.0	**34.4**
		LOS	B	B	D	C	**C**	D	D	B	D	**C**

Delay in seconds per vehicle
MOE= Measure of Effectiveness
** Delay reported is for the left turn. Through traffic does not stop.*

6.4.5 CONCLUSIONS AND RECOMMENDATIONS

The traffic operations analysis conducted along FM 1431 indicates that the overall corridor and all the intersections currently operate at acceptable LOS B or better. However, with the significant increase in the anticipated traffic from the proposed development within the City by year 2033, there would be significant traffic operation deficiencies for all the study intersections. Several improvements are recommended on FM 1431 to address current traffic operation issues, including:

- Install a traffic signal at the intersection of FM 1431 at Bar K Ranch Road.
- Install a traffic signal at the intersection of FM 1431 at Dodge Trail. A signal warrant analysis should be conducted once the proposed Turnback Ranch development is built out.
- Widen FM 1431 between Lohman Ford Road and Bar K Ranch Road to provide a divided 4-lane roadway with raised medians and left turn bays at intersections and key driveways.
- Reduce the existing 50 mph speed zone to 45 mph through the commercially developed area between Lohman Ford Road and Bar K Ranch Road.

In addition, several intersection capacity improvements are recommended as described in Section 6.4.3. These improvements are recommended to be implemented by the year 2033. In addition, several short range improvements are described in Section 6.1 and 6.2 as need for implementation within the next one to two years to address current safety and performance issues.

7.0 SCHOOL AREA TRAFFIC

7.1 SCHOOL LOCATIONS AND OPERATIONS

7.1.1 SCHOOL LOCATIONS

The existing schools in Lago Vista are shown in **Figure 27** and include:

- Lago Vista Elementary School on Dawn Street (grades PK thru 3)
- Lago Vista Intermediate School on Bar K Ranch Road (grades 4 & 5)
- Lago Vista Middle School on Bar K Ranch Road (grades 6 thru 8)
- Lago Vista High School on Lohman Ford Road (grades 9 thru 12)

7.1.2 SCHOOL OPERATING HOURS

The core operating hours of the schools are staggered, as shown in **Table 16**. The staggered start times facilitate busing of the students as well as families dropping off students at multiple campuses. The morning start time of the schools generally coincides with the morning peak hour of the overall traffic in the City, but the afternoon school traffic tends to peak well before the afternoon peak of the overall traffic on the City streets.

Table 16. Current Operating Hours of Public Schools in Lago Vista

School	Grades	Start Time (AM)	End Time (PM)
Elementary	PK – 3rd	7:45	3:20
Intermediate	4th – 5th	7:40	3:15
Middle	6th – 8th	8:40	4:15
High	9th – 12th	8:40	4:15

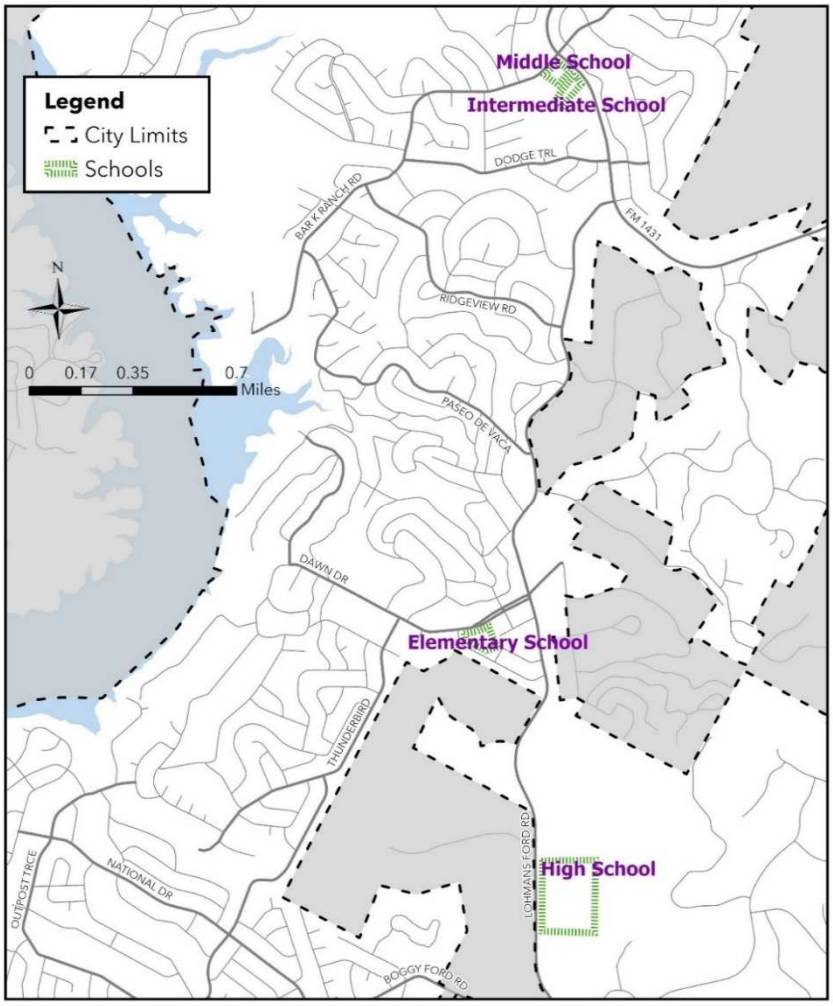

Figure 27. Existing School Locations in City of Lago Vista

7.2 ELEMENTARY SCHOOL AREA

The Lago Vista Elementary School is located at the southwest corner of Lohman Ford Road and Dawn Drive in the central area of the City of Lago Vista. The major access roadways are Lohman Ford Road connecting northern and southern parts, and Dawn Drive connecting the western parts of the City to the school. Travis Drive connects Lohman Ford Road and Dawn Drive to the west side of the school and serves as the primary access to the school drop-off/pick-up loops. Civic Drive and Deer Run also are local streets connecting the school drop-off/pick-up loops to Lohman Ford Road and Dawn Drive, respectively. Park Strip Street is a minor roadway extending between Lohman Ford Road and Travis Drive and carries low traffic volumes during school drop-off/pick-up time.

7.2.1 CRASHES NEAR ELEMETARY SCHOOL

As per the crash data obtained from the TxDOT's CRIS database, a total of 33 crashes occurred near the elementary school area in the 5-year period (2018 to 2022). The approximate locations of the crashes are shown in **Figure 28**.

Out of the 33 crashes, five occurred during school arrival and dismissal time. All these school related crashes were non-injury crashes with varying contributing factors. Most crashes were rear-end crashes with another vehicle either stopped or traveling in the same direction.

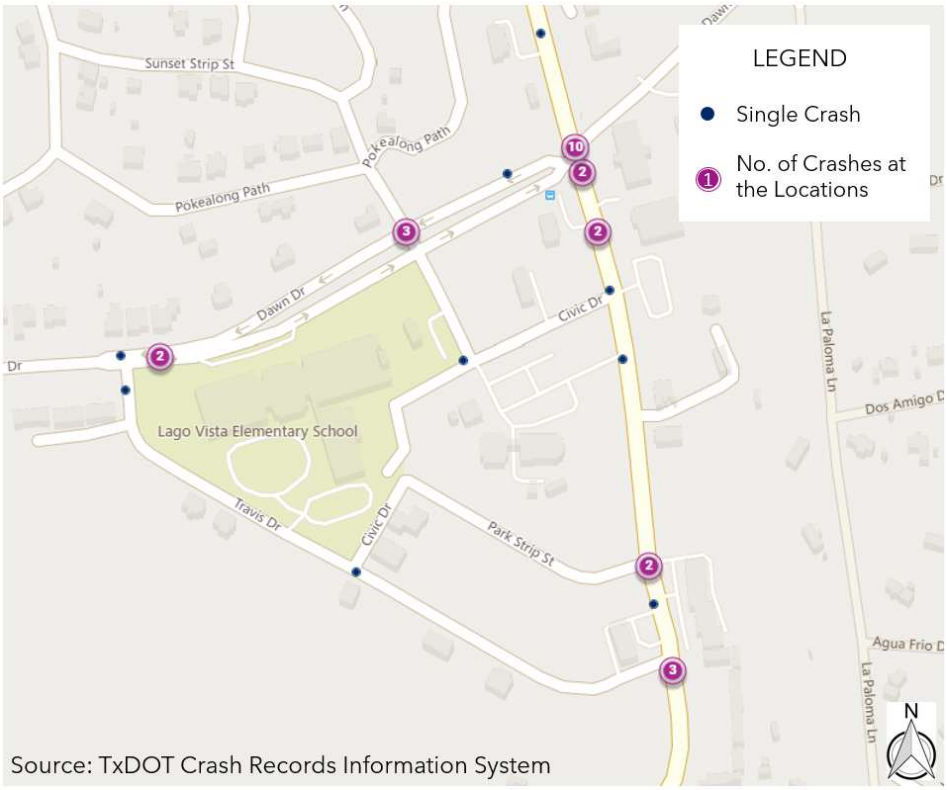

Figure 28. Crash Locations near Elementary School Area (2018-2022)

7.2.2 TRAFFIC VOLUMES NEAR ELEMENTRAY SCHOOL

Traffic count data was collected for a 24-hour period at key intersections near the Elementary School. **Figure 29** shows the peak one hour of counts during the AM arrival and PM departure times of the elementary school (notably, traffic volumes at the school would be much lower during the PM peak hour of the adjacent streets).

7.2.3 TRAFFIC OBSERVATIONS

A. Pick-up/Drop-off Traffic Patterns

There are two drop-off/pick-up locations: the east entrance and the south entrance. The traffic circulation is shown in **Figure 30**.

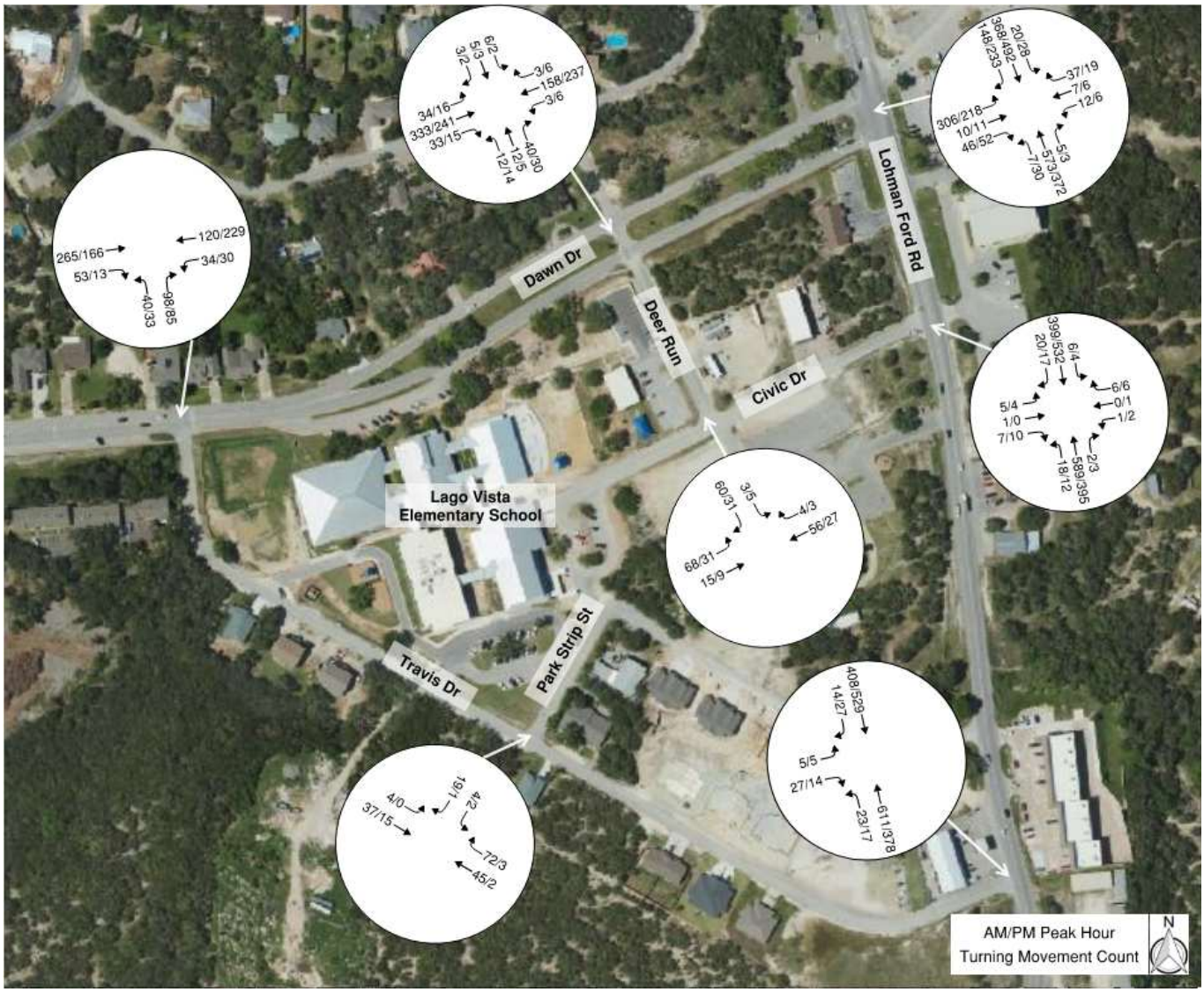

Figure 29. Intersection Traffic Counts near Elementary School during the School Peak Hours (2023)

Figure 30. Ingress and Egress Patterns at Elementary School

Morning Drop-off Period:

- The school bus operation has its own pick-up/drop-off area located north of the school building on Dawn Drive.
- East gate drop-off location:
  - The drop-off queue reached the intersection of Civic Drive and Deer Run at about 7:30 AM.
  - Queues were observed mostly on Civic Drive and lasted for about 15 minutes.
  - On Deer Run, queues were observed in both directions for a short period of time.
- South gate drop-off location:
  - Queue was observed starting at 7:30 AM for about 15 minutes.
  - The longest queue on Travis Drive was observed extending about 250 feet west of the school driveway to the drop-off loop.
- Dawn Drive at Travis Drive: Low traffic volumes, maximum queues were about two cars on Dawn Drive turning onto Travis Drive.
- Signalized intersection of Lohman Ford Road and Dawn Drive:

- Eastbound left turn queued back to and onto Deer Run indicating insufficient left turn capacity at the signal.
- All queues dissipated by 7:48 AM.

Morning drop-off period key observations are depicted in **Figure 31**.

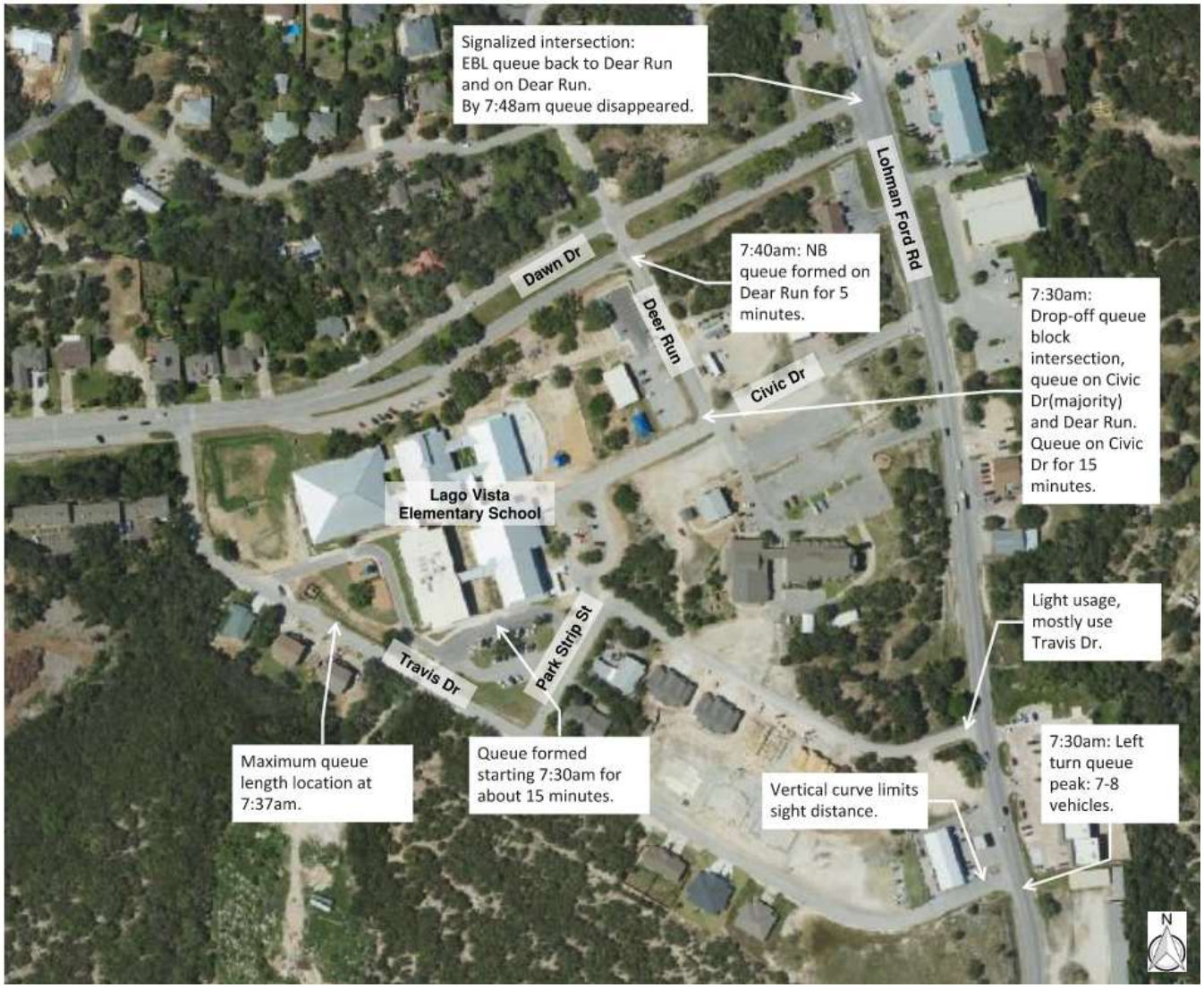

Figure 31. Morning Drop-off Period Traffic Observations at Elementary School

Afternoon Pick-up Period:

- School bus operation:
  - There were 6 buses for pick up at the school front pick-up area between 2:55-3:30 PM.
  - Students were waiting inside the building, once a bus pulled up, the teacher led students on to the bus.
  - No traffic congestion was caused by the buses.
  - After-school pick-up vans were observed parking at the on-street parking along Dawn Drive west of Travis Drive. Vans arrived at the front door area around 3:32 PM to pick up (after all school buses left).
- East gate drop-off location:
  - The drop-off queue reached the intersection of Civic Drive and Deer Run at about 3:00 PM.
  - Queues were observed to last for about 30 minutes.
- South gate drop-off location:
  - Queues were observed starting before 3:00 PM and lasted for about 40 minutes.
  - The longest queues on Travis Drive were observed extending about 600 feet from the driveway at around 3:30 PM.
  - A teacher mentioned that it was difficult to enter or exit the parking lot due to vehicle queues in the loop.
- Dawn Drive at Travis Drive: low traffic volume, no queue was observed.
- Signalized intersection of Lohman Ford Road and Dawn Drive:
  - EBL turn queue backed up to Deer Run, made the congestion on Deer Run and Civic Drive worse.

Afternoon pick-up period key observations are depicted in **Figure 33**.

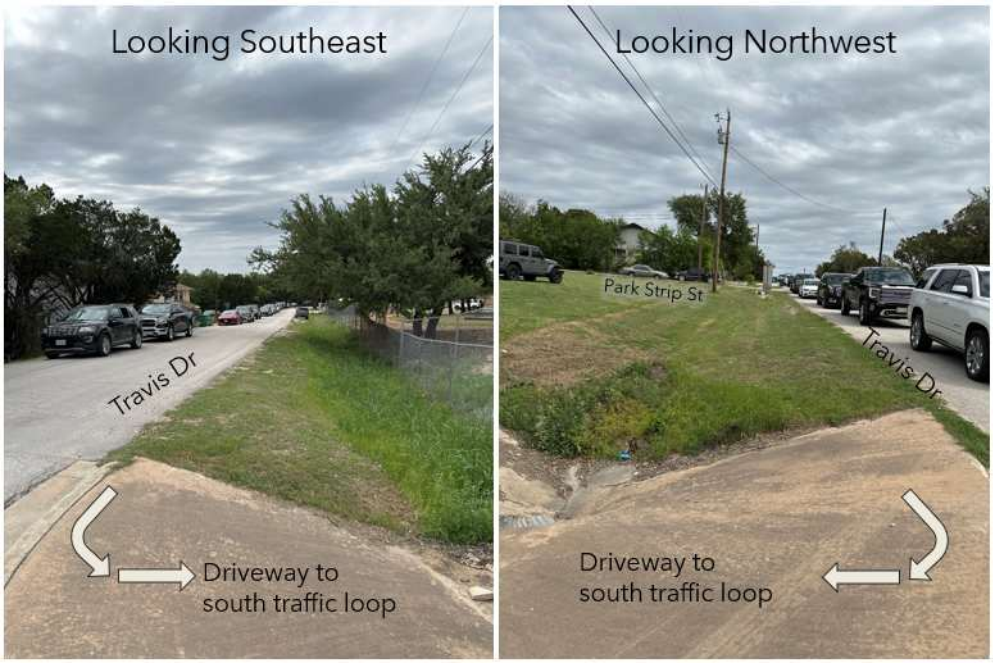

Figure 32. Queues on Travis Drive during Afternoon Pick-up time at the Elementary School

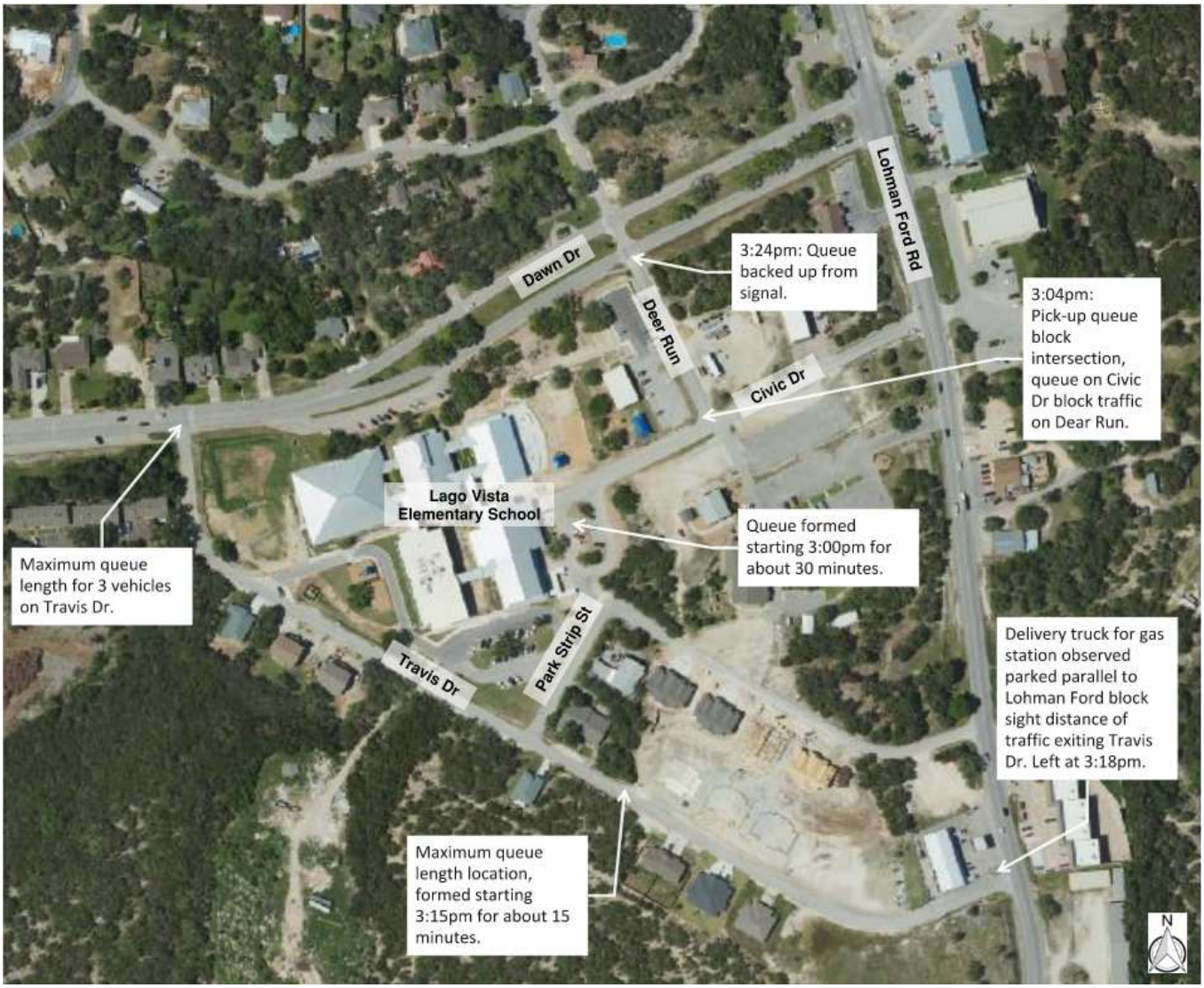

Figure 33. Afternoon Pick-up Period Traffic Observations at Elementary School

B. Summary of Findings

- At the Lohman Ford Road and Dawn Drive intersection, the EBL capacity is insufficient to accommodate school-related traffic and creates long queues for both drop-off and pick-up periods.
- There were significant queues built up on both directions of Travis Drive, especially during the afternoon pick-up period.

7.2.4 TRAFFIC OPERATION ENHANCEMENTS NEAR ELEMENTARY SCHOOL

The following enhancements are recommended to improve traffic operations near the elementary school as an interim treatment to provide immediate mitigation of queues and delays on Dawn Drive.

- Modify the pavement markings at the intersection of Lohman Ford Road and Dawn Drive to create a double left turn from Dawn

Drive to Lohman Ford Road, as depicted in **Figure 34**:

- Add pavement arrows and signage on the eastbound Dawn Street approach to Lohman Ford Road to designate the right lane for shared left turn, through and right turn movements and the leftmost lane for left turns only – creating double left turn capacity for exiting school traffic.
- Modify the lane pavement markings on the departure lanes on the north leg of Lohman Ford Road to create a second northbound lane. As an interim treatment for immediate implementation, eliminate the existing shoulder buffer width to provide 11-foot-wide lanes on both directions as shown in **Figure 34**.
- Estimated cost of improvement: $30,000.
- Recommended timeline for improvement: Before the beginning of school in Fall 2024.

The proposed restriping of the intersection of Lohman Ford Road at Dawn Drive will be a relatively low-cost treatment that can provide immediate mitigation of school traffic delays at the intersection and improve overall intersection operation.

Figure 34. Pavement Marking Modifications at the intersection of Lohman Ford Rd @ Dawn Dr

7.3 INTERMEDIATE AND MIDDLE SCHOOL AREA

The Lago Vista Intermediate School and Middle School are co-located in the northern part of the City of Lago Vista at the southwest corner of FM 1431 and Bar K Ranch Road. The major access roadways are FM 1431 and Bar K Ranch Road. There is one driveway on FM 1431 and two driveways on Bar K Ranch Road serving both schools.

For analysis of street operations, the campus consisting of the intermediate school and middle school was evaluated as one site.

7.3.1 CRASHES NEAR INTERMEDIATE AND MIDDLE SCHOOLS

As per the crash data obtained from the TxDOT's CRIS database, a total of 10 crashes occurred near the intermediate and middle school area in the 5-year period (2018 to 2022). The approximate locations of the crashes are shown in **Figure 35**.

Out of the 10 crashes, two occurred during school arrival and dismissal time. Both of these crashes occurred in 2019 and were non-injury crashes. One crash involved a car disabled in a traffic lane that occurred on FM 1431 west of Bar K Ranch Road. The other was a single-car crash and detailed information was not available in the CRIS database.

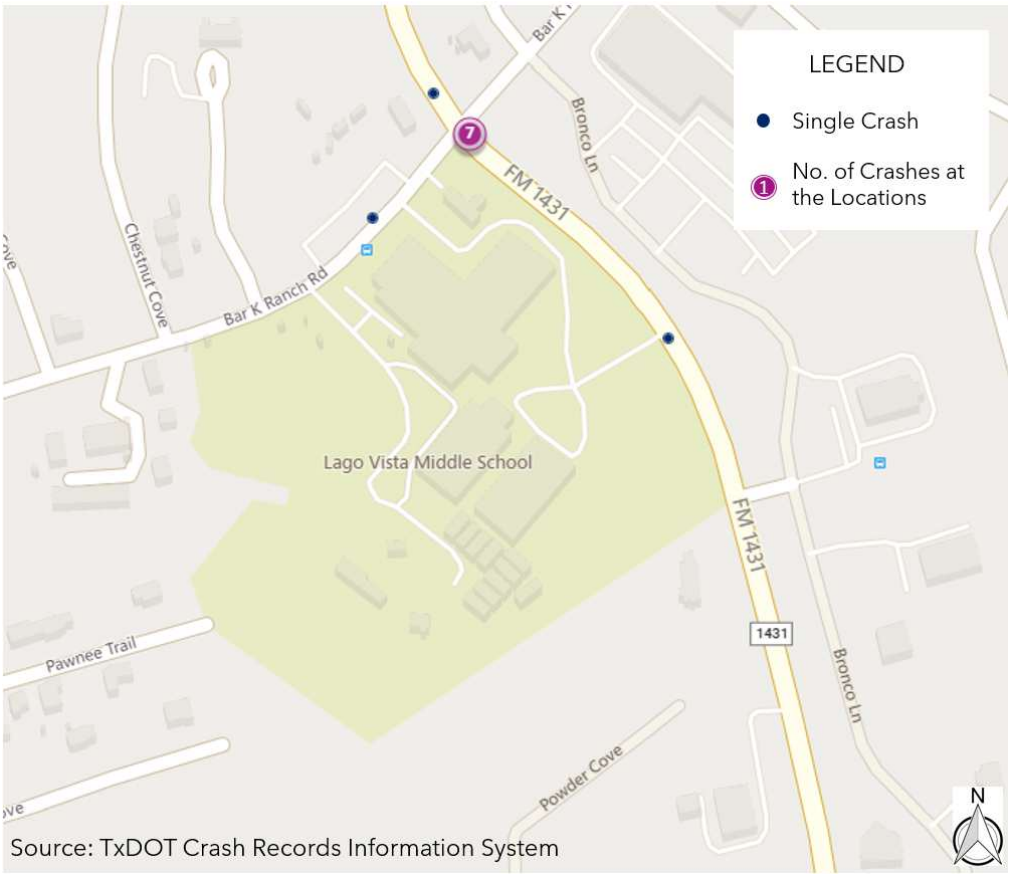

Figure 35. Crash Locations near Intermediate and Middle School Campus (2018-2022)

7.3.2 TRAFFIC VOLUMES NEAR INTERMEDIATE AND MIDDLE SCHOOLS

Traffic count data was collected for a 24-hour period at key intersections near the intermediate school and middle school campus. **Figure 36** shows the peak one hour of counts during the AM arrival and PM departure time periods of the intermediate and middle schools (notably, traffic volumes at the schools would be much lower during the PM peak hour of the adjacent streets).

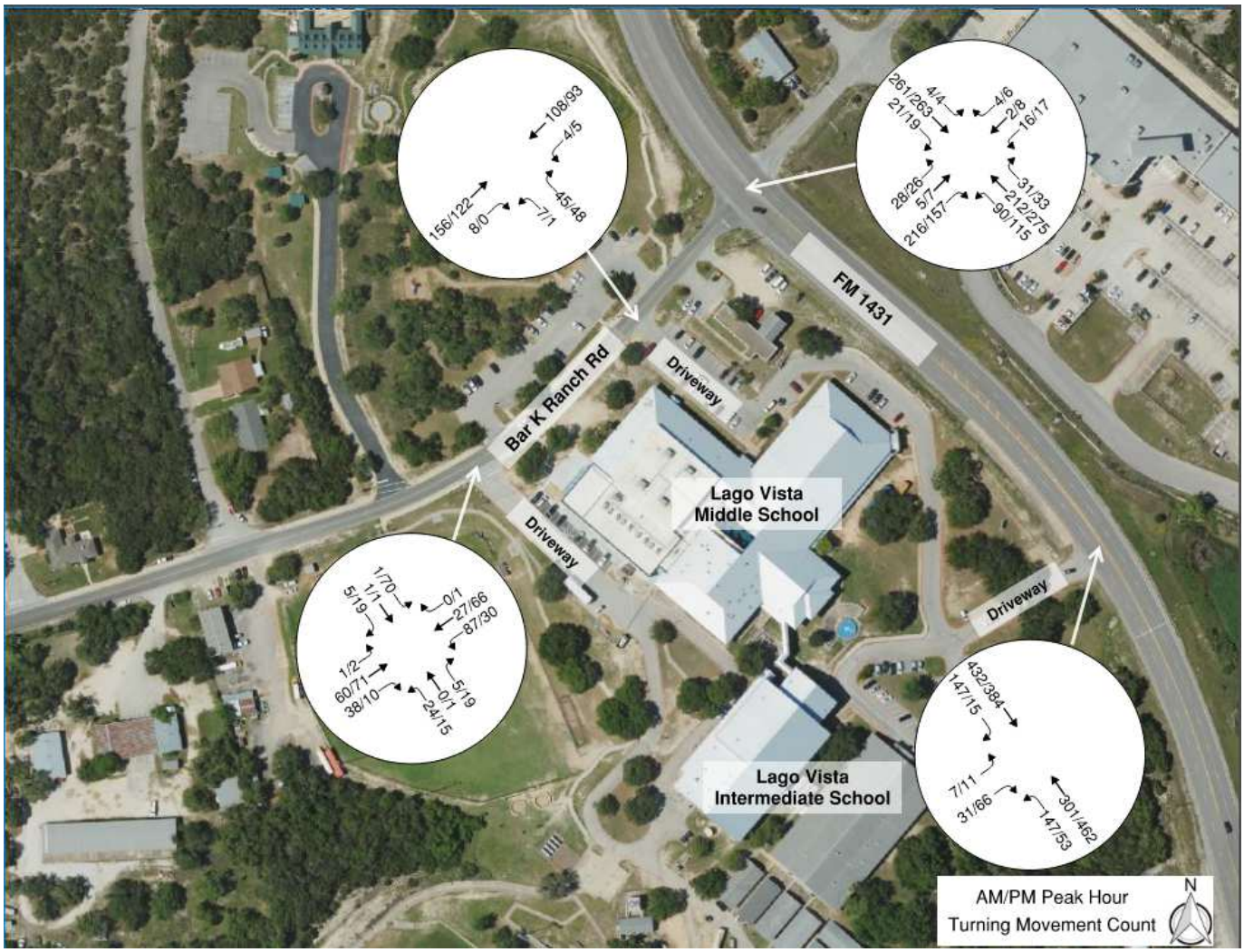

Figure 36. Intersection Traffic Counts near Intermediate and Middle Schools during the School Peak Hours (2023)

7.3.3 TRAFFIC OBSERVATIONS

A. Pick-up/Drop-off Traffic Patterns

For the middle school, the drop-off/pick-up vehicles enter from FM 1431 and exit onto Bar K Ranch Road. There are three drop-off locations along the north side of the building.

For intermediate school, there are two separate drop-off/pick-up loops; one is on the northeast side of the building using FM 1431 for entry/exit, and the other is on the northwest side of the building using Bar K Ranch Road for entry/exit. The traffic circulation is shown in **Figure 37**.

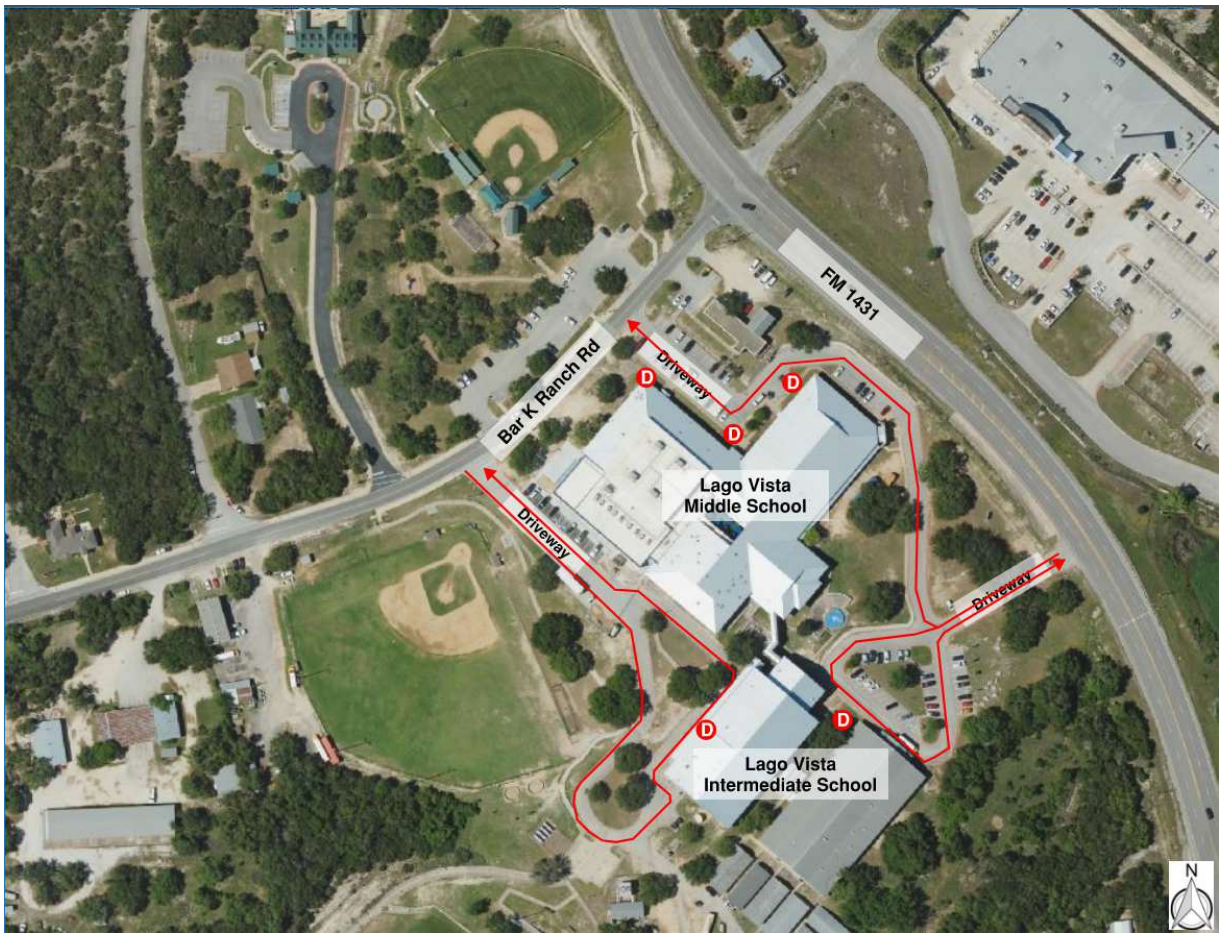

Figure 37. Ingress and Egress Patterns at Intermediate and Middle School Campus

Morning Drop-off Period:

- On FM 1431 there was no substantial queue observed during both school drop-off periods for the east driveway. At about 8:15 AM peak drop-off period from the middle school, there were about 5 to 6 vehicles waiting for left turn into the driveway and blocking the through travel lane on westbound FM 1431 for a short period.
- Intermediate school northwest drop-off location began queuing around 7:30 AM, however the queue lasted about 5 minutes and was not significant. No queue was observed at the northeast drop-off location.
- Middle school drop-off traffic started around 8:05 AM and lasted for about 30 minutes. The time taken for individual drop-off ranges from 2-3 seconds to as long as 30 seconds.
- On eastbound Bar K Ranch Road, a few vehicles stopped on the side of the street for drop-off and blocked the single travel lane.
- At the stop controlled intersection of FM 1431 and Bar K Ranch Road, there is no left turn lane for the heavily used NBL turn traffic.
- Parking lot on the northeast side traffic loop of intermediate school was full and vehicles were observed parking on the grass.

Morning drop-off period key observations are depicted in **Figure 38**.

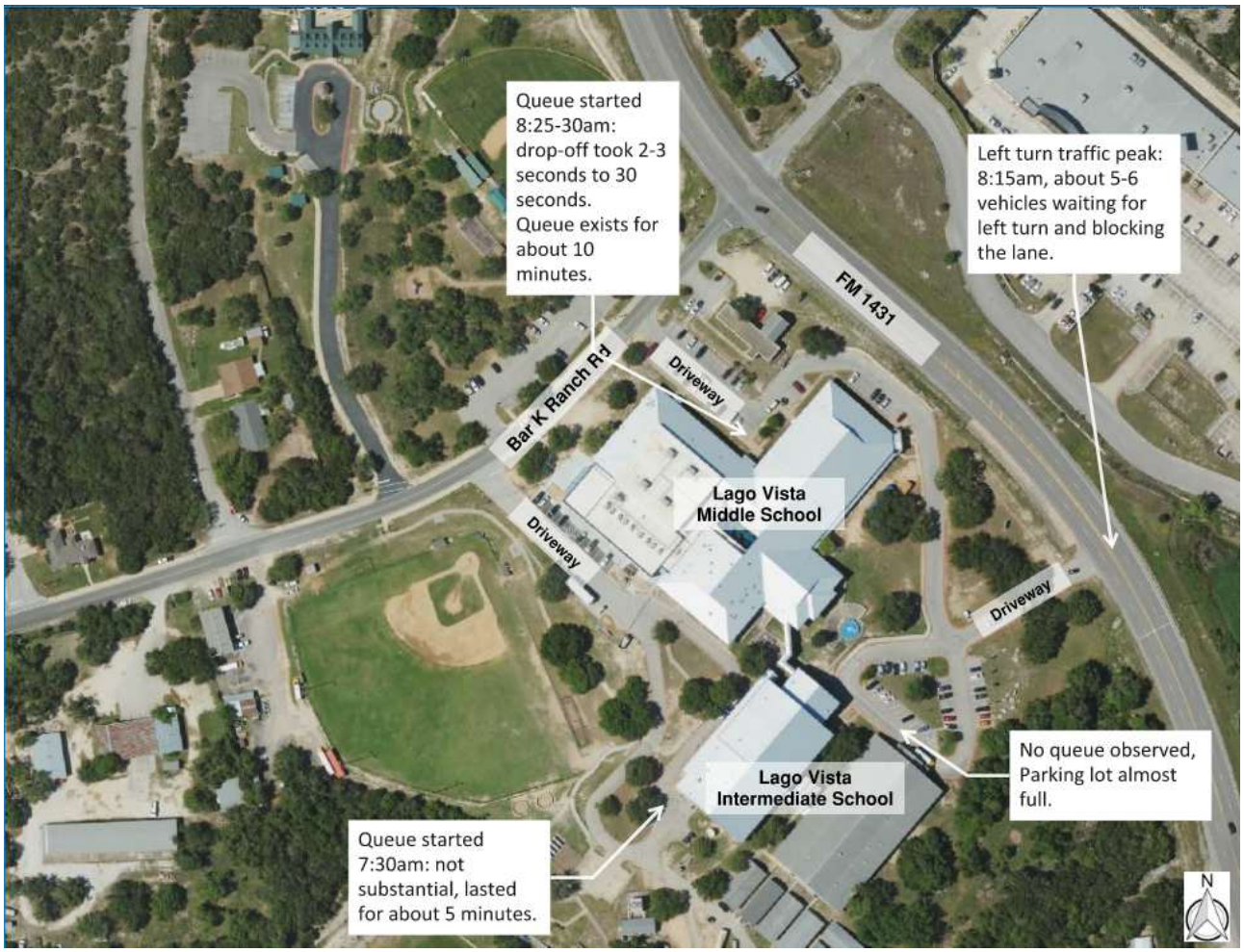

Figure 38. Morning Drop-off Period Traffic Observations at Intermediate School and Middle School Campus

Afternoon Pick-up Period:

- Buses were picking-up students on the east loop from 3:10 to 3:20 PM for intermediate school and there were several students observed walking towards the middle school after school dismissal.
- The west loop for intermediate school had vehicles queuing from 3:00 PM and lasted for about 17 minutes.
- At the stop-controlled intersection of FM 1431 and Bar K Ranch Road, there was a long queue and delay on the south leg of Bar K Ranch Road, and delay for the westbound FM 1431 left turn traffic waiting to enter Bar K Ranch Road.
- On FM 1431, a maximum of four vehicle-queue was observed waiting for a left turn into the east driveway.
- On Bar K Ranch Road, queues were built up from 3:05 PM in both directions and lasted for about 20 minutes. School buses and non-school-related traffic was observed using the wrong side of the road to pass the queue.

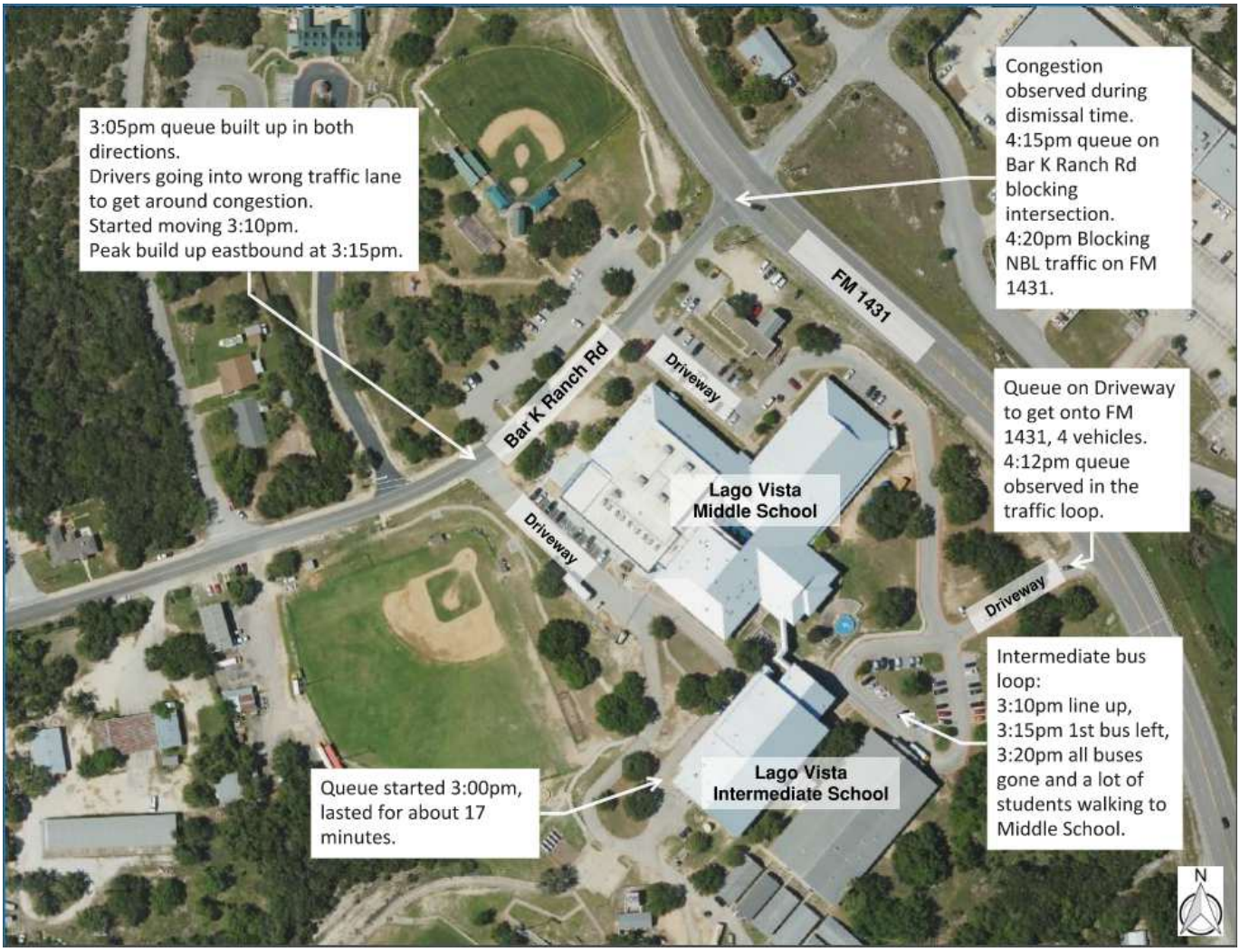

Figure 39. Afternoon Pick-up Period Traffic Observations at Intermediate School and Middle School Campus

B. Summary of Findings

- The westbound left turn from FM 1431 onto Bar K Ranch Road has limited line of sight of higher speed eastbound FM 1431 traffic coming around a curve. The left turn bay for westbound traffic provides storage for the waiting left turns, but left turns are exposed to potentially serious right-angle crashes with high-speed oncoming traffic. Long left turn queues waiting for an acceptable gap in the oncoming traffic can make drivers impatient and increase risk taking to turn through available gaps.
- The westbound left turn from FM 1431 into the middle school driveway does not have a left turn bay for storage of waiting left turn traffic causing blockage of the leftmost through lane. Left turns are exposed to potentially fatal right-angle crashes with high-speed oncoming traffic as well as potential rear-end collisions with westbound traffic on FM 1431.
- In the morning arrival period, vehicles stop on Bar K Ranch Road to drop off students, blocking the one eastbound lane.
- Provisions for walking to school from homes west of Bar K Ranch Road are provided but need to be better protected from the roadway. There is a need for enhanced crossing warnings/controls and needs to be extended further west along Bar K Ranch Road to connect more residences with walking access to the school complex.

7.3.4 TRAFFIC OPERATIONS ENHANCEMENTS NEAR INTERMEDIATE AND MIDDLE SCHOOLS

The following enhancements are recommended to improve traffic operations near the intermediate and middle school campus.

- Install a traffic signal at the intersection of FM 1431 and Bar K Ranch Road.
  - Based on the current intersection geometry, and utilizing the existing weekday traffic count data collected, the intersection of FM 1431 and Bar K Ranch Road meets the criteria for two volume-based warrants (four-hour, and peak hour) of the TMUTCD for consideration of traffic signal control. A detailed signal warrant analysis report is included in **Appendix D**.
  - Estimated cost of improvement: $350,000 (to be implemented by TxDOT).
  - Recommended timeline for improvement: Before the beginning of school in Fall 2024.
- Provide drop-off bay along eastbound Bar K Ranch Road, as depicted in **Figure 40**.
  - Position in advance of the marked crosswalk.
  - Storage length of about 60 feet, with taper in and out of pullover.
  - Joint use by regional transit bus.
  - Estimated cost of improvement: $120,000.
  - Recommended timeline for improvement: Before the beginning of school in Fall 2024.

Figure 40. Recommended Drop-off Bay along Bar K Ranch Road for the Middle School

- Modify the pavement markings on FM 1431 near the school driveway to provide a westbound left turn lane as depicted in **Figure 41**.
    - Shift eastbound FM 1431 travel lanes to the south by 12 feet to introduce a westbound left turn lane at the driveway to the campus. Begin the restriping at the end of the existing left turn lane at Bar K Ranch Road and extend beyond the driveway to the Post Office.
    - Estimated cost of improvement: $750,000.
    - Recommended timeline for improvement: Before the beginning of school in Fall 2025.

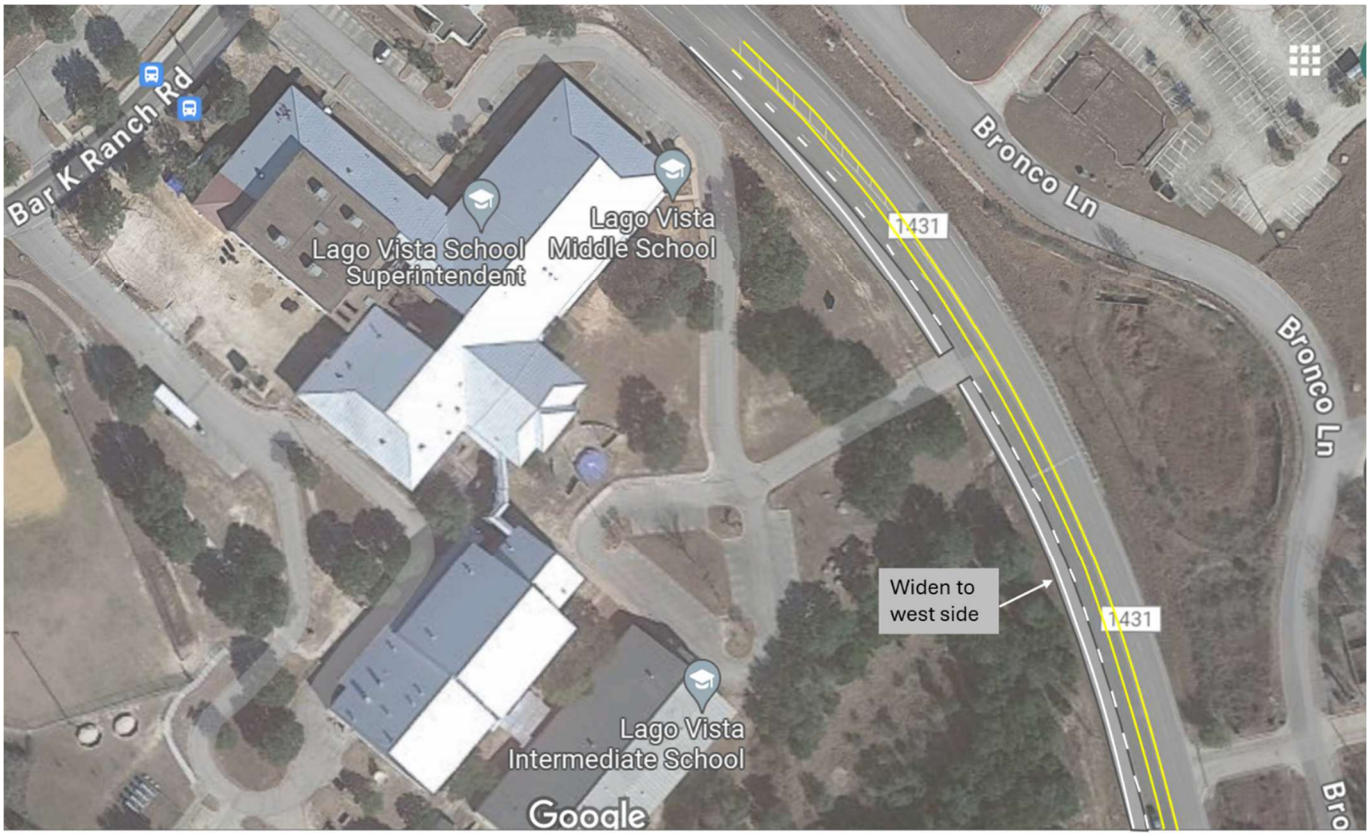

Figure 41. Concept for Restriping of FM 1431 to add Left Turn Lane at School Complex Driveway

7.4 HIGH SCHOOL AREA

The Lago Vista High School is located in the southern part of the City of Lago Vista along Lohman Ford Road south of Rancho Cielo Court. Lohman Ford Road is the only access roadway connecting the school to northern and southern areas. There are two driveways serving high school traffic and both have dedicated left turn lane and right turn lanes on Lohman Ford Road. Parking lots are provided south of the building and east of the building.

7.4.1 CRASHES NEAR HIGH SCHOOL

As per the crash data obtained from the TxDOT's CRIS database, one crash has been reported near the high school area in the 5-year period (2018 to 2022).

The crash occurred on a school day between 7:00 and 8:00 AM in 2022. The crash occurred between a vehicle exiting from the school driveway and making a left turn and another vehicle driving northbound. No injuries were reported.

7.4.2 TRAFFIC VOLUMES NEAR HIGH SCHOOL

Traffic count data was collected for a 24-hour period at the two high school campus driveway intersections with Lohman Ford Road. **Figure 42** shows the peak one hour of counts during the AM arrival and PM departure time of the high school (notably, traffic volumes at the school would be much lower during the PM peak hour of the adjacent streets).

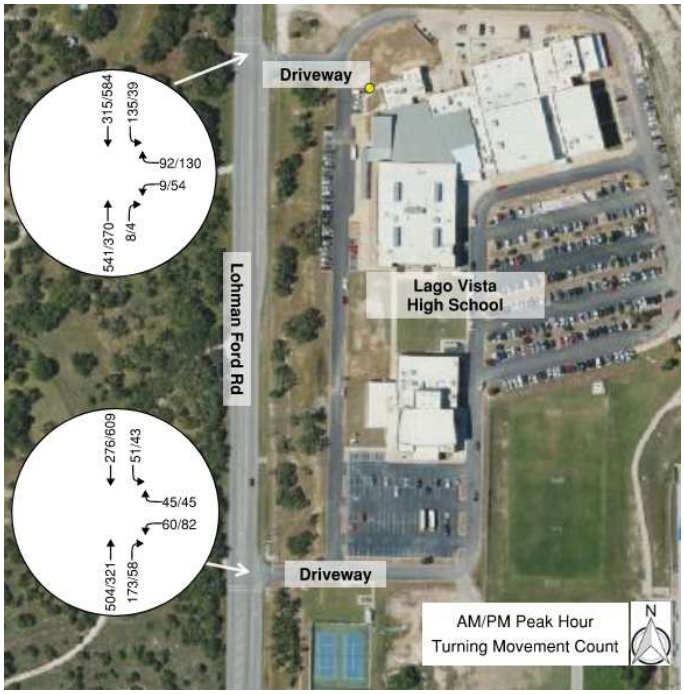

Figure 42. Intersection Traffic Counts near the High School during the School Peak Hour (2023)

7.4.3 TRAFFIC OBSERVATIONS

A. Pick-up/Drop-off Traffic Patterns

There are two driveways serving pick-up/drop-off traffic for high school as shown in **Figure 43**. Both driveways are along Lohman Ford Road and allow inbound and outbound traffic. There is a parking lot east of the building serving as student parking.

Morning Drop-off Period:

- Unlike the neighboring elementary school, many high school students drive themselves to school, reducing the number of vehicular trips.
- School buses arrived before most car drop-offs entered using the south driveway and left using the north driveway. A total of seven buses dropped off students along the west side of the building between 8:06 and 8:26 AM.
- On southbound Lohman Ford Road, left turning vehicles queued up at both school driveways. A peak of four-vehicle queue was observed at the north driveway around 8:26 AM, while at the south driveway, a peak of about a 10-vehicle queue was observed at around 8:32 AM.
- Some U-turn activities were observed in front of the building, which were disrupting traffic circulation but did not cause serious problems.
- Most drop-off-related traffic dissipated around 8:45 AM.

Morning drop-off period key observations are depicted in **Figure 44**.

Figure 43. Ingress and Egress Patterns at High School

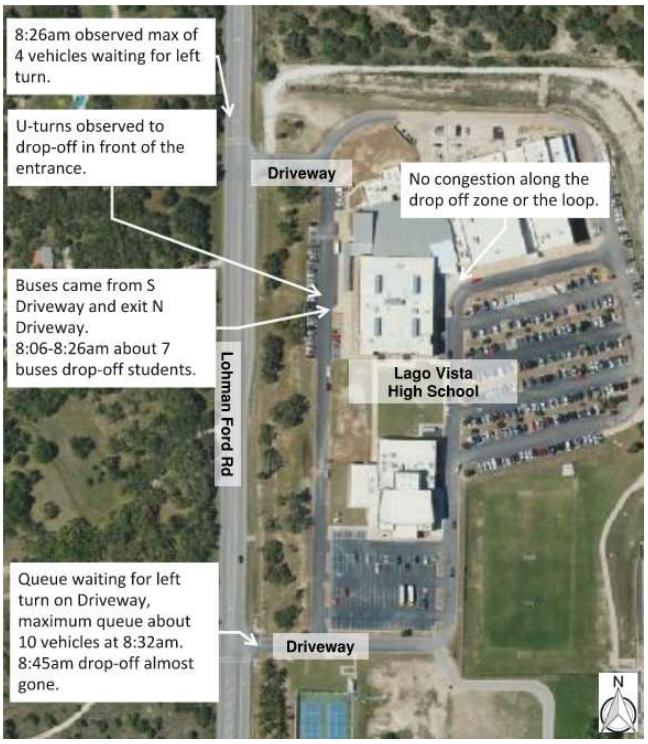

Figure 44. Morning Drop-off Period Traffic Observations at High School

Afternoon Pick-up Period:

- School buses picked up students between 4:00 and 4:15 PM in front of the school building. No operational issues were observed.
- There were significant queues for traffic exiting the north driveway extending around the north side of the building and backing up all the way to the east parking lot. It took three to four minutes for a vehicle at the end of the queue to reach Lohman Ford Road during the peak at around 4:25 PM.
- Also, queues were observed at the back of the building that faces the east parking lot.
- The south driveway was more heavily used than the north driveway. There was a left turn and right turn queue at the south driveway that lasted for about 20 minutes. Vehicles were observed to cut through the parking lot south of the building to jump to queue exiting at the south driveway.

Afternoon pick-up period key observations are depicted in **Figure 45**.

Figure 45. Afternoon Pick-up Period Traffic Observations at High School

B. Summary of Findings

- Unlike the neighboring elementary school, many high school students drive themselves to school, reducing the number of vehicular trips.
- The inbound lane of the north driveway is too narrow for vehicles turning in, especially when there is a vehicle stopped at the existing left turn approach.
- There was a significant queue on the north driveway exiting the school to get onto Lohman Ford Road during the PM peak.

7.4.4 TRAFFIC OPERATIONS ENHANCEMENTS NEAR HIGH SCHOOL

The following enhancements are recommended to improve traffic operations at the high school.

- Install a traffic signal at the intersection of FM 1431 and the high school driveways.
    - Based on the current intersection geometry, and utilizing the existing weekday traffic data collected, both of the driveways meet the criteria for the peak hour volume-based warrants of the TMUTCD for consideration of traffic signal control. A detailed signal warrant analysis report is included in **Appendix D**.
    - The warranted peak hour was during the afternoon school dismissal time, which coincided with the significant queues observed for exiting traffic.
    - Estimated cost of improvement: $300,000 per signal for a total of $600,000.
    - Recommended timeline for improvement: Before the beginning of school in Fall 2024.

7.5 SUMMARY OF RECOMMENDATIONS

Recommendations related to the school areas are summarized in **Table 17**.

Table 17. Recommendations for School Areas

Improvement	Estimated Cost	Target Year of Implementation	School
Modify the pavement markings at the intersection of Dawn Drive and Lohman Ford Road to create a double left turn from eastbound Dawn Road to Lohman Ford Road	$30,000	2024	Elementary
Install a traffic signal at the intersection of FM 1431 and Bar K Ranch Road	$350,000	2024	Intermediate/Middle
Provide drop-off bay along eastbound Bar K Ranch Road at Middle School	$120,000	2024	Intermediate/Middle
Widen FM 1431 at Intermediate School driveway	$750,000	2025	Intermediate/Middle
Install traffic signals at High School driveways	$600,000	2025	High

8.0 LOCAL ROADWAY IMPROVEMENTS

An assessment of local roadways (other than FM 1431 and Lohman Ford Road) was conducted to evaluate the operational and safety improvement needs and needs to reconfigure irregular intersection geometry for selected roadways and intersections in Lago Vista.

8.1 TRAFFIC ANALYSIS

8.1.1 EXISTING CONDITION OPERATIONS

The existing condition results represent the traffic operations at the intersections under existing traffic and roadway geometry conditions. The control delay in seconds per vehicle is shown in Table 18. The existing condition operations analysis indicates all the intersections currently operate at acceptable LOS with minor delays. All the stop-controlled

Table 18. Intersection Vehicle Delay Results – Existing Conditions on Local Roadways

			AM Peak Hour					PM Peak Hour				
FM 1431 @	**Control**	**MOE**	**EB**	**WB**	**NB**	**SB**	**Intersection**	**EB**	**WB**	**NB**	**SB**	**Intersection**
Kar K Ranch Rd & Flintrock Cir/Diamond Trail	TWSC	Delay	9.4	8.8	0.0*	7.4*	**1.2**	10.5	9.4	7.5*	7.4*	**1.4**
		LOS	A	A	A	A		B	A	A	A	
Dawn Dr & Travis Dr	TWSC	Delay	0.0	8.1*	11.4	N/A	**3.1**	0.0	7.7*	10.3	N/A	**2.7**
		LOS		A	B				A	B		
Dawn Dr & Thunderbird St	TWSC	Delay	0.0	7.6*	10.1	N/A	**6.1**	0.0	7.7*	10.2	N/A	**5.2**
		LOS		A	B				A	B		
Dawn Dr & Lago Vista Way	RA	Delay	3.1	2.9	N/A	3.0	**3.0**	3.1	3.2	N/A	3.1	**3.1**
		LOS	A	A		A	**A**	A	A		A	**A**
Bar K Ranch Rd & Dakota Circle	TWSC	Delay	No Synchro result for 5-Leg intersection									
		LOS										
Bar K Ranch Rd & Dodge Trail	TWSC	Delay	N/A	9.9	0.0	7.6*	**1.6**	N/A	9.9	0.0	7.4*	**3.1**
		LOS		A		A			A		A	
Dodge Trail & Diamond Trail	TWSC	Delay	7.3*	0.0	N/A	9.1	**1.0**	7.4*	0.0	N/A	9.5	**1.7**
		LOS	A			A		A			A	
Bar K Ranch Rd & Ridgeview Rd	TWSC	Delay	N/A	9.5	0.0	7.6*	**1.7**	N/A	9.7	0.0	7.5*	**1.9**
		LOS		A		A			A		A	
Bar K Ranch Rd & Paseo De Vaca St	TWSC	Delay	9.6	8.6	0.0*	7.3*	**6.8**	10.0	8.9	0.0*	7.3*	**6.4**
		LOS	A	A	A	A		B	A	A	A	
Paseo de Vaca St & Lakeshore Dr	TWSC	Delay	N/A	8.7	0.0	7.4*	**2.3**	N/A	8.6	0.0	7.3*	**2.0**
		LOS		A		A			A		A	
Boggy Ford Rd & Highland Lake Dr	TWSC	Delay	0.0	8.2*	11.8	N/A	**2.6**	0.0	8.1*	10.1	N/A	**2.4**
		LOS		A	B				A	B		
Boggy Ford Rd & National Dr	TWSC	Delay	7.6*	8.0*	13.5	14.3	**1.9**	8.2*	7.7*	14.8	15.4	**1.7**
		LOS	A	A	B	B		A	A	B	C	
Highland Lake Dr & National Dr	TWSC	Delay	7.3*	0.0	N/A	8.6	**1.2**	7.3*	0.0	N/A	8.6	**1.2**
		LOS	A			A		A			A	
Boggy Ford Rd & Rockwood Dr	TWSC	Delay	7.6*	0.0	N/A	11.0	**0.9**	8.0*	0.0	N/A	11.2	**1.0**
		LOS	A			B		A			B	
Boggy Ford Rd & American Dr	TWSC	Delay	7.3*	7.4*	8.9	10.0	**3.8**	7.5*	7.4*	9.0	10.8	**3.9**
		LOS	A	A	A	B		A	A	A	B	
American Dr & Highland Lake Dr	AWSC	Delay	7.1	7.0	6.9	7.1	**7.0**	7.0	6.9	6.9	7.2	**7.0**
		LOS	A	A	A	A	**A**	A	A	A	A	**A**
Boggy Ford Rd & Rock Terrace Dr	TWSC	Delay	7.5*	0.0	N/A	10.7	**1.3**	8.0*	0.0	N/A	11.7	**1.4**
		LOS	A			B		A			B	

Delay in seconds per vehicle
MOE= Measure of Effectiveness, TWSC=Two-way-stop-control, AWSC=All-way-stop-control, RA=Roundabout
**Delay reported is for the left turn. Through does not stop.*

side streets operate at LOS C or better during peak hours.

8.1.2 FUTURE TRAFFIC IMPLICATIONS

As described in Section 4.0, future year traffic volume forecasts were developed for all major corridors within the City. Similarly, traffic volume forecasts were also developed for the local roadway network and intersections included in this section. The analysis indicates that although there would be significant traffic added to the major corridors from proposed development within the City, the amount of traffic that would be added to the local residential roadway network is relatively low. Also, at the two-way-stop-control intersections, much of the traffic volume is expected to be added to the free-flowing major roadway approaches. Thus, the future traffic operations at most of the intersections on the local roadway network is similar to the existing condition operations as discussed in Section 8.1.1. The future year operational results at local roadway intersections located in the northern residential area are shown in **Table 19**. For the intersections in the southern residential area, the intersections would continue to operate similar to existing conditions.

8.2 SAFETY EVALUATION

Based on the evaluation of the historical crash data for the 5-year period (from 2018 to 2022) as discussed in Section 3.0, and field observations of the intersections on the local roadway network, several intersections and roadway segments were identified as having potential safety issues as discussed in the following paragraphs.

Table 19. Intersection Vehicle Delay Results – Future Conditions on Local Roadways

			AM Peak Hour					PM Peak Hour				
FM 1431 @	**Control**	**MOE**	**EB**	**WB**	**NB**	**SB**	**Intersection**	**EB**	**WB**	**NB**	**SB**	**Intersection**
Kar K Ranch Rd & Flintrock Cir/Diamond Trail	TWSC	Delay	9.7	9.0	0.0*	7.5*	**1.0**	11.3	10.0	7.5*	7.6*	**1.1**
		LOS	A	A	A	A		B	B	A	A	
Bar K Ranch Rd & Dodge Trail	TWSC	Delay	14.6	14.1	0.0	7.7*	**7.0**	12.7	19.7	7.5*	7.5*	**10.8**
		LOS	B	B		A		B	C	A	A	
Dodge Trail & Diamond Trail	TWSC	Delay	7.4*	0.0	N/A	11.0	**0.4**	8.0*	0.0	N/A	12.6	**0.7**
		LOS	A			B		A			B	
Bar K Ranch Rd & Ridgeview Rd	TWSC	Delay	N/A	10.1	0.0	7.8*	**1.3**	N/A	10.8	0.0	7.7*	**1.2**
		LOS		B		A			B		A	
Bar K Ranch Rd & Paseo De Vaca St	TWSC	Delay	10.6	9.5	0.0*	7.4*	**6.3**	11.9	10.5	0.0*	7.4*	**5.5**
		LOS	B	A	A	A		B	B	A	A	
Paseo de Vaca St & Lakeshore Dr	TWSC	Delay	N/A	8.8	0.0	7.4*	**4.2**	N/A	8.8	0.0	7.4*	**4.8**
		LOS		A		A			A		A	

Delay in seconds per vehicle

MOE= Measure of Effectiveness, TWSC=Two-way-stop-control

**Delay reported is for the left turn. Through does not stop.*

8.2.1 INTERSECTION SAFETY ASSESSMENT

- Dawn Drive @ Deer Run

Three crashes occurred in the 5-year period with two crashes reporting the contributing factor as "failed to yield ROW – left turn". Based on observations, the wide median on Dawn Drive may be causing confusion for left turning vehicles. The median is about 44 feet wide, and drivers may not have enough sight distance before executing the left turn.

Mitigation: Provide a stop sign and stop bar in both directions in the median, approaching eastbound and westbound Dawn Drive as shown in ***Figure 46****.*

Figure 46. Dawn Dr @ Deer Run Intersection Improvement Recommendation

- Civic Drive @ Deer Run

One crash has been reported at the intersection in the 5-year period with the contributing factor being driver inattention. Under the existing intersection control, there is no stop sign for Church Driveway, westbound Civic Drive is free flow, eastbound Civic Drive has stop control, and southbound Deer Run has yield sign. It was observed that the unclear pavement markings, and non-standard intersection control signage may cause confusion for the drivers at the intersection.

Mitigation: Install a stop sign and stop bar on Deer Run approach as well as Church Driveway approach. Both approaches on Civic Drive would be free flow as shown in ***Figure 47.***

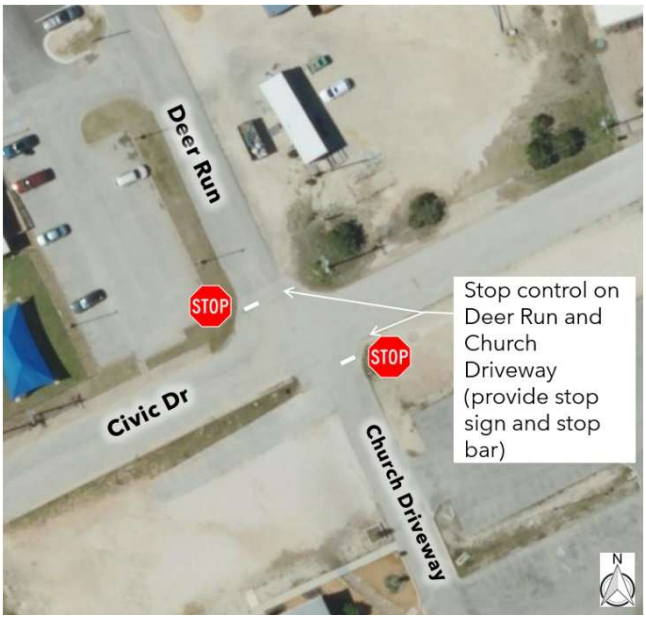

Figure 47. Dawn Dr @ Deer Run Intersection Improvement Recommendation

- Boggy Ford Road @ Highland Lake Drive

At this intersection, traffic on Boggy Ford Road is uncontrolled/free flow, while on the southwest leg, the Highland Lake Drive approach has stop control. Due to the intersection geometry, the vehicle stopping at the stop bar would have difficulty looking over the left shoulder to check for oncoming traffic from eastbound Boggy Ford Road. Left turns onto westbound Boggy Ford Road are not allowed from Highland Lake Drive due to the configuration. Two crashes occurred at this intersection in the 5-year period. The contributing factor was "following too close" for one of the crashes and "failed to yield right-of-way" for the other.

Mitigation: It is recommended that a roundabout should be constructed at this intersection as depicted in ***Figure 48****.*

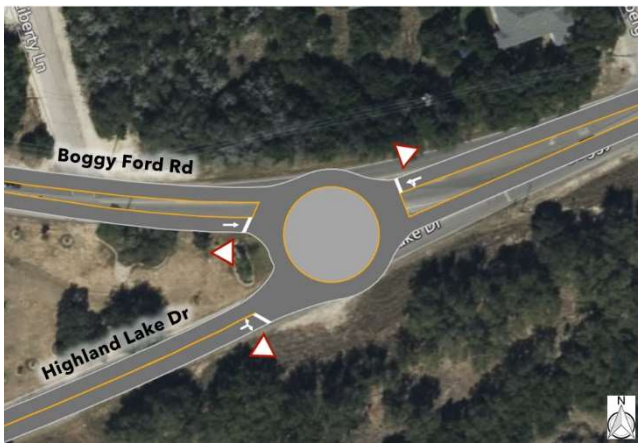

Figure 48. Boggy Ford Rd @ Highland Lake Dr Intersection Improvement Recommendation

- Boggy Ford Road @ National Drive

Three crashes occurred at the intersection in the 5-year period and two of them reported the contributing factor being "disregarded stop sign" involving one vehicle traveling southbound on National Drive hitting another vehicle traveling on Boggy Ford Road. There are power poles and brush within the sight triangles on the northwest and southwest corners that limits the line of sight for drivers on National Drive looking west for oncoming traffic on eastbound Boggy Ford Road.

Mitigation: It is recommended to move the stop sign and stop bar about 10-ft closer to the edge of the main roadway to provide a better line of sight for traffic stopped on National Drive as shown in ***Figure 49****. It is also recommended to trim or remove the bushes from within the sight triangle at the northwest and southwest corners.*

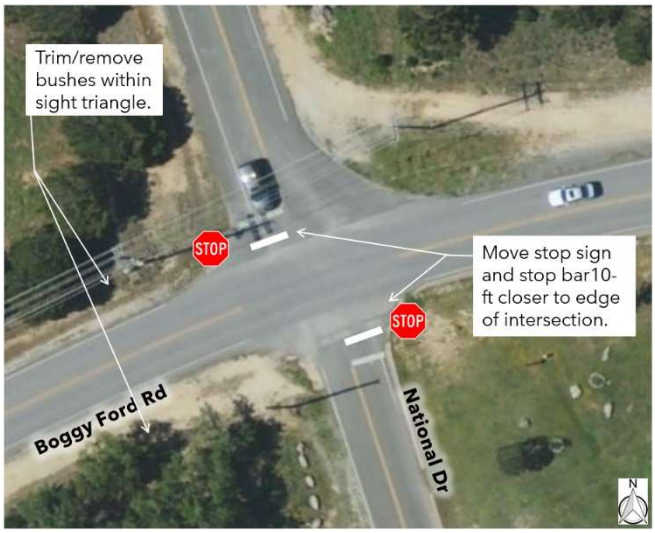

Figure 49. Boggy Ford Rd @ National Dr Intersection Improvement Recommendation

- Outpost Trace @ Rockwood Drive

Three crashes occurred at this intersection in the 5-year period. The contributing factor for two of the crashes was "failed to yield right of way - stop sign". For the third crash, the contributing factors were "failed to stop at proper place" and "failed to yield right of way - stop sign".

The existing roadway geometry condition shows limited sight distance for drivers on both approaches of Rockwood Drive looking at free flowing traffic on Outpost Trace. There are vertical and horizontal curves on both approaches of Outpost Trace with downhill approaching the intersection. Also, there are steep drop-offs on the northwest and southeast corners of the intersection that create safety hazards.

Mitigation: Clear the bushes at the northwest and southeast corners of the intersection that limit the sight distance. Install guard rail at the northwest and southeast corners to protect the vehicles as shown in ***Figure 50****.*

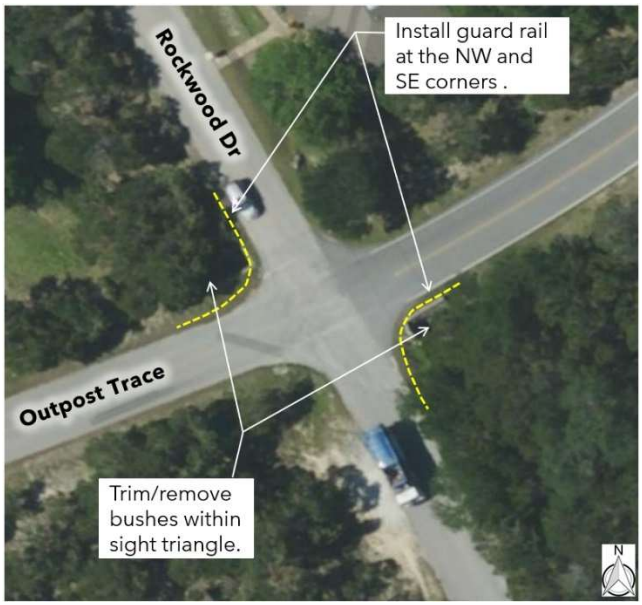

Figure 50. Outpost Trace @ Rockwood Dr Intersection Improvement Recommendation

8.2.2 ROADWAY SAFETY ASSESSMENT

About 42% of all the crashes within the city limits were single vehicle crashes that included hitting a fixed object or parked car, hitting an animal, or simply driving off the edge of the pavement. Out of these crashes, the two most common contributing factors were driver inattention or failing to control speed.

The following roadways within the City of Lago Vista had high crash occurrence.

- Dawn Drive
- Destination Way
- Boggy Ford Road
- Highland Lake Drive
- Old Burnet Road
- Outpost Trace
- Tessera Parkway

Mitigation: The following safety enhancement measures are suggested on all collector roadways and on the above-identified roadways. Examples of some of the treatments are provided in ***Figure 51****.*

- Install center line striping.
- Install 6-inch edge line striping with rumble strips.
- Install advance curve warning signs and chevrons along the curvature.

Figure 51. Examples of Proposed Roadway Improvements

8.3 IRREGULAR INTERSECTIONS

The following irregular intersections were identified, and issues and recommendations are discussed in the following paragraphs:

- Lakeshore Drive @ Park Drive

The two roadways are sharply angled, and the two legs to the east have significant elevation differences with vehicles on Park Drive traveling downhill while vehicles on westbound Lakeshore Drive traveling uphill as they approach the intersection. The stop bar on Park Drive is faded, and the vegetation at the northeast corner blocks the line of sight for stopped vehicles on Park Drive looking for approaching vehicles on westbound Lakeshore Drive.

Mitigation: Refresh the stop bar on Park Drive approach, and clear vegetation from the line of sight at the northeast corner of the intersection as shown in ***Figure 52****.*

Figure 52. Lakeshore Dr @ Park Dr Intersection Improvement Recommendation

- Park Drive @ Camile Court/Lynn Lane/Dawn Drive

Dawn Drive and Park Drive are the two major approaches at this intersection with Camile Court and Lynn Lane intersecting on the west side. There are combined vertical and horizontal curves at the intersection. The four approaches are all way stop-controlled. The intersection is wide and would require additional time and attention for drivers to look for stopped vehicles before proceeding.

Mitigation: Install stop bars at Camille Court and Lynn Lane approaches as shown in ***Figure 53****.*

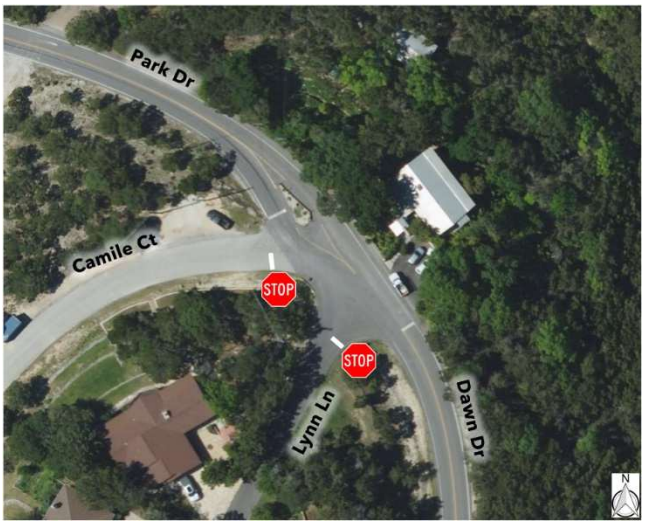

Figure 53. Park Dr @ Camile Court/Lynn Lane/Dawn Drive Intersection Improvement Recommendation

- Bar K Ranch Road @ Dakota Circle

Bar K Ranch Road is the major approach with free-flow traffic. Three residential roads (Sierra Trail, Dakota Circle and Frontier Cove) intersect with stop control approaching Bar K Ranch Road, to form the five-legged intersection. The intersection is wide with significant offsets and sharp angles between approaches that create driver confusion. Bar K Ranch Road has horizontal and vertical curves at the intersection that limit the sight distance for all stop-controlled approaches.

Mitigation: Reconfigure the intersection to create a four-legged all-way-stop controlled intersection as shown in ***Figure 54****.*

Figure 54. Bar K Ranch Road @ Dakota Circle Intersection Improvement Recommendation

- Paseo De Vaca Street @ Lakeshore Drive

This is a four-legged intersection with the west leg of Paseo De Vaca Street and Lakeshore Drive as major approaches. The east leg of Paseo De Vaca Street has stop control approaching the intersection. A park exit road connects to the intersection with a stop control forming the southwest leg. The intersection has large opening space and offsets between approaches which may confuse drivers. The westbound approach on Paseo De Vaca Street has limited sight distance looking along Lakeshore Drive and eastbound approach of Paseo De Vaca Street due to trees located within the sight triangle and horizontal curves.

Mitigation: Clear vegetation from the line of sight at the northeast and southeast corner of the intersection to improve sight distance for vehicles stopped on westbound Paseo De Vaca Street as shown in ***Figure 55****.*

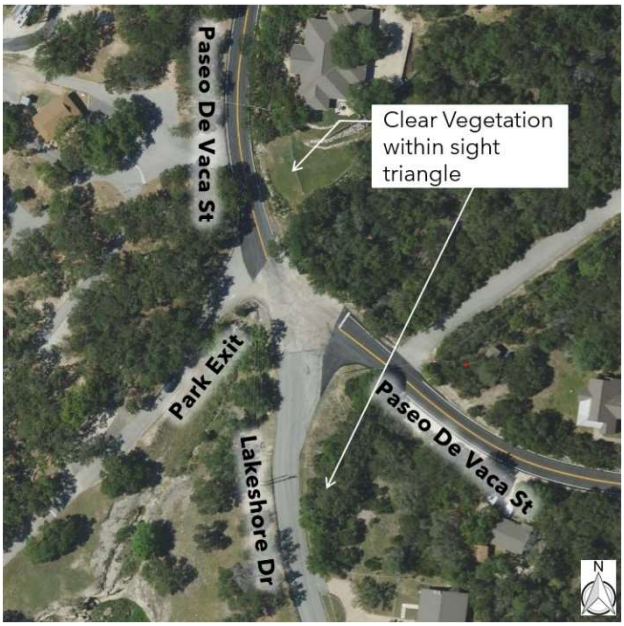

Figure 55. Paseo De Vaca St @ Lakeshore Dr Intersection Improvement Recommendation

8.4 GENERAL OBSERVATIONS

The following general operational/safety issues are observed at various study intersections within the local roadway network. These issues and mitigation treatments are summarized in **Table 20**. The observed issues for each study intersection are provided in **Table 21**.

Table 20. General Issues on Local Roadways and Suggested Treatments

General Operational/Safety Issues	Suggested Treatment
No or faded stop bar	Install or refresh stop bar
No or unstable stop sign	Install or repair broken signs
No or faded striping or pedestrian crosswalk markings	Install or refresh pavement markings
Limited sight distance due to horizontal/vertical curves or trees	Remove obstructions from the sight triangles
Corner hazard (drainage ditch too close)	Provide safety guard rail
Poor pavement surface	Repair or replace pavement surface
No lighting	Install sufficient safety street lighting

Table 21. General Observed Issues on Local Roadways

No.	Intersection	No or faded stop bar	No or unstable stop sign	No or faded crosswalk markings	Limited sight distance	Corner hazard	Poor pavement surface	No lighting
1	Kar K Ranch Rd & Flintrock Cir/Diamond Trail							
2	Dawn Dr & Travis Dr	■		■	■		■	
3	Dawn Dr & Thunderbird St	■		■	■			
4	Dawn Dr & Lago Vista Way	■		■				
5	Bar K Ranch Rd & Dakota Circle	■						
6	Bar K Ranch Rd & Dodge Trail				■			
7	Dodge Trail & Diamond Trail							
8	Bar K Ranch Rd & Ridgeview Rd							
9	Bar K Ranch Rd & Paseo De Vaca St		■		■			
10	Paseo de Vaca St & Lakeshore Dr			■				
11	Boggy Ford Rd & Highland Lake Dr							
12	Boggy Ford Rd & National Dr						■	■
13	Highland Lake Dr & National Dr				■			■
14	Boggy Ford Rd & Rockwood Dr	■						
15	Boggy Ford Rd & American Dr				■			
16	American Dr & Highland Lake Dr							
17	Boggy Ford Rd & Rock Terrace Dr				■			
18	Ridgeview Rd & White Oak Dr	■						■
19	Ridgeview Rd & Ridgeview Loop				■	■		
20	Ridgeview Rd & Deep Wood Dr		■	■	■			
21	Bar K Ranch Rd & Coyote Trl		■		■	■		
22	Paseo De Vaca St & Deede Dr				■			
23	Paseo De Vaca St & Brewer Ln							
24	Lakeshore Dr & Park Dr				■			
25	Lakeshore Dr & Park Dr-2	■		■	■			
26	Park Dr & Camile Ct/Lynn Ln/Dawn Dr	■		■				
27	Thunderbird St & Outpost Trace				■			
28	Outpost Trace & Mustang	■			■	■		
29	Outpost Trace & National Dr				■			
30	National Dr & Rockwood Dr			■	■		■	
31	Outpost Trace & National Dr (W)				■			
32	Outpost Trace & Twisting Trl	■			■			
33	Boggy Ford Rd & Lincoln Cove/Drapers Cove				■			■
34	Boggy Ford Rd & Allegiance Ave	■			■		■	
35	Boggy Ford Rd & Mac Arthur Ave				■		■	■
36	Boggy Ford Rd & Norton Ave				■		■	■
37	Boggy Ford Rd & Poe Cove	■			■		■	
38	Boggy Ford Rd & Osage Ln/Thoreau Ln				■			■
39	Boggy Ford Rd & Crystal Way/Santa Carlo Ave	■			■		■	
40	Boggy Ford Rd & Emerald Rd/Highland Lake Dr				■			■
41	Highland Lake Dr & Santa Monica Ave	■			■			■
42	Highland Lake Dr & Mac Arthur Ave				■			■
43	Highland Lake Dr & Highland Lake Loop							■
44	Highland Lake Dr & Hancock Ave	■			■			■
45	Highland Lake Dr & Continental Dr/Democracy Cove	■	■		■		■	
46	Highland Lake Dr & Byrd Ave	■			■			
47	Highland Lake Dr & Eisenhower Ave	■			■			
48	Highland Lake Dr & Allegiance Ave				■			
49	Highland Lake Dr & Boone Dr		■		■			
50	Highland Lake Dr & Constitution Dr/Adams Cove				■			
51	Outpost Trace & Rockwood Dr	■			■		■	
52	Outpost Trace & Oakdale Dr	■				■	■	

8.5 BOGGY FORD ROAD SPEED STUDY

In April 2023, the FNI team gathered travel speed measurements across a 24-hour period at four locations along Boggy Ford Road, separately for eastbound and westbound, and found 85th percentile speeds shown in **Table 22**.

Table 22. 85th Percentile Speeds Measured on Boggy Ford Road

Location on Boggy Ford Road	85th Percentile Speed (MPH)	
	EB	WB
East of Lincoln Cove/ Drapers Cove	42	43
Between National and Rockwood	45	44
West of Rock Terrace Drive	45	44
Between Wilson Ave and Webster Lane	44	47

So, using the 85th percentile methodology, it could be decided that the posted 40 mph speed limits are appropriate.

Many drivers consider driving 5 mph over the posted speed limit as appropriate; thus, it could be reasoned that posting the speed limit at 40 mph has allowed the measured 30% to 50% of drivers on Boggy Ford to drive between 41 and 45 mph. It could be postulated that reducing the posted speed limit to 35 mph would result in 30% to 50% of drivers with a speed of between 36 and 40 mph. Reduced travel speeds are associated with reduced crash severity, so the few seconds of additional travel time due to the reduced speed limit would be a good tradeoff for reduced severe crashes. Just as important is the variations of travel speeds among drivers. Drivers that are traveling at or below the 40 mph posted speed may do so as they consider the posted speed too fast for the roadway and adjacent land use conditions. By lowering the speed limit from 40 to 35 mph, a greater proportion of drivers may be traveling within a less variable window of speeds, which contributes to safer and less strenuous driving. So, a more reasonable action would be to reduce the speed limit to 35 mph.

Setting Appropriate Speed Limits

One historically utilized practice for setting speed limits on roadways has been to measure actual travel speeds and set the speed limit at the 85th percentile of the measured speeds (85% of vehicles travel at or below that speed), rounded down to the nearest increment of 5 mph.

However, the U.S. Department of Transportation has recently adopted a Safe System Approach (SSA) as the guiding paradigm to address roadway safety. The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. One of the five complementary objectives of SSA is to promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

Collector road speed limits are typically set at either 30 or 35 mph, but rural collector road speed limits may get set a bit higher. Setting a speed limit too low for the roadway and adjacent land use conditions can create a big differential between those who try to obey the speed limit and those who feel they know best what speed to drive.

9.0 RECOMMENDATIONS

Based on the data collected from field observations, analysis of historical crash data, and traffic operations analysis of the existing and projected traffic conditions, a wide range of improvements are recommended to potentially improve traffic operations, safety, and to accommodate the expected future traffic demand for the roadways and intersections within the City of Lago Vista.

The recommended improvements are grouped into short-term and long-term improvements. Short-term improvements are those that can be readily implemented within a one- to three-year timeframe. These improvements are low-cost and require minimal design and regulatory approval. Long-term improvements are more substantial improvements that require additional planning, design, and collaboration with property owners and other agencies. These improvements have higher associated costs and can be implemented in three or more years.

9.1.1 SUMMARY OF RECOMMENDATIONS

A summary of recommended short-term and long-term improvements is provided in **Table 23**.

Table 23. Summary of Recommendations

Implementation Timeline	Type of Improvement	Location	Recommendation
Short Term	Restriping to Provide Center Left Turn Lane	Lohman Ford Road between FM 1431 and Dawn Drive	Restriping to narrow shoulder and through lanes to add center left turn lanes at strategic locations between FM 1431 and Dawn Drive (including Ridgeview Drive, Paseo De Vaca Drive, and Alfalfa Drive).
	Capacity Improvement - Left Turn Lane	Lohman Ford Road @ Ridgeview Drive	Add a left turn lane on Lohman Ford Road in both directions.
		Lohman Ford Road @ Paseo De Vaca Drive	Add a left turn lane on Lohman Ford Road in both directions.
		Lohman Ford Road @ Alfalfa Drive	Add a left turn lane on Lohman Ford Road in both directions.
	Signalize Intersection	Lohman Ford Road @ High School North Driveway	Install a traffic signal at the intersection.
		Lohman Ford Road @ High School South Driveway	Install a traffic signal at the intersection.
		FM 1431 @ Bar K Ranch Road	Install a traffic signal at the intersection.
	Intersection Improvements	FM 1431 @ Lohman Ford Road	On FM 1431: add EBR turn lane and add additional WBL turn lane. On Lohman Ford Road: add additional NBL turn lane, and change the existing NBT lane to a shared through-and-right-turn lane. Add SBR turn lane.
		FM 1431 @ Dodge Trail	On FM 1431: add a EBL and a WBL turn lanes. On Dodge Trail: realign to bring the intersection to a single point and add a NBR turn lane.
		FM 1431 @ Bar K Ranch Road	On FM 1431: stripe the center turn lane to designate EBL and WBL turn lanes. On Bar K Ranch Road: add a NBR turn lane.
		Lohman Ford Road @ Dawn Drive	On Lohman Ford Road: add additional SBT lane and a NBT lane (as part of widening Lohman Ford Road). On Dawn Drive: add additional EBL turn lane (to provide one left turn lane, one shared left-turn-and-through-lane and one right turn lane).
		Lohman Ford Road @ Boggy Ford Road/Shoreline Ranch Drive	On Lohman Ford Road: Add SBL and NBL lanes. On Boggy Ford Road: add dual left turn lanes. On Shoreline Ranch Drive: add a WBR turn lane.
	Speed Management	Lohman Ford Road between FM 1431 and Boggy Ford Road	Install regulatory speed signs and signal ahead sign at various locations as stated in Section 5.1.3.
		FM 1431 between Lohman Ford Road and Bar K Ranch Road	Reduce the existing 50 MPH speed zone to 45 MPH between Lohman Ford Road and Bar K Ranch Road. (Further school speed zone reduce to 30 MPH.) Add more frequent and/or better positioned speed limit signs.
		Boggy Ford Road between Lohman Ford Road and American Drive	Reduce the existing 40 MPH speed zone to 35 MPH.
	School Circulation Improvement	Bar K Ranch Road in front of Middle School	Provide drop-off bay along eastbound Bar K Ranch Road.
		FM 1431 east of Intermediate School	As part of widening and median improvement on FM 1431,provide WBL turn lane to Intermediate School Driveway.
	Local Roadway Safety Improvement	Dawn Drive @ Deer Run	Provide a stop sign and stop bar in both directions in the median of Dawn Drive.
		Civic Drive @ Deer Run	Install a stop sign and stop bar on Deer Run and Church Driveway.
		Boggy Ford Road @ National Drive	Move the stop sign and stop bar about 10-ft closer to the edge of Boggy Ford Road. Trim/remove bushes within sight triangle at NW and SW corners.
		Outpost Trace @ Rockwood Drive	Install guard rail at the NW and SW corners. Trim/remove bushes within sight triangle at NW and SE corners.
		Paseo de Vaca Street @ Lakeshore Drive	Clear vegetation from the line of sight at the northeast and southeast corner.
		Lakeshore Drive @ Park Drive	Refresh the stop bar on Park Drive approach. Trim/remove bushes within sight triangle at NE corner.
Long Term	Widen Roadway-Capacity Improvement	Lohman Ford Road: between Dawn Drive and Boggy Ford Road	Widen Lohman Ford Road to four-lane cross section with median.
		FM 1431 between Lohman Ford Road and Bar K Ranch Road	provide a divided four-lane roadway with raised medians and left turn bays at intersections and key driveways.
	Widen Roadway-Add Median	Lohman Ford Road between FM 1431 and Dawn Drive	Add median (and dedicated left turn lanes at key locations)
	Signalize Intersection	FM 1431 @ Dodge Trail	Install a traffic signal at the intersection. A signal warrant analysis should be conducted once the Turnback Ranch development is built out.
	Local Roadway Safety Improvement	Boggy Ford Road @ Highland Lake Drive	Construct a single lane roundabout.
		Bar K Ranch Road @ Dakota Circle	Reconfigure the intersection to create a four-legged all-way-stop controlled intersection.

LAGO VISTA TRAFFIC STUDY

City of Lago Vista, TX

APPENDICES

APPENDIX-A

Traffic Counts

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	2	48	1	0	51	2	0	1	0	3	11	35	4	0	50	0	0	3	0	3	107
07:15 AM	1	70	3	0	74	1	1	0	0	2	44	50	3	0	97	1	1	56	0	58	231
07:30 AM	3	65	8	0	76	1	0	1	0	2	45	48	8	0	101	12	0	62	0	74	253
07:45 AM	1	59	3	0	63	5	1	1	0	7	15	64	10	0	89	2	0	25	0	27	186
Total	7	242	15	0	264	9	2	3	0	14	115	197	25	0	337	15	1	146	0	162	777
08:00 AM	0	61	3	0	64	4	0	0	0	4	11	57	7	0	75	4	2	60	0	66	209
08:15 AM	0	76	7	0	83	6	1	2	0	9	19	43	6	0	68	10	3	69	0	82	242
08:30 AM	0	57	2	0	59	5	0	2	0	7	11	70	5	0	86	9	2	62	0	73	225
08:45 AM	2	54	0	0	56	2	1	3	0	6	7	63	8	0	78	3	2	13	0	18	158
Total	2	248	12	0	262	17	2	7	0	26	48	233	26	0	307	26	9	204	0	239	834
09:00 AM	1	52	0	0	53	5	2	2	0	9	3	55	6	0	64	2	0	7	0	9	135
09:15 AM	0	48	1	0	49	7	1	2	0	10	7	50	7	0	64	0	5	7	0	12	135
09:30 AM	2	50	2	0	54	6	0	0	0	6	1	45	2	0	48	1	4	7	0	12	120
09:45 AM	3	47	3	0	53	3	3	1	0	7	10	64	5	0	79	3	2	7	0	12	151
Total	6	197	6	0	209	21	6	5	0	32	21	214	20	0	255	6	11	28	0	45	541
10:00 AM	1	41	1	0	43	3	1	0	0	4	3	55	6	0	64	1	2	8	0	11	122
10:15 AM	1	59	2	0	62	0	2	2	0	4	7	50	7	0	64	1	0	9	0	10	140
10:30 AM	1	48	2	0	51	6	1	0	0	7	1	45	2	0	48	3	3	8	0	14	120
10:45 AM	1	50	4	0	55	8	2	1	0	11	10	65	5	0	80	3	0	9	0	12	158
Total	4	198	9	0	211	17	6	3	0	26	21	215	20	0	256	8	5	34	0	47	540
11:00 AM	0	51	1	0	52	1	0	2	0	3	9	47	5	0	61	1	1	13	0	15	131
11:15 AM	2	59	0	0	61	5	0	2	0	7	6	40	3	0	49	1	1	8	0	10	127
11:30 AM	1	52	0	0	53	3	1	2	0	6	5	41	8	0	54	1	1	8	0	10	123
11:45 AM	0	54	2	0	56	7	0	1	0	8	13	35	5	0	53	1	2	9	0	12	129
Total	3	216	3	0	222	16	1	7	0	24	33	163	21	0	217	4	5	38	0	47	510
12:00 PM	1	55	1	0	57	6	3	0	0	9	8	44	12	0	64	0	3	9	0	12	142
12:15 PM	2	55	1	0	58	6	0	0	0	6	6	51	2	0	59	1	2	13	0	16	139
12:30 PM	1	42	1	0	44	7	0	3	0	10	4	52	3	0	59	1	0	9	0	10	123
12:45 PM	1	34	2	0	37	2	1	0	0	3	12	57	7	0	76	4	2	8	0	14	130
Total	5	186	5	0	196	21	4	3	0	28	30	204	24	0	258	6	7	39	0	52	534
01:00 PM	0	49	2	0	51	4	1	1	0	6	6	51	7	0	64	0	0	10	0	10	131
01:15 PM	2	58	0	0	60	2	2	2	0	6	5	41	6	0	52	2	2	7	0	11	129
01:30 PM	0	54	1	0	55	1	3	1	0	5	5	47	11	0	63	2	0	4	0	6	129
01:45 PM	1	42	0	0	43	2	4	2	0	8	6	44	6	0	56	0	0	7	0	7	114
Total	3	203	3	0	209	9	10	6	0	25	22	183	30	0	235	4	2	28	0	34	503
02:00 PM	2	66	5	0	73	2	2	1	0	5	11	48	8	0	67	0	4	6	0	10	155
02:15 PM	2	48	2	0	52	5	1	3	0	9	5	51	4	0	60	1	1	3	0	5	126
02:30 PM	1	54	1	0	56	2	1	2	0	5	13	49	6	0	68	2	4	11	0	17	146
02:45 PM	1	42	6	0	49	3	1	1	0	5	15	31	5	0	51	2	0	10	0	12	117
Total	6	210	14	0	230	12	5	7	0	24	44	179	23	0	246	5	9	30	0	44	544
03:00 PM	2	58	0	0	60	2	0	2	0	4	20	51	10	0	81	3	0	23	0	26	171
03:15 PM	0	60	1	0	61	1	0	0	0	1	19	51	8	0	78	2	2	65	0	69	209
03:30 PM	0	75	3	0	78	6	3	0	0	9	10	65	3	0	78	1	3	14	0	18	183
03:45 PM	3	68	5	0	76	2	5	0	0	7	22	70	5	0	97	1	0	6	0	7	187
Total	5	261	9	0	275	11	8	2	0	21	71	237	26	0	334	7	5	108	0	120	750

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:00 PM	0	59	3	0	62	6	1	0	0	7	44	62	5	0	111	1	1	8	0	10	190
04:15 PM	1	62	6	0	69	4	3	0	0	7	40	66	8	0	114	13	0	89	0	102	292
04:30 PM	1	63	6	0	70	2	0	4	0	6	16	77	13	0	106	7	2	32	0	41	223
04:45 PM	2	79	4	0	85	5	4	2	0	11	15	70	7	0	92	5	4	28	0	37	225
Total	4	263	19	0	286	17	8	6	0	31	115	275	33	0	423	26	7	157	0	190	930
05:00 PM	2	60	12	0	74	5	3	0	0	8	18	92	7	0	117	5	2	12	0	19	218
05:15 PM	2	57	11	0	70	2	0	1	0	3	21	57	6	0	84	2	0	11	0	13	170
05:30 PM	1	65	4	0	70	7	0	2	0	9	19	73	6	0	98	1	3	10	0	14	191
05:45 PM	0	69	3	0	72	6	2	0	0	8	23	82	7	0	112	2	1	17	0	20	212
Total	5	251	30	0	286	20	5	3	0	28	81	304	26	0	411	10	6	50	0	66	791
06:00 PM	1	64	9	0	74	6	3	2	0	11	6	62	8	0	76	1	2	5	0	8	169
06:15 PM	1	51	1	0	53	8	0	0	0	8	11	50	6	0	67	1	0	13	0	14	142
06:30 PM	2	57	5	0	64	1	0	2	0	3	12	42	7	0	61	4	1	5	0	10	138
06:45 PM	0	58	5	0	63	6	0	1	0	7	9	41	8	0	58	9	1	11	0	21	149
Total	4	230	20	0	254	21	3	5	0	29	38	195	29	0	262	15	4	34	0	53	598
Grand Total	54	2705	145	0	2904	191	60	57	0	308	639	2599	303	0	3541	132	71	896	0	1099	7852
Apprch %	1.9	93.1	5	0		62	19.5	18.5	0		18	73.4	8.6	0		12	6.5	81.5	0		
Total %	0.7	34.4	1.8	0	37	2.4	0.8	0.7	0	3.9	8.1	33.1	3.9	0	45.1	1.7	0.9	11.4	0	14	
Vehicles	54	2599										2502									
% Vehicles	100	96.1	96.6	0	96.2	97.9	100	98.2	0	98.4	93.4	96.3	98	0	95.9	97.7	97.2	95.6	0	96	96.1
Heavy Vehicles																					
% Heavy Vehicles	0	3.9	3.4	0	3.8	2.1	0	1.8	0	1.6	6.6	3.7	2	0	4.1	2.3	2.8	4.4	0	4	3.9

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	62	6	0	69	4	3	0	0	7	**40**	66	8	0	114	**13**	0	**89**	0	**102**	**292**
04:30 PM	1	63	6	0	70	2	0	**4**	0	6	16	77	**13**	0	106	7	2	32	0	41	223
04:45 PM	**2**	**79**	4	0	**85**	**5**	**4**	2	0	**11**	15	70	7	0	92	5	**4**	28	0	37	225
05:00 PM	2	60	**12**	0	74	5	3	0	0	8	18	**92**	7	0	**117**	5	2	12	0	19	218
Total Volume	6	264	28	0	298	16	10	6	0	32	89	305	35	0	429	30	8	161	0	199	958
% App. Total	2	88.6	9.4	0		50	31.2	18.8	0		20.7	71.1	8.2	0		15.1	4	80.9	0		
PHF	.750	.835	.583	.000	.876	.800	.625	.375	.000	.727	.556	.829	.673	.000	.917	.577	.500	.452	.000	.488	.820
Vehicles	6	258	28	0	292	16	10	6	0	32	85	303	35	0	423	29	8	160	0	197	944
% Vehicles		97.7	100	0	98.0	100	100	100	0	100	95.5	99.3	100	0	98.6	96.7	100	99.4	0	99.0	98.5
Heavy Vehicles																					
% Heavy Vehicles	0	2.3	0	0	2.0	0	0	0	0	0	4.5	0.7	0	0	1.4	3.3	0	0.6	0	1.0	1.5

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 3

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					05:30 PM					04:15 PM					07:30 AM					
+0 mins.	1	63	6	0	70	7	0	**2**	0	9	**40**	66	8	0	114	**12**	0	62	0	74	
+15 mins.	**2**	**79**	4	0	**85**	6	2	0	0	8	16	77	**13**	0	106	2	0	25	0	27	
+30 mins.	2	60	**12**	0	74	6	**3**	2	0	**11**	15	70	7	0	92	4	2	60	0	66	
+45 mins.	2	57	11	0	70	**8**	0	0	0	8	18	**92**	7	0	**117**	10	**3**	**69**	0	**82**	
Total Volume	7	259	33	0	299	27	5	4	0	36	89	305	35	0	429	28	5	216	0	249	
% App. Total	2.3	86.6	11	0		75	13.9	11.1	0		20.7	71.1	8.2	0		11.2	2	86.7	0		
PHF	.875	.820	.688	.000	.879	.844	.417	.500	.000	.818	.556	.829	.673	.000	.917	.583	.417	.783	.000	.759	
Vehicles	7	256	33	0	296	27	5	4	0	36	85	303	35	0	423	28	5	212	0	245	
% Vehicles																					
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	4	2	0	0	6	0	0	4	0	4	
% Heavy Vehicles	0	1.2	0	0	1	0	0	0	0	0	4.5	0.7	0	0	1.4	0	0	1.9	0	1.6	

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 4

Groups Printed- Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	2	47	0	0	49	2	0	1	0	3	11	35	4	0	50	0	0	3	0	3	105
07:15 AM	1	70	3	0	74	1	1	0	0	2	43	47	2	0	92	1	1	54	0	56	224
07:30 AM	3	64	8	0	75	1	0	1	0	2	45	45	8	0	98	12	0	61	0	73	248
07:45 AM	1	59	3	0	63	4	1	1	0	6	15	63	10	0	88	2	0	25	0	27	184
Total	7	240	14	0	261	8	2	3	0	13	114	190	24	0	328	15	1	143	0	159	761
08:00 AM	0	57	2	0	59	4	0	0	0	4	9	54	7	0	70	4	2	58	0	64	197
08:15 AM	0	74	6	0	80	6	1	2	0	9	17	39	5	0	61	10	3	68	0	81	231
08:30 AM	0	56	2	0	58	5	0	2	0	7	7	67	5	0	79	9	2	60	0	71	215
08:45 AM	2	51	0	0	53	2	1	3	0	6	7	60	8	0	75	3	2	12	0	17	151
Total	2	238	10	0	250	17	2	7	0	26	40	220	25	0	285	26	9	198	0	233	794
09:00 AM	1	48	0	0	49	5	2	2	0	9	3	53	5	0	61	2	0	5	0	7	126
09:15 AM	0	46	1	0	47	5	1	2	0	8	6	46	7	0	59	0	5	6	0	11	125
09:30 AM	2	46	2	0	50	6	0	0	0	6	1	40	2	0	43	1	4	6	0	11	110
09:45 AM	3	46	3	0	52	3	3	1	0	7	9	60	5	0	74	3	2	7	0	12	145
Total	6	186	6	0	198	19	6	5	0	30	19	199	19	0	237	6	11	24	0	41	506
10:00 AM	1	38	1	0	40	3	1	0	0	4	3	53	5	0	61	1	2	6	0	9	114
10:15 AM	1	56	1	0	58	0	2	2	0	4	6	46	7	0	59	1	0	8	0	9	130
10:30 AM	1	45	1	0	47	6	1	0	0	7	1	41	2	0	44	2	3	8	0	13	111
10:45 AM	1	49	4	0	54	8	2	1	0	11	9	61	5	0	75	2	0	8	0	10	150
Total	4	188	7	0	199	17	6	3	0	26	19	201	19	0	239	6	5	30	0	41	505
11:00 AM	0	49	1	0	50	1	0	2	0	3	8	44	4	0	56	1	1	13	0	15	124
11:15 AM	2	57	0	0	59	5	0	1	0	6	6	37	3	0	46	1	1	7	0	9	120
11:30 AM	1	49	0	0	50	3	1	2	0	6	5	41	8	0	54	1	1	7	0	9	119
11:45 AM	0	52	2	0	54	7	0	1	0	8	11	30	5	0	46	1	2	9	0	12	120
Total	3	207	3	0	213	16	1	6	0	23	30	152	20	0	202	4	5	36	0	45	483
12:00 PM	1	52	1	0	54	6	3	0	0	9	6	41	12	0	59	0	3	8	0	11	133
12:15 PM	2	47	1	0	50	6	0	0	0	6	6	49	2	0	57	1	2	12	0	15	128
12:30 PM	1	41	1	0	43	7	0	3	0	10	4	48	3	0	55	1	0	7	0	8	116
12:45 PM	1	33	2	0	36	2	1	0	0	3	10	52	7	0	69	4	2	8	0	14	122
Total	5	173	5	0	183	21	4	3	0	28	26	190	24	0	240	6	7	35	0	48	499
01:00 PM	0	44	2	0	46	4	1	1	0	6	5	48	7	0	60	0	0	8	0	8	120
01:15 PM	2	55	0	0	57	2	2	2	0	6	4	39	6	0	49	2	2	5	0	9	121
01:30 PM	0	52	1	0	53	1	3	1	0	5	5	45	11	0	61	2	0	4	0	6	125
01:45 PM	1	40	0	0	41	2	4	2	0	8	6	42	6	0	54	0	0	7	0	7	110
Total	3	191	3	0	197	9	10	6	0	25	20	174	30	0	224	4	2	24	0	30	476
02:00 PM	2	59	5	0	66	2	2	1	0	5	9	47	7	0	63	0	4	6	0	10	144
02:15 PM	2	45	2	0	49	4	1	3	0	8	5	48	4	0	57	1	0	3	0	4	118
02:30 PM	1	53	1	0	55	2	1	2	0	5	13	48	6	0	67	2	4	9	0	15	142
02:45 PM	1	39	6	0	46	3	1	1	0	5	15	29	5	0	49	2	0	9	0	11	111
Total	6	196	14	0	216	11	5	7	0	23	42	172	22	0	236	5	8	27	0	40	515
03:00 PM	2	53	0	0	55	2	0	2	0	4	20	50	10	0	80	3	0	16	0	19	158
03:15 PM	0	57	1	0	58	1	0	0	0	1	16	50	8	0	74	2	2	65	0	69	202
03:30 PM	0	73	3	0	76	6	3	0	0	9	10	64	3	0	77	1	2	14	0	17	179
03:45 PM	3	66	5	0	74	2	5	0	0	7	22	70	5	0	97	1	0	5	0	6	184
Total	5	249	9	0	263	11	8	2	0	21	68	234	26	0	328	7	4	100	0	111	723
04:00 PM	0	57	3	0	60	6	1	0	0	7	44	62	5	0	111	1	1	8	0	10	188
04:15 PM	1	58	6	0	65	4	3	0	0	7	38	66	8	0	112	13	0	89	0	102	286

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 5

Groups Printed- Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	1	62	6	0	69	2	0	4	0	6	16	77	13	0	106	7	2	31	0	40	221
04:45 PM	2	78	4	0	84	5	4	2	0	11	13	70	7	0	90	4	4	28	0	36	221
Total	4	255	19	0	278	17	8	6	0	31	111	275	33	0	419	25	7	156	0	188	916
05:00 PM	2	60	12	0	74	5	3	0	0	8	18	90	7	0	115	5	2	12	0	19	216
05:15 PM	2	56	11	0	69	2	0	1	0	3	16	57	6	0	79	2	0	11	0	13	164
05:30 PM	1	64	4	0	69	7	0	2	0	9	17	73	6	0	96	1	3	10	0	14	188
05:45 PM	0	69	3	0	72	6	2	0	0	8	22	82	7	0	111	2	1	17	0	20	211
Total	5	249	30	0	284	20	5	3	0	28	73	302	26	0	401	10	6	50	0	66	779
06:00 PM	1	63	9	0	73	6	3	2	0	11	6	62	8	0	76	1	2	5	0	8	168
06:15 PM	1	50	1	0	52	8	0	0	0	8	11	49	6	0	66	1	0	13	0	14	140
06:30 PM	2	57	5	0	64	1	0	2	0	3	10	41	7	0	58	4	1	5	0	10	135
06:45 PM	0	57	5	0	62	6	0	1	0	7	8	41	8	0	57	9	1	11	0	21	147
Total	4	227	20	0	251	21	3	5	0	29	35	193	29	0	257	15	4	34	0	53	590
Grand Total	54	2599	140	0	2793	187	60	56	0	303	597	2502	297	0	3396	129	69	857	0	1055	7547
Apprch %	1.9	93.1	5	0		61.7	19.8	18.5	0		17.6	73.7	8.7	0		12.2	6.5	81.2	0		
Total %	0.7	34.4	1.9	0	37	2.5	0.8	0.7	0	4	7.9	33.2	3.9	0	45	1.7	0.9	11.4	0	14	

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	58	6	0	65	4	3	0	0	7	**38**	66	8	0	112	**13**	0	**89**	0	**102**	**286**
04:30 PM	1	62	6	0	69	2	0	**4**	0	6	16	77	**13**	0	106	7	2	31	0	40	221
04:45 PM	**2**	**78**	4	0	**84**	**5**	**4**	2	0	**11**	13	70	7	0	90	4	**4**	28	0	36	221
05:00 PM	2	60	**12**	0	74	5	3	0	0	8	18	**90**	7	0	**115**	5	2	12	0	19	216
Total Volume	6	258	28	0	292	16	10	6	0	32	85	303	35	0	423	29	8	160	0	197	944
% App. Total	2.1	88.4	9.6	0		50	31.2	18.8	0		20.1	71.6	8.3	0		14.7	4.1	81.2	0		
PHF	.750	.827	.583	.000	.869	.800	.625	.375	.000	.727	.559	.842	.673	.000	.920	.558	.500	.449	.000	.483	.825

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					05:30 PM					03:45 PM					07:30 AM				
+0 mins.	1	62	6	0	69	7	0	**2**	0	9	22	70	5	0	97	**12**	0	61	0	73
+15 mins.	**2**	**78**	4	0	**84**	6	2	0	0	8	**44**	62	5	0	111	2	0	25	0	27
+30 mins.	2	60	**12**	0	74	6	**3**	2	0	**11**	38	66	8	0	**112**	4	2	58	0	64
+45 mins.	2	56	11	0	69	**8**	0	0	0	8	16	**77**	**13**	0	106	10	**3**	**68**	0	**81**
Total Volume	7	256	33	0	296	27	5	4	0	36	120	275	31	0	426	28	5	212	0	245
% App. Total	2.4	86.5	11.1	0		75	13.9	11.1	0		28.2	64.6	7.3	0		11.4	2	86.5	0	
PHF	.875	.821	.688	.000	.881	.844	.417	.500	.000	.818	.682	.893	.596	.000	.951	.583	.417	.779	.000	.756

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 6

Groups Printed- Heavy Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	3	1	0	5	0	0	2	0	2	7
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	1	0	3	1	0	0	0	1	1	7	1	0	9	0	0	3	0	3	16
08:00 AM	0	4	1	0	5	0	0	0	0	0	2	3	0	0	5	0	0	2	0	2	12
08:15 AM	0	2	1	0	3	0	0	0	0	0	2	4	1	0	7	0	0	1	0	1	11
08:30 AM	0	1	0	0	1	0	0	0	0	0	4	3	0	0	7	0	0	2	0	2	10
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
Total	0	10	2	0	12	0	0	0	0	0	8	13	1	0	22	0	0	6	0	6	40
09:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	9
09:15 AM	0	2	0	0	2	2	0	0	0	2	1	4	0	0	5	0	0	1	0	1	10
09:30 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	10
09:45 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
Total	0	11	0	0	11	2	0	0	0	2	2	15	1	0	18	0	0	4	0	4	35
10:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	8
10:15 AM	0	3	1	0	4	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	10
10:30 AM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
10:45 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	8
Total	0	10	2	0	12	0	0	0	0	0	2	14	1	0	17	2	0	4	0	6	35
11:00 AM	0	2	0	0	2	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	7
11:15 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	7
11:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
11:45 AM	0	2	0	0	2	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	9
Total	0	9	0	0	9	0	0	1	0	1	3	11	1	0	15	0	0	2	0	2	27
12:00 PM	0	3	0	0	3	0	0	0	0	0	2	3	0	0	5	0	0	1	0	1	9
12:15 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	11
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	7
12:45 PM	0	1	0	0	1	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	8
Total	0	13	0	0	13	0	0	0	0	0	4	14	0	0	18	0	0	4	0	4	35
01:00 PM	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	11
01:15 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	8
01:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	12	0	0	12	0	0	0	0	0	2	9	0	0	11	0	0	4	0	4	27
02:00 PM	0	7	0	0	7	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	11
02:15 PM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	8
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
Total	0	14	0	0	14	1	0	0	0	1	2	7	1	0	10	0	1	3	0	4	29
03:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	7	0	7	13
03:15 PM	0	3	0	0	3	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	7
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	12	0	0	12	0	0	0	0	0	3	3	0	0	6	0	1	8	0	9	27
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 7

Groups Printed- Heavy Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	4
Total	0	8	0	0	8	0	0	0	0	0	4	0	0	0	4	1	0	1	0	2	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
05:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	8	2	0	0	10	0	0	0	0	0	12
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
06:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	8
Grand Total	0	106	5	0	111	4	0	1	0	5	42	97	6	0	145	3	2	39	0	44	305
Apprch %	0	95.5	4.5	0		80	0	20	0		29	66.9	4.1	0		6.8	4.5	88.6	0		
Total %	0	34.8	1.6	0	36.4	1.3	0	0.3	0	1.6	13.8	31.8	2	0	47.5	1	0.7	12.8	0	14.4	

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**4**	**1**	0	**5**	0	0	0	0	0	2	3	0	0	5	0	0	**2**	0	**2**	**12**
08:15 AM	0	2	1	0	3	0	0	0	0	0	2	**4**	**1**	0	**7**	0	0	1	0	1	11
08:30 AM	0	1	0	0	1	0	0	0	0	0	**4**	3	0	0	7	0	0	2	0	2	10
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
Total Volume	0	10	2	0	12	0	0	0	0	0	8	13	1	0	22	0	0	6	0	6	40
% App. Total	0	83.3	16.7	0		0	0	0	0		36.4	59.1	4.5	0		0	0	100	0		
PHF	.000	.625	.500	.000	.600	.000	.000	.000	.000	.000	.500	.813	.250	.000	.786	.000	.000	.750	.000	.750	.833

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM					08:30 AM					08:00 AM					02:15 PM				
+0 mins.	0	3	0	0	3	0	0	0	0	0	2	3	0	0	5	0	**1**	0	0	1
+15 mins.	0	2	0	0	2	0	0	0	0	0	2	**4**	**1**	0	**7**	0	0	2	0	2
+30 mins.	0	3	0	0	3	0	0	0	0	0	**4**	3	0	0	7	0	0	1	0	1
+45 mins.	0	**8**	0	0	**8**	**2**	0	0	0	**2**	0	3	0	0	3	0	0	**7**	0	**7**
Total Volume	0	16	0	0	16	2	0	0	0	2	8	13	1	0	22	0	1	10	0	11
% App. Total	0	100	0	0		100	0	0	0		36.4	59.1	4.5	0		0	9.1	90.9	0	
PHF	.000	.500	.000	.000	.500	.250	.000	.000	.000	.250	.500	.813	.250	.000	.786	.000	.250	.357	.000	.393

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 8

Groups Printed- Pedestrians

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 9

Groups Printed- Pedestrians

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 2 - FM 1431 & Dodge Trail
Site Code : 2_____
Start Date : 3/29/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	1	50	0	0	51	0	1	0	0	1	3	64	4	0	71	0	1	20	0	21	144
07:15 AM	2	122	1	0	125	1	0	1	0	2	2	124	6	0	132	1	0	21	0	22	281
07:30 AM	1	137	3	0	141	0	0	2	0	2	8	117	4	0	129	4	2	14	0	20	292
07:45 AM	1	96	1	0	98	0	1	0	0	1	3	107	3	0	113	3	0	21	0	24	236
Total	5	405	5	0	415	1	2	3	0	6	16	412	17	0	445	8	3	76	0	87	953
08:00 AM	2	112	1	0	115	2	0	1	0	3	4	107	4	0	115	3	3	25	0	31	264
08:15 AM	2	147	2	0	151	3	1	3	0	7	4	135	2	0	141	3	0	13	0	16	315
08:30 AM	1	129	3	0	133	0	0	2	0	2	5	105	3	0	113	1	0	12	0	13	261
08:45 AM	1	75	0	0	76	5	0	1	0	6	9	93	6	0	108	1	1	12	0	14	204
Total	6	463	6	0	475	10	1	7	0	18	22	440	15	0	477	8	4	62	0	74	1044
09:00 AM	2	67	0	0	69	5	0	2	0	7	5	71	5	0	81	0	1	13	0	14	171
09:15 AM	0	71	1	0	72	6	0	0	0	6	6	69	4	0	79	1	1	10	0	12	169
09:30 AM	2	64	0	0	66	0	0	0	0	0	9	51	4	0	64	0	0	10	0	10	140
09:45 AM	1	62	0	0	63	3	0	0	0	3	8	88	4	0	100	0	2	16	0	18	184
Total	5	264	1	0	270	14	0	2	0	16	28	279	17	0	324	1	4	49	0	54	664
10:00 AM	1	60	1	0	62	2	0	2	0	4	5	70	4	0	79	2	2	10	0	14	159
10:15 AM	1	77	0	0	78	3	1	1	0	5	4	70	4	0	78	3	0	10	0	13	174
10:30 AM	4	69	2	0	75	2	0	1	0	3	5	51	4	0	60	0	3	10	0	13	151
10:45 AM	3	70	1	0	74	3	2	0	0	5	8	69	2	0	79	1	1	8	0	10	168
Total	9	276	4	0	289	10	3	4	0	17	22	260	14	0	296	6	6	38	0	50	652
11:00 AM	2	69	4	0	75	6	0	2	0	8	6	62	4	0	72	1	1	12	0	14	169
11:15 AM	1	84	1	0	86	5	0	2	0	7	5	73	8	0	86	2	0	26	0	28	207
11:30 AM	3	70	1	0	74	9	2	1	0	12	8	63	12	0	83	0	0	9	0	9	178
11:45 AM	3	73	1	0	77	3	1	4	0	8	7	63	8	0	78	1	0	9	0	10	173
Total	9	296	7	0	312	23	3	9	0	35	26	261	32	0	319	4	1	56	0	61	727
12:00 PM	5	69	1	0	75	6	1	1	0	8	9	70	15	0	94	4	4	13	0	21	198
12:15 PM	5	81	3	0	89	12	2	3	0	17	10	60	9	0	79	5	0	6	0	11	196
12:30 PM	3	63	2	0	68	7	0	4	0	11	10	67	19	0	96	1	2	13	0	16	191
12:45 PM	0	56	1	0	57	11	1	7	0	19	3	79	13	0	95	0	4	10	0	14	185
Total	13	269	7	0	289	36	4	15	0	55	32	276	56	0	364	10	10	42	0	62	770
01:00 PM	3	64	1	0	68	8	1	1	0	10	8	68	18	0	94	4	1	12	0	17	189
01:15 PM	1	76	1	0	78	7	4	4	0	15	9	53	7	0	69	1	1	7	0	9	171
01:30 PM	2	59	2	0	63	7	1	3	0	11	8	75	10	0	93	3	0	12	0	15	182
01:45 PM	2	56	1	0	59	8	2	2	0	12	4	65	14	0	83	1	1	9	0	11	165
Total	8	255	5	0	268	30	8	10	0	48	29	261	49	0	339	9	3	40	0	52	707
02:00 PM	0	81	0	0	81	6	0	0	0	6	15	79	11	0	105	2	3	7	0	12	204
02:15 PM	3	68	2	0	73	11	3	0	0	14	11	66	8	0	85	0	1	9	0	10	182
02:30 PM	3	78	2	0	83	9	0	1	0	10	20	70	7	0	97	6	0	5	0	11	201
02:45 PM	0	61	3	0	64	5	1	0	0	6	10	62	4	0	76	3	3	10	0	16	162
Total	6	288	7	0	301	31	4	1	0	36	56	277	30	0	363	11	7	31	0	49	749
03:00 PM	3	85	2	0	90	3	2	0	0	5	23	81	2	0	106	6	1	14	0	21	222
03:15 PM	5	137	1	0	143	2	1	0	0	3	13	93	7	0	113	1	3	9	0	13	272
03:30 PM	6	104	2	0	112	6	0	5	0	11	10	89	7	0	106	6	0	6	0	12	241
03:45 PM	1	90	0	0	91	6	3	3	0	12	8	111	8	0	127	5	0	12	0	17	247
Total	15	416	5	0	436	17	6	8	0	31	54	374	24	0	452	18	4	41	0	63	982

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 2 - FM 1431 & Dodge Trail
Site Code : 2_____
Start Date : 3/29/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:00 PM	2	83	2	0	87	7	2	2	0	11	15	129	6	0	150	7	2	8	0	17	265
04:15 PM	6	157	2	0	165	6	0	1	0	7	23	122	10	0	155	5	3	22	0	30	357
04:30 PM	6	107	3	0	116	9	3	2	0	14	21	109	8	0	138	4	1	7	0	12	280
04:45 PM	4	128	2	0	134	7	3	3	0	13	19	100	10	0	129	3	1	12	0	16	292
Total	18	475	9	0	502	29	8	8	0	45	78	460	34	0	572	19	7	49	0	75	1194
05:00 PM	2	86	1	0	89	10	2	3	0	15	22	108	11	0	141	5	2	7	0	14	259
05:15 PM	3	78	2	0	83	7	1	6	0	14	24	82	8	0	114	0	1	11	0	12	223
05:30 PM	2	96	3	0	101	6	3	3	0	12	13	100	10	0	123	6	2	7	0	15	251
05:45 PM	1	98	2	0	101	6	2	3	0	11	20	111	8	0	139	1	0	10	0	11	262
Total	8	358	8	0	374	29	8	15	0	52	79	401	37	0	517	12	5	35	0	52	995
06:00 PM	3	74	4	0	81	9	0	0	0	9	24	74	7	0	105	4	2	11	0	17	212
06:15 PM	3	70	2	0	75	6	1	2	0	9	19	66	4	0	89	3	4	8	0	15	188
06:30 PM	1	68	2	0	71	5	4	1	0	10	15	58	11	0	84	4	3	8	0	15	180
06:45 PM	2	79	0	0	81	6	2	1	0	9	21	60	10	0	91	2	1	9	0	12	193
Total	9	291	8	0	308	26	7	4	0	37	79	258	32	0	369	13	10	36	0	59	773
Grand Total	111	4056	72	0	4239	256	54	86	0	396	521	3959	357	0	4837	119	64	555	0	738	10210
Apprch %	2.6	95.7	1.7	0		64.6	13.6	21.7	0		10.8	81.8	7.4	0		16.1	8.7	75.2	0		
Total %	1.1	39.7	0.7	0	41.5	2.5	0.5	0.8	0	3.9	5.1	38.8	3.5	0	47.4	1.2	0.6	5.4	0	7.2	
Vehicles	110	3903										3803									
% Vehicles	99.1	96.2	84.7	0	96.1	99.2	98.1	98.8	0	99	98.5	96.1	99.4	0	96.6	100	98.4	98.2	0	98.5	96.6
Heavy Vehicles																					
% Heavy Vehicles	0.9	3.8	15.3	0	3.9	0.8	1.9	1.2	0	1	1.5	3.9	0.6	0	3.4	0	1.6	1.8	0	1.5	3.4

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	2	83	2	0	87	7	2	2	0	11	15	**129**	6	0	150	**7**	2	8	0	17	265
04:15 PM	**6**	**157**	2	0	**165**	6	0	1	0	7	**23**	122	**10**	0	**155**	5	**3**	**22**	0	**30**	**357**
04:30 PM	6	107	**3**	0	116	**9**	**3**	2	0	**14**	21	109	8	0	138	4	1	7	0	12	280
04:45 PM	4	128	2	0	134	7	3	**3**	0	13	19	100	10	0	129	3	1	12	0	16	292
Total Volume	18	475	9	0	502	29	8	8	0	45	78	460	34	0	572	19	7	49	0	75	1194
% App. Total	3.6	94.6	1.8	0		64.4	17.8	17.8	0		13.6	80.4	5.9	0		25.3	9.3	65.3	0		
PHF	.750	.756	.750	.000	.761	.806	.667	.667	.000	.804	.848	.891	.850	.000	.923	.679	.583	.557	.000	.625	.836
Vehicles	18	459	8	0	485	29	8	8	0	45	78	452	34	0	564	19	7	48	0	74	1168
% Vehicles		96.6	88.9	0	96.6	100	100	100	0	100	100	98.3	100	0	98.6	100	100	98.0	0	98.7	97.8
Heavy Vehicles																					
% Heavy Vehicles	0	3.4	11.1	0	3.4	0	0	0	0	0	0	1.7	0	0	1.4	0	0	2.0	0	1.3	2.2

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 2 - FM 1431 & Dodge Trail
Site Code : 2_____
Start Date : 3/29/2023
Page No : 3

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					12:15 PM					04:00 PM					07:15 AM				
+0 mins.	1	137	**3**	0	141	**12**	**2**	3	0	17	15	**129**	6	0	150	1	0	21	0	22
+15 mins.	1	96	1	0	98	7	0	4	0	11	**23**	122	**10**	0	**155**	**4**	2	14	0	20
+30 mins.	**2**	112	1	0	115	11	1	**7**	0	**19**	21	109	8	0	138	3	0	21	0	24
+45 mins.	2	**147**	2	0	**151**	8	1	1	0	10	19	100	10	0	129	3	**3**	**25**	0	**31**
Total Volume	6	492	7	0	505	38	4	15	0	57	78	460	34	0	572	11	5	81	0	97
% App. Total	1.2	97.4	1.4	0		66.7	7	26.3	0		13.6	80.4	5.9	0		11.3	5.2	83.5	0	
PHF	.750	.837	.583	.000	.836	.792	.500	.536	.000	.750	.848	.891	.850	.000	.923	.688	.417	.810	.000	.782
Vehicles	6	483	4	0	493	38	4	15	0	57	78	452	34	0	564	11	5	80	0	96
% Vehicles																				
Heavy Vehicles	0	9	3	0	12	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1
% Heavy Vehicles	0	1.8	42.9	0	2.4	0	0	0	0	0	0	1.7	0	0	1.4	0	0	1.2	0	1

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 2 - FM 1431 & Dodge Trail
Site Code : 2_____
Start Date : 3/29/2023
Page No : 4

Groups Printed- Vehicles

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	1	49	0	0	50	0	1	0	0	1	2	63	4	0	69	0	1	20	0	21	141
07:15 AM	2	116	0	0	118	1	0	1	0	2	2	115	6	0	123	1	0	20	0	21	264
07:30 AM	1	137	3	0	141	0	0	2	0	2	8	114	4	0	126	4	2	14	0	20	289
07:45 AM	1	94	0	0	95	0	1	0	0	1	3	105	3	0	111	3	0	21	0	24	231
Total	5	396	3	0	404	1	2	3	0	6	15	397	17	0	429	8	3	75	0	86	925
08:00 AM	2	108	0	0	110	2	0	1	0	3	3	102	4	0	109	3	3	25	0	31	253
08:15 AM	2	144	1	0	147	3	1	3	0	7	4	124	2	0	130	3	0	13	0	16	300
08:30 AM	1	126	2	0	129	0	0	1	0	1	5	94	3	0	102	1	0	12	0	13	245
08:45 AM	1	70	0	0	71	5	0	1	0	6	9	88	6	0	103	1	1	12	0	14	194
Total	6	448	3	0	457	10	1	6	0	17	21	408	15	0	444	8	4	62	0	74	992
09:00 AM	2	61	0	0	63	5	0	2	0	7	4	68	5	0	77	0	0	11	0	11	158
09:15 AM	0	66	1	0	67	6	0	0	0	6	6	64	4	0	74	1	1	10	0	12	159
09:30 AM	2	61	0	0	63	0	0	0	0	0	9	45	4	0	58	0	0	9	0	9	130
09:45 AM	1	61	0	0	62	3	0	0	0	3	8	82	4	0	94	0	2	16	0	18	177
Total	5	249	1	0	255	14	0	2	0	16	27	259	17	0	303	1	3	46	0	50	624
10:00 AM	1	56	0	0	57	2	0	2	0	4	4	65	4	0	73	2	2	9	0	13	147
10:15 AM	1	74	0	0	75	3	1	1	0	5	4	69	4	0	77	3	0	10	0	13	170
10:30 AM	4	66	2	0	72	2	0	1	0	3	5	50	4	0	59	0	3	9	0	12	146
10:45 AM	3	68	1	0	72	3	2	0	0	5	8	63	2	0	73	1	1	8	0	10	160
Total	9	264	3	0	276	10	3	4	0	17	21	247	14	0	282	6	6	36	0	48	623
11:00 AM	2	67	4	0	73	6	0	2	0	8	6	56	4	0	66	1	1	12	0	14	161
11:15 AM	1	81	1	0	83	5	0	2	0	7	5	68	8	0	81	2	0	26	0	28	199
11:30 AM	3	67	1	0	71	9	2	1	0	12	8	63	12	0	83	0	0	9	0	9	175
11:45 AM	3	72	1	0	76	3	1	4	0	8	7	58	8	0	73	1	0	8	0	9	166
Total	9	287	7	0	303	23	3	9	0	35	26	245	32	0	303	4	1	55	0	60	701
12:00 PM	5	68	1	0	74	5	1	1	0	7	9	66	15	0	90	4	4	13	0	21	192
12:15 PM	5	74	2	0	81	12	2	3	0	17	10	58	9	0	77	5	0	6	0	11	186
12:30 PM	3	60	2	0	65	7	0	4	0	11	9	64	19	0	92	1	2	12	0	15	183
12:45 PM	0	54	1	0	55	11	1	7	0	19	3	74	12	0	89	0	4	10	0	14	177
Total	13	256	6	0	275	35	4	15	0	54	31	262	55	0	348	10	10	41	0	61	738
01:00 PM	3	58	1	0	62	8	1	1	0	10	7	64	18	0	89	4	1	12	0	17	178
01:15 PM	1	72	1	0	74	7	3	4	0	14	8	51	7	0	66	1	1	7	0	9	163
01:30 PM	2	57	2	0	61	7	1	3	0	11	8	72	10	0	90	3	0	11	0	14	176
01:45 PM	2	54	1	0	57	8	2	2	0	12	4	64	14	0	82	1	1	9	0	11	162
Total	8	241	5	0	254	30	7	10	0	47	27	251	49	0	327	9	3	39	0	51	679
02:00 PM	0	76	0	0	76	6	0	0	0	6	15	76	11	0	102	2	3	7	0	12	196
02:15 PM	2	62	2	0	66	11	3	0	0	14	11	63	7	0	81	0	1	9	0	10	171
02:30 PM	3	75	2	0	80	9	0	1	0	10	20	69	7	0	96	6	0	5	0	11	197
02:45 PM	0	55	2	0	57	5	1	0	0	6	10	61	4	0	75	3	3	10	0	16	154
Total	5	268	6	0	279	31	4	1	0	36	56	269	29	0	354	11	7	31	0	49	718
03:00 PM	3	76	1	0	80	3	2	0	0	5	22	77	2	0	101	6	1	14	0	21	207
03:15 PM	5	129	1	0	135	2	1	0	0	3	13	90	7	0	110	1	3	9	0	13	261
03:30 PM	6	100	2	0	108	5	0	5	0	10	10	88	7	0	105	6	0	6	0	12	235
03:45 PM	1	89	0	0	90	6	3	3	0	12	8	111	8	0	127	5	0	12	0	17	246
Total	15	394	4	0	413	16	6	8	0	30	53	366	24	0	443	18	4	41	0	63	949
04:00 PM	2	80	2	0	84	7	2	2	0	11	15	128	6	0	149	7	2	8	0	17	261
04:15 PM	6	152	2	0	160	6	0	1	0	7	23	119	10	0	152	5	3	22	0	30	349

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 2 - FM 1431 & Dodge Trail
Site Code : 2_____
Start Date : 3/29/2023
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Groups Printed- Vehicles

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	6	101	3	0	110	9	3	2	0	14	21	106	8	0	135	4	1	6	0	11	270
04:45 PM	4	126	1	0	131	7	3	3	0	13	19	99	10	0	128	3	1	12	0	16	288
Total	18	459	8	0	485	29	8	8	0	45	78	452	34	0	564	19	7	48	0	74	1168
05:00 PM	2	86	1	0	89	10	2	3	0	15	22	106	11	0	139	5	2	7	0	14	257
05:15 PM	3	78	2	0	83	7	1	6	0	14	24	78	8	0	110	0	1	11	0	12	219
05:30 PM	2	95	3	0	100	6	3	3	0	12	13	98	10	0	121	6	2	7	0	15	248
05:45 PM	1	97	2	0	100	6	2	3	0	11	20	111	8	0	139	1	0	10	0	11	261
Total	8	356	8	0	372	29	8	15	0	52	79	393	37	0	509	12	5	35	0	52	985
06:00 PM	3	71	3	0	77	9	0	0	0	9	24	73	7	0	104	4	2	11	0	17	207
06:15 PM	3	68	2	0	73	6	1	2	0	9	19	65	4	0	88	3	4	8	0	15	185
06:30 PM	1	68	2	0	71	5	4	1	0	10	15	56	11	0	82	4	3	8	0	15	178
06:45 PM	2	78	0	0	80	6	2	1	0	9	21	60	10	0	91	2	1	9	0	12	192
Total	9	285	7	0	301	26	7	4	0	37	79	254	32	0	365	13	10	36	0	59	762
Grand Total	110	3903	61	0	4074	254	53	85	0	392	513	3803	355	0	4671	119	63	545	0	727	9864
Apprch %	2.7	95.8	1.5	0		64.8	13.5	21.7	0		11	81.4	7.6	0		16.4	8.7	75	0		
Total %	1.1	39.6	0.6	0	41.3	2.6	0.5	0.9	0	4	5.2	38.6	3.6	0	47.4	1.2	0.6	5.5	0	7.4	

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	2	80	2	0	84	7	2	2	0	11	15	**128**	6	0	149	**7**	2	8	0	17	261
04:15 PM	**6**	**152**	2	0	**160**	6	0	1	0	7	**23**	119	**10**	0	**152**	5	**3**	**22**	0	**30**	**349**
04:30 PM	6	101	**3**	0	110	**9**	**3**	2	0	**14**	21	106	8	0	135	4	1	6	0	11	270
04:45 PM	4	126	1	0	131	7	3	**3**	0	13	19	99	10	0	128	3	1	12	0	16	288
Total Volume	18	459	8	0	485	29	8	8	0	45	78	452	34	0	564	19	7	48	0	74	1168
% App. Total	3.7	94.6	1.6	0		64.4	17.8	17.8	0		13.8	80.1	6	0		25.7	9.5	64.9	0		
PHF	.750	.755	.667	.000	.758	.806	.667	.667	.000	.804	.848	.883	.850	.000	.928	.679	.583	.545	.000	.617	.837

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					12:15 PM					04:00 PM					07:15 AM				
+0 mins.	1	137	**3**	0	141	**12**	**2**	3	0	17	15	**128**	6	0	149	1	0	20	0	21
+15 mins.	1	94	0	0	95	7	0	4	0	11	**23**	119	**10**	0	**152**	**4**	2	14	0	20
+30 mins.	**2**	108	0	0	110	11	1	**7**	0	**19**	21	106	8	0	135	3	0	21	0	24
+45 mins.	2	**144**	1	0	**147**	8	1	1	0	10	19	99	10	0	128	3	**3**	**25**	0	**31**
Total Volume	6	483	4	0	493	38	4	15	0	57	78	452	34	0	564	11	5	80	0	96
% App. Total	1.2	98	0.8	0		66.7	7	26.3	0		13.8	80.1	6	0		11.5	5.2	83.3	0	
PHF	.750	.839	.333	.000	.838	.792	.500	.536	.000	.750	.848	.883	.850	.000	.928	.688	.417	.800	.000	.774

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
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Groups Printed- Heavy Vehicles

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
07:15 AM	0	6	1	0	7	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	17
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:45 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	9	2	0	11	0	0	0	0	0	1	15	0	0	16	0	0	1	0	1	28
08:00 AM	0	4	1	0	5	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	11
08:15 AM	0	3	1	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
08:30 AM	0	3	1	0	4	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	16
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Total	0	15	3	0	18	0	0	1	0	1	1	32	0	0	33	0	0	0	0	0	52
09:00 AM	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	0	1	2	0	3	13
09:15 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	10
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total	0	15	0	0	15	0	0	0	0	0	1	20	0	0	21	0	1	3	0	4	40
10:00 AM	0	4	1	0	5	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	12
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Total	0	12	1	0	13	0	0	0	0	0	1	13	0	0	14	0	0	2	0	2	29
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
11:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	7
Total	0	9	0	0	9	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	26
12:00 PM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
12:15 PM	0	7	1	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
12:30 PM	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	8
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	8
Total	0	13	1	0	14	1	0	0	0	1	1	14	1	0	16	0	0	1	0	1	32
01:00 PM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	11
01:15 PM	0	4	0	0	4	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	8
01:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	14	0	0	14	0	1	0	0	1	2	10	0	0	12	0	0	1	0	1	28
02:00 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
02:15 PM	1	6	0	0	7	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	11
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:45 PM	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
Total	1	20	1	0	22	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	31
03:00 PM	0	9	1	0	10	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	15
03:15 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
03:30 PM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	22	1	0	23	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	33
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:15 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 2 - FM 1431 & Dodge Trail
Site Code : 2_____
Start Date : 3/29/2023
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Groups Printed- Heavy Vehicles

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	10
04:45 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	16	1	0	17	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	26
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
06:00 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	1	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Grand Total	1	153	11	0	165	2	1	1	0	4	8	156	2	0	166	0	1	10	0	11	346
Apprch %	0.6	92.7	6.7	0		50	25	25	0		4.8	94	1.2	0		0	9.1	90.9	0		
Total %	0.3	44.2	3.2	0	47.7	0.6	0.3	0.3	0	1.2	2.3	45.1	0.6	0	48	0	0.3	2.9	0	3.2	

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	3	**1**	0	4	0	0	0	0	0	0	**11**	0	0	**11**	0	0	0	0	0	15
08:30 AM	0	3	1	0	4	0	0	**1**	0	**1**	0	11	0	0	11	0	0	0	0	0	**16**
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
09:00 AM	0	**6**	0	0	**6**	0	0	0	0	0	**1**	3	0	0	4	0	**1**	**2**	0	**3**	13
Total Volume	0	17	2	0	19	0	0	1	0	1	1	30	0	0	31	0	1	2	0	3	54
% App. Total	0	89.5	10.5	0		0	0	100	0		3.2	96.8	0	0		0	33.3	66.7	0		
PHF	.000	.708	.500	.000	.792	.000	.000	.250	.000	.250	.250	.682	.000	.000	.705	.000	.250	.250	.000	.250	.844

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:45 PM					07:45 AM					08:00 AM					08:45 AM				
+0 mins.	0	6	**1**	0	7	0	0	0	0	0	**1**	5	0	0	6	0	0	0	0	0
+15 mins.	0	**9**	1	0	**10**	0	0	0	0	0	0	**11**	0	0	**11**	0	**1**	**2**	0	**3**
+30 mins.	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0
+45 mins.	0	4	0	0	4	0	0	**1**	0	**1**	0	5	0	0	5	0	0	1	0	1
Total Volume	0	27	2	0	29	0	0	1	0	1	1	32	0	0	33	0	1	3	0	4
% App. Total	0	93.1	6.9	0		0	0	100	0		3	97	0	0		0	25	75	0	
PHF	.000	.750	.500	.000	.725	.000	.000	.250	.000	.250	.250	.727	.000	.000	.750	.000	.250	.375	.000	.333

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 2 - FM 1431 & Dodge Trail
Site Code : 2_____
Start Date : 3/29/2023
Page No : 8

Groups Printed- Pedestrians

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 2 - FM 1431 & Dodge Trail
Site Code : 2_____
Start Date : 3/29/2023
Page No : 9

Groups Printed- Pedestrians

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	FM 1431 Southbound					Dodge Trail Westbound					FM 1431 Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
Start Date : 3/29/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	4	53	17	0	74	8	3	1	0	12	39	45	3	0	87	32	5	147	0	184	357
07:15 AM	0	66	74	0	140	9	1	3	0	13	63	59	5	0	127	58	6	162	0	226	506
07:30 AM	6	71	63	0	140	10	7	3	0	20	60	49	8	0	117	71	25	173	0	269	546
07:45 AM	6	74	32	0	112	8	7	2	0	17	80	62	6	0	148	44	19	131	0	194	471
Total	16	264	186	0	466	35	18	9	0	62	242	215	22	0	479	205	55	613	0	873	1880
08:00 AM	4	76	52	0	132	9	9	3	0	21	82	53	1	0	136	57	11	115	0	183	472
08:15 AM	2	78	65	0	145	12	11	2	0	25	95	61	3	0	159	74	26	122	0	222	551
08:30 AM	4	75	65	0	144	9	13	5	0	27	85	58	10	0	153	42	15	140	0	197	521
08:45 AM	3	60	21	0	84	17	9	4	0	30	68	64	3	0	135	33	15	120	0	168	417
Total	13	289	203	0	505	47	42	14	0	103	330	236	17	0	583	206	67	497	0	770	1961
09:00 AM	4	59	23	0	86	9	10	2	0	21	71	50	4	0	125	23	12	109	0	144	376
09:15 AM	4	52	23	0	79	8	11	5	0	24	87	55	6	0	148	23	10	109	0	142	393
09:30 AM	1	59	14	0	74	9	5	2	0	16	86	37	4	0	127	14	8	112	0	134	351
09:45 AM	2	62	15	0	79	9	16	3	0	28	79	57	3	0	139	29	12	108	0	149	395
Total	11	232	75	0	318	35	42	12	0	89	323	199	17	0	539	89	42	438	0	569	1515
10:00 AM	3	42	23	0	68	9	7	2	0	18	81	44	1	0	126	30	11	112	0	153	365
10:15 AM	2	56	26	0	84	7	11	3	0	21	65	47	4	0	116	23	15	115	0	153	374
10:30 AM	3	61	18	0	82	5	14	1	0	20	65	42	7	0	114	16	11	109	0	136	352
10:45 AM	0	46	29	0	75	2	24	1	0	27	67	54	6	0	127	24	12	123	0	159	388
Total	8	205	96	0	309	23	56	7	0	86	278	187	18	0	483	93	49	459	0	601	1479
11:00 AM	5	73	16	0	94	15	13	3	0	31	74	38	4	0	116	29	15	103	0	147	388
11:15 AM	1	69	25	0	95	10	18	6	0	34	82	44	2	0	128	28	10	112	0	150	407
11:30 AM	6	55	26	0	87	8	14	3	0	25	70	41	3	0	114	37	20	101	0	158	384
11:45 AM	4	69	16	0	89	14	15	6	0	35	55	49	7	0	111	18	14	108	0	140	375
Total	16	266	83	0	365	47	60	18	0	125	281	172	16	0	469	112	59	424	0	595	1554
12:00 PM	7	44	34	0	85	7	28	4	0	39	91	49	6	0	146	35	11	98	0	144	414
12:15 PM	6	62	29	0	97	13	19	6	0	38	89	53	5	0	147	22	19	91	0	132	414
12:30 PM	6	50	18	0	74	16	24	7	0	47	91	47	5	0	143	34	16	94	0	144	408
12:45 PM	2	49	28	0	79	9	16	4	0	29	117	56	7	0	180	27	14	80	0	121	409
Total	21	205	109	0	335	45	87	21	0	153	388	205	23	0	616	118	60	363	0	541	1645
01:00 PM	5	56	23	0	84	10	16	3	0	29	77	58	5	0	140	23	4	83	0	110	363
01:15 PM	4	64	19	0	87	12	23	1	0	36	94	49	3	0	146	21	16	104	0	141	410
01:30 PM	3	51	17	0	71	15	22	6	0	43	104	53	5	0	162	23	20	78	0	121	397
01:45 PM	0	52	22	0	74	8	13	3	0	24	88	50	5	0	143	34	21	77	0	132	373
Total	12	223	81	0	316	45	74	13	0	132	363	210	18	0	591	101	61	342	0	504	1543
02:00 PM	1	60	28	0	89	11	20	1	0	32	112	60	7	0	179	27	25	79	0	131	431
02:15 PM	1	53	24	0	78	12	17	3	0	32	96	50	11	0	157	27	14	92	0	133	400
02:30 PM	4	59	33	0	96	9	21	4	0	34	101	67	4	0	172	18	8	86	0	112	414
02:45 PM	2	42	25	0	69	10	11	4	0	25	111	51	9	0	171	21	16	82	0	119	384
Total	8	214	110	0	332	42	69	12	0	123	420	228	31	0	679	93	63	339	0	495	1629
03:00 PM	1	60	35	0	96	11	24	5	0	40	111	71	7	0	189	35	11	69	0	115	440
03:15 PM	3	72	67	0	142	12	13	3	0	28	119	63	5	0	187	38	19	104	0	161	518
03:30 PM	1	79	35	0	115	16	20	1	0	37	112	74	10	0	196	45	16	91	0	152	500
03:45 PM	1	72	33	0	106	8	16	4	0	28	130	65	10	0	205	34	6	76	0	116	455
Total	6	283	170	0	459	47	73	13	0	133	472	273	32	0	777	152	52	340	0	544	1913

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
Start Date : 3/29/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:00 PM	2	56	27	0	85	8	15	2	0	25	131	84	6	0	221	50	8	93	0	151	482
04:15 PM	6	90	79	0	175	11	31	3	0	45	116	95	9	0	220	63	23	97	0	183	623
04:30 PM	1	64	45	0	110	9	29	3	0	41	149	90	4	0	243	41	9	84	0	134	528
04:45 PM	3	77	41	0	121	12	29	5	0	46	134	68	4	0	206	38	14	92	0	144	517
Total	12	287	192	0	491	40	104	13	0	157	530	337	23	0	890	192	54	366	0	612	2150
05:00 PM	4	75	38	0	117	16	22	13	0	51	160	79	4	0	243	34	13	102	0	149	560
05:15 PM	2	63	29	0	94	13	18	3	0	34	155	72	7	0	234	33	17	101	0	151	513
05:30 PM	0	79	27	0	106	11	14	3	0	28	139	84	7	0	230	39	17	115	0	171	535
05:45 PM	0	63	40	0	103	8	17	3	0	28	159	80	4	0	243	36	15	102	0	153	527
Total	6	280	134	0	420	48	71	22	0	141	613	315	22	0	950	142	62	420	0	624	2135
06:00 PM	2	63	33	0	98	10	17	6	0	33	155	71	4	0	230	19	3	87	0	109	470
06:15 PM	2	42	25	0	69	5	13	4	0	22	132	65	3	0	200	14	10	82	0	106	397
06:30 PM	1	46	24	0	71	5	10	5	0	20	123	61	2	0	186	12	8	84	0	104	381
06:45 PM	3	49	27	0	79	2	11	4	0	17	116	66	1	0	183	21	8	60	0	89	368
Total	8	200	109	0	317	22	51	19	0	92	526	263	10	0	799	66	29	313	0	408	1616
Grand Total	137	2948	1548	0	4633	476	747	173	0	1396	4766	2840	249	0	7855	1569	653	4914	0	7136	21020
Apprch %	3	63.6	33.4	0		34.1	53.5	12.4	0		60.7	36.2	3.2	0		22	9.2	68.9	0		
Total %	0.7	14	7.4	0	22	2.3	3.6	0.8	0	6.6	22.7	13.5	1.2	0	37.4	7.5	3.1	23.4	0	33.9	
Vehicles	133	2855	1473								4613	2756				1493		4723			20288
% Vehicles	97.1	96.8	95.2	0	96.3	95.8	99.3	97.1	0	97.9	96.8	97	94.8	0	96.8	95.2	98	96.1	0	96.1	96.5
Heavy Vehicles																					
% Heavy Vehicles	2.9	3.2	4.8	0	3.7	4.2	0.7	2.9	0	2.1	3.2	3	5.2	0	3.2	4.8	2	3.9	0	3.9	3.5

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**6**	**90**	**79**	0	**175**	11	**31**	3	0	45	116	**95**	**9**	0	220	**63**	**23**	97	0	**183**	**623**
04:30 PM	1	64	45	0	110	9	29	3	0	41	149	90	4	0	**243**	41	9	84	0	134	528
04:45 PM	3	77	41	0	121	12	29	5	0	46	134	68	4	0	206	38	14	92	0	144	517
05:00 PM	4	75	38	0	117	**16**	22	**13**	0	**51**	**160**	79	4	0	243	34	13	**102**	0	149	560
Total Volume	14	306	203	0	523	48	111	24	0	183	559	332	21	0	912	176	59	375	0	610	2228
% App. Total	2.7	58.5	38.8	0		26.2	60.7	13.1	0		61.3	36.4	2.3	0		28.9	9.7	61.5	0		
PHF	.583	.850	.642	.000	.747	.750	.895	.462	.000	.897	.873	.874	.583	.000	.938	.698	.641	.919	.000	.833	.894
Vehicles	14	299	196	0	509	46	111	24	0	181	552	327	21	0	900	173	58	362	0	593	2183
% Vehicles		97.7	96.6	0	97.3	95.8	100	100	0	98.9	98.7	98.5	100	0	98.7	98.3	98.3	96.5	0	97.2	98.0
Heavy Vehicles																					
% Heavy Vehicles	0	2.3	3.4	0	2.7	4.2	0	0	0	1.1	1.3	1.5	0	0	1.3	1.7	1.7	3.5	0	2.8	2.0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
Start Date : 3/29/2023
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	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					04:15 PM					05:00 PM					07:00 AM					
+0 mins.	**6**	74	32	0	112	11	**31**	3	0	45	**160**	79	4	0	**243**	32	5	147	0	184	
+15 mins.	4	76	52	0	132	9	29	3	0	41	155	72	**7**	0	234	58	6	162	0	226	
+30 mins.	2	**78**	**65**	0	**145**	12	29	5	0	46	139	**84**	7	0	230	**71**	**25**	**173**	0	**269**	
+45 mins.	4	75	65	0	144	**16**	22	**13**	0	**51**	159	80	4	0	243	44	19	131	0	194	
Total Volume	16	303	214	0	533	48	111	24	0	183	613	315	22	0	950	205	55	613	0	873	
% App. Total	3	56.8	40.2	0		26.2	60.7	13.1	0		64.5	33.2	2.3	0		23.5	6.3	70.2	0		
PHF	.667	.971	.823	.000	.919	.750	.895	.462	.000	.897	.958	.938	.786	.000	.977	.722	.550	.886	.000	.811	
Vehicles	16	297	207	0	520	46	111	24	0	181	611	312	21	0	944	196	55	608	0	859	
% Vehicles																					
Heavy Vehicles	0	6	7	0	13	2	0	0	0	2	2	3	1	0	6	9	0	5	0	14	
% Heavy Vehicles	0	2	3.3	0	2.4	4.2	0	0	0	1.1	0.3	1	4.5	0	0.6	4.4	0	0.8	0	1.6	

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
Start Date : 3/29/2023
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Groups Printed- Vehicles

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	4	52	17	0	73	8	3	1	0	12	32	44	3	0	79	30	5	147	0	182	346
07:15 AM	0	65	67	0	132	9	1	1	0	11	59	58	5	0	122	54	6	162	0	222	487
07:30 AM	6	70	63	0	139	10	7	3	0	20	59	49	8	0	116	68	25	170	0	263	538
07:45 AM	6	73	32	0	111	8	7	2	0	17	76	61	6	0	143	44	19	129	0	192	463
Total	16	260	179	0	455	35	18	7	0	60	226	212	22	0	460	196	55	608	0	859	1834
08:00 AM	4	73	50	0	127	9	9	3	0	21	78	49	1	0	128	54	11	114	0	179	455
08:15 AM	2	76	63	0	141	12	11	2	0	25	92	56	3	0	151	69	26	121	0	216	533
08:30 AM	4	75	62	0	141	9	12	5	0	26	82	55	6	0	143	38	15	137	0	190	500
08:45 AM	3	58	20	0	81	15	9	3	0	27	64	61	3	0	128	32	15	118	0	165	401
Total	13	282	195	0	490	45	41	13	0	99	316	221	13	0	550	193	67	490	0	750	1889
09:00 AM	4	53	21	0	78	9	10	2	0	21	67	48	4	0	119	22	12	106	0	140	358
09:15 AM	4	48	22	0	74	7	11	5	0	23	78	52	6	0	136	21	10	103	0	134	367
09:30 AM	0	57	12	0	69	9	5	2	0	16	84	36	3	0	123	12	8	107	0	127	335
09:45 AM	2	59	15	0	76	9	16	3	0	28	74	53	3	0	130	28	12	104	0	144	378
Total	10	217	70	0	297	34	42	12	0	88	303	189	16	0	508	83	42	420	0	545	1438
10:00 AM	3	38	22	0	63	9	7	2	0	18	75	41	1	0	117	28	11	112	0	151	349
10:15 AM	2	54	25	0	81	5	11	3	0	19	60	45	3	0	108	23	14	109	0	146	354
10:30 AM	3	58	17	0	78	5	13	1	0	19	63	42	7	0	112	14	11	104	0	129	338
10:45 AM	0	46	27	0	73	2	24	1	0	27	64	49	6	0	119	23	12	115	0	150	369
Total	8	196	91	0	295	21	55	7	0	83	262	177	17	0	456	88	48	440	0	576	1410
11:00 AM	5	72	15	0	92	15	13	3	0	31	69	38	3	0	110	25	15	98	0	138	371
11:15 AM	1	68	23	0	92	10	18	6	0	34	79	41	1	0	121	25	8	108	0	141	388
11:30 AM	6	54	23	0	83	7	14	3	0	24	66	41	3	0	110	37	20	94	0	151	368
11:45 AM	4	65	16	0	85	14	15	6	0	35	53	45	7	0	105	16	13	104	0	133	358
Total	16	259	77	0	352	46	60	18	0	124	267	165	14	0	446	103	56	404	0	563	1485
12:00 PM	7	44	32	0	83	7	28	3	0	38	85	48	6	0	139	33	11	96	0	140	400
12:15 PM	6	58	25	0	89	12	19	5	0	36	81	52	5	0	138	22	19	84	0	125	388
12:30 PM	4	49	16	0	69	16	24	7	0	47	85	45	4	0	134	32	16	86	0	134	384
12:45 PM	2	48	28	0	78	9	16	4	0	29	111	55	6	0	172	24	14	75	0	113	392
Total	19	199	101	0	319	44	87	19	0	150	362	200	21	0	583	111	60	341	0	512	1564
01:00 PM	5	51	19	0	75	10	16	3	0	29	75	55	5	0	135	21	3	74	0	98	337
01:15 PM	4	62	17	0	83	11	23	1	0	35	92	42	3	0	137	21	16	96	0	133	388
01:30 PM	3	50	15	0	68	13	21	6	0	40	103	53	5	0	161	20	20	74	0	114	383
01:45 PM	0	50	22	0	72	8	13	3	0	24	82	50	5	0	137	32	21	71	0	124	357
Total	12	213	73	0	298	42	73	13	0	128	352	200	18	0	570	94	60	315	0	469	1465
02:00 PM	1	56	26	0	83	11	20	1	0	32	110	58	7	0	175	25	24	72	0	121	411
02:15 PM	1	49	22	0	72	11	16	3	0	30	94	48	11	0	153	26	14	86	0	126	381
02:30 PM	4	57	31	0	92	9	20	4	0	33	99	66	3	0	168	18	8	81	0	107	400
02:45 PM	1	41	23	0	65	10	11	4	0	25	109	51	9	0	169	19	15	74	0	108	367
Total	7	203	102	0	312	41	67	12	0	120	412	223	30	0	665	88	61	313	0	462	1559
03:00 PM	1	57	31	0	89	10	24	5	0	39	106	69	7	0	182	32	10	68	0	110	420
03:15 PM	3	70	60	0	133	11	13	3	0	27	114	63	5	0	182	35	18	99	0	152	494
03:30 PM	1	77	33	0	111	15	20	1	0	36	110	67	10	0	187	45	16	85	0	146	480
03:45 PM	1	71	33	0	105	8	16	4	0	28	128	64	9	0	201	34	6	73	0	113	447
Total	6	275	157	0	438	44	73	13	0	130	458	263	31	0	752	146	50	325	0	521	1841
04:00 PM	2	53	27	0	82	7	15	2	0	24	130	84	6	0	220	49	7	85	0	141	467
04:15 PM	6	87	77	0	170	10	31	3	0	44	115	94	9	0	218	61	22	92	0	175	607

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
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Groups Printed- Vehicles

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	1	62	40	0	103	8	29	3	0	40	147	89	4	0	240	40	9	83	0	132	515
04:45 PM	3	76	41	0	120	12	29	5	0	46	131	67	4	0	202	38	14	88	0	140	508
Total	12	278	185	0	475	37	104	13	0	154	523	334	23	0	880	188	52	348	0	588	2097
05:00 PM	4	74	38	0	116	16	22	13	0	51	159	77	4	0	240	34	13	99	0	146	553
05:15 PM	2	63	29	0	94	12	18	3	0	33	155	71	6	0	232	28	16	98	0	142	501
05:30 PM	0	78	27	0	105	10	14	3	0	27	139	84	7	0	230	39	17	112	0	168	530
05:45 PM	0	63	40	0	103	8	17	3	0	28	158	80	4	0	242	36	15	98	0	149	522
Total	6	278	134	0	418	46	71	22	0	139	611	312	21	0	944	137	61	407	0	605	2106
06:00 PM	2	61	33	0	96	10	17	6	0	33	155	69	4	0	228	19	3	87	0	109	466
06:15 PM	2	40	25	0	67	5	13	4	0	22	130	65	3	0	198	14	10	81	0	105	392
06:30 PM	1	46	24	0	71	4	10	5	0	19	122	60	2	0	184	12	7	84	0	103	377
06:45 PM	3	48	27	0	78	2	11	4	0	17	114	66	1	0	181	21	8	60	0	89	365
Total	8	195	109	0	312	21	51	19	0	91	521	260	10	0	791	66	28	312	0	406	1600
Grand Total	133	2855	1473	0	4461	456	742	168	0	1366	4613	2756	236	0	7605	1493	640	4723	0	6856	20288
Apprch %	3	64	33	0		33.4	54.3	12.3	0		60.7	36.2	3.1	0		21.8	9.3	68.9	0		
Total %	0.7	14.1	7.3	0	22	2.2	3.7	0.8	0	6.7	22.7	13.6	1.2	0	37.5	7.4	3.2	23.3	0	33.8	

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**6**	**87**	**77**	0	**170**	10	**31**	3	0	44	115	**94**	**9**	0	218	**61**	**22**	92	0	**175**	**607**
04:30 PM	1	62	40	0	103	8	29	3	0	40	147	89	4	0	**240**	40	9	83	0	132	515
04:45 PM	3	76	41	0	120	12	29	5	0	46	131	67	4	0	202	38	14	88	0	140	508
05:00 PM	4	74	38	0	116	**16**	22	**13**	0	**51**	**159**	77	4	0	240	34	13	**99**	0	146	553
Total Volume	14	299	196	0	509	46	111	24	0	181	552	327	21	0	900	173	58	362	0	593	2183
% App. Total	2.8	58.7	38.5	0		25.4	61.3	13.3	0		61.3	36.3	2.3	0		29.2	9.8	61	0		
PHF	.583	.859	.636	.000	.749	.719	.895	.462	.000	.887	.868	.870	.583	.000	.938	.709	.659	.914	.000	.847	.899

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					04:15 PM					05:00 PM					07:00 AM				
+0 mins.	**6**	73	32	0	111	10	**31**	3	0	44	**159**	77	4	0	240	30	5	147	0	182
+15 mins.	4	73	50	0	127	8	29	3	0	40	155	71	6	0	232	54	6	162	0	222
+30 mins.	2	**76**	**63**	0	**141**	12	29	5	0	46	139	**84**	**7**	0	230	**68**	**25**	**170**	0	**263**
+45 mins.	4	75	62	0	141	**16**	22	**13**	0	**51**	158	80	4	0	**242**	44	19	129	0	192
Total Volume	16	297	207	0	520	46	111	24	0	181	611	312	21	0	944	196	55	608	0	859
% App. Total	3.1	57.1	39.8	0		25.4	61.3	13.3	0		64.7	33.1	2.2	0		22.8	6.4	70.8	0	
PHF	.667	.977	.821	.000	.922	.719	.895	.462	.000	.887	.961	.929	.750	.000	.975	.721	.550	.894	.000	.817

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
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Groups Printed- Heavy Vehicles

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	7	1	0	0	8	2	0	0	0	2	11
07:15 AM	0	1	7	0	8	0	0	2	0	2	4	1	0	0	5	4	0	0	0	4	19
07:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	0	3	0	6	8
07:45 AM	0	1	0	0	1	0	0	0	0	0	4	1	0	0	5	0	0	2	0	2	8
Total	0	4	7	0	11	0	0	2	0	2	16	3	0	0	19	9	0	5	0	14	46
08:00 AM	0	3	2	0	5	0	0	0	0	0	4	4	0	0	8	3	0	1	0	4	17
08:15 AM	0	2	2	0	4	0	0	0	0	0	3	5	0	0	8	5	0	1	0	6	18
08:30 AM	0	0	3	0	3	0	1	0	0	1	3	3	4	0	10	4	0	3	0	7	21
08:45 AM	0	2	1	0	3	2	0	1	0	3	4	3	0	0	7	1	0	2	0	3	16
Total	0	7	8	0	15	2	1	1	0	4	14	15	4	0	33	13	0	7	0	20	72
09:00 AM	0	6	2	0	8	0	0	0	0	0	4	2	0	0	6	1	0	3	0	4	18
09:15 AM	0	4	1	0	5	1	0	0	0	1	9	3	0	0	12	2	0	6	0	8	26
09:30 AM	1	2	2	0	5	0	0	0	0	0	2	1	1	0	4	2	0	5	0	7	16
09:45 AM	0	3	0	0	3	0	0	0	0	0	5	4	0	0	9	1	0	4	0	5	17
Total	1	15	5	0	21	1	0	0	0	1	20	10	1	0	31	6	0	18	0	24	77
10:00 AM	0	4	1	0	5	0	0	0	0	0	6	3	0	0	9	2	0	0	0	2	16
10:15 AM	0	2	1	0	3	2	0	0	0	2	5	2	1	0	8	0	1	6	0	7	20
10:30 AM	0	3	1	0	4	0	1	0	0	1	2	0	0	0	2	2	0	5	0	7	14
10:45 AM	0	0	2	0	2	0	0	0	0	0	3	5	0	0	8	1	0	8	0	9	19
Total	0	9	5	0	14	2	1	0	0	3	16	10	1	0	27	5	1	19	0	25	69
11:00 AM	0	1	1	0	2	0	0	0	0	0	5	0	1	0	6	4	0	5	0	9	17
11:15 AM	0	1	2	0	3	0	0	0	0	0	3	3	1	0	7	3	2	4	0	9	19
11:30 AM	0	1	3	0	4	1	0	0	0	1	4	0	0	0	4	0	0	7	0	7	16
11:45 AM	0	4	0	0	4	0	0	0	0	0	2	4	0	0	6	2	1	4	0	7	17
Total	0	7	6	0	13	1	0	0	0	1	14	7	2	0	23	9	3	20	0	32	69
12:00 PM	0	0	2	0	2	0	0	1	0	1	6	1	0	0	7	2	0	2	0	4	14
12:15 PM	0	4	4	0	8	1	0	1	0	2	8	1	0	0	9	0	0	7	0	7	26
12:30 PM	2	1	2	0	5	0	0	0	0	0	6	2	1	0	9	2	0	8	0	10	24
12:45 PM	0	1	0	0	1	0	0	0	0	0	6	1	1	0	8	3	0	5	0	8	17
Total	2	6	8	0	16	1	0	2	0	3	26	5	2	0	33	7	0	22	0	29	81
01:00 PM	0	5	4	0	9	0	0	0	0	0	2	3	0	0	5	2	1	9	0	12	26
01:15 PM	0	2	2	0	4	1	0	0	0	1	2	7	0	0	9	0	0	8	0	8	22
01:30 PM	0	1	2	0	3	2	1	0	0	3	1	0	0	0	1	3	0	4	0	7	14
01:45 PM	0	2	0	0	2	0	0	0	0	0	6	0	0	0	6	2	0	6	0	8	16
Total	0	10	8	0	18	3	1	0	0	4	11	10	0	0	21	7	1	27	0	35	78
02:00 PM	0	4	2	0	6	0	0	0	0	0	2	2	0	0	4	2	1	7	0	10	20
02:15 PM	0	4	2	0	6	1	1	0	0	2	2	2	0	0	4	1	0	6	0	7	19
02:30 PM	0	2	2	0	4	0	1	0	0	1	2	1	1	0	4	0	0	5	0	5	14
02:45 PM	1	1	2	0	4	0	0	0	0	0	2	0	0	0	2	2	1	8	0	11	17
Total	1	11	8	0	20	1	2	0	0	3	8	5	1	0	14	5	2	26	0	33	70
03:00 PM	0	3	4	0	7	1	0	0	0	1	5	2	0	0	7	3	1	1	0	5	20
03:15 PM	0	2	7	0	9	1	0	0	0	1	5	0	0	0	5	3	1	5	0	9	24
03:30 PM	0	2	2	0	4	1	0	0	0	1	2	7	0	0	9	0	0	6	0	6	20
03:45 PM	0	1	0	0	1	0	0	0	0	0	2	1	1	0	4	0	0	3	0	3	8
Total	0	8	13	0	21	3	0	0	0	3	14	10	1	0	25	6	2	15	0	23	72
04:00 PM	0	3	0	0	3	1	0	0	0	1	1	0	0	0	1	1	1	8	0	10	15
04:15 PM	0	3	2	0	5	1	0	0	0	1	1	1	0	0	2	2	1	5	0	8	16

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
Start Date : 3/29/2023
Page No : 7

Groups Printed- Heavy Vehicles

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	2	5	0	7	1	0	0	0	1	2	1	0	0	3	1	0	1	0	2	13
04:45 PM	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	0	0	4	0	4	9
Total	0	9	7	0	16	3	0	0	0	3	7	3	0	0	10	4	2	18	0	24	53
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	3	0	3	7
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	5	1	3	0	9	12
05:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	0	4	5
Total	0	2	0	0	2	2	0	0	0	2	2	3	1	0	6	5	1	13	0	19	29
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:15 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	5
06:30 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
06:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	0	5	0	0	5	1	0	0	0	1	5	3	0	0	8	0	1	1	0	2	16
Grand Total	4	93	75	0	172	20	5	5	0	30	153	84	13	0	250	76	13	191	0	280	732
Apprch %	2.3	54.1	43.6	0		66.7	16.7	16.7	0		61.2	33.6	5.2	0		27.1	4.6	68.2	0		
Total %	0.5	12.7	10.2	0	23.5	2.7	0.7	0.7	0	4.1	20.9	11.5	1.8	0	34.2	10.4	1.8	26.1	0	38.3	

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	4	**4**	0	8	**1**	0	**1**	0	**2**	**8**	1	0	0	**9**	0	0	7	0	7	**26**
12:30 PM	**2**	1	2	0	5	0	0	0	0	0	6	2	**1**	0	9	2	0	8	0	10	24
12:45 PM	0	1	0	0	1	0	0	0	0	0	6	1	1	0	8	**3**	0	5	0	8	17
01:00 PM	0	**5**	4	0	**9**	0	0	0	0	0	2	**3**	0	0	5	2	**1**	**9**	0	**12**	26
Total Volume	2	11	10	0	23	1	0	1	0	2	22	7	2	0	31	7	1	29	0	37	93
% App. Total	8.7	47.8	43.5	0		50	0	50	0		71	22.6	6.5	0		18.9	2.7	78.4	0		
PHF	.250	.550	.625	.000	.639	.250	.000	.250	.000	.250	.688	.583	.500	.000	.861	.583	.250	.806	.000	.771	.894

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:30 PM					08:30 AM					08:30 AM					12:30 PM				
+0 mins.	0	2	2	0	4	0	**1**	0	0	1	3	**3**	**4**	0	10	2	0	8	0	10
+15 mins.	**1**	1	2	0	4	**2**	0	**1**	0	**3**	4	3	0	0	7	**3**	0	5	0	8
+30 mins.	0	**3**	4	0	7	0	0	0	0	0	4	2	0	0	6	2	**1**	**9**	0	**12**
+45 mins.	0	2	**7**	0	**9**	1	0	0	0	1	**9**	3	0	0	**12**	0	0	8	0	8
Total Volume	1	8	15	0	24	3	1	1	0	5	20	11	4	0	35	7	1	30	0	38
% App. Total	4.2	33.3	62.5	0		60	20	20	0		57.1	31.4	11.4	0		18.4	2.6	78.9	0	
PHF	.250	.667	.536	.000	.667	.375	.250	.250	.000	.417	.556	.917	.250	.000	.729	.583	.250	.833	.000	.792

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
Start Date : 3/29/2023
Page No : 8

Groups Printed- Pedestrians

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 3 - FM 1431 & Lohman Ford Rd
Site Code : 3_____
Start Date : 3/29/2023
Page No : 9

Groups Printed- Pedestrians

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	FM 1431 Southbound					1st St Westbound					FM 1431 Northbound					Lohman Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Flintrock Cir-Diamond Trail
Site Code : 1
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	0	8	1	0	9	16
07:15	3	0	0	0	3	0	13	2	0	15	1	0	1	0	2	0	32	1	0	33	53
07:30	1	0	0	0	1	1	15	0	0	16	0	0	1	0	1	0	13	0	0	13	31
07:45	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	11	0	0	11	16
Total	4	0	0	0	4	3	35	2	0	40	2	0	4	0	6	0	64	2	0	66	116
08:00	2	0	0	0	2	1	12	0	0	13	0	0	1	0	1	0	25	0	0	25	41
08:15	1	0	0	0	1	0	24	0	0	24	0	0	1	0	1	0	29	1	0	30	56
08:30	2	0	1	0	3	1	13	0	0	14	0	0	2	0	2	0	14	0	0	14	33
08:45	1	0	0	0	1	0	4	2	0	6	0	0	9	0	9	0	11	0	0	11	27
Total	6	0	1	0	7	2	53	2	0	57	0	0	13	0	13	0	79	1	0	80	157
09:00	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	0	2	0	0	2	11
09:15	2	0	0	0	2	0	6	1	0	7	0	0	0	0	0	0	6	0	0	6	15
09:30	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	6	0	0	6	13
09:45	1	0	0	0	1	0	6	1	0	7	0	0	1	0	1	0	5	0	0	5	14
Total	3	0	1	0	4	1	25	3	0	29	0	0	1	0	1	0	19	0	0	19	53
10:00	2	0	0	0	2	1	6	1	0	8	0	1	0	0	1	0	7	0	0	7	18
10:15	0	0	1	0	1	1	8	1	0	10	0	0	0	0	0	0	14	0	0	14	25
10:30	1	1	0	0	2	0	6	2	0	8	1	0	0	0	1	0	10	0	0	10	21
10:45	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	0	7	0	0	7	13
Total	4	1	1	0	6	2	24	5	0	31	1	1	0	0	2	0	38	0	0	38	77
11:00	1	0	0	0	1	0	3	3	0	6	1	0	1	0	2	0	8	0	0	8	17
11:15	1	0	1	0	2	0	5	5	0	10	0	0	0	0	0	0	8	0	0	8	20
11:30	2	0	0	0	2	0	7	4	0	11	0	0	0	0	0	0	6	0	0	6	19
11:45	3	0	0	0	3	0	4	1	0	5	0	0	0	0	0	0	5	1	0	6	14
Total	7	0	1	0	8	0	19	13	0	32	1	0	1	0	2	0	27	1	0	28	70
12:00	1	0	0	0	1	1	5	0	0	6	0	0	1	0	1	0	10	0	0	10	18
12:15	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	0	10	1	0	11	21
12:30	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	13
12:45	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	17
Total	1	1	0	0	2	1	26	1	0	28	1	0	2	0	3	0	35	1	0	36	69
13:00	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	4	0	0	4	12
13:15	1	1	0	0	2	1	5	2	0	8	1	0	0	0	1	0	3	0	0	3	14
13:30	2	1	0	0	3	0	8	2	0	10	0	0	0	0	0	0	9	0	0	9	22
13:45	0	0	0	0	0	0	6	0	1	7	0	0	0	0	0	0	10	1	0	11	18
Total	3	2	0	0	5	1	26	4	1	32	1	1	0	0	2	0	26	1	0	27	66
14:00	0	0	0	0	0	0	7	2	0	9	0	0	1	0	1	0	9	0	0	9	19
14:15	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	12	0	0	12	23
14:30	3	0	0	0	3	0	4	1	0	5	1	0	0	0	1	0	10	0	0	10	19
14:45	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	9	0	0	9	15
Total	3	0	0	0	3	1	26	4	0	31	1	0	1	0	2	0	40	0	0	40	76
15:00	1	0	0	0	1	2	10	0	0	12	1	0	0	0	1	0	20	2	0	22	36
15:15	1	1	0	0	2	0	20	0	0	20	2	0	1	0	3	0	7	0	0	7	32
15:30	1	0	0	0	1	1	4	1	0	6	1	0	1	0	2	0	4	1	0	5	14
15:45	0	0	1	0	1	2	8	1	0	11	1	0	0	0	1	0	6	1	0	7	20
Total	3	1	1	0	5	5	42	2	0	49	5	0	2	0	7	0	37	4	0	41	102
16:00	0	0	0	0	0	2	11	0	0	13	0	0	3	0	3	0	21	1	0	22	38
16:15	0	0	0	0	0	28	66	3	0	97	2	0	3	0	5	0	24	1	0	25	127

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Flintrock Cir-Diamond Trail
Site Code : 1
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	0	0	0	0	1	18	0	0	19	1	0	0	0	1	1	10	1	0	12	32
16:45	1	0	0	0	1	0	20	2	0	22	1	0	0	0	1	0	18	0	0	18	42
Total	1	0	0	0	1	31	115	5	0	151	4	0	6	0	10	1	73	3	0	77	239
17:00	2	0	0	0	2	0	15	1	0	16	0	0	1	0	1	0	12	0	0	12	31
17:15	1	0	0	0	1	0	8	2	0	10	2	0	0	0	2	0	9	0	0	9	22
17:30	2	0	0	0	2	0	12	2	0	14	0	0	0	0	0	0	12	0	0	12	28
17:45	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	0	16	1	0	17	30
Total	5	0	0	0	5	0	46	6	0	52	3	0	1	0	4	0	49	1	0	50	111
18:00	1	1	1	0	3	0	13	2	0	15	0	1	0	0	1	0	14	0	0	14	33
18:15	0	0	0	0	0	0	18	4	0	22	0	1	0	0	1	0	2	0	0	2	25
18:30	2	0	0	0	2	0	11	0	0	11	0	0	1	0	1	0	9	0	0	9	23
18:45	1	0	0	0	1	0	9	2	0	11	1	0	0	0	1	0	1	0	0	1	14
Total	4	1	1	0	6	0	51	8	0	59	1	2	1	0	4	0	26	0	0	26	95
Grand Total	44	6	6	0	56	47	488	55	1	591	20	4	32	0	56	1	513	14	0	528	1231
Apprch %	78.6	10.7	10.7	0		8	82.6	9.3	0.2		35.7	7.1	57.1	0		0.2	97.2	2.7	0		
Total %	3.6	0.5	0.5	0	4.5	3.8	39.6	4.5	0.1	48	1.6	0.3	2.6	0	4.5	0.1	41.7	1.1	0	42.9	
Vehicles	44	6	5	0	55	46	465	54	1	566	20	4	30	0	54	1	486	14	0	501	1176
% Vehicles	100	100	83.3	0	98.2	97.9	95.3	98.2	100	95.8	100	100	93.8	0	96.4	100	94.7	100	0	94.9	95.5
Heavy Vehicles	0	0	1	0	1	1	23	1	0	25	0	0	2	0	2	0	27	0	0	27	55
% Heavy Vehicles	0	0	16.7	0	1.8	2.1	4.7	1.8	0	4.2	0	0	6.2	0	3.6	0	5.3	0	0	5.1	4.5

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	2	11	0	0	13	0	0	**3**	0	3	0	21	**1**	0	22	38
16:15	0	0	0	0	0	**28**	**66**	**3**	0	**97**	**2**	0	3	0	**5**	0	**24**	1	0	**25**	**127**
16:30	0	0	0	0	0	1	18	0	0	19	1	0	0	0	1	**1**	10	1	0	12	32
16:45	**1**	0	0	0	**1**	0	20	2	0	22	1	0	0	0	1	0	18	0	0	18	42
Total Volume	1	0	0	0	1	31	115	5	0	151	4	0	6	0	10	1	73	3	0	77	239
% App. Total	100	0	0	0		20.5	76.2	3.3	0		40	0	60	0		1.3	94.8	3.9	0		
PHF	.250	.000	.000	.000	.250	.277	.436	.417	.000	.389	.500	.000	.500	.000	.500	.250	.760	.750	.000	.770	.470
Vehicles	1	0	0	0	1	31	113	5	0	149	4	0	6	0	10	1	69	3	0	73	233
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
% Heavy Vehicles	0	0	0	0	0	0	1.7	0	0	1.3	0	0	0	0	0	0	5.5	0	0	5.2	2.5

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00					16:15					08:00					07:15				
+0 mins.	1	0	0	0	1	**28**	**66**	**3**	0	**97**	0	0	1	0	1	0	**32**	**1**	0	**33**
+15 mins.	1	0	**1**	0	2	1	18	0	0	19	0	0	1	0	1	0	13	0	0	13
+30 mins.	2	0	0	0	2	0	20	2	0	22	0	0	2	0	2	0	11	0	0	11
+45 mins.	**3**	0	0	0	**3**	0	15	1	0	16	0	0	**9**	0	**9**	0	25	0	0	25
Total Volume	7	0	1	0	8	29	119	6	0	154	0	0	13	0	13	0	81	1	0	82
% App. Total	87.5	0	12.5	0		18.8	77.3	3.9	0		0	0	100	0		0	98.8	1.2	0	
PHF	.583	.000	.250	.000	.667	.259	.451	.500	.000	.397	.000	.000	.361	.000	.361	.000	.633	.250	.000	.621
Vehicles	7	0	1	0	8	29	117	6	0	152	0	0	12	0	12	0	76	1	0	77
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5
% Heavy Vehicles	0	0	0	0	0	0	1.7	0	0	1.3	0	0	7.7	0	7.7	0	6.2	0	0	6.1

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Flintrock Cir-Diamond Trail
Site Code : 1
Start Date : 4/4/2023
Page No : 3

Groups Printed- Vehicles

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	0	8	1	0	9	14
07:15	3	0	0	0	3	0	13	2	0	15	1	0	1	0	2	0	29	1	0	30	50
07:30	1	0	0	0	1	1	14	0	0	15	0	0	1	0	1	0	13	0	0	13	30
07:45	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	10	0	0	10	15
Total	4	0	0	0	4	3	32	2	0	37	2	0	4	0	6	0	60	2	0	62	109
08:00	2	0	0	0	2	1	9	0	0	10	0	0	1	0	1	0	24	0	0	24	37
08:15	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	0	28	1	0	29	54
08:30	2	0	1	0	3	1	12	0	0	13	0	0	2	0	2	0	13	0	0	13	31
08:45	1	0	0	0	1	0	3	2	0	5	0	0	9	0	9	0	11	0	0	11	26
Total	6	0	1	0	7	2	48	2	0	52	0	0	12	0	12	0	76	1	0	77	148
09:00	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	10
09:15	2	0	0	0	2	0	6	1	0	7	0	0	0	0	0	0	5	0	0	5	14
09:30	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	6	0	0	6	13
09:45	1	0	0	0	1	0	5	1	0	6	0	0	1	0	1	0	5	0	0	5	13
Total	3	0	1	0	4	1	23	3	0	27	0	0	1	0	1	0	18	0	0	18	50
10:00	2	0	0	0	2	1	6	1	0	8	0	1	0	0	1	0	6	0	0	6	17
10:15	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	11	0	0	11	19
10:30	1	1	0	0	2	0	6	2	0	8	1	0	0	0	1	0	10	0	0	10	21
10:45	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	0	7	0	0	7	13
Total	4	1	0	0	5	2	23	4	0	29	1	1	0	0	2	0	34	0	0	34	70
11:00	1	0	0	0	1	0	2	3	0	5	1	0	0	0	1	0	7	0	0	7	14
11:15	1	0	1	0	2	0	5	5	0	10	0	0	0	0	0	0	8	0	0	8	20
11:30	2	0	0	0	2	0	7	4	0	11	0	0	0	0	0	0	6	0	0	6	19
11:45	3	0	0	0	3	0	4	1	0	5	0	0	0	0	0	0	5	1	0	6	14
Total	7	0	1	0	8	0	18	13	0	31	1	0	0	0	1	0	26	1	0	27	67
12:00	1	0	0	0	1	1	4	0	0	5	0	0	1	0	1	0	9	0	0	9	16
12:15	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	0	10	1	0	11	21
12:30	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	13
12:45	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	16
Total	1	1	0	0	2	1	24	1	0	26	1	0	2	0	3	0	34	1	0	35	66
13:00	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	3	0	0	3	10
13:15	1	1	0	0	2	1	5	2	0	8	1	0	0	0	1	0	2	0	0	2	13
13:30	2	1	0	0	3	0	8	2	0	10	0	0	0	0	0	0	9	0	0	9	22
13:45	0	0	0	0	0	0	6	0	1	7	0	0	0	0	0	0	10	1	0	11	18
Total	3	2	0	0	5	1	25	4	1	31	1	1	0	0	2	0	24	1	0	25	63
14:00	0	0	0	0	0	0	7	2	0	9	0	0	1	0	1	0	9	0	0	9	19
14:15	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	11	0	0	11	20
14:30	3	0	0	0	3	0	4	1	0	5	1	0	0	0	1	0	10	0	0	10	19
14:45	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	9	0	0	9	15
Total	3	0	0	0	3	1	24	4	0	29	1	0	1	0	2	0	39	0	0	39	73
15:00	1	0	0	0	1	2	9	0	0	11	1	0	0	0	1	0	20	2	0	22	35
15:15	1	1	0	0	2	0	19	0	0	19	2	0	1	0	3	0	7	0	0	7	31
15:30	1	0	0	0	1	0	4	1	0	5	1	0	1	0	2	0	2	1	0	3	11
15:45	0	0	1	0	1	2	8	1	0	11	1	0	0	0	1	0	5	1	0	6	19
Total	3	1	1	0	5	4	40	2	0	46	5	0	2	0	7	0	34	4	0	38	96
16:00	0	0	0	0	0	2	11	0	0	13	0	0	3	0	3	0	21	1	0	22	38
16:15	0	0	0	0	0	28	65	3	0	96	2	0	3	0	5	0	22	1	0	23	124
16:30	0	0	0	0	0	1	18	0	0	19	1	0	0	0	1	1	9	1	0	11	31
16:45	1	0	0	0	1	0	19	2	0	21	1	0	0	0	1	0	17	0	0	17	40
Total	1	0	0	0	1	31	113	5	0	149	4	0	6	0	10	1	69	3	0	73	233

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Flintrock Cir-Diamond Trail
Site Code : 1
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	2	0	0	0	2	0	15	1	0	16	0	0	1	0	1	0	12	0	0	12	31
17:15	1	0	0	0	1	0	7	2	0	9	2	0	0	0	2	0	8	0	0	8	20
17:30	2	0	0	0	2	0	12	2	0	14	0	0	0	0	0	0	12	0	0	12	28
17:45	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	0	16	1	0	17	30
Total	5	0	0	0	5	0	45	6	0	51	3	0	1	0	4	0	48	1	0	49	109
18:00	1	1	1	0	3	0	13	2	0	15	0	1	0	0	1	0	13	0	0	13	32
18:15	0	0	0	0	0	0	17	4	0	21	0	1	0	0	1	0	2	0	0	2	24
18:30	2	0	0	0	2	0	11	0	0	11	0	0	1	0	1	0	8	0	0	8	22
18:45	1	0	0	0	1	0	9	2	0	11	1	0	0	0	1	0	1	0	0	1	14
Total	4	1	1	0	6	0	50	8	0	58	1	2	1	0	4	0	24	0	0	24	92
Grand Total	44	6	5	0	55	46	465	54	1	566	20	4	30	0	54	1	486	14	0	501	1176
Apprch %	80	10.9	9.1	0		8.1	82.2	9.5	0.2		37	7.4	55.6	0		0.2	97	2.8	0		
Total %	3.7	0.5	0.4	0	4.7	3.9	39.5	4.6	0.1	48.1	1.7	0.3	2.6	0	4.6	0.1	41.3	1.2	0	42.6	

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	2	11	0	0	13	0	0	**3**	0	3	0	21	**1**	0	22	38
16:15	0	0	0	0	0	**28**	**65**	**3**	0	**96**	**2**	0	3	0	**5**	0	**22**	1	0	**23**	**124**
16:30	0	0	0	0	0	1	18	0	0	19	1	0	0	0	1	**1**	9	1	0	11	31
16:45	**1**	0	0	0	**1**	0	19	2	0	21	1	0	0	0	1	0	17	0	0	17	40
Total Volume	1	0	0	0	1	31	113	5	0	149	4	0	6	0	10	1	69	3	0	73	233
% App. Total	100	0	0	0		20.8	75.8	3.4	0		40	0	60	0		1.4	94.5	4.1	0		
PHF	.250	.000	.000	.000	.250	.277	.435	.417	.000	.388	.500	.000	.500	.000	.500	.250	.784	.750	.000	.793	.470

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00					**16:15**					**08:00**					**07:15**				
+0 mins.	**1**	**0**	**0**	**0**	**1**	**28**	**65**	**3**	0	**96**	0	0	1	0	1	0	**29**	**1**	0	**30**
+15 mins.	1	0	**1**	0	2	1	18	0	0	19	0	0	0	0	0	0	13	0	0	13
+30 mins.	2	0	0	0	2	0	19	2	0	21	0	0	2	0	2	0	10	0	0	10
+45 mins.	**3**	0	0	0	**3**	0	15	1	0	16	0	0	**9**	0	**9**	0	24	0	0	24
Total Volume	7	0	1	0	8	29	117	6	0	152	0	0	12	0	12	0	76	1	0	77
% App. Total	87.5	0	12.5	0		19.1	77	3.9	0		0	0	100	0		0	98.7	1.3	0	
PHF	.583	.000	.250	.000	.667	.259	.450	.500	.000	.396	.000	.000	.333	.000	.333	.000	.655	.250	.000	.642

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Flintrock Cir-Diamond Trail
Site Code : 1
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
08:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
08:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	9
09:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	6
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	7
11:00	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
12:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
13:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	6
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Flintrock Cir-Diamond Trail
Site Code : 1
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Grand Total	0	0	1	0	1	1	23	1	0	25	0	0	2	0	2	0	27	0	0	27	55
Apprch %	0	0	100	0		4	92	4	0		0	0	100	0		0	100	0	0		
Total %	0	0	1.8	0	1.8	1.8	41.8	1.8	0	45.5	0	0	3.6	0	3.6	0	49.1	0	0	49.1	

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	3
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	1	0	0	1	**4**
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.563

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30					**08:00**					**07:30**					**07:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0	0	**3**	0	0	0	0	0	0	**3**	0	0	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	**1**	0	**1**	0	1	0	0	1	0	0	**1**	0	**1**	0	1	0	0	1
Total Volume	0	0	1	0	1	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5
% App. Total	0	0	100	0		0	100	0	0		0	0	100	0		0	100	0	0	
PHF	.000	.000	.250	.000	.250	.000	.417	.000	.000	.417	.000	.000	.250	.000	.250	.000	.417	.000	.000	.417

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Flintrock Cir-Diamond Trail
Site Code : 1
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
16:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
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512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Flintrock Cir-Diamond Trail
Site Code : 1
Start Date : 4/4/2023
Page No : 8

Groups Printed- Pedestrians

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Grand Total	0	42	0	0	42	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	43
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	97.7	0	0	97.7	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	2.3	

	Flintrock Cir Southbound					Bar K Ranch Rd Westbound					Diamond Trail Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:30																					
15:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total Volume	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.438	.000	.000	.438	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.438

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	15:30					07:00					07:00					11:45				
+0 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	4			4												1			1
Total Volume	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.438	.000	.000	.438	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Middle School Driveway (West)
Site Code : 2
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	1	0	0	1	9	7	0	0	16	0	0	0	0	0	0	3	5	0	8	25
07:15	0	0	0	0	0	41	4	0	0	45	12	0	47	0	59	0	15	22	0	37	141
07:30	0	0	0	0	0	37	8	0	0	45	10	0	46	0	56	0	10	10	0	20	121
07:45	2	1	0	0	3	2	5	0	0	7	0	0	0	0	0	1	9	1	0	11	21
Total	2	2	0	0	4	89	24	0	0	113	22	0	93	0	115	1	37	38	0	76	308
08:00	3	0	1	0	4	7	10	0	0	17	2	0	6	0	8	0	26	5	0	31	60
08:15	5	0	7	0	12	2	17	0	0	19	5	0	3	0	8	0	25	5	0	30	69
08:30	3	0	8	0	11	1	8	0	0	9	1	0	1	0	2	1	22	2	0	25	47
08:45	0	0	1	0	1	1	5	0	0	6	0	0	1	0	1	0	18	0	0	18	26
Total	11	0	17	0	28	11	40	0	0	51	8	0	11	0	19	1	91	12	0	104	202
09:00	0	0	0	0	0	0	8	0	0	8	0	1	1	0	2	0	4	1	0	5	15
09:15	0	1	1	0	2	3	8	0	0	11	0	0	0	0	0	0	9	0	0	9	22
09:30	0	0	0	0	0	1	7	0	0	8	1	0	2	0	3	0	8	0	0	8	19
09:45	0	0	0	0	0	1	6	0	0	7	0	0	2	0	2	0	7	1	0	8	17
Total	0	1	1	0	2	5	29	0	0	34	1	1	5	0	7	0	28	2	0	30	73
10:00	0	0	0	0	0	1	9	0	0	10	0	0	1	0	1	0	8	1	0	9	20
10:15	0	0	1	0	1	1	10	0	0	11	0	0	0	0	0	0	14	0	0	14	26
10:30	0	0	0	0	0	1	7	0	0	8	0	0	2	0	2	0	9	1	0	10	20
10:45	0	0	0	0	0	0	4	0	0	4	0	1	2	0	3	0	10	0	0	10	17
Total	0	0	1	0	1	3	30	0	0	33	0	1	5	0	6	0	41	2	0	43	83
11:00	2	0	0	0	2	0	6	0	0	6	0	0	1	0	1	0	8	0	0	8	17
11:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	22
11:30	0	1	0	0	1	1	13	0	0	14	0	0	0	0	0	0	9	0	0	9	24
11:45	2	0	0	0	2	0	6	0	0	6	0	0	2	0	2	0	7	0	0	7	17
Total	4	1	0	0	5	1	35	0	0	36	0	0	3	0	3	0	36	0	0	36	80
12:00	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	14	1	0	15	22
12:15	0	0	0	0	0	2	8	0	0	10	0	0	2	0	2	0	13	0	0	13	25
12:30	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	17
12:45	0	1	0	0	1	0	7	0	0	7	1	0	0	0	1	0	10	0	0	10	19
Total	0	1	0	0	1	2	32	0	0	34	1	0	2	0	3	0	44	1	0	45	83
13:00	0	0	0	0	0	2	7	0	0	9	0	0	2	0	2	0	5	0	0	5	16
13:15	1	0	0	0	1	1	9	0	0	10	0	0	1	0	1	0	4	1	0	5	17
13:30	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	22
13:45	1	0	0	0	1	2	9	0	0	11	1	0	2	0	3	0	11	1	0	12	27
Total	2	0	0	0	2	5	36	0	0	41	1	0	5	0	6	0	31	2	0	33	82
14:00	0	0	0	0	0	1	11	1	0	13	0	0	1	0	1	0	11	0	0	11	25
14:15	0	0	0	0	0	7	17	0	0	24	0	0	3	0	3	0	14	0	0	14	41
14:30	0	0	0	0	0	3	5	0	0	8	1	0	2	0	3	0	9	3	0	12	23
14:45	0	0	0	0	0	13	7	0	0	20	0	0	1	0	1	0	5	3	0	8	29
Total	0	0	0	0	0	24	40	1	0	65	1	0	7	0	8	0	39	6	0	45	118
15:00	0	0	3	0	3	6	5	0	0	11	2	0	12	0	14	0	9	7	0	16	44
15:15	2	0	0	0	2	15	7	0	0	22	13	1	46	0	60	0	5	15	0	20	104
15:30	1	2	0	0	3	4	6	0	0	10	0	0	6	0	6	0	9	0	0	9	28
15:45	0	0	0	0	0	4	15	0	0	19	1	0	0	0	1	0	4	1	0	5	25
Total	3	2	3	0	8	29	33	0	0	62	16	1	64	0	81	0	27	23	0	50	201
16:00	2	0	1	0	3	11	16	1	0	28	0	0	0	0	0	0	18	5	0	23	54
16:15	9	1	63	0	73	10	18	0	0	28	12	0	24	0	36	0	28	2	0	30	167

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Middle School Driveway (West)
Site Code : 2
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	8	0	5	0	13	3	13	0	0	16	3	0	7	0	10	0	11	1	0	12	51
16:45	0	0	1	0	1	6	19	0	0	25	0	1	3	0	4	2	14	2	0	18	48
Total	19	1	70	0	90	30	66	1	0	97	15	1	34	0	50	2	71	10	0	83	320
17:00	4	0	1	0	5	3	16	0	0	19	0	0	2	0	2	1	16	1	0	18	44
17:15	5	0	0	0	5	7	18	3	0	28	0	0	2	0	2	1	7	2	0	10	45
17:30	10	1	1	0	12	1	15	3	0	19	0	0	0	0	0	1	17	1	0	19	50
17:45	4	0	1	0	5	4	11	1	0	16	0	0	3	0	3	2	14	0	0	16	40
Total	23	1	3	0	27	15	60	7	0	82	0	0	7	0	7	5	54	4	0	63	179
18:00	9	0	2	0	11	5	13	1	0	19	0	0	2	0	2	0	15	0	0	15	47
18:15	6	0	1	0	7	3	18	0	0	21	2	0	11	0	13	0	5	0	1	6	47
18:30	2	0	1	0	3	2	11	0	0	13	1	0	1	0	2	0	12	1	0	13	31
18:45	5	1	0	0	6	0	8	0	0	8	4	1	15	0	20	0	4	0	0	4	38
Total	22	1	4	0	27	10	50	1	0	61	7	1	29	0	37	0	36	1	1	38	163
Grand Total	86	10	99	0	195	224	475	10	0	709	72	5	265	0	342	9	535	101	1	646	1892
Apprch %	44.1	5.1	50.8	0		31.6	67	1.4	0		21.1	1.5	77.5	0		1.4	82.8	15.6	0.2		
Total %	4.5	0.5	5.2	0	10.3	11.8	25.1	0.5	0	37.5	3.8	0.3	14	0	18.1	0.5	28.3	5.3	0.1	34.1	
Vehicles	86	10	98	0	194	224	430	10	0	664	71	5	265	0	341	9	496	101	1	607	1806
% Vehicles	100	100	99	0	99.5	100	90.5	100	0	93.7	98.6	100	100	0	99.7	100	92.7	100	100	94	95.5
Heavy Vehicles	0	0	1	0	1	0	45	0	0	45	1	0	0	0	1	0	39	0	0	39	86
% Heavy Vehicles	0	0	1	0	0.5	0	9.5	0	0	6.3	1.4	0	0	0	0.3	0	7.3	0	0	6	4.5

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	**41**	4	0	0	**45**	**12**	0	**47**	0	**59**	0	15	**22**	0	**37**	**141**
07:30	0	0	0	0	0	37	8	0	0	45	10	0	46	0	56	0	10	10	0	20	121
07:45	2	**1**	0	0	3	2	5	0	0	7	0	0	0	0	0	**1**	9	1	0	11	21
08:00	**3**	0	**1**	0	**4**	7	**10**	0	0	17	2	0	6	0	8	0	**26**	5	0	31	60
Total Volume	5	1	1	0	7	87	27	0	0	114	24	0	99	0	123	1	60	38	0	99	343
% App. Total	71.4	14.3	14.3	0		76.3	23.7	0	0		19.5	0	80.5	0		1	60.6	38.4	0		
PHF	.417	.250	.250	.000	.438	.530	.675	.000	.000	.633	.500	.000	.527	.000	.521	.250	.577	.432	.000	.669	.608
Vehicles	5	1	1	0	7	87	24	0	0	111	23	0	99	0	122	1	55	38	0	94	334
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	9
% Heavy Vehicles	0	0	0	0	0	0	11.1	0	0	2.6	4.2	0	0	0	0.8	0	8.3	0	0	5.1	2.6

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					07:15					07:15					08:00				
+0 mins.	**9**	**1**	**63**	0	**73**	**41**	4	0	0	**45**	**12**	0	**47**	0	**59**	0	**26**	**5**	0	**31**
+15 mins.	8	0	5	0	13	37	8	0	0	45	10	0	46	0	56	0	25	5	0	30
+30 mins.	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	**1**	22	2	0	25
+45 mins.	4	0	1	0	5	7	**10**	0	0	17	2	0	6	0	8	0	18	0	0	18
Total Volume	21	1	70	0	92	87	27	0	0	114	24	0	99	0	123	1	91	12	0	104
% App. Total	22.8	1.1	76.1	0		76.3	23.7	0	0		19.5	0	80.5	0		1	87.5	11.5	0	
PHF	.583	.250	.278	.000	.315	.530	.675	.000	.000	.633	.500	.000	.527	.000	.521	.250	.875	.600	.000	.839
Vehicles	21	1	70	0	92	87	24	0	0	111	23	0	99	0	122	1	87	12	0	100
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4
% Heavy Vehicles	0	0	0	0	0	0	11.1	0	0	2.6	4.2	0	0	0	0.8	0	4.4	0	0	3.8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Middle School Driveway (West)
Site Code : 2
Start Date : 4/4/2023
Page No : 3

Groups Printed- Vehicles

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	1	0	0	1	9	5	0	0	14	0	0	0	0	0	0	3	5	0	8	23
07:15	0	0	0	0	0	41	4	0	0	45	12	0	47	0	59	0	12	22	0	34	138
07:30	0	0	0	0	0	37	7	0	0	44	10	0	46	0	56	0	10	10	0	20	120
07:45	2	1	0	0	3	2	5	0	0	7	0	0	0	0	0	1	9	1	0	11	21
Total	2	2	0	0	4	89	21	0	0	110	22	0	93	0	115	1	34	38	0	73	302
08:00	3	0	1	0	4	7	8	0	0	15	1	0	6	0	7	0	24	5	0	29	55
08:15	5	0	7	0	12	2	14	0	0	16	5	0	3	0	8	0	24	5	0	29	65
08:30	3	0	8	0	11	1	5	0	0	6	1	0	1	0	2	1	21	2	0	24	43
08:45	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	18	0	0	18	24
Total	11	0	16	0	27	11	31	0	0	42	7	0	11	0	18	1	87	12	0	100	187
09:00	0	0	0	0	0	0	7	0	0	7	0	1	1	0	2	0	4	1	0	5	14
09:15	0	1	1	0	2	3	7	0	0	10	0	0	0	0	0	0	6	0	0	6	18
09:30	0	0	0	0	0	1	5	0	0	6	1	0	2	0	3	0	8	0	0	8	17
09:45	0	0	0	0	0	1	6	0	0	7	0	0	2	0	2	0	7	1	0	8	17
Total	0	1	1	0	2	5	25	0	0	30	1	1	5	0	7	0	25	2	0	27	66
10:00	0	0	0	0	0	1	8	0	0	9	0	0	1	0	1	0	7	1	0	8	18
10:15	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	13	0	0	13	23
10:30	0	0	0	0	0	1	7	0	0	8	0	0	2	0	2	0	9	1	0	10	20
10:45	0	0	0	0	0	0	4	0	0	4	0	1	2	0	3	0	9	0	0	9	16
Total	0	0	1	0	1	3	27	0	0	30	0	1	5	0	6	0	38	2	0	40	77
11:00	2	0	0	0	2	0	5	0	0	5	0	0	1	0	1	0	6	0	0	6	14
11:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	22
11:30	0	1	0	0	1	1	13	0	0	14	0	0	0	0	0	0	9	0	0	9	24
11:45	2	0	0	0	2	0	6	0	0	6	0	0	2	0	2	0	7	0	0	7	17
Total	4	1	0	0	5	1	34	0	0	35	0	0	3	0	3	0	34	0	0	34	77
12:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	1	0	14	20
12:15	0	0	0	0	0	2	8	0	0	10	0	0	2	0	2	0	13	0	0	13	25
12:30	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	15
12:45	0	1	0	0	1	0	6	0	0	6	1	0	0	0	1	0	9	0	0	9	17
Total	0	1	0	0	1	2	28	0	0	30	1	0	2	0	3	0	42	1	0	43	77
13:00	0	0	0	0	0	2	6	0	0	8	0	0	2	0	2	0	4	0	0	4	14
13:15	1	0	0	0	1	1	9	0	0	10	0	0	1	0	1	0	2	1	0	3	15
13:30	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	22
13:45	1	0	0	0	1	2	9	0	0	11	1	0	2	0	3	0	11	1	0	12	27
Total	2	0	0	0	2	5	35	0	0	40	1	0	5	0	6	0	28	2	0	30	78
14:00	0	0	0	0	0	1	11	1	0	13	0	0	1	0	1	0	11	0	0	11	25
14:15	0	0	0	0	0	7	14	0	0	21	0	0	3	0	3	0	14	0	0	14	38
14:30	0	0	0	0	0	3	5	0	0	8	1	0	2	0	3	0	8	3	0	11	22
14:45	0	0	0	0	0	13	7	0	0	20	0	0	1	0	1	0	5	3	0	8	29
Total	0	0	0	0	0	24	37	1	0	62	1	0	7	0	8	0	38	6	0	44	114
15:00	0	0	3	0	3	6	5	0	0	11	2	0	12	0	14	0	2	7	0	9	37
15:15	2	0	0	0	2	15	6	0	0	21	13	1	46	0	60	0	5	15	0	20	103
15:30	1	2	0	0	3	4	4	0	0	8	0	0	6	0	6	0	7	0	0	7	24
15:45	0	0	0	0	0	4	15	0	0	19	1	0	0	0	1	0	3	1	0	4	24
Total	3	2	3	0	8	29	30	0	0	59	16	1	64	0	81	0	17	23	0	40	188
16:00	2	0	1	0	3	11	16	1	0	28	0	0	0	0	0	0	17	5	0	22	53
16:15	9	1	63	0	73	10	17	0	0	27	12	0	24	0	36	0	26	2	0	28	164
16:30	8	0	5	0	13	3	12	0	0	15	3	0	7	0	10	0	10	1	0	11	49
16:45	0	0	1	0	1	6	18	0	0	24	0	1	3	0	4	2	13	2	0	17	46
Total	19	1	70	0	90	30	63	1	0	94	15	1	34	0	50	2	66	10	0	78	312

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Middle School Driveway (West)
Site Code : 2
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	4	0	1	0	5	3	15	0	0	18	0	0	2	0	2	1	16	1	0	18	43
17:15	5	0	0	0	5	7	10	3	0	20	0	0	2	0	2	1	6	2	0	9	36
17:30	10	1	1	0	12	1	14	3	0	18	0	0	0	0	0	1	17	1	0	19	49
17:45	4	0	1	0	5	4	11	1	0	16	0	0	3	0	3	2	14	0	0	16	40
Total	23	1	3	0	27	15	50	7	0	72	0	0	7	0	7	5	53	4	0	62	168
18:00	9	0	2	0	11	5	13	1	0	19	0	0	2	0	2	0	14	0	0	14	46
18:15	6	0	1	0	7	3	17	0	0	20	2	0	11	0	13	0	5	0	1	6	46
18:30	2	0	1	0	3	2	11	0	0	13	1	0	1	0	2	0	11	1	0	12	30
18:45	5	1	0	0	6	0	8	0	0	8	4	1	15	0	20	0	4	0	0	4	38
Total	22	1	4	0	27	10	49	1	0	60	7	1	29	0	37	0	34	1	1	36	160
Grand Total	86	10	98	0	194	224	430	10	0	664	71	5	265	0	341	9	496	101	1	607	1806
Apprch %	44.3	5.2	50.5	0		33.7	64.8	1.5	0		20.8	1.5	77.7	0		1.5	81.7	16.6	0.2		
Total %	4.8	0.6	5.4	0	10.7	12.4	23.8	0.6	0	36.8	3.9	0.3	14.7	0	18.9	0.5	27.5	5.6	0.1	33.6	

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	**41**	4	0	0	**45**	**12**	0	**47**	0	**59**	0	12	**22**	0	**34**	**138**
07:30	0	0	0	0	0	37	7	0	0	44	10	0	46	0	56	0	10	10	0	20	120
07:45	2	**1**	0	0	3	2	5	0	0	7	0	0	0	0	0	**1**	9	1	0	11	21
08:00	**3**	0	**1**	0	**4**	7	**8**	0	0	15	1	0	6	0	7	0	**24**	5	0	29	55
Total Volume	5	1	1	0	7	87	24	0	0	111	23	0	99	0	122	1	55	38	0	94	334
% App. Total	71.4	14.3	14.3	0		78.4	21.6	0	0		18.9	0	81.1	0		1.1	58.5	40.4	0		
PHF	.417	.250	.250	.000	.438	.530	.750	.000	.000	.617	.479	.000	.527	.000	.517	.250	.573	.432	.000	.691	.605

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**07:15**					**07:15**					**08:00**				
+0 mins.	9	1	63	0	73	**41**	4	0	0	**45**	**12**	0	**47**	0	**59**	0	**24**	**5**	0	**29**
+15 mins.	8	0	5	0	13	37	7	0	0	44	10	0	46	0	56	0	24	5	0	29
+30 mins.	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	**1**	21	2	0	24
+45 mins.	4	0	1	0	5	7	**8**	0	0	15	1	0	6	0	7	0	18	0	0	18
Total Volume	21	1	70	0	92	87	24	0	0	111	23	0	99	0	122	1	87	12	0	100
% App. Total	22.8	1.1	76.1	0		78.4	21.6	0	0		18.9	0	81.1	0		1	87	12	0	
PHF	.583	.250	.278	.000	.315	.530	.750	.000	.000	.617	.479	.000	.527	.000	.517	.250	.906	.600	.000	.862

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Middle School Driveway (West)
Site Code : 2
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:00	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	5
08:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:45	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	0	9	0	0	9	1	0	0	0	1	0	4	0	0	4	15
09:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
09:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
10:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
13:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Middle School Driveway (West)
Site Code : 2
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	9
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	1	0	0	1	11
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Grand Total	0	0	1	0	1	0	45	0	0	45	1	0	0	0	1	0	39	0	0	39	86
Apprch %	0	0	100	0		0	100	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	1.2	0	1.2	0	52.3	0	0	52.3	1.2	0	0	0	1.2	0	45.3	0	0	45.3	

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	2	0	0	2	**1**	0	0	0	**1**	0	**2**	0	0	**2**	**5**
08:15	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	1	0	0	1	4
08:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:45	0	0	**1**	0	**1**	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	0	1	0	9	0	0	9	1	0	0	0	1	0	4	0	0	4	15
% App. Total	0	0	100	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.750	.000	.000	.750	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500	.750

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00					**16:30**					**07:15**					**15:00**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	0	0	**7**
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	**1**	0	**1**	0	**8**	0	0	**8**	**1**	0	0	0	**1**	0	1	0	0	1
Total Volume	0	0	1	0	1	0	11	0	0	11	1	0	0	0	1	0	10	0	0	10
% App. Total	0	0	100	0		0	100	0	0		100	0	0	0		0	100	0	0	
PHF	.000	.000	.250	.000	.250	.000	.344	.000	.000	.344	.250	.000	.000	.000	.250	.000	.357	.000	.000	.357

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Middle School Driveway (West)
Site Code : 2
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	5
08:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	6
09:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
09:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
10:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	32	0	0	32	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	33
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	35	0	0	35	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	37

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Middle School Driveway (West)
Site Code : 2
Start Date : 4/4/2023
Page No : 8

Groups Printed- Pedestrians

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	8
18:00	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	46	0	0	46	0	30	0	0	30	0	4	0	0	4	0	0	0	0	0	80
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
Total %	0	57.5	0	0	57.5	0	37.5	0	0	37.5	0	5	0	0	5	0	0	0	0	0	

	Park Driveway Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (West) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:30																					
15:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	**32**	0	0	**32**	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**33**
Total Volume	0	36	0	0	36	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.281	.000	.000	.281	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.280

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:30					**17:15**					**07:15**					**07:00**				
+0 mins.	**0**	**1**	**0**	**0**	**1**	**0**	3	0	0	3	0	1	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	32	0	0	**32**	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0
Total Volume	0	36	0	0	36	0	7	0	0	7	0	2	0	0	2	0	0	0	0	0
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0	
PHF	.000	.281	.000	.000	.281	.000	.583	.000	.000	.583	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Bar K Ranch Rd & Middle School Driveway (East)
Site Code : 3
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	1	14	0	0	15	1	0	5	0	6	0	1	2	0	3	24
07:15	0	0	0	0	0	0	44	0	0	44	3	0	3	0	6	0	58	3	0	61	111
07:30	0	0	0	0	0	2	43	0	0	45	0	0	7	0	7	0	55	2	0	57	109
07:45	0	0	0	0	0	1	7	0	0	8	0	0	10	0	10	0	9	2	0	11	29
Total	0	0	0	0	0	4	108	0	0	112	4	0	25	0	29	0	123	9	0	132	273
08:00	0	0	0	0	0	1	14	0	0	15	4	0	25	0	29	0	34	1	0	35	79
08:15	0	0	0	0	0	0	9	0	0	9	11	0	47	0	58	0	32	0	0	32	99
08:30	0	0	0	0	0	0	5	0	0	5	4	0	5	0	9	0	28	0	0	28	42
08:45	0	0	0	0	0	0	5	0	0	5	0	0	4	0	4	0	18	1	0	19	28
Total	0	0	0	0	0	1	33	0	0	34	19	0	81	0	100	0	112	2	0	114	248
09:00	0	0	0	0	0	3	9	0	0	12	0	0	0	0	0	0	5	0	0	5	17
09:15	0	0	0	0	0	2	8	0	0	10	2	0	0	0	2	0	9	0	0	9	21
09:30	0	0	0	0	0	3	6	0	0	9	3	0	1	0	4	0	10	0	0	10	23
09:45	0	0	0	0	0	0	6	0	0	6	0	0	3	0	3	0	8	0	0	8	17
Total	0	0	0	0	0	8	29	0	0	37	5	0	4	0	9	0	32	0	0	32	78
10:00	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	19
10:15	0	0	0	0	0	0	10	0	0	10	1	0	2	0	3	0	13	1	0	14	27
10:30	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	0	11	0	0	11	21
10:45	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	0	12	0	0	12	20
Total	0	0	0	0	0	0	33	0	0	33	2	0	6	0	8	0	45	1	0	46	87
11:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	17
11:15	0	0	0	0	0	0	10	0	0	10	0	0	2	0	2	0	12	0	0	12	24
11:30	0	0	0	0	0	0	13	0	0	13	1	0	2	0	3	0	9	0	0	9	25
11:45	0	0	0	0	0	1	6	0	0	7	0	0	2	0	2	0	11	0	0	11	20
Total	0	0	0	0	0	1	35	0	0	36	1	0	6	0	7	0	43	0	0	43	86
12:00	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	21
12:15	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	15	0	0	15	26
12:30	0	0	0	0	0	1	9	0	0	10	0	0	1	0	1	0	7	0	0	7	18
12:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	17
Total	0	0	0	0	0	1	32	0	0	33	1	0	2	0	3	0	46	0	0	46	82
13:00	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	7	0	0	7	17
13:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16
13:30	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	10	1	0	11	23
13:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	25
Total	0	0	0	0	0	0	41	0	0	41	0	0	2	0	2	0	37	1	0	38	81
14:00	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	0	12	0	0	12	25
14:15	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	15	2	0	17	41
14:30	0	0	0	0	0	1	7	0	0	8	1	0	0	0	1	0	9	2	0	11	20
14:45	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	6	0	0	6	27
Total	0	0	0	0	0	1	63	0	0	64	2	0	1	0	3	0	42	4	0	46	113
15:00	0	0	0	0	0	0	19	0	0	19	0	0	1	0	1	0	21	0	0	21	41
15:15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	51	1	0	52	66
15:30	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	18	0	0	18	29
15:45	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	3	1	0	4	22
Total	0	0	0	0	0	0	61	0	0	61	0	0	2	0	2	0	93	2	0	95	158
16:00	0	0	0	0	0	2	27	0	0	29	0	0	0	0	0	0	19	0	0	19	48
16:15	0	0	0	0	0	1	28	0	0	29	0	0	40	0	40	0	61	0	0	61	130

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Bar K Ranch Rd & Middle School Driveway (East)
Site Code : 3
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	0	0	0	0	0	15	0	0	15	1	0	5	0	6	0	26	0	0	26	47
16:45	0	0	0	0	0	2	23	0	0	25	0	0	3	0	3	0	16	0	0	16	44
Total	0	0	0	0	0	5	93	0	0	98	1	0	48	0	49	0	122	0	0	122	269
17:00	0	0	0	0	0	2	18	0	0	20	0	0	2	0	2	0	23	0	0	23	45
17:15	0	0	0	0	0	4	26	0	0	30	2	0	1	0	3	0	11	1	0	12	45
17:30	0	0	0	0	0	5	20	0	0	25	0	0	1	0	1	0	21	6	0	27	53
17:45	0	0	0	0	0	0	14	0	0	14	0	0	2	0	2	0	17	3	0	20	36
Total	0	0	0	0	0	11	78	0	0	89	2	0	6	0	8	0	72	10	0	82	179
18:00	0	0	0	0	0	1	18	0	0	19	0	0	1	0	1	0	25	1	0	26	46
18:15	0	0	0	0	0	0	19	0	0	19	2	0	0	0	2	0	22	0	0	22	43
18:30	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	0	14	1	0	15	29
18:45	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	24	0	0	24	32
Total	0	0	0	0	0	1	57	0	0	58	2	0	3	0	5	0	85	2	0	87	150
Grand Total	0	0	0	0	0	33	663	0	0	696	39	0	186	0	225	0	852	31	0	883	1804
Apprch %	0	0	0	0		4.7	95.3	0	0		17.3	0	82.7	0		0	96.5	3.5	0		
Total %	0	0	0	0	0	1.8	36.8	0	0	38.6	2.2	0	10.3	0	12.5	0	47.2	1.7	0	48.9	
Vehicles	0	0	0	0	0	32	625	0	0	657	36	0	185	0	221	0	820	31	0	851	1729
% Vehicles	0	0	0	0	0	97	94.3	0	0	94.4	92.3	0	99.5	0	98.2	0	96.2	100	0	96.4	95.8
Heavy Vehicles	0	0	0	0	0	1	38	0	0	39	3	0	1	0	4	0	32	0	0	32	75
% Heavy Vehicles	0	0	0	0	0	3	5.7	0	0	5.6	7.7	0	0.5	0	1.8	0	3.8	0	0	3.6	4.2

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	**44**	0	0	44	3	0	3	0	6	0	**58**	**3**	0	**61**	**111**
07:30	0	0	0	0	0	**2**	43	0	0	**45**	0	0	7	0	7	0	55	2	0	57	109
07:45	0	0	0	0	0	1	7	0	0	8	0	0	10	0	10	0	9	2	0	11	29
08:00	0	0	0	0	0	1	14	0	0	15	**4**	0	**25**	0	**29**	0	34	1	0	35	79
Total Volume	0	0	0	0	0	4	108	0	0	112	7	0	45	0	52	0	156	8	0	164	328
% App. Total	0	0	0	0		3.6	96.4	0	0		13.5	0	86.5	0		0	95.1	4.9	0		
PHF	.000	.000	.000	.000	.000	.500	.614	.000	.000	.622	.438	.000	.450	.000	.448	.000	.672	.667	.000	.672	.739
Vehicles	0	0	0	0	0	4	106	0	0	110	6	0	45	0	51	0	150	8	0	158	319
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	9
% Heavy Vehicles	0	0	0	0	0	0	1.9	0	0	1.8	14.3	0	0	0	1.9	0	3.8	0	0	3.7	2.7

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:45					07:15				
+0 mins.	0	0	0	0	0	1	14	0	0	15	0	0	10	0	10	0	**58**	**3**	0	**61**
+15 mins.	0	0	0	0	0	0	**44**	0	0	44	4	0	25	0	29	0	55	2	0	57
+30 mins.	0	0	0	0	0	**2**	43	0	0	**45**	**11**	0	**47**	0	**58**	0	9	2	0	11
+45 mins.	0	0	0	0	0	1	7	0	0	8	4	0	5	0	9	0	34	1	0	35
Total Volume	0	0	0	0	0	4	108	0	0	112	19	0	87	0	106	0	156	8	0	164
% App. Total	0	0	0	0		3.6	96.4	0	0		17.9	0	82.1	0		0	95.1	4.9	0	
PHF	.000	.000	.000	.000	.000	.500	.614	.000	.000	.622	.432	.000	.463	.000	.457	.000	.672	.667	.000	.672
Vehicles	0	0	0	0	0	4	105	0	0	109	17	0	86	0	103	0	150	8	0	158
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	0	6	0	0	6
% Heavy Vehicles	0	0	0	0	0	0	2.8	0	0	2.7	10.5	0	1.1	0	2.8	0	3.8	0	0	3.7

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Bar K Ranch Rd & Middle School Driveway (East)
Site Code : 3
Start Date : 4/4/2023
Page No : 3

Groups Printed- Vehicles

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	1	12	0	0	13	1	0	5	0	6	0	1	2	0	3	22
07:15	0	0	0	0	0	0	44	0	0	44	3	0	3	0	6	0	56	3	0	59	109
07:30	0	0	0	0	0	2	42	0	0	44	0	0	7	0	7	0	54	2	0	56	107
07:45	0	0	0	0	0	1	7	0	0	8	0	0	10	0	10	0	9	2	0	11	29
Total	0	0	0	0	0	4	105	0	0	109	4	0	25	0	29	0	120	9	0	129	267
08:00	0	0	0	0	0	1	13	0	0	14	3	0	25	0	28	0	31	1	0	32	74
08:15	0	0	0	0	0	0	6	0	0	6	11	0	47	0	58	0	31	0	0	31	95
08:30	0	0	0	0	0	0	3	0	0	3	3	0	4	0	7	0	28	0	0	28	38
08:45	0	0	0	0	0	0	5	0	0	5	0	0	4	0	4	0	18	1	0	19	28
Total	0	0	0	0	0	1	27	0	0	28	17	0	80	0	97	0	108	2	0	110	235
09:00	0	0	0	0	0	3	8	0	0	11	0	0	0	0	0	0	5	0	0	5	16
09:15	0	0	0	0	0	2	8	0	0	10	1	0	0	0	1	0	6	0	0	6	17
09:30	0	0	0	0	0	3	4	0	0	7	3	0	1	0	4	0	10	0	0	10	21
09:45	0	0	0	0	0	0	6	0	0	6	0	0	3	0	3	0	8	0	0	8	17
Total	0	0	0	0	0	8	26	0	0	34	4	0	4	0	8	0	29	0	0	29	71
10:00	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	17
10:15	0	0	0	0	0	0	9	0	0	9	1	0	2	0	3	0	13	1	0	14	26
10:30	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	0	11	0	0	11	21
10:45	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	0	11	0	0	11	19
Total	0	0	0	0	0	0	31	0	0	31	2	0	6	0	8	0	43	1	0	44	83
11:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14
11:15	0	0	0	0	0	0	10	0	0	10	0	0	2	0	2	0	12	0	0	12	24
11:30	0	0	0	0	0	0	13	0	0	13	1	0	2	0	3	0	9	0	0	9	25
11:45	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	0	11	0	0	11	19
Total	0	0	0	0	0	0	34	0	0	34	1	0	6	0	7	0	41	0	0	41	82
12:00	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	21
12:15	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	15	0	0	15	26
12:30	0	0	0	0	0	1	7	0	0	8	0	0	1	0	1	0	7	0	0	7	16
12:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16
Total	0	0	0	0	0	1	30	0	0	31	1	0	2	0	3	0	45	0	0	45	79
13:00	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	6	0	0	6	15
13:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	14
13:30	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	10	1	0	11	23
13:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	25
Total	0	0	0	0	0	0	40	0	0	40	0	0	2	0	2	0	34	1	0	35	77
14:00	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	0	12	0	0	12	25
14:15	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	15	2	0	17	38
14:30	0	0	0	0	0	1	7	0	0	8	1	0	0	0	1	0	8	2	0	10	19
14:45	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	6	0	0	6	27
Total	0	0	0	0	0	1	60	0	0	61	2	0	1	0	3	0	41	4	0	45	109
15:00	0	0	0	0	0	0	19	0	0	19	0	0	1	0	1	0	14	0	0	14	34
15:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	51	1	0	52	65
15:30	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	16	0	0	16	25
15:45	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	2	1	0	3	21
Total	0	0	0	0	0	0	58	0	0	58	0	0	2	0	2	0	83	2	0	85	145
16:00	0	0	0	0	0	2	27	0	0	29	0	0	0	0	0	0	18	0	0	18	47
16:15	0	0	0	0	0	1	27	0	0	28	0	0	40	0	40	0	61	0	0	61	129
16:30	0	0	0	0	0	0	14	0	0	14	1	0	5	0	6	0	25	0	0	25	45
16:45	0	0	0	0	0	2	23	0	0	25	0	0	3	0	3	0	16	0	0	16	44
Total	0	0	0	0	0	5	91	0	0	96	1	0	48	0	49	0	120	0	0	120	265

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Bar K Ranch Rd & Middle School Driveway (East)
Site Code : 3
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	2	17	0	0	19	0	0	2	0	2	0	23	0	0	23	44
17:15	0	0	0	0	0	4	18	0	0	22	2	0	1	0	3	0	10	1	0	11	36
17:30	0	0	0	0	0	5	19	0	0	24	0	0	1	0	1	0	21	6	0	27	52
17:45	0	0	0	0	0	0	13	0	0	13	0	0	2	0	2	0	17	3	0	20	35
Total	0	0	0	0	0	11	67	0	0	78	2	0	6	0	8	0	71	10	0	81	167
18:00	0	0	0	0	0	1	18	0	0	19	0	0	1	0	1	0	25	1	0	26	46
18:15	0	0	0	0	0	0	18	0	0	18	2	0	0	0	2	0	22	0	0	22	42
18:30	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	0	14	1	0	15	29
18:45	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	24	0	0	24	32
Total	0	0	0	0	0	1	56	0	0	57	2	0	3	0	5	0	85	2	0	87	149
Grand Total	0	0	0	0	0	32	625	0	0	657	36	0	185	0	221	0	820	31	0	851	1729
Apprch %	0	0	0	0		4.9	95.1	0	0		16.3	0	83.7	0		0	96.4	3.6	0		
Total %	0	0	0	0	0	1.9	36.1	0	0	38	2.1	0	10.7	0	12.8	0	47.4	1.8	0	49.2	

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	**44**	0	0	**44**	**3**	0	3	0	6	0	**56**	**3**	0	**59**	**109**
07:30	0	0	0	0	0	**2**	42	0	0	44	0	0	7	0	7	0	54	2	0	56	107
07:45	0	0	0	0	0	1	7	0	0	8	0	0	10	0	10	0	9	2	0	11	29
08:00	0	0	0	0	0	1	13	0	0	14	3	0	**25**	0	**28**	0	31	1	0	32	74
Total Volume	0	0	0	0	0	4	106	0	0	110	6	0	45	0	51	0	150	8	0	158	319
% App. Total	0	0	0	0		3.6	96.4	0	0		11.8	0	88.2	0		0	94.9	5.1	0		
PHF	.000	.000	.000	.000	.000	.500	.602	.000	.000	.625	.500	.000	.450	.000	.455	.000	.670	.667	.000	.669	.732

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**07:15**					**07:30**					**07:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	44	0	0	44	0	0	7	0	7	0	56	3	0	**59**
+15 mins.	0	0	0	0	0	**2**	42	0	0	44	0	0	10	0	10	0	54	2	0	56
+30 mins.	0	0	0	0	0	1	7	0	0	8	3	0	25	0	28	0	9	2	0	11
+45 mins.	0	0	0	0	0	1	13	0	0	14	**11**	0	**47**	0	**58**	0	31	1	0	32
Total Volume	0	0	0	0	0	4	106	0	0	110	14	0	89	0	103	0	150	8	0	158
% App. Total	0	0	0	0		3.6	96.4	0	0		13.6	0	86.4	0		0	94.9	5.1	0	
PHF	.000	.000	.000	.000	.000	.500	.602	.000	.000	.625	.318	.000	.473	.000	.444	.000	.670	.667	.000	.669

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Bar K Ranch Rd & Middle School Driveway (East)
Site Code : 3
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:00	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5
08:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:30	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	4	0	0	4	13
09:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
09:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7
10:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
13:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Bar K Ranch Rd & Middle School Driveway (East)
Site Code : 3
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	9
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	1	0	0	1	12
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	38	0	0	39	3	0	1	0	4	0	32	0	0	32	75
Apprch %	0	0	0	0		2.6	97.4	0	0		75	0	25	0		0	100	0	0		
Total %	0	0	0	0	0	1.3	50.7	0	0	52	4	0	1.3	0	5.3	0	42.7	0	0	42.7	

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	1	0	0	1	**1**	0	0	0	1	0	**3**	0	0	**3**	**5**
08:15	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	1	0	0	1	4
08:30	0	0	0	0	0	0	2	0	0	2	1	0	**1**	0	**2**	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	4	0	0	4	13
% App. Total	0	0	0	0		0	100	0	0		66.7	0	33.3	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500	.000	.250	.000	.375	.000	.333	.000	.000	.333	.650

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**17:00**					**07:45**					**15:00**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	0	0	**7**
+15 mins.	0	0	0	0	0	0	**8**	0	0	**8**	**1**	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	0	1	0	0	1	1	0	**1**	0	**2**	0	1	0	0	1
Total Volume	0	0	0	0	0	0	11	0	0	11	2	0	1	0	3	0	10	0	0	10
% App. Total	0	0	0	0		0	100	0	0		66.7	0	33.3	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.344	.000	.000	.344	.500	.000	.250	.000	.375	.000	.357	.000	.000	.357

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Bar K Ranch Rd & Middle School Driveway (East)
Site Code : 3
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
08:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	6	0	0	6	8
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	31	0	0	31	33
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	169	0	0	169	181
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	182	0	0	182	194

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Bar K Ranch Rd & Middle School Driveway (East)
Site Code : 3
Start Date : 4/4/2023
Page No : 8

Groups Printed- Pedestrians

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
17:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
17:30	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	15	0	0	15	21
17:45	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
Total	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	0	21	0	0	21	31
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
Grand Total	0	0	0	0	0	0	8	0	0	8	0	20	0	0	20	0	252	0	0	252	280
Apprch %	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	2.9	0	0	2.9	0	7.1	0	0	7.1	0	90	0	0	90	

	Southbound					Bar K Ranch Rd Westbound					Middle School Driveway (East) Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:45																					
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	**12**	0	0	**12**	0	**169**	0	0	**169**	**181**
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
Total Volume	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	182	0	0	182	194
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.269	.000	.000	.269	.268

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**17:00**					**15:30**					**15:45**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
+15 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**
+30 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0	0	**4**	0	0	0	0	0	0	**169**	0	0	**169**
+45 mins.	0	0	0	0	0	0	1	0	0	1	0	**12**	0	0	**12**	0	9	0	0	9
Total Volume	0	0	0	0	0	0	7	0	0	7	0	12	0	0	12	0	182	0	0	182
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.438	.000	.000	.438	.000	.250	.000	.000	.250	.000	.269	.000	.000	.269

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - FM 1431 & Middle School Driveway
Site Code : 4
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	47	1	0	48	0	0	0	0	0	12	48	0	0	60	0	0	0	0	0	108
07:15	0	120	3	0	123	0	0	0	0	0	21	84	0	1	106	0	0	9	0	9	238
07:30	0	128	7	0	135	0	0	0	0	0	19	86	0	0	105	0	0	7	0	7	247
07:45	0	71	1	0	72	0	0	0	0	0	23	70	0	0	93	2	0	11	0	13	178
Total	0	366	12	0	378	0	0	0	0	0	75	288	0	1	364	2	0	27	0	29	771
08:00	0	105	8	0	113	0	0	0	0	0	40	71	0	0	111	1	0	6	0	7	231
08:15	0	128	16	0	144	0	0	0	0	0	65	74	0	0	139	4	0	7	0	11	294
08:30	0	114	13	0	127	0	0	0	0	0	19	85	0	0	104	1	0	4	0	5	236
08:45	0	82	2	0	84	0	0	0	0	0	1	65	0	0	66	0	0	3	0	3	153
Total	0	429	39	0	468	0	0	0	0	0	125	295	0	0	420	6	0	20	0	26	914
09:00	0	57	0	0	57	0	0	0	0	0	0	52	0	0	52	0	0	1	0	1	110
09:15	0	69	0	0	69	0	0	0	0	0	1	61	0	0	62	0	0	1	0	1	132
09:30	0	54	1	0	55	0	0	0	0	0	5	56	0	0	61	0	0	2	0	2	118
09:45	0	57	1	0	58	0	0	0	0	0	5	65	0	0	70	0	0	3	0	3	131
Total	0	237	2	0	239	0	0	0	0	0	11	234	0	0	245	0	0	7	0	7	491
10:00	0	53	0	0	53	0	0	0	0	0	1	68	0	0	69	0	0	2	0	2	124
10:15	0	64	0	0	64	0	0	0	0	0	1	47	0	0	48	0	0	3	0	3	115
10:30	0	59	3	0	62	0	0	0	0	0	3	58	0	0	61	0	0	2	0	2	125
10:45	0	74	0	0	74	0	0	0	0	0	1	46	0	0	47	0	0	4	0	4	125
Total	0	250	3	0	253	0	0	0	0	0	6	219	0	0	225	0	0	11	0	11	489
11:00	0	75	0	0	75	0	0	0	0	0	0	51	0	0	51	0	0	1	0	1	127
11:15	0	66	1	0	67	0	0	0	0	0	3	64	0	0	67	0	0	1	0	1	135
11:30	0	56	0	0	56	0	0	0	0	0	3	64	0	0	67	0	0	1	0	1	124
11:45	0	68	0	0	68	0	0	0	0	0	7	65	0	0	72	1	0	2	0	3	143
Total	0	265	1	0	266	0	0	0	0	0	13	244	0	0	257	1	0	5	0	6	529
12:00	0	62	0	0	62	0	0	0	0	0	1	55	0	0	56	0	0	2	0	2	120
12:15	0	67	0	0	67	0	0	0	0	0	5	57	0	0	62	0	0	0	0	0	129
12:30	0	66	0	0	66	0	0	0	0	0	2	55	0	0	57	0	0	2	0	2	125
12:45	0	63	0	0	63	0	0	0	0	0	1	42	0	0	43	0	0	2	0	2	108
Total	0	258	0	0	258	0	0	0	0	0	9	209	0	0	218	0	0	6	0	6	482
13:00	0	66	0	0	66	0	0	0	0	0	3	66	0	0	69	0	0	4	0	4	139
13:15	0	66	1	0	67	0	0	0	0	0	0	70	0	0	70	0	0	0	0	0	137
13:30	0	79	0	0	79	0	0	0	0	0	2	59	0	0	61	0	0	2	0	2	142
13:45	0	55	0	0	55	0	0	0	0	0	1	64	0	0	65	0	0	1	0	1	121
Total	0	266	1	0	267	0	0	0	0	0	6	259	0	0	265	0	0	7	0	7	539
14:00	0	50	0	0	50	0	0	0	0	0	0	60	0	0	60	0	0	2	0	2	112
14:15	0	75	0	0	75	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	141
14:30	0	51	1	0	52	0	0	0	0	0	0	53	0	0	53	0	0	2	0	2	107
14:45	0	57	1	0	58	0	0	0	0	0	0	66	0	0	66	0	0	3	0	3	127
Total	0	233	2	0	235	0	0	0	0	0	0	245	0	0	245	0	0	7	0	7	487
15:00	0	88	6	0	94	0	0	0	0	0	1	85	0	0	86	0	0	4	0	4	184
15:15	0	101	1	0	102	0	0	0	0	0	3	73	0	0	76	0	0	7	0	7	185
15:30	0	74	5	0	79	0	0	0	0	0	11	88	0	0	99	1	0	14	0	15	193
15:45	0	61	2	0	63	0	0	0	0	0	18	88	0	0	106	0	0	2	0	2	171
Total	0	324	14	0	338	0	0	0	0	0	33	334	0	0	367	1	0	27	0	28	733
16:00	0	67	6	0	73	0	0	0	0	0	22	118	0	0	140	3	0	9	0	12	225
16:15	0	137	8	0	145	0	0	0	0	0	21	128	0	0	149	6	0	35	0	41	335

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - FM 1431 & Middle School Driveway
Site Code : 4
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	89	1	0	90	0	0	0	0	0	9	104	0	0	113	0	0	16	0	16	219
16:45	0	91	0	0	91	0	0	0	0	0	1	112	0	0	113	2	0	6	0	8	212
Total	0	384	15	0	399	0	0	0	0	0	53	462	0	0	515	11	0	66	0	77	991
17:00	0	103	1	0	104	0	0	0	0	0	2	92	0	0	94	0	0	1	0	1	199
17:15	0	82	0	0	82	0	0	0	0	0	0	100	0	0	100	0	0	1	0	1	183
17:30	0	91	0	0	91	0	0	0	0	0	0	117	0	0	117	0	0	2	0	2	210
17:45	0	84	0	0	84	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	148
Total	0	360	1	0	361	0	0	0	0	0	2	373	0	0	375	0	0	4	0	4	740
18:00	0	94	0	0	94	0	0	0	0	0	1	79	0	0	80	0	0	1	0	1	175
18:15	0	79	0	0	79	0	0	0	0	0	1	69	0	0	70	0	0	0	0	0	149
18:30	0	54	0	0	54	0	0	0	0	0	0	70	0	0	70	1	0	2	0	3	127
18:45	0	64	0	0	64	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	132
Total	0	291	0	0	291	0	0	0	0	0	2	286	0	0	288	1	0	3	0	4	583
Grand Total	0	3663	90	0	3753	0	0	0	0	0	335	3448	0	1	3784	22	0	190	0	212	7749
Apprch %	0	97.6	2.4	0		0	0	0	0		8.9	91.1	0	0		10.4	0	89.6	0		
Total %	0	47.3	1.2	0	48.4	0	0	0	0	0	4.3	44.5	0	0	48.8	0.3	0	2.5	0	2.7	
Vehicles	0	3572	77	0	3649	0	0	0	0	0	314	3354	0	1	3669	17	0	164	0	181	7499
% Vehicles	0	97.5	85.6	0	97.2	0	0	0	0	0	93.7	97.3	0	100	97	77.3	0	86.3	0	85.4	96.8
Heavy Vehicles	0	91	13	0	104	0	0	0	0	0	21	94	0	0	115	5	0	26	0	31	250
% Heavy Vehicles	0	2.5	14.4	0	2.8	0	0	0	0	0	6.3	2.7	0	0	3	22.7	0	13.7	0	14.6	3.2

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	67	6	0	73	0	0	0	0	0	**22**	118	0	0	140	3	0	9	0	12	225
16:15	0	**137**	**8**	0	**145**	0	0	0	0	0	21	**128**	0	0	**149**	**6**	0	**35**	0	**41**	**335**
16:30	0	89	1	0	90	0	0	0	0	0	9	104	0	0	113	0	0	16	0	16	219
16:45	0	91	0	0	91	0	0	0	0	0	1	112	0	0	113	2	0	6	0	8	212
Total Volume	0	384	15	0	399	0	0	0	0	0	53	462	0	0	515	11	0	66	0	77	991
% App. Total	0	96.2	3.8	0		0	0	0	0		10.3	89.7	0	0		14.3	0	85.7	0		
PHF	.000	.701	.469	.000	.688	.000	.000	.000	.000	.000	.602	.902	.000	.000	.864	.458	.000	.471	.000	.470	.740
Vehicles	0	377	12	0	389	0	0	0	0	0	49	457	0	0	506	11	0	58	0	69	964
% Vehicles																					
Heavy Vehicles	0	7	3	0	10	0	0	0	0	0	4	5	0	0	9	0	0	8	0	8	27
% Heavy Vehicles	0	1.8	20.0	0	2.5	0	0	0	0	0	7.5	1.1	0	0	1.7	0	0	12.1	0	10.4	2.7

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00					07:00					16:00					16:00				
+0 mins.	0	105	8	0	113	0	0	0	0	0	**22**	118	0	0	140	3	0	9	0	12
+15 mins.	0	**128**	**16**	0	**144**	0	0	0	0	0	21	**128**	0	0	**149**	**6**	0	**35**	0	**41**
+30 mins.	0	114	13	0	127	0	0	0	0	0	9	104	0	0	113	0	0	16	0	16
+45 mins.	0	82	2	0	84	0	0	0	0	0	1	112	0	0	113	2	0	6	0	8
Total Volume	0	429	39	0	468	0	0	0	0	0	53	462	0	0	515	11	0	66	0	77
% App. Total	0	91.7	8.3	0		0	0	0	0		10.3	89.7	0	0		14.3	0	85.7	0	
PHF	.000	.838	.609	.000	.813	.000	.000	.000	.000	.000	.602	.902	.000	.000	.864	.458	.000	.471	.000	.470
Vehicles	0	421	38	0	459	0	0	0	0	0	49	457	0	0	506	11	0	58	0	69
% Vehicles																				
Heavy Vehicles	0	8	1	0	9	0	0	0	0	0	4	5	0	0	9	0	0	8	0	8
% Heavy Vehicles	0	1.9	2.6	0	1.9	0	0	0	0	0	7.5	1.1	0	0	1.7	0	0	12.1	0	10.4

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - FM 1431 & Middle School Driveway
Site Code : 4
Start Date : 4/4/2023
Page No : 3

Groups Printed- Vehicles

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	46	1	0	47	0	0	0	0	0	12	45	0	0	57	0	0	0	0	0	104
07:15	0	119	2	0	121	0	0	0	0	0	15	82	0	1	98	0	0	2	0	2	221
07:30	0	128	6	0	134	0	0	0	0	0	19	82	0	0	101	0	0	7	0	7	242
07:45	0	70	1	0	71	0	0	0	0	0	23	70	0	0	93	2	0	10	0	12	176
Total	0	363	10	0	373	0	0	0	0	0	69	279	0	1	349	2	0	19	0	21	743
08:00	0	103	8	0	111	0	0	0	0	0	39	69	0	0	108	1	0	6	0	7	226
08:15	0	126	15	0	141	0	0	0	0	0	60	74	0	0	134	1	0	5	0	6	281
08:30	0	112	13	0	125	0	0	0	0	0	18	81	0	0	99	1	0	4	0	5	229
08:45	0	80	2	0	82	0	0	0	0	0	1	62	0	0	63	0	0	3	0	3	148
Total	0	421	38	0	459	0	0	0	0	0	118	286	0	0	404	3	0	18	0	21	884
09:00	0	56	0	0	56	0	0	0	0	0	0	46	0	0	46	0	0	1	0	1	103
09:15	0	65	0	0	65	0	0	0	0	0	0	57	0	0	57	0	0	1	0	1	123
09:30	0	52	1	0	53	0	0	0	0	0	5	51	0	0	56	0	0	2	0	2	111
09:45	0	56	1	0	57	0	0	0	0	0	5	60	0	0	65	0	0	3	0	3	125
Total	0	229	2	0	231	0	0	0	0	0	10	214	0	0	224	0	0	7	0	7	462
10:00	0	52	0	0	52	0	0	0	0	0	1	64	0	0	65	0	0	2	0	2	119
10:15	0	61	0	0	61	0	0	0	0	0	1	46	0	0	47	0	0	3	0	3	111
10:30	0	59	3	0	62	0	0	0	0	0	3	57	0	0	60	0	0	2	0	2	124
10:45	0	71	0	0	71	0	0	0	0	0	1	46	0	0	47	0	0	4	0	4	122
Total	0	243	3	0	246	0	0	0	0	0	6	213	0	0	219	0	0	11	0	11	476
11:00	0	70	0	0	70	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	121
11:15	0	65	1	0	66	0	0	0	0	0	3	63	0	0	66	0	0	1	0	1	133
11:30	0	56	0	0	56	0	0	0	0	0	3	61	0	0	64	0	0	1	0	1	121
11:45	0	66	0	0	66	0	0	0	0	0	7	61	0	0	68	0	0	2	0	2	136
Total	0	257	1	0	258	0	0	0	0	0	13	235	0	0	248	0	0	5	0	5	511
12:00	0	58	0	0	58	0	0	0	0	0	1	53	0	0	54	0	0	2	0	2	114
12:15	0	65	0	0	65	0	0	0	0	0	5	54	0	0	59	0	0	0	0	0	124
12:30	0	63	0	0	63	0	0	0	0	0	2	51	0	0	53	0	0	2	0	2	118
12:45	0	60	0	0	60	0	0	0	0	0	1	40	0	0	41	0	0	2	0	2	103
Total	0	246	0	0	246	0	0	0	0	0	9	198	0	0	207	0	0	6	0	6	459
13:00	0	64	0	0	64	0	0	0	0	0	3	66	0	0	69	0	0	4	0	4	137
13:15	0	63	1	0	64	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	133
13:30	0	76	0	0	76	0	0	0	0	0	2	58	0	0	60	0	0	2	0	2	138
13:45	0	55	0	0	55	0	0	0	0	0	1	64	0	0	65	0	0	1	0	1	121
Total	0	258	1	0	259	0	0	0	0	0	6	257	0	0	263	0	0	7	0	7	529
14:00	0	48	0	0	48	0	0	0	0	0	0	57	0	0	57	0	0	2	0	2	107
14:15	0	74	0	0	74	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	139
14:30	0	48	0	0	48	0	0	0	0	0	0	51	0	0	51	0	0	1	0	1	100
14:45	0	55	1	0	56	0	0	0	0	0	0	66	0	0	66	0	0	3	0	3	125
Total	0	225	1	0	226	0	0	0	0	0	0	239	0	0	239	0	0	6	0	6	471
15:00	0	84	0	0	84	0	0	0	0	0	1	85	0	0	86	0	0	3	0	3	173
15:15	0	97	1	0	98	0	0	0	0	0	3	70	0	0	73	0	0	2	0	2	173
15:30	0	72	5	0	77	0	0	0	0	0	9	87	0	0	96	0	0	13	0	13	186
15:45	0	59	2	0	61	0	0	0	0	0	17	87	0	0	104	0	0	2	0	2	167
Total	0	312	8	0	320	0	0	0	0	0	30	329	0	0	359	0	0	20	0	20	699
16:00	0	65	5	0	70	0	0	0	0	0	22	118	0	0	140	3	0	8	0	11	221
16:15	0	134	7	0	141	0	0	0	0	0	20	126	0	0	146	6	0	33	0	39	326
16:30	0	88	0	0	88	0	0	0	0	0	6	103	0	0	109	0	0	11	0	11	208
16:45	0	90	0	0	90	0	0	0	0	0	1	110	0	0	111	2	0	6	0	8	209
Total	0	377	12	0	389	0	0	0	0	0	49	457	0	0	506	11	0	58	0	69	964

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - FM 1431 & Middle School Driveway
Site Code : 4
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	100	1	0	101	0	0	0	0	0	2	90	0	0	92	0	0	1	0	1	194
17:15	0	81	0	0	81	0	0	0	0	0	0	93	0	0	93	0	0	1	0	1	175
17:30	0	90	0	0	90	0	0	0	0	0	0	117	0	0	117	0	0	2	0	2	209
17:45	0	81	0	0	81	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	145
Total	0	352	1	0	353	0	0	0	0	0	2	364	0	0	366	0	0	4	0	4	723
18:00	0	93	0	0	93	0	0	0	0	0	1	78	0	0	79	0	0	1	0	1	173
18:15	0	79	0	0	79	0	0	0	0	0	1	68	0	0	69	0	0	0	0	0	148
18:30	0	53	0	0	53	0	0	0	0	0	0	70	0	0	70	1	0	2	0	3	126
18:45	0	64	0	0	64	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	131
Total	0	289	0	0	289	0	0	0	0	0	2	283	0	0	285	1	0	3	0	4	578
Grand Total	0	3572	77	0	3649	0	0	0	0	0	314	3354	0	1	3669	17	0	164	0	181	7499
Apprch %	0	97.9	2.1	0		0	0	0	0		8.6	91.4	0	0		9.4	0	90.6	0		
Total %	0	47.6	1	0	48.7	0	0	0	0	0	4.2	44.7	0	0	48.9	0.2	0	2.2	0	2.4	

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	65	5	0	70	0	0	0	0	0	**22**	118	0	0	140	3	0	8	0	11	221
16:15	0	**134**	**7**	0	**141**	0	0	0	0	0	20	**126**	0	0	**146**	**6**	0	**33**	0	**39**	**326**
16:30	0	88	0	0	88	0	0	0	0	0	6	103	0	0	109	0	0	11	0	11	208
16:45	0	90	0	0	90	0	0	0	0	0	1	110	0	0	111	2	0	6	0	8	209
Total Volume	0	377	12	0	389	0	0	0	0	0	49	457	0	0	506	11	0	58	0	69	964
% App. Total	0	96.9	3.1	0		0	0	0	0		9.7	90.3	0	0		15.9	0	84.1	0		
PHF	.000	.703	.429	.000	.690	.000	.000	.000	.000	.000	.557	.907	.000	.000	.866	.458	.000	.439	.000	.442	.739

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00					**07:00**					**16:00**					**16:00**				
+0 mins.	**0**	**103**	**8**	**0**	**111**	**0**	**0**	**0**	**0**	**0**	22	118	0	0	140	3	0	8	0	11
+15 mins.	0	126	15	0	141	0	0	0	0	0	20	**126**	0	0	**146**	**6**	0	**33**	0	**39**
+30 mins.	0	112	13	0	125	0	0	0	0	0	6	103	0	0	109	0	0	11	0	11
+45 mins.	0	80	2	0	82	0	0	0	0	0	1	110	0	0	111	2	0	6	0	8
Total Volume	0	421	38	0	459	0	0	0	0	0	49	457	0	0	506	11	0	58	0	69
% App. Total	0	91.7	8.3	0		0	0	0	0		9.7	90.3	0	0		15.9	0	84.1	0	
PHF	.000	.835	.633	.000	.814	.000	.000	.000	.000	.000	.557	.907	.000	.000	.866	.458	.000	.439	.000	.442

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - FM 1431 & Middle School Driveway
Site Code : 4
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:15	0	1	1	0	2	0	0	0	0	0	6	2	0	0	8	0	0	7	0	7	17
07:30	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
07:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	3	2	0	5	0	0	0	0	0	6	9	0	0	15	0	0	8	0	8	28
08:00	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
08:15	0	2	1	0	3	0	0	0	0	0	5	0	0	0	5	3	0	2	0	5	13
08:30	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	7
08:45	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	8	1	0	9	0	0	0	0	0	7	9	0	0	16	3	0	2	0	5	30
09:00	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
09:15	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	9
09:30	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
09:45	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	8	0	0	8	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	29
10:00	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
10:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
11:00	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
11:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
11:45	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
Total	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	18
12:00	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
12:15	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:30	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
12:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	12	0	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	23
13:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
13:30	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
14:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
14:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
14:30	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7
14:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	8	1	0	9	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	16
15:00	0	4	6	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
15:15	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	5	0	5	12
15:30	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	1	0	1	0	2	7
15:45	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
Total	0	12	6	0	18	0	0	0	0	0	3	5	0	0	8	1	0	7	0	8	34
16:00	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
16:15	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	9
16:30	0	1	1	0	2	0	0	0	0	0	3	1	0	0	4	0	0	5	0	5	11
16:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	7	3	0	10	0	0	0	0	0	4	5	0	0	9	0	0	8	0	8	27

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - FM 1431 & Middle School Driveway
Site Code : 4
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
17:15	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	91	13	0	104	0	0	0	0	0	21	94	0	0	115	5	0	26	0	31	250
Apprch %	0	87.5	12.5	0		0	0	0	0		18.3	81.7	0	0		16.1	0	83.9	0		
Total %	0	36.4	5.2	0	41.6	0	0	0	0	0	8.4	37.6	0	0	46	2	0	10.4	0	12.4	

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	**4**	**6**	0	**10**	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
15:15	0	4	0	0	4	0	0	0	0	0	0	**3**	0	0	**3**	0	0	**5**	0	**5**	**12**
15:30	0	2	0	0	2	0	0	0	0	0	**2**	1	0	0	3	**1**	0	1	0	2	7
15:45	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
Total Volume	0	12	6	0	18	0	0	0	0	0	3	5	0	0	8	1	0	7	0	8	34
% App. Total	0	66.7	33.3	0		0	0	0	0		37.5	62.5	0	0		12.5	0	87.5	0		
PHF	.000	.750	.250	.000	.450	.000	.000	.000	.000	.000	.375	.417	.000	.000	.667	.250	.000	.350	.000	.400	.708

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	14:30					**07:00**					**09:00**					**07:00**				
+0 mins.	**0**	**3**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	0	0	**6**	0	0	0	0	0
+15 mins.	0	2	0	0	2	0	0	0	0	0	**1**	4	0	0	5	0	0	**7**	0	**7**
+30 mins.	0	**4**	**6**	0	**10**	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
+45 mins.	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1
Total Volume	0	13	7	0	20	0	0	0	0	0	1	20	0	0	21	0	0	8	0	8
% App. Total	0	65	35	0		0	0	0	0		4.8	95.2	0	0		0	0	100	0	
PHF	.000	.813	.292	.000	.500	.000	.000	.000	.000	.000	.250	.833	.000	.000	.875	.000	.000	.286	.000	.286

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - FM 1431 & Middle School Driveway
Site Code : 4
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - FM 1431 & Middle School Driveway
Site Code : 4
Start Date : 4/4/2023
Page No : 8

Groups Printed- Pedestrians

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	FM 1431 Southbound					Westbound					FM 1431 Northbound					Middle School Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume																				
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Lohman Ford Rd & Northland Dr
Site Code : 5
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	53	0	0	53	0	0	0	0	0	0	185	0	0	185	3	0	0	0	3	241
07:15	0	121	1	0	122	0	0	0	0	0	0	234	0	0	234	6	0	2	0	8	364
07:30	0	154	1	0	155	0	0	0	0	0	1	247	0	0	248	3	0	2	0	5	408
07:45	0	137	0	0	137	0	0	0	0	0	0	224	0	0	224	4	0	2	0	6	367
Total	0	465	2	0	467	0	0	0	0	0	1	890	0	0	891	16	0	6	0	22	1380
08:00	0	135	1	0	136	0	0	0	0	0	1	190	0	0	191	3	0	0	0	3	330
08:15	0	162	3	0	165	0	0	0	0	0	0	234	0	0	234	1	0	2	0	3	402
08:30	0	158	2	0	160	0	0	0	0	0	1	180	0	0	181	1	0	2	0	3	344
08:45	0	136	4	0	140	0	0	0	0	0	0	185	0	0	185	6	0	0	0	6	331
Total	0	591	10	0	601	0	0	0	0	0	2	789	0	0	791	11	0	4	0	15	1407
09:00	0	103	5	0	108	0	0	0	0	0	1	144	0	1	146	3	0	0	0	3	257
09:15	0	128	1	0	129	0	0	0	0	0	3	162	0	0	165	1	0	0	0	1	295
09:30	0	104	2	0	106	0	0	0	0	0	0	163	0	0	163	2	0	1	0	3	272
09:45	0	113	1	0	114	0	0	0	0	0	1	154	0	0	155	0	0	0	0	0	269
Total	0	448	9	0	457	0	0	0	0	0	5	623	0	1	629	6	0	1	0	7	1093
10:00	0	101	1	0	102	0	0	0	0	0	1	159	0	0	160	1	0	2	0	3	265
10:15	0	133	0	0	133	0	0	0	0	0	0	173	0	0	173	1	0	0	0	1	307
10:30	0	108	4	0	112	0	0	0	0	0	0	180	0	0	180	0	0	0	0	0	292
10:45	0	113	0	0	113	0	0	0	0	0	0	130	0	0	130	0	0	2	0	2	245
Total	0	455	5	0	460	0	0	0	0	0	1	642	0	0	643	2	0	4	0	6	1109
11:00	0	112	2	0	114	0	0	0	0	0	1	157	0	1	159	2	0	1	0	3	276
11:15	0	128	2	0	130	0	0	0	0	0	0	156	0	0	156	2	0	0	0	2	288
11:30	0	118	4	0	122	0	0	0	0	0	1	150	0	0	151	2	0	1	0	3	276
11:45	0	122	2	0	124	0	0	0	0	0	1	151	0	0	152	2	0	0	0	2	278
Total	0	480	10	0	490	0	0	0	0	0	3	614	0	1	618	8	0	2	0	10	1118
12:00	0	143	3	0	146	0	0	0	0	0	0	160	0	0	160	2	0	1	0	3	309
12:15	0	141	0	0	141	0	0	0	0	0	3	133	0	0	136	0	0	2	0	2	279
12:30	0	153	0	0	153	0	0	0	0	0	1	133	0	1	135	3	0	0	0	3	291
12:45	0	135	1	0	136	0	0	0	0	0	0	136	0	0	136	0	0	0	0	0	272
Total	0	572	4	0	576	0	0	0	0	0	4	562	0	1	567	5	0	3	0	8	1151
13:00	0	153	0	0	153	0	0	0	0	0	0	160	0	0	160	0	0	1	0	1	314
13:15	0	142	0	0	142	0	0	0	0	0	0	144	0	0	144	3	0	1	0	4	290
13:30	0	164	0	0	164	0	0	0	0	0	1	121	0	0	122	7	0	0	0	7	293
13:45	0	153	5	0	158	0	0	0	0	0	0	125	0	0	125	0	0	0	0	0	283
Total	0	612	5	0	617	0	0	0	0	0	1	550	0	0	551	10	0	2	0	12	1180
14:00	0	135	3	0	138	0	0	0	0	0	0	133	0	0	133	0	0	1	0	1	272
14:15	0	146	1	0	147	0	0	0	0	0	1	127	0	0	128	1	0	3	0	4	279
14:30	0	151	5	0	156	0	0	0	0	0	2	126	0	0	128	0	0	0	0	0	284
14:45	0	178	2	0	180	0	0	0	0	0	0	139	0	0	139	2	0	3	0	5	324
Total	0	610	11	0	621	0	0	0	0	0	3	525	0	0	528	3	0	7	0	10	1159
15:00	0	166	2	0	168	0	0	0	0	0	1	146	0	0	147	1	0	0	0	1	316
15:15	0	219	3	0	222	0	0	0	0	0	2	155	0	0	157	3	0	1	0	4	383
15:30	0	163	3	0	166	0	0	0	0	0	3	198	0	0	201	3	0	0	0	3	370
15:45	0	210	3	0	213	0	0	0	0	0	0	175	0	0	175	1	0	2	0	3	391
Total	0	758	11	0	769	0	0	0	0	0	6	674	0	0	680	8	0	3	0	11	1460
16:00	0	188	4	0	192	0	0	0	0	0	1	146	0	0	147	4	0	0	0	4	343
16:15	0	263	1	0	264	0	0	0	0	0	1	195	0	0	196	3	0	1	0	4	464

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Lohman Ford Rd & Northland Dr
Site Code : 5
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	262	2	0	264	0	0	0	0	0	2	198	0	0	200	2	0	2	0	4	468
16:45	0	257	1	0	258	0	0	0	0	0	4	161	0	0	165	3	0	0	0	3	426
Total	0	970	8	0	978	0	0	0	0	0	8	700	0	0	708	12	0	3	0	15	1701
17:00	0	207	2	0	209	0	0	0	0	0	0	183	0	0	183	2	0	0	0	2	394
17:15	0	230	3	0	233	0	0	0	0	0	3	159	0	0	162	1	0	1	0	2	397
17:30	0	194	3	0	197	0	0	0	0	0	5	173	0	0	178	0	0	2	0	2	377
17:45	0	213	6	0	219	0	0	0	0	0	0	141	0	0	141	1	0	1	0	2	362
Total	0	844	14	0	858	0	0	0	0	0	8	656	0	0	664	4	0	4	0	8	1530
18:00	0	212	3	0	215	0	0	0	0	0	0	120	0	0	120	2	0	0	0	2	337
18:15	0	235	1	0	236	0	0	0	0	0	2	119	0	0	121	1	0	1	0	2	359
18:30	0	172	2	0	174	0	0	0	0	0	1	117	0	0	118	2	0	1	0	3	295
18:45	0	194	4	0	198	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	290
Total	0	813	10	0	823	0	0	0	0	0	3	448	0	0	451	5	0	2	0	7	1281
Grand Total	0	7618	99	0	7717	0	0	0	0	0	45	7673	0	3	7721	90	0	41	0	131	15569
Apprch %	0	98.7	1.3	0		0	0	0	0		0.6	99.4	0	0		68.7	0	31.3	0		
Total %	0	48.9	0.6	0	49.6	0	0	0	0	0	0.3	49.3	0	0	49.6	0.6	0	0.3	0	0.8	
Vehicles	0	7440	93	0	7533	0	0	0	0	0	44	7495	0	3	7542	87	0	40	0	127	15202
% Vehicles	0	97.7	93.9	0	97.6	0	0	0	0	0	97.8	97.7	0	100	97.7	96.7	0	97.6	0	96.9	97.6
Heavy Vehicles	0	178	6	0	184	0	0	0	0	0	1	178	0	0	179	3	0	1	0	4	367
% Heavy Vehicles	0	2.3	6.1	0	2.4	0	0	0	0	0	2.2	2.3	0	0	2.3	3.3	0	2.4	0	3.1	2.4

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	**263**	1	0	**264**	0	0	0	0	0	1	195	0	0	196	**3**	0	1	0	**4**	464
16:30	0	262	**2**	0	264	0	0	0	0	0	2	**198**	0	0	**200**	2	0	**2**	0	4	**468**
16:45	0	257	1	0	258	0	0	0	0	0	**4**	161	0	0	165	3	0	0	0	3	426
17:00	0	207	2	0	209	0	0	0	0	0	0	183	0	0	183	2	0	0	0	2	394
Total Volume	0	989	6	0	995	0	0	0	0	0	7	737	0	0	744	10	0	3	0	13	1752
% App. Total	0	99.4	0.6	0		0	0	0	0		0.9	99.1	0	0		76.9	0	23.1	0		
PHF	.000	.940	.750	.000	.942	.000	.000	.000	.000	.000	.438	.931	.000	.000	.930	.833	.000	.375	.000	.813	.936
Vehicles	0	970	6	0	976	0	0	0	0	0	7	719	0	0	726	10	0	3	0	13	1715
% Vehicles																					
Heavy Vehicles	0	19	0	0	19	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	37
% Heavy Vehicles	0	1.9	0	0	1.9	0	0	0	0	0	0	2.4	0	0	2.4	0	0	0	0	0	2.1

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					07:00					07:15					07:00				
+0 mins.	0	**263**	1	0	**264**	0	0	0	0	0	0	234	0	0	234	3	0	0	0	3
+15 mins.	0	262	**2**	0	264	0	0	0	0	0	**1**	**247**	0	0	**248**	**6**	0	**2**	0	**8**
+30 mins.	0	257	1	0	258	0	0	0	0	0	0	224	0	0	224	3	0	2	0	5
+45 mins.	0	207	2	0	209	0	0	0	0	0	1	190	0	0	191	4	0	2	0	6
Total Volume	0	989	6	0	995	0	0	0	0	0	2	895	0	0	897	16	0	6	0	22
% App. Total	0	99.4	0.6	0		0	0	0	0		0.2	99.8	0	0		72.7	0	27.3	0	
PHF	.000	.940	.750	.000	.942	.000	.000	.000	.000	.000	.500	.906	.000	.000	.904	.667	.000	.750	.000	.688
Vehicles	0	970	6	0	976	0	0	0	0	0	2	879	0	0	881	16	0	6	0	22
% Vehicles																				
Heavy Vehicles	0	19	0	0	19	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0
% Heavy Vehicles	0	1.9	0	0	1.9	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Lohman Ford Rd & Northland Dr
Site Code : 5
Start Date : 4/4/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	48	0	0	48	0	0	0	0	0	0	181	0	0	181	3	0	0	0	3	232
07:15	0	114	1	0	115	0	0	0	0	0	0	228	0	0	228	6	0	2	0	8	351
07:30	0	152	1	0	153	0	0	0	0	0	1	244	0	0	245	3	0	2	0	5	403
07:45	0	136	0	0	136	0	0	0	0	0	0	221	0	0	221	4	0	2	0	6	363
Total	0	450	2	0	452	0	0	0	0	0	1	874	0	0	875	16	0	6	0	22	1349
08:00	0	131	1	0	132	0	0	0	0	0	1	186	0	0	187	3	0	0	0	3	322
08:15	0	159	3	0	162	0	0	0	0	0	0	227	0	0	227	1	0	2	0	3	392
08:30	0	153	2	0	155	0	0	0	0	0	1	178	0	0	179	1	0	2	0	3	337
08:45	0	129	4	0	133	0	0	0	0	0	0	180	0	0	180	6	0	0	0	6	319
Total	0	572	10	0	582	0	0	0	0	0	2	771	0	0	773	11	0	4	0	15	1370
09:00	0	100	5	0	105	0	0	0	0	0	1	141	0	1	143	3	0	0	0	3	251
09:15	0	121	1	0	122	0	0	0	0	0	3	157	0	0	160	1	0	0	0	1	283
09:30	0	103	2	0	105	0	0	0	0	0	0	154	0	0	154	2	0	1	0	3	262
09:45	0	109	1	0	110	0	0	0	0	0	1	154	0	0	155	0	0	0	0	0	265
Total	0	433	9	0	442	0	0	0	0	0	5	606	0	1	612	6	0	1	0	7	1061
10:00	0	99	1	0	100	0	0	0	0	0	1	156	0	0	157	1	0	2	0	3	260
10:15	0	130	0	0	130	0	0	0	0	0	0	172	0	0	172	1	0	0	0	1	303
10:30	0	102	2	0	104	0	0	0	0	0	0	174	0	0	174	0	0	0	0	0	278
10:45	0	108	0	0	108	0	0	0	0	0	0	130	0	0	130	0	0	1	0	1	239
Total	0	439	3	0	442	0	0	0	0	0	1	632	0	0	633	2	0	3	0	5	1080
11:00	0	107	2	0	109	0	0	0	0	0	0	150	0	1	151	1	0	1	0	2	262
11:15	0	125	1	0	126	0	0	0	0	0	0	150	0	0	150	2	0	0	0	2	278
11:30	0	114	3	0	117	0	0	0	0	0	1	145	0	0	146	2	0	1	0	3	266
11:45	0	121	2	0	123	0	0	0	0	0	1	149	0	0	150	2	0	0	0	2	275
Total	0	467	8	0	475	0	0	0	0	0	2	594	0	1	597	7	0	2	0	9	1081
12:00	0	138	3	0	141	0	0	0	0	0	0	155	0	0	155	2	0	1	0	3	299
12:15	0	140	0	0	140	0	0	0	0	0	3	129	0	0	132	0	0	2	0	2	274
12:30	0	148	0	0	148	0	0	0	0	0	1	130	0	1	132	3	0	0	0	3	283
12:45	0	131	1	0	132	0	0	0	0	0	0	133	0	0	133	0	0	0	0	0	265
Total	0	557	4	0	561	0	0	0	0	0	4	547	0	1	552	5	0	3	0	8	1121
13:00	0	149	0	0	149	0	0	0	0	0	0	157	0	0	157	0	0	1	0	1	307
13:15	0	135	0	0	135	0	0	0	0	0	0	142	0	0	142	3	0	1	0	4	281
13:30	0	161	0	0	161	0	0	0	0	0	1	118	0	0	119	6	0	0	0	6	286
13:45	0	149	5	0	154	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	274
Total	0	594	5	0	599	0	0	0	0	0	1	537	0	0	538	9	0	2	0	11	1148
14:00	0	130	2	0	132	0	0	0	0	0	0	128	0	0	128	0	0	1	0	1	261
14:15	0	145	1	0	146	0	0	0	0	0	1	121	0	0	122	0	0	3	0	3	271
14:30	0	145	5	0	150	0	0	0	0	0	2	124	0	0	126	0	0	0	0	0	276
14:45	0	174	2	0	176	0	0	0	0	0	0	133	0	0	133	2	0	3	0	5	314
Total	0	594	10	0	604	0	0	0	0	0	3	506	0	0	509	2	0	7	0	9	1122
15:00	0	162	2	0	164	0	0	0	0	0	1	142	0	0	143	1	0	0	0	1	308
15:15	0	209	2	0	211	0	0	0	0	0	2	150	0	0	152	3	0	1	0	4	367
15:30	0	159	3	0	162	0	0	0	0	0	3	194	0	0	197	3	0	0	0	3	362
15:45	0	207	3	0	210	0	0	0	0	0	0	171	0	0	171	1	0	2	0	3	384
Total	0	737	10	0	747	0	0	0	0	0	6	657	0	0	663	8	0	3	0	11	1421
16:00	0	184	4	0	188	0	0	0	0	0	1	146	0	0	147	4	0	0	0	4	339
16:15	0	257	1	0	258	0	0	0	0	0	1	186	0	0	187	3	0	1	0	4	449
16:30	0	255	2	0	257	0	0	0	0	0	2	195	0	0	197	2	0	2	0	4	458
16:45	0	256	1	0	257	0	0	0	0	0	4	158	0	0	162	3	0	0	0	3	422
Total	0	952	8	0	960	0	0	0	0	0	8	685	0	0	693	12	0	3	0	15	1668

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Lohman Ford Rd & Northland Dr
Site Code : 5
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	202	2	0	204	0	0	0	0	0	0	180	0	0	180	2	0	0	0	2	386
17:15	0	228	3	0	231	0	0	0	0	0	3	149	0	0	152	1	0	1	0	2	385
17:30	0	193	3	0	196	0	0	0	0	0	5	171	0	0	176	0	0	2	0	2	374
17:45	0	212	6	0	218	0	0	0	0	0	0	141	0	0	141	1	0	1	0	2	361
Total	0	835	14	0	849	0	0	0	0	0	8	641	0	0	649	4	0	4	0	8	1506
18:00	0	211	3	0	214	0	0	0	0	0	0	119	0	0	119	2	0	0	0	2	335
18:15	0	234	1	0	235	0	0	0	0	0	2	118	0	0	120	1	0	1	0	2	357
18:30	0	172	2	0	174	0	0	0	0	0	1	116	0	0	117	2	0	1	0	3	294
18:45	0	193	4	0	197	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	289
Total	0	810	10	0	820	0	0	0	0	0	3	445	0	0	448	5	0	2	0	7	1275
Grand Total	0	7440	93	0	7533	0	0	0	0	0	44	7495	0	3	7542	87	0	40	0	127	15202
Apprch %	0	98.8	1.2	0		0	0	0	0		0.6	99.4	0	0		68.5	0	31.5	0		
Total %	0	48.9	0.6	0	49.6	0	0	0	0	0	0.3	49.3	0	0	49.6	0.6	0	0.3	0	0.8	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	**257**	1	0	**258**	0	0	0	0	0	1	186	0	0	187	**3**	0	1	0	**4**	449
16:30	0	255	**2**	0	257	0	0	0	0	0	2	**195**	0	0	**197**	2	0	**2**	0	4	**458**
16:45	0	256	1	0	257	0	0	0	0	0	**4**	158	0	0	162	3	0	0	0	3	422
17:00	0	202	2	0	204	0	0	0	0	0	0	180	0	0	180	2	0	0	0	2	386
Total Volume	0	970	6	0	976	0	0	0	0	0	7	719	0	0	726	10	0	3	0	13	1715
% App. Total	0	99.4	0.6	0		0	0	0	0		1	99	0	0		76.9	0	23.1	0		
PHF	.000	.944	.750	.000	.946	.000	.000	.000	.000	.000	.438	.922	.000	.000	.921	.833	.000	.375	.000	.813	.936

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**07:00**					**07:15**					**07:00**				
+0 mins.	**0**	257	1	0	258	0	0	0	0	0	0	228	0	0	228	3	0	0	0	3
+15 mins.	0	255	2	0	257	0	0	0	0	0	1	**244**	0	0	**245**	**6**	0	**2**	0	**8**
+30 mins.	0	256	1	0	257	0	0	0	0	0	0	221	0	0	221	3	0	2	0	5
+45 mins.	0	202	2	0	204	0	0	0	0	0	1	186	0	0	187	4	0	2	0	6
Total Volume	0	970	6	0	976	0	0	0	0	0	2	879	0	0	881	16	0	6	0	22
% App. Total	0	99.4	0.6	0		0	0	0	0		0.2	99.8	0	0		72.7	0	27.3	0	
PHF	.000	.944	.750	.000	.946	.000	.000	.000	.000	.000	.500	.901	.000	.000	.899	.667	.000	.750	.000	.688

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Lohman Ford Rd & Northland Dr
Site Code : 5
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
07:15	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
07:30	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
07:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	15	0	0	15	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	31
08:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
08:15	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
08:30	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
08:45	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
Total	0	19	0	0	19	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	37
09:00	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
09:15	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
09:30	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
09:45	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	15	0	0	15	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	32
10:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
10:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
10:30	0	6	2	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
10:45	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
Total	0	16	2	0	18	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	29
11:00	0	5	0	0	5	0	0	0	0	0	1	7	0	0	8	1	0	0	0	1	14
11:15	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
11:30	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
11:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	13	2	0	15	0	0	0	0	0	1	20	0	0	21	1	0	0	0	1	37
12:00	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
12:15	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
12:30	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
12:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	15	0	0	15	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	30
13:00	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
13:15	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
13:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
13:45	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	0	18	0	0	18	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	32
14:00	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
14:15	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	8
14:30	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
14:45	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total	0	16	1	0	17	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	37
15:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
15:15	0	10	1	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16
15:30	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
15:45	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	21	1	0	22	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	39
16:00	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
16:30	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
16:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	18	0	0	18	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	33

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Lohman Ford Rd & Northland Dr
Site Code : 5
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
17:15	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
17:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	24
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Grand Total	0	178	6	0	184	0	0	0	0	0	1	178	0	0	179	3	0	1	0	4	367
Apprch %	0	96.7	3.3	0		0	0	0	0		0.6	99.4	0	0		75	0	25	0		
Total %	0	48.5	1.6	0	50.1	0	0	0	0	0	0.3	48.5	0	0	48.8	0.8	0	0.3	0	1.1	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30																					
10:30	0	**6**	**2**	0	**8**	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	**14**
10:45	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	6
11:00	0	5	0	0	5	0	0	0	0	0	**1**	**7**	0	0	**8**	**1**	0	0	0	1	14
11:15	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total Volume	0	19	3	0	22	0	0	0	0	0	1	19	0	0	20	1	0	1	0	2	44
% App. Total	0	86.4	13.6	0		0	0	0	0		5	95	0	0		50	0	50	0		
PHF	.000	.792	.375	.000	.688	.000	.000	.000	.000	.000	.250	.679	.000	.000	.625	.250	.000	.250	.000	.500	.786

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	14:30					**07:00**					**08:45**					**10:15**				
+0 mins.	**0**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
+15 mins.	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
+30 mins.	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**5**	**0**	**0**	**1**	0	**1**
+45 mins.	0	**10**	**1**	0	**11**	0	0	0	0	0	0	**9**	0	0	**9**	**1**	0	0	0	1
Total Volume	0	24	1	0	25	0	0	0	0	0	0	22	0	0	22	1	0	1	0	2
% App. Total	0	96	4	0		0	0	0	0		0	100	0	0		50	0	50	0	
PHF	.000	.600	.250	.000	.568	.000	.000	.000	.000	.000	.000	.611	.000	.000	.611	.250	.000	.250	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Lohman Ford Rd & Northland Dr
Site Code : 5
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	7
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Lohman Ford Rd & Northland Dr
Site Code : 5
Start Date : 4/4/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	10	0	0	10	11
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	9.1	0	0	9.1	0	90.9	0	0	90.9	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Northland Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45																					
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	2	0	0	2	**3**
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	7
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.583

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					11:15					11:45				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Lohman Ford Rd & Ridgeview Rd
Site Code : 6
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	59	1	0	60	0	0	0	0	0	0	179	0	0	179	5	1	5	0	11	250
07:15	0	116	4	0	120	0	0	0	0	0	11	224	6	0	241	8	0	9	0	17	378
07:30	0	158	1	0	159	1	0	1	0	2	6	252	1	0	259	5	1	8	0	14	434
07:45	2	136	5	0	143	1	0	0	0	1	5	224	2	0	231	7	0	14	0	21	396
Total	2	469	11	0	482	2	0	1	0	3	22	879	9	0	910	25	2	36	0	63	1458
08:00	1	124	2	0	127	3	1	0	0	4	9	178	4	0	191	6	0	7	0	13	335
08:15	0	164	2	0	166	2	1	1	0	4	4	224	2	0	230	6	0	14	0	20	420
08:30	1	160	4	0	165	2	0	0	0	2	7	197	2	0	206	1	1	12	0	14	387
08:45	0	110	2	0	112	4	0	0	0	4	5	178	2	0	185	2	0	2	0	4	305
Total	2	558	10	0	570	11	2	1	0	14	25	777	10	0	812	15	1	35	0	51	1447
09:00	1	115	3	0	119	1	0	0	0	1	1	143	3	0	147	5	0	3	0	8	275
09:15	1	115	2	0	118	2	0	0	0	2	3	155	1	0	159	4	0	7	0	11	290
09:30	2	112	2	0	116	2	1	0	0	3	2	166	1	0	169	3	1	3	0	7	295
09:45	1	110	5	0	116	1	0	0	0	1	2	135	6	0	143	7	0	2	0	9	269
Total	5	452	12	0	469	6	1	0	0	7	8	599	11	0	618	19	1	15	0	35	1129
10:00	1	100	3	0	104	2	0	0	0	2	1	158	1	0	160	6	1	0	0	7	273
10:15	0	123	5	0	128	2	2	0	0	4	4	170	6	0	180	1	0	3	0	4	316
10:30	2	97	4	0	103	0	0	0	0	0	2	178	5	0	185	6	1	4	0	11	299
10:45	2	114	6	0	122	3	1	0	0	4	4	121	6	1	132	1	1	2	0	4	262
Total	5	434	18	0	457	7	3	0	0	10	11	627	18	1	657	14	3	9	0	26	1150
11:00	4	115	2	0	121	2	0	0	0	2	2	151	4	0	157	6	0	2	0	8	288
11:15	2	121	0	0	123	2	0	0	0	2	4	150	6	0	160	7	0	0	0	7	292
11:30	1	112	1	0	114	1	0	1	0	2	1	145	3	0	149	4	0	1	0	5	270
11:45	2	124	0	0	126	3	1	0	0	4	1	152	5	0	158	3	0	3	0	6	294
Total	9	472	3	0	484	8	1	1	0	10	8	598	18	0	624	20	0	6	0	26	1144
12:00	2	132	3	0	137	6	0	1	0	7	1	157	1	0	159	1	0	0	0	1	304
12:15	0	144	5	0	149	1	0	0	0	1	0	142	2	0	144	1	0	2	0	3	297
12:30	0	150	7	0	157	0	0	0	0	0	3	137	3	0	143	5	3	4	0	12	312
12:45	2	138	2	0	142	0	0	1	0	1	3	129	1	0	133	2	0	4	0	6	282
Total	4	564	17	0	585	7	0	2	0	9	7	565	7	0	579	9	3	10	0	22	1195
13:00	0	157	5	0	162	1	0	1	0	2	1	154	4	0	159	3	1	4	0	8	331
13:15	1	143	4	0	148	0	0	0	0	0	2	140	2	0	144	3	0	2	0	5	297
13:30	1	149	5	0	155	0	0	0	0	0	2	112	6	0	120	1	0	1	0	2	277
13:45	2	157	8	0	167	0	0	0	0	0	5	124	4	0	133	5	0	5	0	10	310
Total	4	606	22	0	632	1	0	1	0	2	10	530	16	0	556	12	1	12	0	25	1215
14:00	0	135	1	0	136	0	1	0	0	1	6	119	3	0	128	2	0	6	0	8	273
14:15	2	134	5	0	141	1	0	0	0	1	4	136	6	0	146	2	0	3	0	5	293
14:30	1	151	5	0	157	0	0	0	0	0	4	119	5	0	128	0	0	1	0	1	286
14:45	2	179	4	0	185	2	0	1	0	3	2	134	6	0	142	2	0	6	0	8	338
Total	5	599	15	0	619	3	1	1	0	5	16	508	20	0	544	6	0	16	0	22	1190
15:00	0	168	2	0	170	0	0	1	0	1	5	142	6	0	153	1	3	5	0	9	333
15:15	0	208	5	0	213	2	0	0	0	2	5	151	2	0	158	4	0	6	0	10	383
15:30	1	160	7	0	168	4	0	0	0	4	8	193	1	0	202	1	0	5	0	6	380
15:45	1	198	2	0	201	0	0	1	0	1	1	167	4	0	172	2	1	2	0	5	379
Total	2	734	16	0	752	6	0	2	0	8	19	653	13	0	685	8	4	18	0	30	1475
16:00	1	190	6	0	197	1	0	0	0	1	5	150	1	0	156	0	0	7	0	7	361
16:15	0	250	8	0	258	0	0	0	0	0	9	187	3	0	199	3	0	16	0	19	476

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Lohman Ford Rd & Ridgeview Rd
Site Code : 6
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	256	2	0	258	0	0	0	0	0	7	206	3	0	216	2	1	6	0	9	483
16:45	0	252	11	0	263	0	1	1	0	2	6	156	5	0	167	0	0	2	0	2	434
Total	1	948	27	0	976	1	1	1	0	3	27	699	12	0	738	5	1	31	0	37	1754
17:00	0	207	4	0	211	5	0	0	0	5	6	184	3	0	193	1	0	5	0	6	415
17:15	0	226	9	0	235	2	0	0	0	2	7	160	2	0	169	4	0	9	0	13	419
17:30	1	192	3	0	196	0	0	0	0	0	7	170	1	0	178	3	0	5	0	8	382
17:45	0	219	6	0	225	0	0	0	0	0	2	137	0	0	139	5	0	10	0	15	379
Total	1	844	22	0	867	7	0	0	0	7	22	651	6	0	679	13	0	29	0	42	1595
18:00	0	203	3	0	206	0	0	0	0	0	4	117	0	0	121	4	0	12	0	16	343
18:15	0	225	7	0	232	0	0	0	0	0	4	118	0	0	122	1	0	2	0	3	357
18:30	0	173	6	0	179	0	0	0	0	0	3	116	0	0	119	1	0	6	0	7	305
18:45	0	194	3	0	197	0	0	0	0	0	3	89	0	0	92	5	0	4	0	9	298
Total	0	795	19	0	814	0	0	0	0	0	14	440	0	0	454	11	0	24	0	35	1303
Grand Total	40	7475	192	0	7707	59	9	10	0	78	189	7526	140	1	7856	157	16	241	0	414	16055
Apprch %	0.5	97	2.5	0		75.6	11.5	12.8	0		2.4	95.8	1.8	0		37.9	3.9	58.2	0		
Total %	0.2	46.6	1.2	0	48	0.4	0.1	0.1	0	0.5	1.2	46.9	0.9	0	48.9	1	0.1	1.5	0	2.6	
Vehicles	39	7297	188	0	7524	59	9	10	0	78	185	7354	140	1	7680	152	16	240	0	408	15690
% Vehicles	97.5	97.6	97.9	0	97.6	100	100	100	0	100	97.9	97.7	100	100	97.8	96.8	100	99.6	0	98.6	97.7
Heavy Vehicles	1	178	4	0	183	0	0	0	0	0	4	172	0	0	176	5	0	1	0	6	365
% Heavy Vehicles	2.5	2.4	2.1	0	2.4	0	0	0	0	0	2.1	2.3	0	0	2.2	3.2	0	0.4	0	1.4	2.3

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	250	8	0	258	0	0	0	0	0	**9**	187	3	0	199	**3**	0	**16**	0	**19**	476
16:30	0	**256**	2	0	258	0	0	0	0	0	7	**206**	3	0	**216**	2	**1**	6	0	9	**483**
16:45	0	252	**11**	0	**263**	0	**1**	**1**	0	2	6	156	**5**	0	167	0	0	2	0	2	434
17:00	0	207	4	0	211	**5**	0	0	0	**5**	6	184	3	0	193	1	0	5	0	6	415
Total Volume	0	965	25	0	990	5	1	1	0	7	28	733	14	0	775	6	1	29	0	36	1808
% App. Total	0	97.5	2.5	0		71.4	14.3	14.3	0		3.6	94.6	1.8	0		16.7	2.8	80.6	0		
PHF	.000	.942	.568	.000	.941	.250	.250	.250	.000	.350	.778	.890	.700	.000	.897	.500	.250	.453	.000	.474	.936
Vehicles	0	946	25	0	971	5	1	1	0	7	27	715	14	0	756	5	1	29	0	35	1769
% Vehicles																					
Heavy Vehicles	0	19	0	0	19	0	0	0	0	0	1	18	0	0	19	1	0	0	0	1	39
% Heavy Vehicles	0	2.0	0	0	1.9	0	0	0	0	0	3.6	2.5	0	0	2.5	16.7	0	0	0	2.8	2.2

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					11:15					07:15					07:30				
+0 mins.	0	250	8	0	258	2	0	0	0	2	**11**	224	**6**	0	241	5	**1**	8	0	14
+15 mins.	0	**256**	2	0	258	1	0	**1**	0	2	6	**252**	1	0	**259**	**7**	0	**14**	0	**21**
+30 mins.	0	252	**11**	0	**263**	3	**1**	0	0	4	5	224	2	0	231	6	0	7	0	13
+45 mins.	0	207	4	0	211	**6**	0	1	0	**7**	9	178	4	0	191	6	0	14	0	20
Total Volume	0	965	25	0	990	12	1	2	0	15	31	878	13	0	922	24	1	43	0	68
% App. Total	0	97.5	2.5	0		80	6.7	13.3	0		3.4	95.2	1.4	0		35.3	1.5	63.2	0	
PHF	.000	.942	.568	.000	.941	.500	.250	.500	.000	.536	.705	.871	.542	.000	.890	.857	.250	.768	.000	.810
Vehicles	0	946	25	0	971	12	1	2	0	15	29	860	13	0	902	24	1	42	0	67
% Vehicles																				
Heavy Vehicles	0	19	0	0	19	0	0	0	0	0	2	18	0	0	20	0	0	1	0	1
% Heavy Vehicles	0	2	0	0	1.9	0	0	0	0	0	6.5	2.1	0	0	2.2	0	0	2.3	0	1.5

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Lohman Ford Rd & Ridgeview Rd
Site Code : 6
Start Date : 4/4/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	55	1	0	56	0	0	0	0	0	0	176	0	0	176	5	1	5	0	11	243
07:15	0	110	3	0	113	0	0	0	0	0	11	215	6	0	232	8	0	9	0	17	362
07:30	0	155	1	0	156	1	0	1	0	2	5	249	1	0	255	5	1	8	0	14	427
07:45	2	135	5	0	142	1	0	0	0	1	5	221	2	0	228	7	0	14	0	21	392
Total	2	455	10	0	467	2	0	1	0	3	21	861	9	0	891	25	2	36	0	63	1424
08:00	1	121	2	0	124	3	1	0	0	4	8	175	4	0	187	6	0	7	0	13	328
08:15	0	160	2	0	162	2	1	1	0	4	4	216	2	0	222	6	0	13	0	19	407
08:30	1	157	4	0	162	2	0	0	0	2	7	194	2	0	203	1	1	12	0	14	381
08:45	0	104	2	0	106	4	0	0	0	4	5	174	2	0	181	2	0	2	0	4	295
Total	2	542	10	0	554	11	2	1	0	14	24	759	10	0	793	15	1	34	0	50	1411
09:00	1	109	3	0	113	1	0	0	0	1	1	140	3	0	144	5	0	3	0	8	266
09:15	1	109	2	0	112	2	0	0	0	2	3	150	1	0	154	4	0	7	0	11	279
09:30	2	111	2	0	115	2	1	0	0	3	2	158	1	0	161	3	1	3	0	7	286
09:45	1	107	4	0	112	1	0	0	0	1	2	135	6	0	143	7	0	2	0	9	265
Total	5	436	11	0	452	6	1	0	0	7	8	583	11	0	602	19	1	15	0	35	1096
10:00	1	99	3	0	103	2	0	0	0	2	1	155	1	0	157	6	1	0	0	7	269
10:15	0	120	5	0	125	2	2	0	0	4	4	169	6	0	179	1	0	3	0	4	312
10:30	2	93	4	0	99	0	0	0	0	0	2	173	5	0	180	6	1	4	0	11	290
10:45	1	107	6	0	114	3	1	0	0	4	4	120	6	1	131	1	1	2	0	4	253
Total	4	419	18	0	441	7	3	0	0	10	11	617	18	1	647	14	3	9	0	26	1124
11:00	4	108	2	0	114	2	0	0	0	2	2	145	4	0	151	6	0	2	0	8	275
11:15	2	118	0	0	120	2	0	0	0	2	4	144	6	0	154	6	0	0	0	6	282
11:30	1	108	1	0	110	1	0	1	0	2	1	140	3	0	144	4	0	1	0	5	261
11:45	2	122	0	0	124	3	1	0	0	4	1	150	5	0	156	2	0	3	0	5	289
Total	9	456	3	0	468	8	1	1	0	10	8	579	18	0	605	18	0	6	0	24	1107
12:00	2	126	3	0	131	6	0	1	0	7	1	154	1	0	156	1	0	0	0	1	295
12:15	0	142	5	0	147	1	0	0	0	1	0	139	2	0	141	1	0	2	0	3	292
12:30	0	144	7	0	151	0	0	0	0	0	3	134	3	0	140	5	3	4	0	12	303
12:45	2	134	2	0	138	0	0	1	0	1	3	126	1	0	130	2	0	4	0	6	275
Total	4	546	17	0	567	7	0	2	0	9	7	553	7	0	567	9	3	10	0	22	1165
13:00	0	153	5	0	158	1	0	1	0	2	1	151	4	0	156	3	1	4	0	8	324
13:15	1	136	4	0	141	0	0	0	0	0	2	138	2	0	142	3	0	2	0	5	288
13:30	1	146	5	0	152	0	0	0	0	0	2	109	6	0	117	1	0	1	0	2	271
13:45	2	153	8	0	163	0	0	0	0	0	5	118	4	0	127	5	0	5	0	10	300
Total	4	588	22	0	614	1	0	1	0	2	10	516	16	0	542	12	1	12	0	25	1183
14:00	0	130	1	0	131	0	1	0	0	1	5	114	3	0	122	2	0	6	0	8	262
14:15	2	134	5	0	141	1	0	0	0	1	4	129	6	0	139	1	0	3	0	4	285
14:30	1	144	5	0	150	0	0	0	0	0	4	117	5	0	126	0	0	1	0	1	277
14:45	2	175	4	0	181	2	0	1	0	3	2	128	6	0	136	1	0	6	0	7	327
Total	5	583	15	0	603	3	1	1	0	5	15	488	20	0	523	4	0	16	0	20	1151
15:00	0	164	2	0	166	0	0	1	0	1	5	138	6	0	149	1	3	5	0	9	325
15:15	0	198	5	0	203	2	0	0	0	2	5	149	2	0	156	4	0	6	0	10	371
15:30	1	157	6	0	164	4	0	0	0	4	8	189	1	0	198	1	0	5	0	6	372
15:45	1	195	2	0	198	0	0	1	0	1	1	164	4	0	169	2	1	2	0	5	373
Total	2	714	15	0	731	6	0	2	0	8	19	640	13	0	672	8	4	18	0	30	1441
16:00	1	186	5	0	192	1	0	0	0	1	5	149	1	0	155	0	0	7	0	7	355
16:15	0	245	8	0	253	0	0	0	0	0	9	177	3	0	189	2	0	16	0	18	460
16:30	0	248	2	0	250	0	0	0	0	0	6	203	3	0	212	2	1	6	0	9	471
16:45	0	251	11	0	262	0	1	1	0	2	6	154	5	0	165	0	0	2	0	2	431
Total	1	930	26	0	957	1	1	1	0	3	26	683	12	0	721	4	1	31	0	36	1717

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Lohman Ford Rd & Ridgeview Rd
Site Code : 6
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	202	4	0	206	5	0	0	0	5	6	181	3	0	190	1	0	5	0	6	407
17:15	0	224	9	0	233	2	0	0	0	2	7	150	2	0	159	4	0	9	0	13	407
17:30	1	191	3	0	195	0	0	0	0	0	7	170	1	0	178	3	0	5	0	8	381
17:45	0	218	6	0	224	0	0	0	0	0	2	137	0	0	139	5	0	10	0	15	378
Total	1	835	22	0	858	7	0	0	0	7	22	638	6	0	666	13	0	29	0	42	1573
18:00	0	202	3	0	205	0	0	0	0	0	4	116	0	0	120	4	0	12	0	16	341
18:15	0	224	7	0	231	0	0	0	0	0	4	117	0	0	121	1	0	2	0	3	355
18:30	0	173	6	0	179	0	0	0	0	0	3	115	0	0	118	1	0	6	0	7	304
18:45	0	194	3	0	197	0	0	0	0	0	3	89	0	0	92	5	0	4	0	9	298
Total	0	793	19	0	812	0	0	0	0	0	14	437	0	0	451	11	0	24	0	35	1298
Grand Total	39	7297	188	0	7524	59	9	10	0	78	185	7354	140	1	7680	152	16	240	0	408	15690
Apprch %	0.5	97	2.5	0		75.6	11.5	12.8	0		2.4	95.8	1.8	0		37.3	3.9	58.8	0		
Total %	0.2	46.5	1.2	0	48	0.4	0.1	0.1	0	0.5	1.2	46.9	0.9	0	48.9	1	0.1	1.5	0	2.6	

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	245	8	0	253	0	0	0	0	0	**9**	177	3	0	189	**2**	0	**16**	0	**18**	460
16:30	0	248	2	0	250	0	0	0	0	0	6	**203**	3	0	**212**	2	**1**	6	0	9	**471**
16:45	0	**251**	**11**	0	**262**	0	**1**	**1**	0	2	6	154	**5**	0	165	0	0	2	0	2	431
17:00	0	202	4	0	206	**5**	0	0	0	**5**	6	181	3	0	190	1	0	5	0	6	407
Total Volume	0	946	25	0	971	5	1	1	0	7	27	715	14	0	756	5	1	29	0	35	1769
% App. Total	0	97.4	2.6	0		71.4	14.3	14.3	0		3.6	94.6	1.9	0		14.3	2.9	82.9	0		
PHF	.000	.942	.568	.000	.927	.250	.250	.250	.000	.350	.750	.881	.700	.000	.892	.625	.250	.453	.000	.486	.939

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**11:15**					**07:15**					**07:30**				
+0 mins.	**0**	**245**	**8**	**0**	**253**	**2**	**0**	**0**	**0**	**2**	11	215	6	0	232	5	1	8	0	14
+15 mins.	0	248	2	0	250	1	0	1	0	2	5	**249**	1	0	**255**	**7**	0	**14**	0	**21**
+30 mins.	0	**251**	**11**	0	**262**	3	**1**	0	0	4	5	221	2	0	228	6	0	7	0	13
+45 mins.	0	202	4	0	206	**6**	0	1	0	**7**	8	175	4	0	187	6	0	13	0	19
Total Volume	0	946	25	0	971	12	1	2	0	15	29	860	13	0	902	24	1	42	0	67
% App. Total	0	97.4	2.6	0		80	6.7	13.3	0		3.2	95.3	1.4	0		35.8	1.5	62.7	0	
PHF	.000	.942	.568	.000	.927	.500	.250	.500	.000	.536	.659	.863	.542	.000	.884	.857	.250	.750	.000	.798

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Lohman Ford Rd & Ridgeview Rd
Site Code : 6
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
07:15	0	6	1	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
07:30	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7
07:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	14	1	0	15	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	34
08:00	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7
08:15	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	13
08:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:45	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Total	0	16	0	0	16	0	0	0	0	0	1	18	0	0	19	0	0	1	0	1	36
09:00	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
09:15	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
09:30	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
09:45	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	16	1	0	17	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	33
10:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
10:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
10:30	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
10:45	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
Total	1	15	0	0	16	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	26
11:00	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
11:15	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	10
11:30	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
11:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
Total	0	16	0	0	16	0	0	0	0	0	0	19	0	0	19	2	0	0	0	2	37
12:00	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
12:15	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:30	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
12:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	18	0	0	18	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	30
13:00	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
13:15	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
13:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
13:45	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total	0	18	0	0	18	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	32
14:00	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	11
14:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	8
14:30	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
14:45	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	11
Total	0	16	0	0	16	0	0	0	0	0	1	20	0	0	21	2	0	0	0	2	39
15:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
15:15	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12
15:30	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
15:45	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	20	1	0	21	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	34
16:00	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
16:15	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	16
16:30	0	8	0	0	8	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	12
16:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	18	1	0	19	0	0	0	0	0	1	16	0	0	17	1	0	0	0	1	37

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Lohman Ford Rd & Ridgeview Rd
Site Code : 6
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
17:15	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	22
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	1	178	4	0	183	0	0	0	0	0	4	172	0	0	176	5	0	1	0	6	365
Apprch %	0.5	97.3	2.2	0		0	0	0	0		2.3	97.7	0	0		83.3	0	16.7	0		
Total %	0.3	48.8	1.1	0	50.1	0	0	0	0	0	1.1	47.1	0	0	48.2	1.4	0	0.3	0	1.6	

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30																					
10:30	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
10:45	**1**	**7**	0	0	**8**	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
11:00	0	7	0	0	7	0	0	0	0	0	0	**6**	0	0	**6**	0	0	0	0	0	**13**
11:15	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	**1**	0	0	0	**1**	10
Total Volume	1	21	0	0	22	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	41
% App. Total	4.5	95.5	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.250	.750	.000	.000	.688	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.250	.000	.000	.000	.250	.788

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	14:30					**07:00**					**13:30**					**11:00**				
+0 mins.	**0**	**7**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
+15 mins.	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**6**	**1**	0	0	0	**1**
+30 mins.	0	4	0	0	4	0	0	0	0	0	**1**	5	0	0	6	0	0	0	0	0
+45 mins.	0	**10**	0	0	**10**	0	0	0	0	0	0	**7**	0	0	**7**	1	0	0	0	1
Total Volume	0	25	0	0	25	0	0	0	0	0	1	21	0	0	22	2	0	0	0	2
% App. Total	0	100	0	0		0	0	0	0		4.5	95.5	0	0		100	0	0	0	
PHF	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.250	.750	.000	.000	.786	.500	.000	.000	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Lohman Ford Rd & Ridgeview Rd
Site Code : 6
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Lohman Ford Rd & Ridgeview Rd
Site Code : 6
Start Date : 4/4/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	Lohman Ford Rd Southbound					Business Driveway Westbound					Lohman Ford Rd Northbound					Ridgeview Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45																					
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					12:45				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Lohman Ford Rd & Post Oak Dr
Site Code : 7
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	60	0	0	60	0	0	0	0	0	0	191	0	0	191	0	0	0	0	0	251
07:15	0	125	0	0	125	0	0	0	0	0	0	239	0	0	239	0	0	0	0	0	364
07:30	0	170	2	0	172	0	0	0	0	0	0	258	0	0	258	0	0	0	0	0	430
07:45	0	145	0	0	145	0	0	0	0	0	1	229	0	0	230	2	0	3	0	5	380
Total	0	500	2	0	502	0	0	0	0	0	1	917	0	0	918	2	0	3	0	5	1425
08:00	0	137	0	0	137	0	0	0	0	0	1	191	0	0	192	0	0	0	0	0	329
08:15	0	180	0	0	180	0	0	0	0	0	0	233	0	0	233	1	0	1	0	2	415
08:30	0	175	0	0	175	0	0	0	0	0	0	196	0	0	196	1	0	1	0	2	373
08:45	0	124	0	0	124	0	0	0	0	0	0	184	0	0	184	0	0	0	0	0	308
Total	0	616	0	0	616	0	0	0	0	0	1	804	0	0	805	2	0	2	0	4	1425
09:00	0	113	0	0	113	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	256
09:15	0	128	0	0	128	0	0	0	0	0	0	165	0	0	165	0	0	0	0	0	293
09:30	0	112	1	0	113	0	0	0	0	0	0	166	0	0	166	1	0	1	0	2	281
09:45	0	113	0	0	113	0	0	0	0	0	0	147	0	0	147	0	0	1	0	1	261
Total	0	466	1	0	467	0	0	0	0	0	0	621	0	0	621	1	0	2	0	3	1091
10:00	0	101	0	0	101	0	0	0	0	0	0	157	0	0	157	0	0	0	0	0	258
10:15	0	134	0	0	134	0	0	0	0	0	0	184	0	0	184	1	0	1	0	2	320
10:30	0	102	0	0	102	0	0	0	0	0	0	181	0	0	181	0	0	1	0	1	284
10:45	0	122	1	0	123	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	257
Total	0	459	1	0	460	0	0	0	0	0	0	656	0	0	656	1	0	2	0	3	1119
11:00	0	118	0	0	118	0	0	0	0	0	0	160	0	0	160	0	0	0	0	0	278
11:15	0	122	0	0	122	0	0	0	0	0	0	152	0	0	152	0	0	0	0	0	274
11:30	0	121	0	0	121	0	0	0	0	0	0	150	0	0	150	1	0	0	0	1	272
11:45	0	126	0	0	126	0	0	0	0	0	0	153	0	0	153	1	0	1	0	2	281
Total	0	487	0	0	487	0	0	0	0	0	0	615	0	0	615	2	0	1	0	3	1105
12:00	0	140	1	0	141	0	0	0	0	0	0	166	0	0	166	1	0	0	0	1	308
12:15	0	146	1	0	147	0	0	0	0	0	2	138	0	0	140	1	0	0	0	1	288
12:30	0	151	0	0	151	0	0	0	0	0	0	139	0	0	139	0	0	0	0	0	290
12:45	0	142	1	0	143	0	0	0	0	0	0	140	0	0	140	0	0	0	0	0	283
Total	0	579	3	0	582	0	0	0	0	0	2	583	0	0	585	2	0	0	0	2	1169
13:00	0	163	0	0	163	0	0	0	0	0	0	158	0	0	158	0	0	0	0	0	321
13:15	0	143	0	0	143	0	0	0	0	0	0	139	0	0	139	1	0	0	0	1	283
13:30	0	152	2	0	154	0	0	0	0	0	0	123	0	0	123	1	0	0	0	1	278
13:45	0	161	1	0	162	0	0	0	0	0	0	129	0	0	129	0	0	1	0	1	292
Total	0	619	3	0	622	0	0	0	0	0	0	549	0	0	549	2	0	1	0	3	1174
14:00	0	140	0	0	140	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	274
14:15	0	142	0	0	142	0	0	0	0	0	2	134	0	0	136	0	0	1	0	1	279
14:30	0	148	1	0	149	0	0	0	0	0	0	130	0	0	130	0	0	0	0	0	279
14:45	0	189	0	0	189	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	326
Total	0	619	1	0	620	0	0	0	0	0	2	535	0	0	537	0	0	1	0	1	1158
15:00	0	175	0	0	175	0	0	0	0	0	0	151	0	0	151	0	0	0	0	0	326
15:15	0	215	1	0	216	0	0	0	0	0	0	158	0	0	158	1	0	0	0	1	375
15:30	0	168	0	0	168	0	0	0	0	0	0	202	0	0	202	1	0	0	0	1	371
15:45	0	198	0	0	198	0	0	0	0	0	0	176	0	0	176	1	0	1	0	2	376
Total	0	756	1	0	757	0	0	0	0	0	0	687	0	0	687	3	0	1	0	4	1448
16:00	0	201	1	0	202	0	0	0	0	0	1	145	0	0	146	0	0	0	0	0	348
16:15	0	267	0	0	267	0	0	0	0	0	1	202	0	0	203	0	0	3	0	3	473

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Lohman Ford Rd & Post Oak Dr
Site Code : 7
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	258	0	0	258	0	0	0	0	0	1	213	0	0	214	1	0	1	0	2	474
16:45	0	254	3	0	257	0	0	0	0	0	0	169	0	0	169	2	0	0	0	2	428
Total	0	980	4	0	984	0	0	0	0	0	3	729	0	0	732	3	0	4	0	7	1723
17:00	0	214	0	0	214	0	0	0	0	0	0	185	0	0	185	2	0	0	0	2	401
17:15	0	240	1	0	241	0	0	0	0	0	0	172	0	0	172	2	0	1	0	3	416
17:30	0	188	0	0	188	0	0	0	0	0	0	170	0	0	170	1	0	0	0	1	359
17:45	0	230	1	0	231	0	0	0	0	0	1	136	0	0	137	0	0	0	0	0	368
Total	0	872	2	0	874	0	0	0	0	0	1	663	0	0	664	5	0	1	0	6	1544
18:00	0	215	1	0	216	0	0	0	0	0	2	122	0	0	124	0	0	2	0	2	342
18:15	0	226	0	0	226	0	0	0	0	0	0	122	0	0	122	0	0	0	0	0	348
18:30	0	180	1	0	181	0	0	0	0	0	0	117	0	0	117	1	0	0	0	1	299
18:45	0	196	0	0	196	0	0	0	0	0	0	88	0	0	88	0	0	1	0	1	285
Total	0	817	2	0	819	0	0	0	0	0	2	449	0	0	451	1	0	3	0	4	1274
Grand Total	0	7770	20	0	7790	0	0	0	0	0	12	7808	0	0	7820	24	0	21	0	45	15655
Apprch %	0	99.7	0.3	0		0	0	0	0		0.2	99.8	0	0		53.3	0	46.7	0		
Total %	0	49.6	0.1	0	49.8	0	0	0	0	0	0.1	49.9	0	0	50	0.2	0	0.1	0	0.3	
Vehicles	0	7596	20	0	7616	0	0	0	0	0	12	7633	0	0	7645	24	0	20	0	44	15305
% Vehicles	0	97.8	100	0	97.8	0	0	0	0	0	100	97.8	0	0	97.8	100	0	95.2	0	97.8	97.8
Heavy Vehicles	0	174	0	0	174	0	0	0	0	0	0	175	0	0	175	0	0	1	0	1	350
% Heavy Vehicles	0	2.2	0	0	2.2	0	0	0	0	0	0	2.2	0	0	2.2	0	0	4.8	0	2.2	2.2

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	**267**	0	0	**267**	0	0	0	0	0	**1**	202	0	0	203	0	0	**3**	0	**3**	473
16:30	0	258	0	0	258	0	0	0	0	0	1	**213**	0	0	**214**	1	0	1	0	2	**474**
16:45	0	254	**3**	0	257	0	0	0	0	0	0	169	0	0	169	**2**	0	0	0	2	428
17:00	0	214	0	0	214	0	0	0	0	0	0	185	0	0	185	2	0	0	0	2	401
Total Volume	0	993	3	0	996	0	0	0	0	0	2	769	0	0	771	5	0	4	0	9	1776
% App. Total	0	99.7	0.3	0		0	0	0	0		0.3	99.7	0	0		55.6	0	44.4	0		
PHF	.000	.930	.250	.000	.933	.000	.000	.000	.000	.000	.500	.903	.000	.000	.901	.625	.000	.333	.000	.750	.937
Vehicles	0	977	3	0	980	0	0	0	0	0	2	750	0	0	752	5	0	4	0	9	1741
% Vehicles																					
Heavy Vehicles	0	16	0	0	16	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	35
% Heavy Vehicles	0	1.6	0	0	1.6	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	2.0

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					07:00					07:15					07:45				
+0 mins.	0	**267**	0	0	**267**	0	0	0	0	0	0	239	0	0	239	**2**	0	**3**	0	**5**
+15 mins.	0	258	0	0	258	0	0	0	0	0	0	**258**	0	0	**258**	0	0	0	0	0
+30 mins.	0	254	**3**	0	257	0	0	0	0	0	**1**	229	0	0	230	1	0	1	0	2
+45 mins.	0	214	0	0	214	0	0	0	0	0	1	191	0	0	192	1	0	1	0	2
Total Volume	0	993	3	0	996	0	0	0	0	0	2	917	0	0	919	4	0	5	0	9
% App. Total	0	99.7	0.3	0		0	0	0	0		0.2	99.8	0	0		44.4	0	55.6	0	
PHF	.000	.930	.250	.000	.933	.000	.000	.000	.000	.000	.500	.889	.000	.000	.891	.500	.000	.417	.000	.450
Vehicles	0	977	3	0	980	0	0	0	0	0	2	899	0	0	901	4	0	4	0	8
% Vehicles																				
Heavy Vehicles	0	16	0	0	16	0	0	0	0	0	0	18	0	0	18	0	0	1	0	1
% Heavy Vehicles	0	1.6	0	0	1.6	0	0	0	0	0	0	2	0	0	2	0	0	20	0	11.1

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Lohman Ford Rd & Post Oak Dr
Site Code : 7
Start Date : 4/4/2023
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Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	56	0	0	56	0	0	0	0	0	0	187	0	0	187	0	0	0	0	0	243
07:15	0	119	0	0	119	0	0	0	0	0	0	233	0	0	233	0	0	0	0	0	352
07:30	0	168	2	0	170	0	0	0	0	0	0	254	0	0	254	0	0	0	0	0	424
07:45	0	144	0	0	144	0	0	0	0	0	1	226	0	0	227	2	0	2	0	4	375
Total	0	487	2	0	489	0	0	0	0	0	1	900	0	0	901	2	0	2	0	4	1394
08:00	0	134	0	0	134	0	0	0	0	0	1	186	0	0	187	0	0	0	0	0	321
08:15	0	175	0	0	175	0	0	0	0	0	0	225	0	0	225	1	0	1	0	2	402
08:30	0	172	0	0	172	0	0	0	0	0	0	194	0	0	194	1	0	1	0	2	368
08:45	0	117	0	0	117	0	0	0	0	0	0	181	0	0	181	0	0	0	0	0	298
Total	0	598	0	0	598	0	0	0	0	0	1	786	0	0	787	2	0	2	0	4	1389
09:00	0	108	0	0	108	0	0	0	0	0	0	140	0	0	140	0	0	0	0	0	248
09:15	0	122	0	0	122	0	0	0	0	0	0	160	0	0	160	0	0	0	0	0	282
09:30	0	111	1	0	112	0	0	0	0	0	0	159	0	0	159	1	0	1	0	2	273
09:45	0	110	0	0	110	0	0	0	0	0	0	147	0	0	147	0	0	1	0	1	258
Total	0	451	1	0	452	0	0	0	0	0	0	606	0	0	606	1	0	2	0	3	1061
10:00	0	100	0	0	100	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	254
10:15	0	130	0	0	130	0	0	0	0	0	0	183	0	0	183	1	0	1	0	2	315
10:30	0	98	0	0	98	0	0	0	0	0	0	175	0	0	175	0	0	1	0	1	274
10:45	0	115	1	0	116	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	250
Total	0	443	1	0	444	0	0	0	0	0	0	646	0	0	646	1	0	2	0	3	1093
11:00	0	112	0	0	112	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	266
11:15	0	119	0	0	119	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	265
11:30	0	116	0	0	116	0	0	0	0	0	0	146	0	0	146	1	0	0	0	1	263
11:45	0	124	0	0	124	0	0	0	0	0	0	150	0	0	150	1	0	1	0	2	276
Total	0	471	0	0	471	0	0	0	0	0	0	596	0	0	596	2	0	1	0	3	1070
12:00	0	133	1	0	134	0	0	0	0	0	0	161	0	0	161	1	0	0	0	1	296
12:15	0	145	1	0	146	0	0	0	0	0	2	134	0	0	136	1	0	0	0	1	283
12:30	0	145	0	0	145	0	0	0	0	0	0	136	0	0	136	0	0	0	0	0	281
12:45	0	138	1	0	139	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	276
Total	0	561	3	0	564	0	0	0	0	0	2	568	0	0	570	2	0	0	0	2	1136
13:00	0	159	0	0	159	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	313
13:15	0	136	0	0	136	0	0	0	0	0	0	137	0	0	137	1	0	0	0	1	274
13:30	0	149	2	0	151	0	0	0	0	0	0	120	0	0	120	1	0	0	0	1	272
13:45	0	157	1	0	158	0	0	0	0	0	0	123	0	0	123	0	0	1	0	1	282
Total	0	601	3	0	604	0	0	0	0	0	0	534	0	0	534	2	0	1	0	3	1141
14:00	0	135	0	0	135	0	0	0	0	0	0	128	0	0	128	0	0	0	0	0	263
14:15	0	142	0	0	142	0	0	0	0	0	2	128	0	0	130	0	0	1	0	1	273
14:30	0	141	1	0	142	0	0	0	0	0	0	129	0	0	129	0	0	0	0	0	271
14:45	0	186	0	0	186	0	0	0	0	0	0	132	0	0	132	0	0	0	0	0	318
Total	0	604	1	0	605	0	0	0	0	0	2	517	0	0	519	0	0	1	0	1	1125
15:00	0	170	0	0	170	0	0	0	0	0	0	147	0	0	147	0	0	0	0	0	317
15:15	0	206	1	0	207	0	0	0	0	0	0	154	0	0	154	1	0	0	0	1	362
15:30	0	165	0	0	165	0	0	0	0	0	0	199	0	0	199	1	0	0	0	1	365
15:45	0	195	0	0	195	0	0	0	0	0	0	172	0	0	172	1	0	1	0	2	369
Total	0	736	1	0	737	0	0	0	0	0	0	672	0	0	672	3	0	1	0	4	1413
16:00	0	197	1	0	198	0	0	0	0	0	1	145	0	0	146	0	0	0	0	0	344
16:15	0	263	0	0	263	0	0	0	0	0	1	192	0	0	193	0	0	3	0	3	459
16:30	0	250	0	0	250	0	0	0	0	0	1	209	0	0	210	1	0	1	0	2	462
16:45	0	253	3	0	256	0	0	0	0	0	0	167	0	0	167	2	0	0	0	2	425
Total	0	963	4	0	967	0	0	0	0	0	3	713	0	0	716	3	0	4	0	7	1690

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Lohman Ford Rd & Post Oak Dr
Site Code : 7
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	211	0	0	211	0	0	0	0	0	0	182	0	0	182	2	0	0	0	2	395
17:15	0	239	1	0	240	0	0	0	0	0	0	164	0	0	164	2	0	1	0	3	407
17:30	0	187	0	0	187	0	0	0	0	0	0	169	0	0	169	1	0	0	0	1	357
17:45	0	229	1	0	230	0	0	0	0	0	1	136	0	0	137	0	0	0	0	0	367
Total	0	866	2	0	868	0	0	0	0	0	1	651	0	0	652	5	0	1	0	6	1526
18:00	0	214	1	0	215	0	0	0	0	0	2	121	0	0	123	0	0	2	0	2	340
18:15	0	225	0	0	225	0	0	0	0	0	0	121	0	0	121	0	0	0	0	0	346
18:30	0	180	1	0	181	0	0	0	0	0	0	114	0	0	114	1	0	0	0	1	296
18:45	0	196	0	0	196	0	0	0	0	0	0	88	0	0	88	0	0	1	0	1	285
Total	0	815	2	0	817	0	0	0	0	0	2	444	0	0	446	1	0	3	0	4	1267
Grand Total	0	7596	20	0	7616	0	0	0	0	0	12	7633	0	0	7645	24	0	20	0	44	15305
Apprch %	0	99.7	0.3	0		0	0	0	0		0.2	99.8	0	0		54.5	0	45.5	0		
Total %	0	49.6	0.1	0	49.8	0	0	0	0	0	0.1	49.9	0	0	50	0.2	0	0.1	0	0.3	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	**263**	0	0	**263**	0	0	0	0	0	**1**	192	0	0	193	0	0	**3**	0	**3**	459
16:30	0	250	0	0	250	0	0	0	0	0	1	**209**	0	0	**210**	1	0	1	0	2	**462**
16:45	0	253	**3**	0	256	0	0	0	0	0	0	167	0	0	167	**2**	0	0	0	2	425
17:00	0	211	0	0	211	0	0	0	0	0	0	182	0	0	182	2	0	0	0	2	395
Total Volume	0	977	3	0	980	0	0	0	0	0	2	750	0	0	752	5	0	4	0	9	1741
% App. Total	0	99.7	0.3	0		0	0	0	0		0.3	99.7	0	0		55.6	0	44.4	0		
PHF	.000	.929	.250	.000	.932	.000	.000	.000	.000	.000	.500	.897	.000	.000	.895	.625	.000	.333	.000	.750	.942

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**07:00**					**07:00**					**16:15**				
+0 mins.	**0**	263	0	0	263	0	0	0	0	0	0	187	0	0	187	0	0	3	0	3
+15 mins.	0	250	0	0	250	0	0	0	0	0	0	233	0	0	233	1	0	1	0	2
+30 mins.	0	253	**3**	0	256	0	0	0	0	0	0	**254**	0	0	**254**	**2**	0	0	0	2
+45 mins.	0	211	0	0	211	0	0	0	0	0	**1**	226	0	0	227	2	0	0	0	2
Total Volume	0	977	3	0	980	0	0	0	0	0	1	900	0	0	901	5	0	4	0	9
% App. Total	0	99.7	0.3	0		0	0	0	0		0.1	99.9	0	0		55.6	0	44.4	0	
PHF	.000	.929	.250	.000	.932	.000	.000	.000	.000	.000	.250	.886	.000	.000	.887	.625	.000	.333	.000	.750

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Lohman Ford Rd & Post Oak Dr
Site Code : 7
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
07:15	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
07:30	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
Total	0	13	0	0	13	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	31
08:00	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
08:15	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
08:30	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
08:45	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
Total	0	18	0	0	18	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	36
09:00	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
09:15	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
09:30	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
09:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	15	0	0	15	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	30
10:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
10:15	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
10:30	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
10:45	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	26
11:00	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
11:15	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
11:30	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
11:45	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	16	0	0	16	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	35
12:00	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
12:15	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
12:30	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
12:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	18	0	0	18	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	33
13:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
13:15	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
13:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
13:45	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total	0	18	0	0	18	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	33
14:00	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
14:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
14:30	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
14:45	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	15	0	0	15	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	33
15:00	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
15:15	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
15:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
15:45	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	20	0	0	20	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	35
16:00	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
16:30	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
16:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	33

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Lohman Ford Rd & Post Oak Dr
Site Code : 7
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
17:15	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	18
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Grand Total	0	174	0	0	174	0	0	0	0	0	0	175	0	0	175	0	0	1	0	1	350
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
Total %	0	49.7	0	0	49.7	0	0	0	0	0	0	50	0	0	50	0	0	0.3	0	0.3	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30																					
10:30	0	4	0	0	4	0	0	0	0	0	0	**6**	0	0	**6**	0	0	0	0	0	10
10:45	0	**7**	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	**12**
11:15	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Total Volume	0	20	0	0	20	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	38
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.714	.000	.000	.714	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.792

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	14:30					**07:00**					**13:30**					**07:00**				
+0 mins.	**0**	**7**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
+15 mins.	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	0	0	**6**	0	0	0	0	0
+30 mins.	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
+45 mins.	0	**9**	0	0	**9**	0	0	0	0	0	0	6	0	0	6	0	0	**1**	0	**1**
Total Volume	0	24	0	0	24	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	100	0	
PHF	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.875	.000	.000	.875	.000	.000	.250	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Lohman Ford Rd & Post Oak Dr
Site Code : 7
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Lohman Ford Rd & Post Oak Dr
Site Code : 7
Start Date : 4/4/2023
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Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Post Oak Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	**3**
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.333

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					13:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Lohman Ford Rd & Paseo De Vaca St
Site Code : 8
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	59	1	0	60	0	0	0	0	0	0	192	0	0	192	2	0	5	0	7	259
07:15	0	117	1	0	118	0	0	0	0	0	1	233	0	0	234	3	0	9	0	12	364
07:30	0	173	3	0	176	0	0	0	0	0	2	258	0	0	260	4	0	6	0	10	446
07:45	0	145	2	0	147	0	0	0	0	0	1	225	0	0	226	4	0	3	0	7	380
Total	0	494	7	0	501	0	0	0	0	0	4	908	0	0	912	13	0	23	0	36	1449
08:00	0	138	5	0	143	0	0	0	0	0	4	191	0	0	195	2	0	3	0	5	343
08:15	0	177	3	0	180	0	0	0	0	0	1	230	0	0	231	3	0	3	0	6	417
08:30	0	169	4	0	173	0	0	0	0	0	5	195	0	0	200	1	0	7	0	8	381
08:45	0	115	5	0	120	0	0	0	0	0	0	181	0	0	181	3	0	3	0	6	307
Total	0	599	17	0	616	0	0	0	0	0	10	797	0	0	807	9	0	16	0	25	1448
09:00	0	121	1	0	122	0	0	0	0	0	0	145	0	0	145	0	0	4	0	4	271
09:15	0	122	2	0	124	0	0	0	0	0	5	160	0	0	165	1	0	2	0	3	292
09:30	0	113	7	0	120	0	0	0	0	0	1	165	0	0	166	1	0	3	0	4	290
09:45	0	104	6	0	110	0	0	0	0	0	3	141	0	0	144	6	0	2	0	8	262
Total	0	460	16	0	476	0	0	0	0	0	9	611	0	0	620	8	0	11	0	19	1115
10:00	0	104	2	0	106	0	0	0	0	0	0	156	0	0	156	5	0	0	0	5	267
10:15	0	126	5	0	131	0	0	0	0	0	1	184	0	0	185	1	0	2	0	3	319
10:30	0	99	3	0	102	0	0	0	0	0	0	172	0	1	173	4	0	1	0	5	280
10:45	0	121	4	0	125	0	0	0	0	0	2	133	0	0	135	2	0	4	0	6	266
Total	0	450	14	0	464	0	0	0	0	0	3	645	0	1	649	12	0	7	0	19	1132
11:00	0	116	0	0	116	0	0	0	0	0	3	161	0	0	164	3	0	5	0	8	288
11:15	0	121	2	0	123	0	0	0	0	0	2	148	0	0	150	3	0	1	0	4	277
11:30	0	105	4	0	109	0	0	0	0	0	3	147	0	0	150	2	0	1	0	3	262
11:45	0	128	2	0	130	0	0	0	0	0	5	150	0	0	155	1	0	1	0	2	287
Total	0	470	8	0	478	0	0	0	0	0	13	606	0	0	619	9	0	8	0	17	1114
12:00	0	133	3	0	136	0	0	0	0	0	0	160	0	0	160	5	0	0	0	5	301
12:15	0	144	3	0	147	0	0	0	0	0	2	136	0	0	138	3	0	0	0	3	288
12:30	0	154	4	0	158	0	0	0	0	0	3	132	0	0	135	5	0	2	0	7	300
12:45	0	137	6	0	143	0	0	0	0	0	3	136	0	0	139	4	0	1	0	5	287
Total	0	568	16	0	584	0	0	0	0	0	8	564	0	0	572	17	0	3	0	20	1176
13:00	0	155	5	0	160	0	0	0	0	0	2	159	0	0	161	3	0	3	0	6	327
13:15	0	144	5	0	149	0	0	0	0	0	2	136	0	0	138	4	0	2	0	6	293
13:30	0	141	3	0	144	0	0	0	0	0	3	116	0	0	119	4	0	2	0	6	269
13:45	0	162	3	0	165	0	0	0	0	0	0	132	0	0	132	2	0	3	0	5	302
Total	0	602	16	0	618	0	0	0	0	0	7	543	0	0	550	13	0	10	0	23	1191
14:00	0	136	4	0	140	0	0	0	0	0	1	128	0	0	129	5	0	5	0	10	279
14:15	0	142	5	0	147	0	0	0	0	0	0	133	0	0	133	2	0	1	0	3	283
14:30	0	143	1	0	144	0	0	0	0	0	2	130	0	0	132	2	0	3	0	5	281
14:45	0	189	3	0	192	0	0	0	0	0	2	131	0	0	133	3	0	0	0	3	328
Total	0	610	13	0	623	0	0	0	0	0	5	522	0	0	527	12	0	9	0	21	1171
15:00	0	172	4	0	176	0	0	0	0	0	1	151	0	0	152	1	0	2	0	3	331
15:15	0	209	6	0	215	0	0	0	0	0	7	157	0	0	164	4	0	3	0	7	386
15:30	0	161	4	0	165	0	0	0	0	0	0	203	0	0	203	0	0	2	0	2	370
15:45	0	192	6	0	198	0	0	0	0	0	4	172	0	0	176	3	0	1	0	4	378
Total	0	734	20	0	754	0	0	0	0	0	12	683	0	0	695	8	0	8	0	16	1465
16:00	0	201	4	0	205	0	0	0	0	0	3	149	0	0	152	0	0	4	0	4	361
16:15	0	257	5	0	262	0	0	0	0	0	6	199	0	0	205	1	0	3	0	4	471

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Lohman Ford Rd & Paseo De Vaca St
Site Code : 8
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	269	2	0	271	0	0	0	0	0	6	209	0	0	215	2	0	6	0	8	494
16:45	0	247	7	0	254	0	0	0	0	0	4	167	0	0	171	2	0	3	0	5	430
Total	0	974	18	0	992	0	0	0	0	0	19	724	0	0	743	5	0	16	0	21	1756
17:00	0	216	2	0	218	0	0	0	0	0	2	179	0	0	181	5	0	0	0	5	404
17:15	0	227	4	0	231	0	0	0	0	0	5	169	0	0	174	6	0	2	0	8	413
17:30	0	191	4	0	195	0	0	0	0	0	2	168	0	0	170	2	0	3	0	5	370
17:45	0	225	5	0	230	0	0	0	0	0	6	126	0	0	132	4	0	3	0	7	369
Total	0	859	15	0	874	0	0	0	0	0	15	642	0	0	657	17	0	8	0	25	1556
18:00	0	205	6	0	211	0	0	0	0	0	5	120	0	0	125	1	0	3	0	4	340
18:15	0	229	5	0	234	0	0	0	0	0	0	122	0	0	122	0	0	4	0	4	360
18:30	0	172	5	0	177	0	0	0	0	0	1	118	0	0	119	1	0	1	0	2	298
18:45	0	191	4	0	195	0	0	0	0	0	2	88	0	0	90	0	0	1	0	1	286
Total	0	797	20	0	817	0	0	0	0	0	8	448	0	0	456	2	0	9	0	11	1284
Grand Total	0	7617	180	0	7797	0	0	0	0	0	113	7693	0	1	7807	125	0	128	0	253	15857
Apprch %	0	97.7	2.3	0		0	0	0	0		1.4	98.5	0	0		49.4	0	50.6	0		
Total %	0	48	1.1	0	49.2	0	0	0	0	0	0.7	48.5	0	0	49.2	0.8	0	0.8	0	1.6	
Vehicles	0	7440	179	0	7619	0	0	0	0	0	110	7516	0	1	7627	123	0	125	0	248	15494
% Vehicles	0	97.7	99.4	0	97.7	0	0	0	0	0	97.3	97.7	0	100	97.7	98.4	0	97.7	0	98	97.7
Heavy Vehicles	0	177	1	0	178	0	0	0	0	0	3	177	0	0	180	2	0	3	0	5	363
% Heavy Vehicles	0	2.3	0.6	0	2.3	0	0	0	0	0	2.7	2.3	0	0	2.3	1.6	0	2.3	0	2	2.3

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	257	5	0	262	0	0	0	0	0	**6**	199	0	0	205	1	0	3	0	4	471
16:30	0	**269**	2	0	**271**	0	0	0	0	0	6	**209**	0	0	**215**	2	0	**6**	0	**8**	**494**
16:45	0	247	**7**	0	254	0	0	0	0	0	4	167	0	0	171	2	0	3	0	5	430
17:00	0	216	2	0	218	0	0	0	0	0	2	179	0	0	181	**5**	0	0	0	5	404
Total Volume	0	989	16	0	1005	0	0	0	0	0	18	754	0	0	772	10	0	12	0	22	1799
% App. Total	0	98.4	1.6	0		0	0	0	0		2.3	97.7	0	0		45.5	0	54.5	0		
PHF	.000	.919	.571	.000	.927	.000	.000	.000	.000	.000	.750	.902	.000	.000	.898	.500	.000	.500	.000	.688	.910
Vehicles	0	971	16	0	987	0	0	0	0	0	17	734	0	0	751	10	0	12	0	22	1760
% Vehicles																					
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	39
% Heavy Vehicles	0	1.8	0	0	1.8	0	0	0	0	0	5.6	2.7	0	0	2.7	0	0	0	0	0	2.2

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					07:00					07:15					07:00				
+0 mins.	0	257	5	0	262	0	0	0	0	0	1	233	0	0	234	2	0	5	0	7
+15 mins.	0	**269**	2	0	**271**	0	0	0	0	0	2	**258**	0	0	**260**	3	0	**9**	0	**12**
+30 mins.	0	247	**7**	0	254	0	0	0	0	0	1	225	0	0	226	**4**	0	6	0	10
+45 mins.	0	216	2	0	218	0	0	0	0	0	**4**	191	0	0	195	4	0	3	0	7
Total Volume	0	989	16	0	1005	0	0	0	0	0	8	907	0	0	915	13	0	23	0	36
% App. Total	0	98.4	1.6	0		0	0	0	0		0.9	99.1	0	0		36.1	0	63.9	0	
PHF	.000	.919	.571	.000	.927	.000	.000	.000	.000	.000	.500	.879	.000	.000	.880	.813	.000	.639	.000	.750
Vehicles	0	971	16	0	987	0	0	0	0	0	8	891	0	0	899	13	0	22	0	35
% Vehicles																				
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1
% Heavy Vehicles	0	1.8	0	0	1.8	0	0	0	0	0	0	1.8	0	0	1.7	0	0	4.3	0	2.8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Lohman Ford Rd & Paseo De Vaca St
Site Code : 8
Start Date : 4/4/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	56	0	0	56	0	0	0	0	0	0	187	0	0	187	2	0	5	0	7	250
07:15	0	111	1	0	112	0	0	0	0	0	1	228	0	0	229	3	0	9	0	12	353
07:30	0	171	3	0	174	0	0	0	0	0	2	254	0	0	256	4	0	6	0	10	440
07:45	0	144	2	0	146	0	0	0	0	0	1	222	0	0	223	4	0	2	0	6	375
Total	0	482	6	0	488	0	0	0	0	0	4	891	0	0	895	13	0	22	0	35	1418
08:00	0	134	5	0	139	0	0	0	0	0	4	187	0	0	191	2	0	3	0	5	335
08:15	0	172	3	0	175	0	0	0	0	0	1	222	0	0	223	3	0	3	0	6	404
08:30	0	166	4	0	170	0	0	0	0	0	5	192	0	0	197	1	0	7	0	8	375
08:45	0	109	5	0	114	0	0	0	0	0	0	178	0	0	178	2	0	3	0	5	297
Total	0	581	17	0	598	0	0	0	0	0	10	779	0	0	789	8	0	16	0	24	1411
09:00	0	114	1	0	115	0	0	0	0	0	0	142	0	0	142	0	0	3	0	3	260
09:15	0	116	2	0	118	0	0	0	0	0	5	155	0	0	160	1	0	2	0	3	281
09:30	0	112	7	0	119	0	0	0	0	0	1	156	0	0	157	1	0	3	0	4	280
09:45	0	101	6	0	107	0	0	0	0	0	3	141	0	0	144	6	0	2	0	8	259
Total	0	443	16	0	459	0	0	0	0	0	9	594	0	0	603	8	0	10	0	18	1080
10:00	0	103	2	0	105	0	0	0	0	0	0	153	0	0	153	5	0	0	0	5	263
10:15	0	124	5	0	129	0	0	0	0	0	1	183	0	0	184	1	0	2	0	3	316
10:30	0	94	3	0	97	0	0	0	0	0	0	166	0	1	167	4	0	1	0	5	269
10:45	0	113	4	0	117	0	0	0	0	0	2	133	0	0	135	2	0	4	0	6	258
Total	0	434	14	0	448	0	0	0	0	0	3	635	0	1	639	12	0	7	0	19	1106
11:00	0	110	0	0	110	0	0	0	0	0	3	155	0	0	158	3	0	5	0	8	276
11:15	0	118	2	0	120	0	0	0	0	0	2	142	0	0	144	3	0	1	0	4	268
11:30	0	103	4	0	107	0	0	0	0	0	3	143	0	0	146	2	0	1	0	3	256
11:45	0	124	2	0	126	0	0	0	0	0	4	148	0	0	152	1	0	1	0	2	280
Total	0	455	8	0	463	0	0	0	0	0	12	588	0	0	600	9	0	8	0	17	1080
12:00	0	127	3	0	130	0	0	0	0	0	0	155	0	0	155	5	0	0	0	5	290
12:15	0	142	3	0	145	0	0	0	0	0	1	132	0	0	133	3	0	0	0	3	281
12:30	0	148	4	0	152	0	0	0	0	0	3	130	0	0	133	4	0	2	0	6	291
12:45	0	133	6	0	139	0	0	0	0	0	3	133	0	0	136	4	0	1	0	5	280
Total	0	550	16	0	566	0	0	0	0	0	7	550	0	0	557	16	0	3	0	19	1142
13:00	0	151	5	0	156	0	0	0	0	0	2	156	0	0	158	3	0	3	0	6	320
13:15	0	137	5	0	142	0	0	0	0	0	2	134	0	0	136	4	0	2	0	6	284
13:30	0	138	3	0	141	0	0	0	0	0	3	113	0	0	116	4	0	2	0	6	263
13:45	0	158	3	0	161	0	0	0	0	0	0	127	0	0	127	2	0	3	0	5	293
Total	0	584	16	0	600	0	0	0	0	0	7	530	0	0	537	13	0	10	0	23	1160
14:00	0	132	4	0	136	0	0	0	0	0	1	122	0	0	123	5	0	5	0	10	269
14:15	0	141	5	0	146	0	0	0	0	0	0	127	0	0	127	2	0	1	0	3	276
14:30	0	136	1	0	137	0	0	0	0	0	2	129	0	0	131	2	0	3	0	5	273
14:45	0	186	3	0	189	0	0	0	0	0	2	125	0	0	127	3	0	0	0	3	319
Total	0	595	13	0	608	0	0	0	0	0	5	503	0	0	508	12	0	9	0	21	1137
15:00	0	167	4	0	171	0	0	0	0	0	1	147	0	0	148	1	0	2	0	3	322
15:15	0	200	6	0	206	0	0	0	0	0	7	152	0	0	159	4	0	2	0	6	371
15:30	0	158	4	0	162	0	0	0	0	0	0	200	0	0	200	0	0	2	0	2	364
15:45	0	189	6	0	195	0	0	0	0	0	4	168	0	0	172	3	0	1	0	4	371
Total	0	714	20	0	734	0	0	0	0	0	12	667	0	0	679	8	0	7	0	15	1428
16:00	0	197	4	0	201	0	0	0	0	0	3	148	0	0	151	0	0	4	0	4	356
16:15	0	253	5	0	258	0	0	0	0	0	6	189	0	0	195	1	0	3	0	4	457
16:30	0	261	2	0	263	0	0	0	0	0	5	205	0	0	210	2	0	6	0	8	481
16:45	0	246	7	0	253	0	0	0	0	0	4	164	0	0	168	2	0	3	0	5	426
Total	0	957	18	0	975	0	0	0	0	0	18	706	0	0	724	5	0	16	0	21	1720

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Lohman Ford Rd & Paseo De Vaca St
Site Code : 8
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	211	2	0	213	0	0	0	0	0	2	176	0	0	178	5	0	0	0	5	396
17:15	0	226	4	0	230	0	0	0	0	0	5	159	0	0	164	6	0	2	0	8	402
17:30	0	190	4	0	194	0	0	0	0	0	2	167	0	0	169	2	0	3	0	5	368
17:45	0	223	5	0	228	0	0	0	0	0	6	126	0	0	132	4	0	3	0	7	367
Total	0	850	15	0	865	0	0	0	0	0	15	628	0	0	643	17	0	8	0	25	1533
18:00	0	204	6	0	210	0	0	0	0	0	5	119	0	0	124	1	0	3	0	4	338
18:15	0	228	5	0	233	0	0	0	0	0	0	121	0	0	121	0	0	4	0	4	358
18:30	0	172	5	0	177	0	0	0	0	0	1	117	0	0	118	1	0	1	0	2	297
18:45	0	191	4	0	195	0	0	0	0	0	2	88	0	0	90	0	0	1	0	1	286
Total	0	795	20	0	815	0	0	0	0	0	8	445	0	0	453	2	0	9	0	11	1279
Grand Total	0	7440	179	0	7619	0	0	0	0	0	110	7516	0	1	7627	123	0	125	0	248	15494
Apprch %	0	97.7	2.3	0		0	0	0	0		1.4	98.5	0	0		49.6	0	50.4	0		
Total %	0	48	1.2	0	49.2	0	0	0	0	0	0.7	48.5	0	0	49.2	0.8	0	0.8	0	1.6	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	253	5	0	258	0	0	0	0	0	**6**	189	0	0	195	1	0	3	0	4	457
16:30	0	**261**	2	0	**263**	0	0	0	0	0	5	**205**	0	0	**210**	2	0	**6**	0	**8**	**481**
16:45	0	246	**7**	0	253	0	0	0	0	0	4	164	0	0	168	2	0	3	0	5	426
17:00	0	211	2	0	213	0	0	0	0	0	2	176	0	0	178	**5**	0	0	0	5	396
Total Volume	0	971	16	0	987	0	0	0	0	0	17	734	0	0	751	10	0	12	0	22	1760
% App. Total	0	98.4	1.6	0		0	0	0	0		2.3	97.7	0	0		45.5	0	54.5	0		
PHF	.000	.930	.571	.000	.938	.000	.000	.000	.000	.000	.708	.895	.000	.000	.894	.500	.000	.500	.000	.688	.915

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**07:00**					**07:15**					**07:00**				
+0 mins.	**0**	**253**	**5**	**0**	**258**	**0**	**0**	**0**	**0**	**0**	**1**	**228**	**0**	**0**	**229**	**2**	**0**	**5**	**0**	**7**
+15 mins.	**0**	**261**	2	0	**263**	0	0	0	0	0	2	**254**	0	0	**256**	3	0	**9**	0	**12**
+30 mins.	0	246	**7**	0	253	0	0	0	0	0	1	222	0	0	223	**4**	0	6	0	10
+45 mins.	0	211	2	0	213	0	0	0	0	0	**4**	187	0	0	191	4	0	2	0	6
Total Volume	0	971	16	0	987	0	0	0	0	0	8	891	0	0	899	13	0	22	0	35
% App. Total	0	98.4	1.6	0		0	0	0	0		0.9	99.1	0	0		37.1	0	62.9	0	
PHF	.000	.930	.571	.000	.938	.000	.000	.000	.000	.000	.500	.877	.000	.000	.878	.813	.000	.611	.000	.729

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Lohman Ford Rd & Paseo De Vaca St
Site Code : 8
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
07:15	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
07:30	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
Total	0	12	1	0	13	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	31
08:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
08:15	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
08:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:45	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	10
Total	0	18	0	0	18	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	37
09:00	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	11
09:15	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
09:30	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
09:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	17	0	0	17	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	35
10:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
10:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
10:30	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
10:45	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	26
11:00	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
11:15	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
11:30	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
11:45	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7
Total	0	15	0	0	15	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	34
12:00	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
12:15	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	7
12:30	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	9
12:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	18	0	0	18	0	0	0	0	0	1	14	0	0	15	1	0	0	0	1	34
13:00	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
13:15	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
13:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
13:45	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	0	18	0	0	18	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31
14:00	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
14:15	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
14:30	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
14:45	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Total	0	15	0	0	15	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	34
15:00	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
15:15	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	15
15:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
15:45	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	20	0	0	20	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	37
16:00	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
16:15	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
16:30	0	8	0	0	8	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	13
16:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	17	0	0	17	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	36

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Lohman Ford Rd & Paseo De Vaca St
Site Code : 8
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
17:15	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	23
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	177	1	0	178	0	0	0	0	0	3	177	0	0	180	2	0	3	0	5	363
Apprch %	0	99.4	0.6	0		0	0	0	0		1.7	98.3	0	0		40	0	60	0		
Total %	0	48.8	0.3	0	49	0	0	0	0	0	0.8	48.8	0	0	49.6	0.6	0	0.8	0	1.4	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45																					
08:45	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	**1**	0	0	0	**1**	10
09:00	0	**7**	0	0	**7**	0	0	0	0	0	0	3	0	0	3	0	0	**1**	0	1	**11**
09:15	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
09:30	0	1	0	0	1	0	0	0	0	0	0	**9**	0	0	**9**	0	0	0	0	0	10
Total Volume	0	20	0	0	20	0	0	0	0	0	0	20	0	0	20	1	0	1	0	2	42
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.000	.714	.000	.000	.714	.000	.000	.000	.000	.000	.000	.556	.000	.000	.556	.250	.000	.250	.000	.500	.955

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	14:30					**07:00**					**16:15**					**08:15**				
+0 mins.	**0**	**7**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	0	0	**10**	0	0	0	0	0
+15 mins.	0	3	0	0	3	0	0	0	0	0	**1**	4	0	0	5	0	0	0	0	0
+30 mins.	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	**1**	0	0	0	**1**
+45 mins.	0	**9**	0	0	**9**	0	0	0	0	0	0	3	0	0	3	0	0	**1**	0	1
Total Volume	0	24	0	0	24	0	0	0	0	0	1	20	0	0	21	1	0	1	0	2
% App. Total	0	100	0	0		0	0	0	0		4.8	95.2	0	0		50	0	50	0	
PHF	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.250	.500	.000	.000	.525	.250	.000	.250	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Lohman Ford Rd & Paseo De Vaca St
Site Code : 8
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Lohman Ford Rd & Paseo De Vaca St
Site Code : 8
Start Date : 4/4/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume																				
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Lohman Ford Rd & Alfalfa Dr
Site Code : 9
Start Date : 4/4/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	6	60	0	0	66	2	0	1	0	3	0	192	6	0	198	0	0	0	0	0	267
07:15	5	111	0	0	116	6	0	5	0	11	0	226	4	0	230	0	0	0	0	0	357
07:30	4	169	0	0	173	17	0	2	0	19	0	254	13	0	267	0	0	0	0	0	459
07:45	10	143	0	0	153	7	0	5	0	12	0	216	6	0	222	0	0	0	0	0	387
Total	25	483	0	0	508	32	0	13	0	45	0	888	29	0	917	0	0	0	0	0	1470
08:00	3	135	0	0	138	5	0	4	0	9	0	189	12	0	201	0	0	0	0	0	348
08:15	5	163	0	0	168	11	0	6	0	17	0	234	4	0	238	0	0	0	0	0	423
08:30	4	174	0	0	178	8	0	3	0	11	0	200	7	0	207	0	0	0	0	0	396
08:45	5	103	0	0	108	3	0	2	0	5	0	179	7	0	186	0	0	0	0	0	299
Total	17	575	0	0	592	27	0	15	0	42	0	802	30	0	832	0	0	0	0	0	1466
09:00	3	126	0	0	129	5	0	6	0	11	0	135	9	0	144	0	0	0	0	0	284
09:15	1	116	0	0	117	5	0	6	0	11	0	155	6	0	161	0	0	0	0	0	289
09:30	3	117	0	0	120	8	0	1	0	9	0	167	5	0	172	0	0	0	0	0	301
09:45	1	100	0	0	101	2	0	3	0	5	0	140	9	0	149	0	0	0	0	0	255
Total	8	459	0	0	467	20	0	16	0	36	0	597	29	0	626	0	0	0	0	0	1129
10:00	0	102	0	0	102	3	0	2	0	5	0	148	7	0	155	0	0	0	0	0	262
10:15	3	129	0	0	132	2	0	2	0	4	0	180	2	0	182	0	0	0	0	0	318
10:30	4	97	0	0	101	1	0	1	0	2	0	177	4	0	181	0	0	0	0	0	284
10:45	1	122	0	0	123	3	0	3	0	6	0	134	1	0	135	0	0	0	0	0	264
Total	8	450	0	0	458	9	0	8	0	17	0	639	14	0	653	0	0	0	0	0	1128
11:00	7	112	0	0	119	7	0	4	0	11	0	154	2	0	156	0	0	0	0	0	286
11:15	5	111	0	0	116	4	0	3	0	7	0	149	2	0	151	0	0	0	0	0	274
11:30	4	106	0	0	110	3	0	6	0	9	0	139	2	0	141	0	0	0	0	0	260
11:45	1	121	0	0	122	2	0	4	0	6	0	149	7	0	156	0	0	0	0	0	284
Total	17	450	0	0	467	16	0	17	0	33	0	591	13	0	604	0	0	0	0	0	1104
12:00	3	124	0	1	128	5	0	6	0	11	0	150	5	0	155	0	0	0	0	0	294
12:15	1	139	0	0	140	3	0	4	0	7	0	129	4	0	133	0	0	0	0	0	280
12:30	4	156	0	0	160	6	0	2	0	8	0	137	4	0	141	0	0	0	0	0	309
12:45	2	127	0	0	129	4	0	3	0	7	0	135	2	0	137	0	0	0	0	0	273
Total	10	546	0	1	557	18	0	15	0	33	0	551	15	0	566	0	0	0	0	0	1156
13:00	6	150	0	1	157	3	0	2	0	5	0	153	3	0	156	0	0	0	0	0	318
13:15	3	147	0	0	150	0	0	1	0	1	0	138	3	0	141	0	0	0	0	0	292
13:30	2	138	0	0	140	1	0	5	0	6	0	114	1	0	115	0	0	0	0	0	261
13:45	5	157	0	0	162	5	0	5	0	10	0	126	7	0	133	0	0	0	0	0	305
Total	16	592	0	1	609	9	0	13	0	22	0	531	14	0	545	0	0	0	0	0	1176
14:00	6	137	0	0	143	5	0	4	0	9	0	128	1	0	129	0	0	0	0	0	281
14:15	2	140	0	0	142	1	0	2	0	3	0	129	4	0	133	0	0	0	0	0	278
14:30	2	145	0	0	147	5	0	2	0	7	0	129	6	0	135	0	0	0	0	0	289
14:45	1	175	0	0	176	7	0	4	0	11	0	126	1	0	127	0	0	0	0	0	314
Total	11	597	0	0	608	18	0	12	0	30	0	512	12	0	524	0	0	0	0	0	1162
15:00	2	169	0	0	171	2	0	4	0	6	0	146	3	0	149	0	0	0	0	0	326
15:15	2	209	0	0	211	2	0	2	0	4	0	161	7	0	168	0	0	0	0	0	383
15:30	5	162	0	0	167	3	0	4	0	7	0	198	6	0	204	0	0	0	0	0	378
15:45	2	186	0	0	188	5	0	8	0	13	0	167	7	0	174	0	0	0	0	0	375
Total	11	726	0	0	737	12	0	18	0	30	0	672	23	0	695	0	0	0	0	0	1462
16:00	3	201	0	0	204	11	0	10	0	21	0	138	2	0	140	0	0	0	0	0	365
16:15	0	257	0	0	257	5	0	7	0	12	0	198	8	0	206	0	0	0	0	0	475

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Lohman Ford Rd & Alfalfa Dr
Site Code : 9
Start Date : 4/4/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	271	0	0	271	5	0	4	0	9	0	210	7	0	217	0	0	0	0	0	497
16:45	0	255	0	0	255	3	0	6	0	9	0	165	4	0	169	0	0	0	0	0	433
Total	3	984	0	0	987	24	0	27	0	51	0	711	21	0	732	0	0	0	0	0	1770
17:00	0	220	0	0	220	10	0	4	0	14	0	172	3	0	175	0	0	0	0	0	409
17:15	2	239	0	0	241	5	0	5	0	10	0	158	9	0	167	0	0	0	0	0	418
17:30	4	186	0	0	190	8	0	4	0	12	0	161	6	0	167	0	0	0	0	0	369
17:45	1	232	0	0	233	1	0	0	0	1	0	135	3	0	138	0	0	0	0	0	372
Total	7	877	0	0	884	24	0	13	0	37	0	626	21	0	647	0	0	0	0	0	1568
18:00	0	208	0	0	208	6	0	3	0	9	0	121	4	0	125	0	0	0	0	0	342
18:15	1	233	0	0	234	5	0	0	0	5	0	121	6	0	127	0	0	0	0	0	366
18:30	2	171	0	0	173	4	0	6	0	10	0	111	5	0	116	0	0	0	0	0	299
18:45	0	187	0	0	187	6	0	4	0	10	0	86	3	0	89	0	0	0	0	0	286
Total	3	799	0	0	802	21	0	13	0	34	0	439	18	0	457	0	0	0	0	0	1293
Grand Total	136	7538	0	2	7676	230	0	180	0	410	0	7559	239	0	7798	0	0	0	0	0	15884
Apprch %	1.8	98.2	0	0		56.1	0	43.9	0		0	96.9	3.1	0		0	0	0	0		
Total %	0.9	47.5	0	0	48.3	1.4	0	1.1	0	2.6	0	47.6	1.5	0	49.1	0	0	0	0	0	
Vehicles	129	7359	0	2	7490	229	0	171	0	400	0	7369	232	0	7601	0	0	0	0	0	15491
% Vehicles	94.9	97.6	0	100	97.6	99.6	0	95	0	97.6	0	97.5	97.1	0	97.5	0	0	0	0	0	97.5
Heavy Vehicles	7	179	0	0	186	1	0	9	0	10	0	190	7	0	197	0	0	0	0	0	393
% Heavy Vehicles	5.1	2.4	0	0	2.4	0.4	0	5	0	2.4	0	2.5	2.9	0	2.5	0	0	0	0	0	2.5

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	257	0	0	257	5	0	**7**	0	12	0	198	**8**	0	206	0	0	0	0	0	475
16:30	0	**271**	0	0	**271**	5	0	4	0	9	0	**210**	7	0	**217**	0	0	0	0	0	**497**
16:45	0	255	0	0	255	3	0	6	0	9	0	165	4	0	169	0	0	0	0	0	433
17:00	0	220	0	0	220	**10**	0	4	0	**14**	0	172	3	0	175	0	0	0	0	0	409
Total Volume	0	1003	0	0	1003	23	0	21	0	44	0	745	22	0	767	0	0	0	0	0	1814
% App. Total	0	100	0	0		52.3	0	47.7	0		0	97.1	2.9	0		0	0	0	0		
PHF	.000	.925	.000	.000	.925	.575	.000	.750	.000	.786	.000	.887	.688	.000	.884	.000	.000	.000	.000	.000	.912
Vehicles	0	987	0	0	987	23	0	20	0	43	0	723	20	0	743	0	0	0	0	0	1773
% Vehicles																					
Heavy Vehicles	0	16	0	0	16	0	0	1	0	1	0	22	2	0	24	0	0	0	0	0	41
% Heavy Vehicles	0	1.6	0	0	1.6	0	0	4.8	0	2.3	0	3.0	9.1	0	3.1	0	0	0	0	0	2.3

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					07:30					07:30					07:00				
+0 mins.	0	257	0	0	257	**17**	0	2	0	**19**	0	**254**	**13**	0	**267**	0	0	0	0	0
+15 mins.	0	**271**	0	0	**271**	7	0	5	0	12	0	216	6	0	222	0	0	0	0	0
+30 mins.	0	255	0	0	255	5	0	4	0	9	0	189	12	0	201	0	0	0	0	0
+45 mins.	0	220	0	0	220	11	0	**6**	0	17	0	234	4	0	238	0	0	0	0	0
Total Volume	0	1003	0	0	1003	40	0	17	0	57	0	893	35	0	928	0	0	0	0	0
% App. Total	0	100	0	0		70.2	0	29.8	0		0	96.2	3.8	0		0	0	0	0	
PHF	.000	.925	.000	.000	.925	.588	.000	.708	.000	.750	.000	.879	.673	.000	.869	.000	.000	.000	.000	.000
Vehicles	0	987	0	0	987	40	0	16	0	56	0	873	35	0	908	0	0	0	0	0
% Vehicles																				
Heavy Vehicles	0	16	0	0	16	0	0	1	0	1	0	20	0	0	20	0	0	0	0	0
% Heavy Vehicles	0	1.6	0	0	1.6	0	0	5.9	0	1.8	0	2.2	0	0	2.2	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Lohman Ford Rd & Alfalfa Dr
Site Code : 9
Start Date : 4/4/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	5	57	0	0	62	1	0	1	0	2	0	187	6	0	193	0	0	0	0	0	257
07:15	5	105	0	0	110	6	0	5	0	11	0	220	4	0	224	0	0	0	0	0	345
07:30	4	166	0	0	170	17	0	2	0	19	0	249	13	0	262	0	0	0	0	0	451
07:45	10	142	0	0	152	7	0	5	0	12	0	213	6	0	219	0	0	0	0	0	383
Total	24	470	0	0	494	31	0	13	0	44	0	869	29	0	898	0	0	0	0	0	1436
08:00	3	132	0	0	135	5	0	3	0	8	0	185	12	0	197	0	0	0	0	0	340
08:15	5	158	0	0	163	11	0	6	0	17	0	226	4	0	230	0	0	0	0	0	410
08:30	4	173	0	0	177	8	0	2	0	10	0	197	7	0	204	0	0	0	0	0	391
08:45	5	97	0	0	102	3	0	2	0	5	0	176	7	0	183	0	0	0	0	0	290
Total	17	560	0	0	577	27	0	13	0	40	0	784	30	0	814	0	0	0	0	0	1431
09:00	3	117	0	0	120	5	0	6	0	11	0	132	9	0	141	0	0	0	0	0	272
09:15	1	109	0	0	110	5	0	6	0	11	0	150	6	0	156	0	0	0	0	0	277
09:30	3	115	0	0	118	8	0	1	0	9	0	158	5	0	163	0	0	0	0	0	290
09:45	1	98	0	0	99	2	0	3	0	5	0	140	9	0	149	0	0	0	0	0	253
Total	8	439	0	0	447	20	0	16	0	36	0	580	29	0	609	0	0	0	0	0	1092
10:00	0	101	0	0	101	3	0	2	0	5	0	144	7	0	151	0	0	0	0	0	257
10:15	3	126	0	0	129	2	0	2	0	4	0	179	2	0	181	0	0	0	0	0	314
10:30	4	92	0	0	96	1	0	1	0	2	0	170	4	0	174	0	0	0	0	0	272
10:45	1	115	0	0	116	3	0	2	0	5	0	134	1	0	135	0	0	0	0	0	256
Total	8	434	0	0	442	9	0	7	0	16	0	627	14	0	641	0	0	0	0	0	1099
11:00	7	105	0	0	112	7	0	3	0	10	0	149	2	0	151	0	0	0	0	0	273
11:15	5	106	0	0	111	4	0	3	0	7	0	142	2	0	144	0	0	0	0	0	262
11:30	4	103	0	0	107	3	0	5	0	8	0	137	2	0	139	0	0	0	0	0	254
11:45	1	116	0	0	117	2	0	3	0	5	0	147	7	0	154	0	0	0	0	0	276
Total	17	430	0	0	447	16	0	14	0	30	0	575	13	0	588	0	0	0	0	0	1065
12:00	2	120	0	1	123	5	0	6	0	11	0	144	4	0	148	0	0	0	0	0	282
12:15	1	137	0	0	138	3	0	4	0	7	0	125	4	0	129	0	0	0	0	0	274
12:30	4	150	0	0	154	6	0	2	0	8	0	135	4	0	139	0	0	0	0	0	301
12:45	2	124	0	0	126	4	0	3	0	7	0	132	1	0	133	0	0	0	0	0	266
Total	9	531	0	1	541	18	0	15	0	33	0	536	13	0	549	0	0	0	0	0	1123
13:00	6	144	0	1	151	3	0	2	0	5	0	150	3	0	153	0	0	0	0	0	309
13:15	2	141	0	0	143	0	0	1	0	1	0	135	3	0	138	0	0	0	0	0	282
13:30	2	135	0	0	137	1	0	5	0	6	0	110	1	0	111	0	0	0	0	0	254
13:45	4	154	0	0	158	5	0	4	0	9	0	121	7	0	128	0	0	0	0	0	295
Total	14	574	0	1	589	9	0	12	0	21	0	516	14	0	530	0	0	0	0	0	1140
14:00	6	133	0	0	139	5	0	4	0	9	0	121	1	0	122	0	0	0	0	0	270
14:15	2	139	0	0	141	1	0	2	0	3	0	122	3	0	125	0	0	0	0	0	269
14:30	2	138	0	0	140	5	0	2	0	7	0	127	6	0	133	0	0	0	0	0	280
14:45	1	173	0	0	174	7	0	4	0	11	0	121	1	0	122	0	0	0	0	0	307
Total	11	583	0	0	594	18	0	12	0	30	0	491	11	0	502	0	0	0	0	0	1126
15:00	2	165	0	0	167	2	0	4	0	6	0	143	3	0	146	0	0	0	0	0	319
15:15	1	200	0	0	201	2	0	2	0	4	0	156	7	0	163	0	0	0	0	0	368
15:30	5	158	0	0	163	3	0	3	0	6	0	196	5	0	201	0	0	0	0	0	370
15:45	2	184	0	0	186	5	0	8	0	13	0	163	7	0	170	0	0	0	0	0	369
Total	10	707	0	0	717	12	0	17	0	29	0	658	22	0	680	0	0	0	0	0	1426
16:00	1	198	0	0	199	11	0	10	0	21	0	135	2	0	137	0	0	0	0	0	357
16:15	0	253	0	0	253	5	0	7	0	12	0	187	8	0	195	0	0	0	0	0	460
16:30	0	263	0	0	263	5	0	4	0	9	0	205	6	0	211	0	0	0	0	0	483
16:45	0	254	0	0	254	3	0	5	0	8	0	163	3	0	166	0	0	0	0	0	428
Total	1	968	0	0	969	24	0	26	0	50	0	690	19	0	709	0	0	0	0	0	1728

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Lohman Ford Rd & Alfalfa Dr
Site Code : 9
Start Date : 4/4/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	217	0	0	217	10	0	4	0	14	0	168	3	0	171	0	0	0	0	0	402
17:15	2	235	0	0	237	5	0	5	0	10	0	149	9	0	158	0	0	0	0	0	405
17:30	4	185	0	0	189	8	0	4	0	12	0	159	6	0	165	0	0	0	0	0	366
17:45	1	230	0	0	231	1	0	0	0	1	0	135	3	0	138	0	0	0	0	0	370
Total	7	867	0	0	874	24	0	13	0	37	0	611	21	0	632	0	0	0	0	0	1543
18:00	0	207	0	0	207	6	0	3	0	9	0	119	3	0	122	0	0	0	0	0	338
18:15	1	231	0	0	232	5	0	0	0	5	0	119	6	0	125	0	0	0	0	0	362
18:30	2	171	0	0	173	4	0	6	0	10	0	108	5	0	113	0	0	0	0	0	296
18:45	0	187	0	0	187	6	0	4	0	10	0	86	3	0	89	0	0	0	0	0	286
Total	3	796	0	0	799	21	0	13	0	34	0	432	17	0	449	0	0	0	0	0	1282
Grand Total	129	7359	0	2	7490	229	0	171	0	400	0	7369	232	0	7601	0	0	0	0	0	15491
Apprch %	1.7	98.3	0	0		57.2	0	42.8	0		0	96.9	3.1	0		0	0	0	0		
Total %	0.8	47.5	0	0	48.4	1.5	0	1.1	0	2.6	0	47.6	1.5	0	49.1	0	0	0	0	0	

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	253	0	0	253	5	0	**7**	0	12	0	187	**8**	0	195	0	0	0	0	0	460
16:30	0	**263**	0	0	**263**	5	0	4	0	9	0	**205**	6	0	**211**	0	0	0	0	0	**483**
16:45	0	254	0	0	254	3	0	5	0	8	0	163	3	0	166	0	0	0	0	0	428
17:00	0	217	0	0	217	**10**	0	4	0	**14**	0	168	3	0	171	0	0	0	0	0	402
Total Volume	0	987	0	0	987	23	0	20	0	43	0	723	20	0	743	0	0	0	0	0	1773
% App. Total	0	100	0	0		53.5	0	46.5	0		0	97.3	2.7	0		0	0	0	0		
PHF	.000	.938	.000	.000	.938	.575	.000	.714	.000	.768	.000	.882	.625	.000	.880	.000	.000	.000	.000	.000	.918

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**07:30**					**07:30**					**07:00**				
+0 mins.	**0**	**253**	**0**	**0**	**253**	17	0	2	0	19	0	249	13	0	**262**	0	0	0	0	0
+15 mins.	0	**263**	0	0	**263**	7	0	5	0	12	0	213	6	0	219	0	0	0	0	0
+30 mins.	0	254	0	0	254	5	0	3	0	8	0	185	12	0	197	0	0	0	0	0
+45 mins.	0	217	0	0	217	11	0	**6**	0	17	0	226	4	0	230	0	0	0	0	0
Total Volume	0	987	0	0	987	40	0	16	0	56	0	873	35	0	908	0	0	0	0	0
% App. Total	0	100	0	0		71.4	0	28.6	0		0	96.1	3.9	0		0	0	0	0	
PHF	.000	.938	.000	.000	.938	.588	.000	.667	.000	.737	.000	.877	.673	.000	.866	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Lohman Ford Rd & Alfalfa Dr
Site Code : 9
Start Date : 4/4/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	1	3	0	0	4	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	10
07:15	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
07:30	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
07:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	1	13	0	0	14	1	0	0	0	1	0	19	0	0	19	0	0	0	0	0	34
08:00	0	3	0	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
08:15	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
08:30	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	5
08:45	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Total	0	15	0	0	15	0	0	2	0	2	0	18	0	0	18	0	0	0	0	0	35
09:00	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12
09:15	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
09:30	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11
09:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	20	0	0	20	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	37
10:00	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
10:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
10:30	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
10:45	0	7	0	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	8
Total	0	16	0	0	16	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	29
11:00	0	7	0	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	13
11:15	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
11:30	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
11:45	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	8
Total	0	20	0	0	20	0	0	3	0	3	0	16	0	0	16	0	0	0	0	0	39
12:00	1	4	0	0	5	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	12
12:15	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
12:30	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
12:45	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
Total	1	15	0	0	16	0	0	0	0	0	0	15	2	0	17	0	0	0	0	0	33
13:00	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
13:15	1	6	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
13:30	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
13:45	1	3	0	0	4	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	10
Total	2	18	0	0	20	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	36
14:00	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
14:15	0	1	0	0	1	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	9
14:30	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
14:45	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total	0	14	0	0	14	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	36
15:00	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
15:15	1	9	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
15:30	0	4	0	0	4	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	8
15:45	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	1	19	0	0	20	0	0	1	0	1	0	14	1	0	15	0	0	0	0	0	36
16:00	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
16:15	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
16:30	0	8	0	0	8	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	14
16:45	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	5
Total	2	16	0	0	18	0	0	1	0	1	0	21	2	0	23	0	0	0	0	0	42

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Lohman Ford Rd & Alfalfa Dr
Site Code : 9
Start Date : 4/4/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
17:15	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
17:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
17:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	25
18:00	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
18:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	11
Grand Total	7	179	0	0	186	1	0	9	0	10	0	190	7	0	197	0	0	0	0	0	393
Apprch %	3.8	96.2	0	0		10	0	90	0		0	96.4	3.6	0		0	0	0	0		
Total %	1.8	45.5	0	0	47.3	0.3	0	2.3	0	2.5	0	48.3	1.8	0	50.1	0	0	0	0	0	

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30																					
10:30	0	5	0	0	5	0	0	0	0	0	0	**7**	0	0	**7**	0	0	0	0	0	12
10:45	0	**7**	0	0	**7**	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	8
11:00	0	7	0	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	**13**
11:15	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Total Volume	0	24	0	0	24	0	0	2	0	2	0	19	0	0	19	0	0	0	0	0	45
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.857	.000	.000	.857	.000	.000	.500	.000	.500	.000	.679	.000	.000	.679	.000	.000	.000	.000	.000	.865

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45					**10:45**					**13:30**					**07:00**				
+0 mins.	**0**	**6**	**0**	**0**	**6**	**0**	**0**	**1**	0	**1**	0	4	0	0	4	0	0	0	0	0
+15 mins.	0	**9**	0	0	**9**	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0
+30 mins.	0	7	0	0	7	0	0	0	0	0	0	**7**	0	0	7	0	0	0	0	0
+45 mins.	0	2	0	0	2	0	0	1	0	1	0	7	**1**	0	**8**	0	0	0	0	0
Total Volume	0	24	0	0	24	0	0	3	0	3	0	23	1	0	24	0	0	0	0	0
% App. Total	0	100	0	0		0	0	100	0		0	95.8	4.2	0		0	0	0	0	
PHF	.000	.667	.000	.000	.667	.000	.000	.750	.000	.750	.000	.821	.250	.000	.750	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Lohman Ford Rd & Alfalfa Dr
Site Code : 9
Start Date : 4/4/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Lohman Ford Rd & Alfalfa Dr
Site Code : 9
Start Date : 4/4/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	

	Lohman Ford Rd Southbound					Alfalfa Dr Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15																					
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					08:15					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	2			2										
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Lohman Ford Rd & Dawn Dr
Site Code : 10
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	1	35	28	0	64	2	3	3	0	8	1	112	4	0	117	54	2	2	1	59	248
07:15	5	63	48	0	116	5	1	14	0	20	5	112	3	0	120	82	2	9	0	93	349
07:30	8	91	45	0	144	7	3	11	0	21	6	145	2	0	153	104	5	16	1	126	444
07:45	3	75	33	0	111	1	1	9	0	11	6	128	0	0	134	87	2	13	0	102	358
Total	17	264	154	0	435	15	8	37	0	60	18	497	9	0	524	327	11	40	2	380	1399
08:00	4	86	35	0	125	1	2	7	0	10	7	118	1	0	126	61	3	8	0	72	333
08:15	5	116	35	0	156	3	1	10	0	14	8	182	2	0	192	54	0	9	0	63	425
08:30	6	117	36	0	159	2	3	8	0	13	13	157	3	0	173	44	2	14	0	60	405
08:45	4	63	26	0	93	2	1	9	0	12	3	117	3	0	123	41	1	8	0	50	278
Total	19	382	132	0	533	8	7	34	0	49	31	574	9	0	614	200	6	39	0	245	1441
09:00	7	49	29	0	85	1	1	3	0	5	3	96	1	0	100	50	2	5	0	57	247
09:15	4	66	18	0	88	0	1	3	0	4	2	94	4	0	100	31	3	5	0	39	231
09:30	4	78	25	0	107	1	1	3	0	5	5	84	1	0	90	30	0	5	0	35	237
09:45	3	45	21	0	69	0	0	3	0	3	2	110	0	0	112	41	0	6	0	47	231
Total	18	238	93	0	349	2	3	12	0	17	12	384	6	0	402	152	5	21	0	178	946
10:00	3	62	27	0	92	0	0	4	0	4	1	116	2	0	119	36	0	1	0	37	252
10:15	0	61	30	0	91	2	0	3	0	5	6	86	2	0	94	42	0	2	0	44	234
10:30	3	59	31	0	93	6	0	7	0	13	3	94	1	0	98	28	0	5	0	33	237
10:45	5	61	26	0	92	2	2	2	0	6	4	78	2	0	84	33	1	4	0	38	220
Total	11	243	114	0	368	10	2	16	0	28	14	374	7	0	395	139	1	12	0	152	943
11:00	3	61	27	0	91	0	1	1	0	2	3	84	0	0	87	33	1	3	0	37	217
11:15	4	65	35	0	104	1	1	2	0	4	5	87	0	0	92	29	1	4	0	34	234
11:30	1	63	36	0	100	1	0	2	0	3	5	79	0	0	84	24	0	3	0	27	214
11:45	4	75	30	0	109	0	1	5	0	6	3	70	1	0	74	33	2	4	0	39	228
Total	12	264	128	0	404	2	3	10	0	15	16	320	1	0	337	119	4	14	0	137	893
12:00	6	66	34	0	106	1	1	5	0	7	6	85	0	0	91	34	2	3	0	39	243
12:15	3	61	26	0	90	0	0	8	0	8	2	87	0	0	89	31	0	7	0	38	225
12:30	1	86	38	0	125	0	0	2	0	2	5	78	0	0	83	35	0	4	0	39	249
12:45	6	66	45	0	117	1	2	1	0	4	3	78	0	0	81	33	1	5	0	39	241
Total	16	279	143	0	438	2	3	16	0	21	16	328	0	0	344	133	3	19	0	155	958
13:00	0	68	33	0	101	0	1	1	0	2	1	84	0	0	85	35	1	4	0	40	228
13:15	4	84	38	0	126	0	0	4	0	4	6	87	1	0	94	29	0	4	1	34	258
13:30	2	68	22	0	92	0	3	2	0	5	7	70	0	0	77	42	1	6	0	49	223
13:45	2	85	30	0	117	5	0	7	0	12	6	81	1	0	88	33	0	4	1	38	255
Total	8	305	123	0	436	5	4	14	0	23	20	322	2	0	344	139	2	18	2	161	964
14:00	3	98	40	0	141	0	0	7	0	7	3	81	0	0	84	31	1	6	1	39	271
14:15	2	86	39	0	127	1	1	0	0	2	5	74	1	0	80	40	1	4	1	46	255
14:30	6	84	55	0	145	1	2	4	0	7	1	64	0	0	65	20	0	9	1	30	247
14:45	4	111	34	0	149	1	1	3	0	5	3	80	1	0	84	34	0	7	0	41	279
Total	15	379	168	0	562	3	4	14	0	21	12	299	2	0	313	125	2	26	3	156	1052
15:00	7	112	59	0	178	1	3	6	0	10	5	80	1	0	86	37	2	5	0	44	318
15:15	7	130	62	0	199	0	3	4	0	7	7	117	0	0	124	62	5	20	0	87	417
15:30	9	122	62	0	193	1	0	3	0	4	9	80	1	0	90	70	4	16	0	90	377
15:45	5	128	50	0	183	4	0	6	0	10	9	95	1	0	105	49	0	11	0	60	358
Total	28	492	233	0	753	6	6	19	0	31	30	372	3	0	405	218	11	52	0	281	1470
16:00	2	160	44	0	206	4	3	6	0	13	2	111	1	0	114	33	2	8	0	43	376
16:15	10	134	70	0	214	2	1	2	0	5	16	146	3	0	165	37	0	6	0	43	427

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Lohman Ford Rd & Dawn Dr
Site Code : 10
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	10	162	61	0	233	6	1	8	0	15	14	116	1	0	131	41	1	8	0	50	429
16:45	9	151	56	0	216	3	3	9	0	15	4	103	2	0	109	40	3	6	0	49	389
Total	31	607	231	0	869	15	8	25	0	48	36	476	7	0	519	151	6	28	0	185	1621
17:00	11	142	57	0	210	3	3	10	0	16	5	90	3	0	98	40	1	7	0	48	372
17:15	15	149	60	0	224	3	2	6	0	11	7	100	1	0	108	38	1	9	0	48	391
17:30	11	128	62	0	201	4	1	5	0	10	5	74	1	0	80	38	2	12	0	52	343
17:45	11	124	66	0	201	6	3	4	0	13	7	68	3	0	78	30	2	3	1	36	328
Total	48	543	245	0	836	16	9	25	0	50	24	332	8	0	364	146	6	31	1	184	1434
18:00	9	115	59	0	183	3	3	3	0	9	4	68	0	0	72	34	3	5	0	42	306
18:15	14	129	39	0	182	3	0	5	0	8	2	68	10	0	80	36	4	3	0	43	313
18:30	3	107	39	0	149	4	0	5	0	9	3	60	0	0	63	23	1	2	0	26	247
18:45	4	114	47	0	165	2	4	3	0	9	6	40	2	0	48	18	0	4	0	22	244
Total	30	465	184	0	679	12	7	16	0	35	15	236	12	0	263	111	8	14	0	133	1110
Grand Total	253	4461	1948	0	6662	96	64	238	0	398	244	4514	66	0	4824	1960	65	314	8	2347	14231
Apprch %	3.8	67	29.2	0		24.1	16.1	59.8	0		5.1	93.6	1.4	0		83.5	2.8	13.4	0.3		
Total %	1.8	31.3	13.7	0	46.8	0.7	0.4	1.7	0	2.8	1.7	31.7	0.5	0	33.9	13.8	0.5	2.2	0.1	16.5	
Vehicles	247	4360	1906	0	6513	92	60	234	0	386	236	4410	66	0	4712	1910	62	302	8	2282	13893
% Vehicles	97.6	97.7	97.8	0	97.8	95.8	93.8	98.3	0	97	96.7	97.7	100	0	97.7	97.4	95.4	96.2	100	97.2	97.6
Heavy Vehicles	6	101	42	0	149	4	4	4	0	12	8	104	0	0	112	50	3	12	0	65	338
% Heavy Vehicles	2.4	2.3	2.2	0	2.2	4.2	6.2	1.7	0	3	3.3	2.3	0	0	2.3	2.6	4.6	3.8	0	2.8	2.4

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	2	160	44	0	206	4	**3**	6	0	13	2	111	1	0	114	33	2	**8**	0	43	376
16:15	**10**	134	**70**	0	214	2	1	2	0	5	**16**	**146**	**3**	0	**165**	37	0	6	0	43	427
16:30	10	**162**	61	0	**233**	**6**	1	8	0	**15**	14	116	1	0	131	**41**	1	8	0	**50**	**429**
16:45	9	151	56	0	216	3	3	**9**	0	15	4	103	2	0	109	40	**3**	6	0	49	389
Total Volume	31	607	231	0	869	15	8	25	0	48	36	476	7	0	519	151	6	28	0	185	1621
% App. Total	3.6	69.9	26.6	0		31.2	16.7	52.1	0		6.9	91.7	1.3	0		81.6	3.2	15.1	0		
PHF	.775	.937	.825	.000	.932	.625	.667	.694	.000	.800	.563	.815	.583	.000	.786	.921	.500	.875	.000	.925	.945
Vehicles	30	596	229	0	855	14	8	25	0	47	36	457	7	0	500	148	6	28	0	182	1584
% Vehicles																					
Heavy Vehicles	1	11	2	0	14	1	0	0	0	1	0	19	0	0	19	3	0	0	0	3	37
% Heavy Vehicles	3.2	1.8	0.9	0	1.6	6.7	0	0	0	2.1	0	4.0	0	0	3.7	2.0	0	0	0	1.6	2.3

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:30					07:15					07:45					07:15				
+0 mins.	10	**162**	**61**	0	**233**	5	1	**14**	0	20	6	128	0	0	134	82	2	9	0	93
+15 mins.	9	151	56	0	216	**7**	**3**	11	0	**21**	7	118	1	0	126	**104**	**5**	**16**	**1**	**126**
+30 mins.	11	142	57	0	210	1	1	9	0	11	8	**182**	2	0	**192**	87	2	13	0	102
+45 mins.	**15**	149	60	0	224	1	2	7	0	10	**13**	157	**3**	0	173	61	3	8	0	72
Total Volume	45	604	234	0	883	14	7	41	0	62	34	585	6	0	625	334	12	46	1	393
% App. Total	5.1	68.4	26.5	0		22.6	11.3	66.1	0		5.4	93.6	1	0		85	3.1	11.7	0.3	
PHF	.750	.932	.959	.000	.947	.500	.583	.732	.000	.738	.654	.804	.500	.000	.814	.803	.600	.719	.250	.780
Vehicles	44	597	232	0	873	13	7	41	0	61	34	573	6	0	613	329	12	45	1	387
% Vehicles																				
Heavy Vehicles	1	7	2	0	10	1	0	0	0	1	0	12	0	0	12	5	0	1	0	6
% Heavy Vehicles	2.2	1.2	0.9	0	1.1	7.1	0	0	0	1.6	0	2.1	0	0	1.9	1.5	0	2.2	0	1.5

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Lohman Ford Rd & Dawn Dr
Site Code : 10
Start Date : 4/6/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	1	33	27	0	61	2	2	3	0	7	0	112	4	0	116	49	2	2	1	54	238
07:15	5	58	47	0	110	5	1	14	0	20	5	111	3	0	119	81	2	9	0	92	341
07:30	7	88	44	0	139	6	3	11	0	20	6	144	2	0	152	101	5	16	1	123	434
07:45	3	73	32	0	108	1	1	9	0	11	6	127	0	0	133	87	2	13	0	102	354
Total	16	252	150	0	418	14	7	37	0	58	17	494	9	0	520	318	11	40	2	371	1367
08:00	4	84	35	0	123	1	2	7	0	10	7	116	1	0	124	60	3	7	0	70	327
08:15	5	114	35	0	154	3	1	10	0	14	8	177	2	0	187	54	0	9	0	63	418
08:30	6	115	36	0	157	2	2	8	0	12	13	153	3	0	169	44	2	14	0	60	398
08:45	4	60	24	0	88	2	1	9	0	12	3	115	3	0	121	40	1	6	0	47	268
Total	19	373	130	0	522	8	6	34	0	48	31	561	9	0	601	198	6	36	0	240	1411
09:00	7	47	27	0	81	1	1	3	0	5	3	95	1	0	99	50	2	5	0	57	242
09:15	3	63	18	0	84	0	0	3	0	3	2	91	4	0	97	31	3	5	0	39	223
09:30	4	77	24	0	105	1	1	3	0	5	5	83	1	0	89	29	0	5	0	34	233
09:45	3	42	19	0	64	0	0	3	0	3	2	106	0	0	108	40	0	6	0	46	221
Total	17	229	88	0	334	2	2	12	0	16	12	375	6	0	393	150	5	21	0	176	919
10:00	2	57	25	0	84	0	0	4	0	4	1	115	2	0	118	35	0	1	0	36	242
10:15	0	58	29	0	87	2	0	2	0	4	5	84	2	0	91	40	0	2	0	42	224
10:30	3	54	28	0	85	6	0	7	0	13	3	92	1	0	96	27	0	5	0	32	226
10:45	5	58	25	0	88	2	2	2	0	6	4	73	2	0	79	32	1	4	0	37	210
Total	10	227	107	0	344	10	2	15	0	27	13	364	7	0	384	134	1	12	0	147	902
11:00	2	60	27	0	89	0	0	1	0	1	3	81	0	0	84	33	1	3	0	37	211
11:15	4	64	33	0	101	1	1	2	0	4	5	86	0	0	91	28	1	4	0	33	229
11:30	1	62	36	0	99	1	0	2	0	3	5	78	0	0	83	24	0	3	0	27	212
11:45	4	73	30	0	107	0	1	5	0	6	3	67	1	0	71	30	2	4	0	36	220
Total	11	259	126	0	396	2	2	10	0	14	16	312	1	0	329	115	4	14	0	133	872
12:00	6	65	32	0	103	1	1	5	0	7	5	83	0	0	88	34	2	3	0	39	237
12:15	3	60	26	0	89	0	0	8	0	8	2	85	0	0	87	29	0	7	0	36	220
12:30	1	82	36	0	119	0	0	2	0	2	4	75	0	0	79	34	0	3	0	37	237
12:45	6	66	45	0	117	1	2	1	0	4	3	78	0	0	81	33	1	5	0	39	241
Total	16	273	139	0	428	2	3	16	0	21	14	321	0	0	335	130	3	18	0	151	935
13:00	0	65	32	0	97	0	1	1	0	2	1	83	0	0	84	33	1	4	0	38	221
13:15	3	82	37	0	122	0	0	4	0	4	5	87	1	0	93	28	0	4	1	33	252
13:30	2	66	22	0	90	0	3	2	0	5	6	67	0	0	73	41	0	6	0	47	215
13:45	2	83	29	0	114	3	0	7	0	10	5	79	1	0	85	33	0	2	1	36	245
Total	7	296	120	0	423	3	4	14	0	21	17	316	2	0	335	135	1	16	2	154	933
14:00	3	94	39	0	136	0	0	6	0	6	3	76	0	0	79	29	1	6	1	37	258
14:15	2	84	38	0	124	1	1	0	0	2	5	72	1	0	78	38	1	3	1	43	247
14:30	6	82	53	0	141	1	2	4	0	7	1	62	0	0	63	20	0	9	1	30	241
14:45	4	109	33	0	146	1	1	3	0	5	3	77	1	0	81	34	0	7	0	41	273
Total	15	369	163	0	547	3	4	13	0	20	12	287	2	0	301	121	2	25	3	151	1019
15:00	7	110	57	0	174	1	3	5	0	9	5	79	1	0	85	36	2	5	0	43	311
15:15	7	128	60	0	195	0	3	3	0	6	7	113	0	0	120	57	3	17	0	77	398
15:30	9	120	61	0	190	1	0	3	0	4	9	79	1	0	89	70	4	15	0	89	372
15:45	5	126	50	0	181	4	0	6	0	10	9	93	1	0	103	48	0	11	0	59	353
Total	28	484	228	0	740	6	6	17	0	29	30	364	3	0	397	211	9	48	0	268	1434
16:00	2	155	43	0	200	4	3	6	0	13	2	107	1	0	110	31	2	8	0	41	364
16:15	10	132	70	0	212	2	1	2	0	5	16	138	3	0	157	36	0	6	0	42	416
16:30	9	158	61	0	228	5	1	8	0	14	14	114	1	0	129	41	1	8	0	50	421
16:45	9	151	55	0	215	3	3	9	0	15	4	98	2	0	104	40	3	6	0	49	383
Total	30	596	229	0	855	14	8	25	0	47	36	457	7	0	500	148	6	28	0	182	1584

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Lohman Ford Rd & Dawn Dr
Site Code : 10
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	11	140	56	0	207	3	3	10	0	16	5	89	3	0	97	37	1	7	0	45	365
17:15	15	148	60	0	223	3	2	6	0	11	7	95	1	0	103	37	1	8	0	46	383
17:30	11	127	62	0	200	4	1	5	0	10	5	73	1	0	79	38	2	12	0	52	341
17:45	11	124	66	0	201	6	3	4	0	13	7	67	3	0	77	30	2	3	1	36	327
Total	48	539	244	0	831	16	9	25	0	50	24	324	8	0	356	142	6	30	1	179	1416
18:00	9	114	59	0	182	3	3	3	0	9	4	67	0	0	71	33	3	5	0	41	303
18:15	14	128	38	0	180	3	0	5	0	8	2	68	10	0	80	34	4	3	0	41	309
18:30	3	107	39	0	149	4	0	5	0	9	2	60	0	0	62	23	1	2	0	26	246
18:45	4	114	46	0	164	2	4	3	0	9	6	40	2	0	48	18	0	4	0	22	243
Total	30	463	182	0	675	12	7	16	0	35	14	235	12	0	261	108	8	14	0	130	1101
Grand Total	247	4360	1906	0	6513	92	60	234	0	386	236	4410	66	0	4712	1910	62	302	8	2282	13893
Apprch %	3.8	66.9	29.3	0		23.8	15.5	60.6	0		5	93.6	1.4	0		83.7	2.7	13.2	0.4		
Total %	1.8	31.4	13.7	0	46.9	0.7	0.4	1.7	0	2.8	1.7	31.7	0.5	0	33.9	13.7	0.4	2.2	0.1	16.4	

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	10	132	**70**	0	212	2	1	2	0	5	**16**	**138**	**3**	0	**157**	36	0	6	0	42	416
16:30	9	**158**	61	0	**228**	**5**	1	8	0	14	14	114	1	0	129	**41**	1	**8**	0	**50**	**421**
16:45	9	151	55	0	215	3	**3**	9	0	15	4	98	2	0	104	40	**3**	6	0	49	383
17:00	**11**	140	56	0	207	3	3	**10**	0	**16**	5	89	3	0	97	37	1	7	0	45	365
Total Volume	39	581	242	0	862	13	8	29	0	50	39	439	9	0	487	154	5	27	0	186	1585
% App. Total	4.5	67.4	28.1	0		26	16	58	0		8	90.1	1.8	0		82.8	2.7	14.5	0		
PHF	.886	.919	.864	.000	.945	.650	.667	.725	.000	.781	.609	.795	.750	.000	.775	.939	.417	.844	.000	.930	.941

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					**07:15**					**07:45**					**07:15**				
+0 mins.	**9**	158	61	0	228	5	1	14	0	**20**	6	127	0	0	133	81	2	9	0	92
+15 mins.	9	151	55	0	215	**6**	**3**	11	0	20	7	116	1	0	124	**101**	**5**	**16**	**1**	**123**
+30 mins.	11	140	56	0	207	1	1	9	0	11	8	**177**	2	0	**187**	87	2	13	0	102
+45 mins.	**15**	148	60	0	223	1	2	7	0	10	**13**	153	**3**	0	169	60	3	7	0	70
Total Volume	44	597	232	0	873	13	7	41	0	61	34	573	6	0	613	329	12	45	1	387
% App. Total	5	68.4	26.6	0		21.3	11.5	67.2	0		5.5	93.5	1	0		85	3.1	11.6	0.3	
PHF	.733	.945	.951	.000	.957	.542	.583	.732	.000	.763	.654	.809	.500	.000	.820	.814	.600	.703	.250	.787

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Lohman Ford Rd & Dawn Dr
Site Code : 10
Start Date : 4/6/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	2	1	0	3	0	1	0	0	1	1	0	0	0	1	5	0	0	0	5	10
07:15	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8
07:30	1	3	1	0	5	1	0	0	0	1	0	1	0	0	1	3	0	0	0	3	10
07:45	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	1	12	4	0	17	1	1	0	0	2	1	3	0	0	4	9	0	0	0	9	32
08:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	6
08:15	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:30	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	7
08:45	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	10
Total	0	9	2	0	11	0	1	0	0	1	0	13	0	0	13	2	0	3	0	5	30
09:00	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
09:15	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8
09:30	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
09:45	0	3	2	0	5	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	10
Total	1	9	5	0	15	0	1	0	0	1	0	9	0	0	9	2	0	0	0	2	27
10:00	1	5	2	0	8	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	10
10:15	0	3	1	0	4	0	0	1	0	1	1	2	0	0	3	2	0	0	0	2	10
10:30	0	5	3	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
10:45	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	10
Total	1	16	7	0	24	0	0	1	0	1	1	10	0	0	11	5	0	0	0	5	41
11:00	1	1	0	0	2	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	6
11:15	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
11:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	8
Total	1	5	2	0	8	0	1	0	0	1	0	8	0	0	8	4	0	0	0	4	21
12:00	0	1	2	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
12:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	5
12:30	0	4	2	0	6	0	0	0	0	0	1	3	0	0	4	1	0	1	0	2	12
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	0	10	0	0	0	0	0	2	7	0	0	9	3	0	1	0	4	23
13:00	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	7
13:15	1	2	1	0	4	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	6
13:30	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	1	1	0	0	2	8
13:45	0	2	1	0	3	2	0	0	0	2	1	2	0	0	3	0	0	2	0	2	10
Total	1	9	3	0	13	2	0	0	0	2	3	6	0	0	9	4	1	2	0	7	31
14:00	0	4	1	0	5	0	0	1	0	1	0	5	0	0	5	2	0	0	0	2	13
14:15	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	8
14:30	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
14:45	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	10	5	0	15	0	0	1	0	1	0	12	0	0	12	4	0	1	0	5	33
15:00	0	2	2	0	4	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	7
15:15	0	2	2	0	4	0	0	1	0	1	0	4	0	0	4	5	2	3	0	10	19
15:30	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
15:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
Total	0	8	5	0	13	0	0	2	0	2	0	8	0	0	8	7	2	4	0	13	36
16:00	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	12
16:15	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	11
16:30	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8
16:45	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	1	11	2	0	14	1	0	0	0	1	0	19	0	0	19	3	0	0	0	3	37

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Lohman Ford Rd & Dawn Dr
Site Code : 10
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	7
17:15	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	8
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	4	1	0	5	0	0	0	0	0	0	8	0	0	8	4	0	1	0	5	18
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
18:15	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
18:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	2	0	4	0	0	0	0	0	1	1	0	0	2	3	0	0	0	3	9
Grand Total	6	101	42	0	149	4	4	4	0	12	8	104	0	0	112	50	3	12	0	65	338
Apprch %	4	67.8	28.2	0		33.3	33.3	33.3	0		7.1	92.9	0	0		76.9	4.6	18.5	0		
Total %	1.8	29.9	12.4	0	44.1	1.2	1.2	1.2	0	3.6	2.4	30.8	0	0	33.1	14.8	0.9	3.6	0	19.2	

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:45																					
09:45	0	3	2	0	5	0	0	0	0	0	0	**4**	0	0	**4**	1	0	0	0	1	10
10:00	**1**	**5**	2	0	**8**	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	10
10:15	0	3	1	0	4	0	0	**1**	0	**1**	**1**	2	0	0	3	**2**	0	0	0	**2**	10
10:30	0	5	**3**	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	**11**
Total Volume	1	16	8	0	25	0	0	1	0	1	1	9	0	0	10	5	0	0	0	5	41
% App. Total	4	64	32	0		0	0	100	0		10	90	0	0		100	0	0	0		
PHF	.250	.800	.667	.000	.781	.000	.000	.250	.000	.250	.250	.563	.000	.000	.625	.625	.000	.000	.000	.625	.932

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:45					**13:15**					**16:00**					**15:15**				
+0 mins.	**0**	**3**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**5**	**2**	**3**	0	**10**
+15 mins.	**1**	**5**	2	0	**8**	0	0	0	0	0	0	**8**	0	0	**8**	0	0	1	0	1
+30 mins.	0	3	1	0	4	**2**	0	0	0	**2**	0	2	0	0	2	1	0	0	0	1
+45 mins.	0	5	**3**	0	8	0	0	**1**	0	1	0	5	0	0	5	2	0	0	0	2
Total Volume	1	16	8	0	25	2	0	1	0	3	0	19	0	0	19	8	2	4	0	14
% App. Total	4	64	32	0		66.7	0	33.3	0		0	100	0	0		57.1	14.3	28.6	0	
PHF	.250	.800	.667	.000	.781	.250	.000	.250	.000	.375	.000	.594	.000	.000	.594	.400	.250	.333	.000	.350

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Lohman Ford Rd & Dawn Dr
Site Code : 10
Start Date : 4/6/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Lohman Ford Rd & Dawn Dr
Site Code : 10
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Lohman Ford Rd Southbound					Dawn Dr Westbound					Lohman Ford Rd Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30																					
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:30					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1			1															
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Lohman Ford Rd & Civic Dr
Site Code : 11
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	2	38	2	0	42	0	0	0	0	0	6	121	0	0	127	0	0	0	0	0	169
07:15	0	68	12	0	80	0	0	0	0	0	13	128	2	0	143	2	1	2	0	5	228
07:30	3	94	18	0	115	0	0	3	0	3	14	138	0	0	152	4	1	6	0	11	281
07:45	1	85	0	0	86	0	0	0	0	0	2	125	0	0	127	1	0	0	0	1	214
Total	6	285	32	0	323	0	0	3	0	3	35	512	2	0	549	7	2	8	0	17	892
08:00	2	89	2	0	93	1	0	3	0	4	2	140	2	0	144	0	0	0	0	0	241
08:15	0	131	0	0	131	0	0	0	0	0	0	186	0	0	186	0	0	1	0	1	318
08:30	1	133	1	0	135	0	0	0	0	0	0	164	2	0	166	1	0	0	0	1	302
08:45	2	72	0	0	74	0	0	3	0	3	0	118	2	0	120	0	0	0	0	0	197
Total	5	425	3	0	433	1	0	6	0	7	2	608	6	0	616	1	0	1	0	2	1058
09:00	1	50	1	0	52	0	0	2	0	2	1	94	1	0	96	0	0	0	0	0	150
09:15	1	70	0	0	71	1	0	0	0	1	0	112	0	0	112	0	0	0	0	0	184
09:30	1	84	0	0	85	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	167
09:45	1	48	1	0	50	2	0	0	0	2	0	110	0	0	110	1	1	0	0	2	164
Total	4	252	2	0	258	3	0	2	0	5	1	398	1	0	400	1	1	0	0	2	665
10:00	0	64	0	0	64	0	0	1	0	1	1	119	0	0	120	0	0	0	0	0	185
10:15	0	64	0	0	64	0	0	1	0	1	1	92	1	0	94	0	0	1	0	1	160
10:30	0	67	1	0	68	1	0	1	0	2	0	100	0	0	100	0	1	2	0	3	173
10:45	1	69	0	0	70	0	0	0	0	0	0	80	0	0	80	0	0	1	0	1	151
Total	1	264	1	0	266	1	0	3	0	4	2	391	1	0	394	0	1	4	0	5	669
11:00	0	63	1	0	64	0	0	0	0	0	0	89	1	0	90	0	0	1	0	1	155
11:15	0	66	0	0	66	0	0	1	0	1	0	89	0	0	89	0	0	2	0	2	158
11:30	0	66	1	0	67	0	0	0	0	0	0	88	0	0	88	0	0	1	0	1	156
11:45	0	82	0	0	82	1	0	0	0	1	0	75	0	0	75	0	0	0	0	0	158
Total	0	277	2	0	279	1	0	1	0	2	0	341	1	0	342	0	0	4	0	4	627
12:00	1	66	0	0	67	1	0	0	0	1	0	88	1	0	89	2	0	0	0	2	159
12:15	0	66	0	0	66	1	0	0	0	1	0	86	0	0	86	1	0	0	0	1	154
12:30	1	89	2	0	92	1	0	0	0	1	0	80	0	0	80	0	0	0	0	0	173
12:45	0	78	0	0	78	0	0	0	0	0	0	85	0	0	85	0	0	2	0	2	165
Total	2	299	2	0	303	3	0	0	0	3	0	339	1	0	340	3	0	2	0	5	651
13:00	1	67	1	0	69	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	157
13:15	0	85	2	0	87	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	179
13:30	1	77	1	0	79	0	0	0	0	0	2	77	0	0	79	0	0	0	0	0	158
13:45	2	97	0	0	99	0	0	1	0	1	0	94	2	0	96	0	0	1	0	1	197
Total	4	326	4	0	334	0	0	1	0	1	2	351	2	0	355	0	0	1	0	1	691
14:00	0	98	0	0	98	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	178
14:15	1	84	2	0	87	0	0	2	0	2	1	75	0	0	76	0	0	1	0	1	166
14:30	1	100	1	0	102	0	0	1	0	1	1	72	2	0	75	0	0	0	0	0	178
14:45	4	109	3	0	116	1	0	1	0	2	3	85	0	0	88	0	0	0	0	0	206
Total	6	391	6	0	403	1	0	4	0	5	5	312	2	0	319	0	0	1	0	1	728
15:00	1	117	8	0	126	1	0	3	0	4	1	78	2	0	81	0	0	0	0	0	211
15:15	0	135	5	0	140	0	1	1	0	2	7	126	1	0	134	4	0	4	0	8	284
15:30	2	138	4	0	144	1	0	1	0	2	3	80	0	0	83	0	0	3	0	3	232
15:45	1	142	0	0	143	0	0	1	0	1	1	111	0	0	112	0	0	3	0	3	259
Total	4	532	17	0	553	2	1	6	0	9	12	395	3	0	410	4	0	10	0	14	986
16:00	2	160	1	0	163	0	0	2	0	2	0	102	1	0	103	1	0	0	0	1	269
16:15	0	146	0	0	146	1	0	0	0	1	3	169	0	0	172	0	0	1	0	1	320

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Lohman Ford Rd & Civic Dr
Site Code : 11
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	182	1	0	183	0	0	1	0	1	0	120	1	0	121	1	0	3	0	4	309
16:45	0	154	0	0	154	0	0	0	0	0	0	108	0	0	108	0	0	1	0	1	263
Total	2	642	2	0	646	1	0	3	0	4	3	499	2	0	504	2	0	5	0	7	1161
17:00	0	162	0	0	162	0	0	0	0	0	0	104	2	0	106	2	0	3	0	5	273
17:15	1	154	0	0	155	1	0	0	0	1	0	98	0	0	98	0	0	0	0	0	254
17:30	1	148	0	0	149	0	0	1	0	1	0	84	0	1	85	0	0	0	0	0	235
17:45	0	133	0	0	133	0	0	0	0	0	1	78	1	0	80	0	0	0	0	0	213
Total	2	597	0	0	599	1	0	1	0	2	1	364	3	1	369	2	0	3	0	5	975
18:00	0	122	0	0	122	0	0	2	0	2	0	70	2	0	72	0	0	0	0	0	196
18:15	0	131	1	0	132	0	0	0	0	0	1	80	0	0	81	0	0	0	0	0	213
18:30	0	115	0	0	115	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	171
18:45	0	116	0	0	116	1	0	0	0	1	1	49	0	0	50	0	0	1	0	1	168
Total	0	484	1	0	485	1	0	2	0	3	2	255	2	0	259	0	0	1	0	1	748
Grand Total	36	4774	72	0	4882	15	1	32	0	48	65	4765	26	1	4857	20	4	40	0	64	9851
Apprch %	0.7	97.8	1.5	0		31.2	2.1	66.7	0		1.3	98.1	0.5	0		31.2	6.2	62.5	0		
Total %	0.4	48.5	0.7	0	49.6	0.2	0	0.3	0	0.5	0.7	48.4	0.3	0	49.3	0.2	0	0.4	0	0.6	
Vehicles	33	4663	70	0	4766	14	1	31	0	46	64	4658	25	1	4748	20	3	37	0	60	9620
% Vehicles	91.7	97.7	97.2	0	97.6	93.3	100	96.9	0	95.8	98.5	97.8	96.2	100	97.8	100	75	92.5	0	93.8	97.7
Heavy Vehicles	3	111	2	0	116	1	0	1	0	2	1	107	1	0	109	0	1	3	0	4	231
% Heavy Vehicles	8.3	2.3	2.8	0	2.4	6.7	0	3.1	0	4.2	1.5	2.2	3.8	0	2.2	0	25	7.5	0	6.2	2.3

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	146	0	0	146	**1**	0	0	0	**1**	**3**	**169**	0	0	**172**	0	0	1	0	1	**320**
16:30	0	**182**	**1**	0	**183**	0	0	**1**	0	1	0	120	1	0	121	1	0	**3**	0	4	309
16:45	0	154	0	0	154	0	0	0	0	0	0	108	0	0	108	0	0	1	0	1	263
17:00	0	162	0	0	162	0	0	0	0	0	0	104	**2**	0	106	**2**	0	3	0	**5**	273
Total Volume	0	644	1	0	645	1	0	1	0	2	3	501	3	0	507	3	0	8	0	11	1165
% App. Total	0	99.8	0.2	0		50	0	50	0		0.6	98.8	0.6	0		27.3	0	72.7	0		
PHF	.000	.885	.250	.000	.881	.250	.000	.250	.000	.500	.250	.741	.375	.000	.737	.375	.000	.667	.000	.550	.910
Vehicles	0	635	1	0	636	1	0	1	0	2	3	486	3	0	492	3	0	8	0	11	1141
% Vehicles																					
Heavy Vehicles	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	24
% Heavy Vehicles	0	1.4	0	0	1.4	0	0	0	0	0	0	3.0	0	0	3.0	0	0	0	0	0	2.1

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:30					14:45					07:45					07:00				
+0 mins.	0	**182**	**1**	0	**183**	**1**	0	1	0	2	**2**	125	0	0	127	0	0	0	0	0
+15 mins.	0	154	0	0	154	1	0	**3**	0	**4**	2	140	**2**	0	144	2	**1**	2	0	5
+30 mins.	0	162	0	0	162	0	**1**	1	0	2	0	**186**	0	0	**186**	**4**	1	**6**	0	**11**
+45 mins.	**1**	154	0	0	155	1	0	1	0	2	0	164	2	0	166	1	0	0	0	1
Total Volume	1	652	1	0	654	3	1	6	0	10	4	615	4	0	623	7	2	8	0	17
% App. Total	0.2	99.7	0.2	0		30	10	60	0		0.6	98.7	0.6	0		41.2	11.8	47.1	0	
PHF	.250	.896	.250	.000	.893	.750	.250	.500	.000	.625	.500	.827	.500	.000	.837	.438	.500	.333	.000	.386
Vehicles	1	642	1	0	644	3	1	6	0	10	4	603	4	0	611	7	2	8	0	17
% Vehicles																				
Heavy Vehicles	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0
% Heavy Vehicles	0	1.5	0	0	1.5	0	0	0	0	0	0	2	0	0	1.9	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Lohman Ford Rd & Civic Dr
Site Code : 11
Start Date : 4/6/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	36	2	0	38	0	0	0	0	0	6	119	0	0	125	0	0	0	0	0	163
07:15	0	63	12	0	75	0	0	0	0	0	13	127	2	0	142	2	1	2	0	5	222
07:30	3	89	18	0	110	0	0	3	0	3	14	137	0	0	151	4	1	6	0	11	275
07:45	1	84	0	0	85	0	0	0	0	0	2	124	0	0	126	1	0	0	0	1	212
Total	4	272	32	0	308	0	0	3	0	3	35	507	2	0	544	7	2	8	0	17	872
08:00	2	86	2	0	90	1	0	3	0	4	2	136	2	0	140	0	0	0	0	0	234
08:15	0	129	0	0	129	0	0	0	0	0	0	183	0	0	183	0	0	1	0	1	313
08:30	1	131	1	0	133	0	0	0	0	0	0	160	2	0	162	1	0	0	0	1	296
08:45	2	66	0	0	68	0	0	3	0	3	0	116	2	0	118	0	0	0	0	0	189
Total	5	412	3	0	420	1	0	6	0	7	2	595	6	0	603	1	0	1	0	2	1032
09:00	1	48	1	0	50	0	0	2	0	2	1	93	1	0	95	0	0	0	0	0	147
09:15	1	67	0	0	68	1	0	0	0	1	0	109	0	0	109	0	0	0	0	0	178
09:30	0	84	0	0	84	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	165
09:45	1	46	0	0	47	1	0	0	0	1	0	106	0	0	106	1	0	0	0	1	155
Total	3	245	1	0	249	2	0	2	0	4	1	389	1	0	391	1	0	0	0	1	645
10:00	0	59	0	0	59	0	0	1	0	1	1	117	0	0	118	0	0	0	0	0	178
10:15	0	61	0	0	61	0	0	0	0	0	1	90	0	0	91	0	0	1	0	1	153
10:30	0	62	0	0	62	1	0	1	0	2	0	97	0	0	97	0	1	2	0	3	164
10:45	1	66	0	0	67	0	0	0	0	0	0	76	0	0	76	0	0	0	0	0	143
Total	1	248	0	0	249	1	0	2	0	3	2	380	0	0	382	0	1	3	0	4	638
11:00	0	62	1	0	63	0	0	0	0	0	0	87	1	0	88	0	0	1	0	1	152
11:15	0	65	0	0	65	0	0	1	0	1	0	87	0	0	87	0	0	0	0	0	153
11:30	0	65	1	0	66	0	0	0	0	0	0	87	0	0	87	0	0	1	0	1	154
11:45	0	80	0	0	80	1	0	0	0	1	0	72	0	0	72	0	0	0	0	0	153
Total	0	272	2	0	274	1	0	1	0	2	0	333	1	0	334	0	0	2	0	2	612
12:00	1	64	0	0	65	1	0	0	0	1	0	85	1	0	86	2	0	0	0	2	154
12:15	0	65	0	0	65	1	0	0	0	1	0	83	0	0	83	1	0	0	0	1	150
12:30	1	86	2	0	89	1	0	0	0	1	0	77	0	0	77	0	0	0	0	0	167
12:45	0	78	0	0	78	0	0	0	0	0	0	84	0	0	84	0	0	2	0	2	164
Total	2	293	2	0	297	3	0	0	0	3	0	329	1	0	330	3	0	2	0	5	635
13:00	1	64	1	0	66	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	153
13:15	0	83	2	0	85	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	176
13:30	1	74	1	0	76	0	0	0	0	0	2	73	0	0	75	0	0	0	0	0	151
13:45	2	94	0	0	96	0	0	1	0	1	0	90	2	0	92	0	0	1	0	1	190
Total	4	315	4	0	323	0	0	1	0	1	2	341	2	0	345	0	0	1	0	1	670
14:00	0	94	0	0	94	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	169
14:15	1	82	2	0	85	0	0	2	0	2	1	73	0	0	74	0	0	1	0	1	162
14:30	1	98	1	0	100	0	0	1	0	1	1	70	2	0	73	0	0	0	0	0	174
14:45	4	108	3	0	115	1	0	1	0	2	3	83	0	0	86	0	0	0	0	0	203
Total	6	382	6	0	394	1	0	4	0	5	5	301	2	0	308	0	0	1	0	1	708
15:00	1	115	8	0	124	1	0	3	0	4	1	77	2	0	80	0	0	0	0	0	208
15:15	0	129	5	0	134	0	1	1	0	2	6	122	1	0	129	4	0	4	0	8	273
15:30	2	135	4	0	141	1	0	1	0	2	3	79	0	0	82	0	0	3	0	3	228
15:45	1	141	0	0	142	0	0	1	0	1	1	109	0	0	110	0	0	3	0	3	256
Total	4	520	17	0	541	2	1	6	0	9	11	387	3	0	401	4	0	10	0	14	965
16:00	2	156	1	0	159	0	0	2	0	2	0	100	1	0	101	1	0	0	0	1	263
16:15	0	144	0	0	144	1	0	0	0	1	3	163	0	0	166	0	0	1	0	1	312
16:30	0	177	1	0	178	0	0	1	0	1	0	118	1	0	119	1	0	3	0	4	302
16:45	0	154	0	0	154	0	0	0	0	0	0	103	0	0	103	0	0	1	0	1	258
Total	2	631	2	0	635	1	0	3	0	4	3	484	2	0	489	2	0	5	0	7	1135

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Lohman Ford Rd & Civic Dr
Site Code : 11
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	160	0	0	160	0	0	0	0	0	0	102	2	0	104	2	0	3	0	5	269
17:15	1	151	0	0	152	1	0	0	0	1	0	95	0	0	95	0	0	0	0	0	248
17:30	1	148	0	0	149	0	0	1	0	1	0	83	0	1	84	0	0	0	0	0	234
17:45	0	132	0	0	132	0	0	0	0	0	1	78	1	0	80	0	0	0	0	0	212
Total	2	591	0	0	593	1	0	1	0	2	1	358	3	1	363	2	0	3	0	5	963
18:00	0	121	0	0	121	0	0	2	0	2	0	69	2	0	71	0	0	0	0	0	194
18:15	0	130	1	0	131	0	0	0	0	0	1	80	0	0	81	0	0	0	0	0	212
18:30	0	115	0	0	115	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	171
18:45	0	116	0	0	116	1	0	0	0	1	1	49	0	0	50	0	0	1	0	1	168
Total	0	482	1	0	483	1	0	2	0	3	2	254	2	0	258	0	0	1	0	1	745
Grand Total	33	4663	70	0	4766	14	1	31	0	46	64	4658	25	1	4748	20	3	37	0	60	9620
Apprch %	0.7	97.8	1.5	0		30.4	2.2	67.4	0		1.3	98.1	0.5	0		33.3	5	61.7	0		
Total %	0.3	48.5	0.7	0	49.5	0.1	0	0.3	0	0.5	0.7	48.4	0.3	0	49.4	0.2	0	0.4	0	0.6	

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	144	0	0	144	**1**	0	0	0	**1**	**3**	**163**	0	0	**166**	0	0	1	0	1	**312**
16:30	0	**177**	**1**	0	**178**	0	0	**1**	0	1	0	118	1	0	119	1	0	**3**	0	4	302
16:45	0	154	0	0	154	0	0	0	0	0	0	103	0	0	103	0	0	1	0	1	258
17:00	0	160	0	0	160	0	0	0	0	0	0	102	**2**	0	104	**2**	0	3	0	**5**	269
Total Volume	0	635	1	0	636	1	0	1	0	2	3	486	3	0	492	3	0	8	0	11	1141
% App. Total	0	99.8	0.2	0		50	0	50	0		0.6	98.8	0.6	0		27.3	0	72.7	0		
PHF	.000	.897	.250	.000	.893	.250	.000	.250	.000	.500	.250	.745	.375	.000	.741	.375	.000	.667	.000	.550	.914

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					**14:45**					**07:45**					**07:00**				
+0 mins.	**0**	177	1	0	178	1	0	1	0	2	**2**	124	0	0	126	0	0	0	0	0
+15 mins.	0	154	0	0	154	1	0	**3**	0	**4**	2	136	**2**	0	140	2	**1**	2	0	5
+30 mins.	0	160	0	0	160	0	**1**	1	0	2	0	**183**	0	0	**183**	**4**	1	**6**	0	**11**
+45 mins.	**1**	151	0	0	152	1	0	1	0	2	0	160	2	0	162	1	0	0	0	1
Total Volume	1	642	1	0	644	3	1	6	0	10	4	603	4	0	611	7	2	8	0	17
% App. Total	0.2	99.7	0.2	0		30	10	60	0		0.7	98.7	0.7	0		41.2	11.8	47.1	0	
PHF	.250	.907	.250	.000	.904	.750	.250	.500	.000	.625	.500	.824	.500	.000	.835	.438	.500	.333	.000	.386

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Lohman Ford Rd & Civic Dr
Site Code : 11
Start Date : 4/6/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
07:15	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:30	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	2	13	0	0	15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	20
08:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
08:15	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
08:30	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:45	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
Total	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	26
09:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
09:30	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45	0	2	1	0	3	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	9
Total	1	7	1	0	9	1	0	0	0	1	0	9	0	0	9	0	1	0	0	1	20
10:00	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
10:15	0	3	0	0	3	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	7
10:30	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
10:45	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
Total	0	16	1	0	17	0	0	1	0	1	0	11	1	0	12	0	0	1	0	1	31
11:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	5
11:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	15
12:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
12:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
13:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
13:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
13:30	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
13:45	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
14:00	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
14:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
14:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
14:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	20
15:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
15:15	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	11
15:30	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
15:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	12	0	0	12	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	21
16:00	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
16:15	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
16:30	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	26

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Lohman Ford Rd & Civic Dr
Site Code : 11
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	3	111	2	0	116	1	0	1	0	2	1	107	1	0	109	0	1	3	0	4	231
Apprch %	2.6	95.7	1.7	0		50	0	50	0		0.9	98.2	0.9	0		0	25	75	0		
Total %	1.3	48.1	0.9	0	50.2	0.4	0	0.4	0	0.9	0.4	46.3	0.4	0	47.2	0	0.4	1.3	0	1.7	

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:45																					
09:45	0	2	**1**	0	3	**1**	0	0	0	**1**	0	**4**	0	0	**4**	0	**1**	0	0	**1**	**9**
10:00	0	**5**	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
10:15	0	3	0	0	3	0	0	**1**	0	1	0	2	**1**	0	3	0	0	0	0	0	7
10:30	0	5	1	0	**6**	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Total Volume	0	15	2	0	17	1	0	1	0	2	0	11	1	0	12	0	1	0	0	1	32
% App. Total	0	88.2	11.8	0		50	0	50	0		0	91.7	8.3	0		0	100	0	0		
PHF	.000	.750	.500	.000	.708	.250	.000	.250	.000	.500	.000	.688	.250	.000	.750	.000	.250	.000	.000	.250	.889

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:45					**09:30**					**13:30**					**10:30**				
+0 mins.	**0**	**2**	**1**	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
+15 mins.	0	**5**	0	0	5	**1**	0	0	0	**1**	0	4	0	0	4	0	0	1	0	1
+30 mins.	0	3	0	0	3	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0
+45 mins.	0	5	1	0	**6**	0	0	**1**	0	1	0	2	0	0	2	0	0	**2**	0	**2**
Total Volume	0	15	2	0	17	1	0	1	0	2	0	15	0	0	15	0	0	3	0	3
% App. Total	0	88.2	11.8	0		50	0	50	0		0	100	0	0		0	0	100	0	
PHF	.000	.750	.500	.000	.708	.250	.000	.250	.000	.500	.000	.750	.000	.000	.750	.000	.000	.375	.000	.375

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Lohman Ford Rd & Civic Dr
Site Code : 11
Start Date : 4/6/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Lohman Ford Rd & Civic Dr
Site Code : 11
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Church Parking Lot Westbound					Lohman Ford Rd Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume																				
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Lohman Ford Rd & Travis Dr
Site Code : 12
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	32	6	0	38	0	0	0	0	0	7	122	0	0	129	0	0	0	0	0	167
07:15	0	65	8	0	73	0	0	0	0	0	30	146	0	0	176	1	0	13	0	14	263
07:30	0	100	12	0	112	0	0	0	0	0	15	146	0	0	161	3	0	17	0	20	293
07:45	0	86	0	0	86	0	0	0	0	0	1	128	0	0	129	2	0	2	0	4	219
Total	0	283	26	0	309	0	0	0	0	0	53	542	0	0	595	6	0	32	0	38	942
08:00	0	90	0	0	90	0	0	0	0	0	2	150	0	0	152	0	0	4	0	4	246
08:15	0	132	2	0	134	0	0	0	0	0	5	187	0	0	192	0	0	4	0	4	330
08:30	0	127	2	0	129	0	0	0	0	0	2	174	0	0	176	1	0	0	0	1	306
08:45	0	72	1	0	73	0	0	0	0	0	1	106	0	0	107	1	0	0	0	1	181
Total	0	421	5	0	426	0	0	0	0	0	10	617	0	0	627	2	0	8	0	10	1063
09:00	0	49	0	0	49	0	0	0	0	0	0	92	0	0	92	0	0	1	0	1	142
09:15	0	69	1	0	70	0	0	0	0	0	0	108	0	0	108	0	0	1	0	1	179
09:30	0	76	2	0	78	0	0	0	0	0	0	88	0	0	88	0	0	1	0	1	167
09:45	0	53	1	0	54	0	0	0	0	0	0	116	0	0	116	2	0	1	0	3	173
Total	0	247	4	0	251	0	0	0	0	0	0	404	0	0	404	2	0	4	0	6	661
10:00	0	62	1	0	63	0	0	0	0	0	0	109	0	0	109	1	0	1	0	2	174
10:15	0	65	0	0	65	0	0	0	0	0	2	94	0	0	96	2	0	2	0	4	165
10:30	0	67	1	0	68	0	0	0	0	0	1	97	0	0	98	1	0	0	0	1	167
10:45	0	61	1	1	63	0	0	0	0	0	1	85	0	0	86	1	0	4	0	5	154
Total	0	255	3	1	259	0	0	0	0	0	4	385	0	0	389	5	0	7	0	12	660
11:00	0	56	0	0	56	0	0	0	0	0	1	88	0	0	89	0	0	0	0	0	145
11:15	0	68	4	0	72	0	0	0	0	0	1	83	0	0	84	1	0	3	0	4	160
11:30	0	67	1	1	69	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	148
11:45	0	75	1	0	76	0	0	0	0	0	2	83	0	0	85	1	0	1	0	2	163
Total	0	266	6	1	273	0	0	0	0	0	4	333	0	0	337	2	0	4	0	6	616
12:00	0	59	0	0	59	0	0	0	0	0	0	82	0	0	82	1	0	0	0	1	142
12:15	0	68	0	0	68	0	0	0	0	0	1	85	0	0	86	0	0	1	0	1	155
12:30	0	82	2	0	84	0	0	0	0	0	1	85	0	0	86	1	0	0	0	1	171
12:45	0	80	2	0	82	0	0	0	0	0	1	73	0	0	74	0	0	0	0	0	156
Total	0	289	4	0	293	0	0	0	0	0	3	325	0	0	328	2	0	1	0	3	624
13:00	0	60	3	0	63	0	0	0	0	0	1	83	0	0	84	0	0	2	0	2	149
13:15	0	84	1	0	85	0	0	0	0	0	0	87	0	0	87	1	0	1	0	2	174
13:30	0	79	1	0	80	0	0	0	0	0	1	78	0	0	79	1	0	2	0	3	162
13:45	0	99	2	0	101	0	0	0	0	0	0	95	0	0	95	1	0	1	0	2	198
Total	0	322	7	0	329	0	0	0	0	0	2	343	0	0	345	3	0	6	0	9	683
14:00	0	81	5	0	86	0	0	0	0	0	0	76	0	0	76	2	0	1	0	3	165
14:15	0	86	3	0	89	0	0	0	0	0	1	75	0	0	76	1	0	0	0	1	166
14:30	0	90	5	0	95	0	0	0	0	0	2	68	0	0	70	1	0	1	0	2	167
14:45	0	99	9	0	108	0	0	0	0	0	6	85	0	0	91	2	0	2	0	4	203
Total	0	356	22	0	378	0	0	0	0	0	9	304	0	0	313	6	0	4	0	10	701
15:00	0	104	9	0	113	0	0	0	0	0	10	78	0	0	88	1	0	2	0	3	204
15:15	0	132	11	0	143	0	0	0	0	0	5	123	0	0	128	1	0	0	0	1	272
15:30	0	140	5	0	145	0	0	0	0	0	2	75	0	0	77	1	0	4	0	5	227
15:45	0	153	2	0	155	0	0	0	0	0	0	102	0	0	102	2	0	8	0	10	267
Total	0	529	27	0	556	0	0	0	0	0	17	378	0	0	395	5	0	14	0	19	970
16:00	0	154	2	0	156	0	0	0	0	0	0	98	0	0	98	0	0	2	0	2	256
16:15	0	139	6	0	145	0	0	0	0	0	6	180	0	0	186	3	0	1	0	4	335

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Lohman Ford Rd & Travis Dr
Site Code : 12
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	187	2	0	189	0	0	0	0	0	2	116	0	0	118	0	0	3	0	3	310
16:45	0	145	4	0	149	0	0	0	0	0	3	98	0	0	101	4	0	0	0	4	254
Total	0	625	14	0	639	0	0	0	0	0	11	492	0	0	503	7	0	6	0	13	1155
17:00	0	157	1	0	158	0	0	0	0	0	0	103	0	0	103	4	0	0	0	4	265
17:15	0	159	2	0	161	0	0	0	0	0	1	99	0	0	100	0	0	3	0	3	264
17:30	0	153	4	0	157	0	0	0	0	0	1	85	0	0	86	0	0	0	0	0	243
17:45	0	123	1	0	124	0	0	0	0	0	2	75	0	0	77	1	0	1	0	2	203
Total	0	592	8	0	600	0	0	0	0	0	4	362	0	0	366	5	0	4	0	9	975
18:00	0	122	3	0	125	0	0	0	0	0	2	62	0	0	64	2	0	3	0	5	194
18:15	0	133	1	0	134	0	0	0	0	0	0	83	0	0	83	0	0	2	0	2	219
18:30	0	105	0	0	105	0	0	0	0	0	2	63	0	0	65	1	0	0	0	1	171
18:45	0	96	0	0	96	0	0	0	0	0	0	69	0	0	69	1	0	0	0	1	166
Total	0	456	4	0	460	0	0	0	0	0	4	277	0	0	281	4	0	5	0	9	750
Grand Total	0	4641	130	2	4773	0	0	0	0	0	121	4762	0	0	4883	49	0	95	0	144	9800
Apprch %	0	97.2	2.7	0		0	0	0	0		2.5	97.5	0	0		34	0	66	0		
Total %	0	47.4	1.3	0	48.7	0	0	0	0	0	1.2	48.6	0	0	49.8	0.5	0	1	0	1.5	
Vehicles	0	4530	127	2	4659	0	0	0	0	0	120	4652	0	0	4772	48	0	91	0	139	9570
% Vehicles	0	97.6	97.7	100	97.6	0	0	0	0	0	99.2	97.7	0	0	97.7	98	0	95.8	0	96.5	97.7
Heavy Vehicles	0	111	3	0	114	0	0	0	0	0	1	110	0	0	111	1	0	4	0	5	230
% Heavy Vehicles	0	2.4	2.3	0	2.4	0	0	0	0	0	0.8	2.3	0	0	2.3	2	0	4.2	0	3.5	2.3

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:45																					
15:45	0	153	2	0	155	0	0	0	0	0	0	102	0	0	102	2	0	**8**	0	**10**	267
16:00	0	154	2	0	156	0	0	0	0	0	0	98	0	0	98	0	0	2	0	2	256
16:15	0	139	**6**	0	145	0	0	0	0	0	**6**	**180**	0	0	**186**	**3**	0	1	0	4	**335**
16:30	0	**187**	2	0	**189**	0	0	0	0	0	2	116	0	0	118	0	0	3	0	3	310
Total Volume	0	633	12	0	645	0	0	0	0	0	8	496	0	0	504	5	0	14	0	19	1168
% App. Total	0	98.1	1.9	0		0	0	0	0		1.6	98.4	0	0		26.3	0	73.7	0		
PHF	.000	.846	.500	.000	.853	.000	.000	.000	.000	.000	.333	.689	.000	.000	.677	.417	.000	.438	.000	.475	.872
Vehicles	0	620	12	0	632	0	0	0	0	0	8	483	0	0	491	5	0	14	0	19	1142
% Vehicles																					
Heavy Vehicles	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	26
% Heavy Vehicles	0	2.1	0	0	2.0	0	0	0	0	0	0	2.6	0	0	2.6	0	0	0	0	0	2.2

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:30					07:00					07:45					07:15				
+0 mins.	0	**187**	2	0	**189**	0	0	0	0	0	1	128	0	0	129	1	0	13	0	14
+15 mins.	0	145	**4**	0	149	0	0	0	0	0	2	150	0	0	152	**3**	0	**17**	0	**20**
+30 mins.	0	157	1	0	158	0	0	0	0	0	**5**	**187**	0	0	**192**	2	0	2	0	4
+45 mins.	0	159	2	0	161	0	0	0	0	0	2	174	0	0	176	0	0	4	0	4
Total Volume	0	648	9	0	657	0	0	0	0	0	10	639	0	0	649	6	0	36	0	42
% App. Total	0	98.6	1.4	0		0	0	0	0		1.5	98.5	0	0		14.3	0	85.7	0	
PHF	.000	.866	.563	.000	.869	.000	.000	.000	.000	.000	.500	.854	.000	.000	.845	.500	.000	.529	.000	.525
Vehicles	0	639	9	0	648	0	0	0	0	0	10	626	0	0	636	6	0	35	0	41
% Vehicles																				
Heavy Vehicles	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1
% Heavy Vehicles	0	1.4	0	0	1.4	0	0	0	0	0	0	2	0	0	2	0	0	2.8	0	2.4

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Lohman Ford Rd & Travis Dr
Site Code : 12
Start Date : 4/6/2023
Page No : 3

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	31	6	0	37	0	0	0	0	0	6	120	0	0	126	0	0	0	0	0	163
07:15	0	60	8	0	68	0	0	0	0	0	30	146	0	0	176	1	0	13	0	14	258
07:30	0	95	12	0	107	0	0	0	0	0	15	145	0	0	160	3	0	17	0	20	287
07:45	0	84	0	0	84	0	0	0	0	0	1	126	0	0	127	2	0	2	0	4	215
Total	0	270	26	0	296	0	0	0	0	0	52	537	0	0	589	6	0	32	0	38	923
08:00	0	87	0	0	87	0	0	0	0	0	2	146	0	0	148	0	0	3	0	3	238
08:15	0	129	2	0	131	0	0	0	0	0	5	185	0	0	190	0	0	3	0	3	324
08:30	0	126	2	0	128	0	0	0	0	0	2	169	0	0	171	1	0	0	0	1	300
08:45	0	68	1	0	69	0	0	0	0	0	1	105	0	0	106	1	0	0	0	1	176
Total	0	410	5	0	415	0	0	0	0	0	10	605	0	0	615	2	0	6	0	8	1038
09:00	0	46	0	0	46	0	0	0	0	0	0	91	0	0	91	0	0	1	0	1	138
09:15	0	66	1	0	67	0	0	0	0	0	0	105	0	0	105	0	0	1	0	1	173
09:30	0	76	2	0	78	0	0	0	0	0	0	86	0	0	86	0	0	1	0	1	165
09:45	0	50	1	0	51	0	0	0	0	0	0	113	0	0	113	2	0	1	0	3	167
Total	0	238	4	0	242	0	0	0	0	0	0	395	0	0	395	2	0	4	0	6	643
10:00	0	56	1	0	57	0	0	0	0	0	0	107	0	0	107	0	0	1	0	1	165
10:15	0	62	0	0	62	0	0	0	0	0	2	91	0	0	93	2	0	2	0	4	159
10:30	0	63	1	0	64	0	0	0	0	0	1	94	0	0	95	1	0	0	0	1	160
10:45	0	58	0	1	59	0	0	0	0	0	1	81	0	0	82	1	0	3	0	4	145
Total	0	239	2	1	242	0	0	0	0	0	4	373	0	0	377	4	0	6	0	10	629
11:00	0	56	0	0	56	0	0	0	0	0	1	83	0	0	84	0	0	0	0	0	140
11:15	0	64	4	0	68	0	0	0	0	0	1	83	0	0	84	1	0	3	0	4	156
11:30	0	67	0	1	68	0	0	0	0	0	0	78	0	0	78	0	0	0	0	0	146
11:45	0	73	1	0	74	0	0	0	0	0	2	79	0	0	81	1	0	1	0	2	157
Total	0	260	5	1	266	0	0	0	0	0	4	323	0	0	327	2	0	4	0	6	599
12:00	0	58	0	0	58	0	0	0	0	0	0	80	0	0	80	1	0	0	0	1	139
12:15	0	67	0	0	67	0	0	0	0	0	1	82	0	0	83	0	0	1	0	1	151
12:30	0	79	2	0	81	0	0	0	0	0	1	82	0	0	83	1	0	0	0	1	165
12:45	0	80	2	0	82	0	0	0	0	0	1	73	0	0	74	0	0	0	0	0	156
Total	0	284	4	0	288	0	0	0	0	0	3	317	0	0	320	2	0	1	0	3	611
13:00	0	58	3	0	61	0	0	0	0	0	1	83	0	0	84	0	0	1	0	1	146
13:15	0	81	1	0	82	0	0	0	0	0	0	84	0	0	84	1	0	1	0	2	168
13:30	0	76	1	0	77	0	0	0	0	0	1	74	0	0	75	1	0	2	0	3	155
13:45	0	95	2	0	97	0	0	0	0	0	0	92	0	0	92	1	0	1	0	2	191
Total	0	310	7	0	317	0	0	0	0	0	2	333	0	0	335	3	0	5	0	8	660
14:00	0	76	5	0	81	0	0	0	0	0	0	70	0	0	70	2	0	1	0	3	154
14:15	0	84	3	0	87	0	0	0	0	0	1	74	0	0	75	1	0	0	0	1	163
14:30	0	88	5	0	93	0	0	0	0	0	2	65	0	0	67	1	0	1	0	2	162
14:45	0	98	9	0	107	0	0	0	0	0	6	80	0	0	86	2	0	2	0	4	197
Total	0	346	22	0	368	0	0	0	0	0	9	289	0	0	298	6	0	4	0	10	676
15:00	0	101	9	0	110	0	0	0	0	0	10	78	0	0	88	1	0	2	0	3	201
15:15	0	128	10	0	138	0	0	0	0	0	5	120	0	0	125	1	0	0	0	1	264
15:30	0	138	5	0	143	0	0	0	0	0	2	74	0	0	76	1	0	4	0	5	224
15:45	0	152	2	0	154	0	0	0	0	0	0	100	0	0	100	2	0	8	0	10	264
Total	0	519	26	0	545	0	0	0	0	0	17	372	0	0	389	5	0	14	0	19	953
16:00	0	149	2	0	151	0	0	0	0	0	0	97	0	0	97	0	0	2	0	2	250
16:15	0	137	6	0	143	0	0	0	0	0	6	173	0	0	179	3	0	1	0	4	326
16:30	0	182	2	0	184	0	0	0	0	0	2	113	0	0	115	0	0	3	0	3	302
16:45	0	145	4	0	149	0	0	0	0	0	3	94	0	0	97	4	0	0	0	4	250
Total	0	613	14	0	627	0	0	0	0	0	11	477	0	0	488	7	0	6	0	13	1128

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Lohman Ford Rd & Travis Dr
Site Code : 12
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	155	1	0	156	0	0	0	0	0	0	101	0	0	101	4	0	0	0	4	261
17:15	0	157	2	0	159	0	0	0	0	0	1	95	0	0	96	0	0	3	0	3	258
17:30	0	153	4	0	157	0	0	0	0	0	1	84	0	0	85	0	0	0	0	0	242
17:45	0	122	1	0	123	0	0	0	0	0	2	75	0	0	77	1	0	1	0	2	202
Total	0	587	8	0	595	0	0	0	0	0	4	355	0	0	359	5	0	4	0	9	963
18:00	0	121	3	0	124	0	0	0	0	0	2	61	0	0	63	2	0	3	0	5	192
18:15	0	132	1	0	133	0	0	0	0	0	0	83	0	0	83	0	0	2	0	2	218
18:30	0	105	0	0	105	0	0	0	0	0	2	63	0	0	65	1	0	0	0	1	171
18:45	0	96	0	0	96	0	0	0	0	0	0	69	0	0	69	1	0	0	0	1	166
Total	0	454	4	0	458	0	0	0	0	0	4	276	0	0	280	4	0	5	0	9	747
Grand Total	0	4530	127	2	4659	0	0	0	0	0	120	4652	0	0	4772	48	0	91	0	139	9570
Apprch %	0	97.2	2.7	0		0	0	0	0		2.5	97.5	0	0		34.5	0	65.5	0		
Total %	0	47.3	1.3	0	48.7	0	0	0	0	0	1.3	48.6	0	0	49.9	0.5	0	1	0	1.5	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:45																					
15:45	0	152	2	0	154	0	0	0	0	0	0	100	0	0	100	2	0	**8**	0	**10**	264
16:00	0	149	2	0	151	0	0	0	0	0	0	97	0	0	97	0	0	2	0	2	250
16:15	0	137	**6**	0	143	0	0	0	0	0	**6**	**173**	0	0	**179**	**3**	0	1	0	4	**326**
16:30	0	**182**	2	0	**184**	0	0	0	0	0	2	113	0	0	115	0	0	3	0	3	302
Total Volume	0	620	12	0	632	0	0	0	0	0	8	483	0	0	491	5	0	14	0	19	1142
% App. Total	0	98.1	1.9	0		0	0	0	0		1.6	98.4	0	0		26.3	0	73.7	0		
PHF	.000	.852	.500	.000	.859	.000	.000	.000	.000	.000	.333	.698	.000	.000	.686	.417	.000	.438	.000	.475	.876

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					**07:00**					**07:45**					**07:15**				
+0 mins.	**0**	182	2	0	184	0	0	0	0	0	1	126	0	0	127	1	0	13	0	14
+15 mins.	0	145	4	0	149	0	0	0	0	0	2	146	0	0	148	3	0	**17**	0	**20**
+30 mins.	0	155	1	0	156	0	0	0	0	0	**5**	**185**	0	0	**190**	2	0	2	0	4
+45 mins.	0	157	2	0	159	0	0	0	0	0	2	169	0	0	171	0	0	3	0	3
Total Volume	0	639	9	0	648	0	0	0	0	0	10	626	0	0	636	6	0	35	0	41
% App. Total	0	98.6	1.4	0		0	0	0	0		1.6	98.4	0	0		14.6	0	85.4	0	
PHF	.000	.878	.563	.000	.880	.000	.000	.000	.000	.000	.500	.846	.000	.000	.837	.500	.000	.515	.000	.513

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Lohman Ford Rd & Travis Dr
Site Code : 12
Start Date : 4/6/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
07:15	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	13	0	0	13	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	19
08:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
08:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
08:30	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
08:45	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	25
09:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
09:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
10:00	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	9
10:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
10:30	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
10:45	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
Total	0	16	1	0	17	0	0	0	0	0	0	12	0	0	12	1	0	1	0	2	31
11:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
11:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	6	1	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
12:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
12:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
13:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
13:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
13:30	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
13:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	23
14:00	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
14:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
14:30	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
14:45	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	25
15:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
15:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
15:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	10	1	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
16:00	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
16:15	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
16:30	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	27

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Lohman Ford Rd & Travis Dr
Site Code : 12
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:15	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	111	3	0	114	0	0	0	0	0	1	110	0	0	111	1	0	4	0	5	230
Apprch %	0	97.4	2.6	0		0	0	0	0		0.9	99.1	0	0		20	0	80	0		
Total %	0	48.3	1.3	0	49.6	0	0	0	0	0	0.4	47.8	0	0	48.3	0.4	0	1.7	0	2.2	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00																					
10:00	0	**6**	0	0	**6**	0	0	0	0	0	0	2	0	0	2	**1**	0	0	0	**1**	**9**
10:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
10:30	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
10:45	0	3	**1**	0	4	0	0	0	0	0	0	**4**	0	0	**4**	0	0	**1**	0	1	9
Total Volume	0	16	1	0	17	0	0	0	0	0	0	12	0	0	12	1	0	1	0	2	31
% App. Total	0	94.1	5.9	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.000	.667	.250	.000	.708	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.250	.000	.250	.000	.500	.861

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00					**07:00**					**13:15**					**07:30**				
+0 mins.	**0**	**6**	0	0	**6**	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
+15 mins.	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
+30 mins.	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	**1**	0	**1**
+45 mins.	0	3	**1**	0	4	0	0	0	0	0	0	**6**	0	0	**6**	0	0	1	0	1
Total Volume	0	16	1	0	17	0	0	0	0	0	0	16	0	0	16	0	0	2	0	2
% App. Total	0	94.1	5.9	0		0	0	0	0		0	100	0	0		0	0	100	0	
PHF	.000	.667	.250	.000	.708	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.000	.500	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Lohman Ford Rd & Travis Dr
Site Code : 12
Start Date : 4/6/2023
Page No : 7

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Lohman Ford Rd & Travis Dr
Site Code : 12
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
18:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:15					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1			1															
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Deer Run & Dawn Dr
Site Code : 13
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	1	0	0	1	5	26	1	0	32	0	0	0	0	0	0	56	3	2	61	94
07:15	0	3	1	0	4	15	35	2	0	52	5	6	7	0	18	1	82	14	0	97	171
07:30	1	2	1	0	4	15	40	0	0	55	5	4	24	0	33	0	109	15	1	125	217
07:45	4	0	0	0	4	2	39	1	0	42	2	2	9	0	13	3	70	4	5	82	141
Total	5	6	2	0	13	37	140	4	0	181	12	12	40	0	64	4	317	36	8	365	623
08:00	1	0	1	0	2	2	44	0	0	46	0	0	0	0	0	0	72	0	1	73	121
08:15	5	0	0	0	5	1	36	1	1	39	0	0	0	0	0	0	61	0	1	62	106
08:30	1	0	0	0	1	0	48	3	0	51	0	0	2	0	2	1	55	2	0	58	112
08:45	3	0	0	0	3	0	32	0	1	33	0	0	0	0	0	0	44	0	0	44	80
Total	10	0	1	0	11	3	160	4	2	169	0	0	2	0	2	1	232	2	2	237	419
09:00	1	0	0	0	1	0	30	2	0	32	0	0	0	0	0	0	61	0	0	61	94
09:15	1	0	0	0	1	1	21	0	0	22	0	0	0	0	0	1	34	1	2	38	61
09:30	1	0	0	0	1	1	29	0	0	30	1	0	0	0	1	0	34	2	1	37	69
09:45	0	0	0	0	0	1	24	0	0	25	1	0	1	0	2	0	44	3	1	48	75
Total	3	0	0	0	3	3	104	2	0	109	2	0	1	0	3	1	173	6	4	184	299
10:00	1	0	0	0	1	0	26	1	0	27	0	0	0	0	0	0	37	0	1	38	66
10:15	1	0	0	0	1	0	33	0	0	33	0	0	0	0	0	1	43	0	1	45	79
10:30	2	0	0	0	2	3	36	0	0	39	0	0	0	0	0	0	30	1	0	31	72
10:45	1	0	0	0	1	3	26	1	0	30	0	0	1	0	1	1	35	1	0	37	69
Total	5	0	0	0	5	6	121	2	0	129	0	0	1	0	1	2	145	2	2	151	286
11:00	0	0	1	0	1	0	31	0	0	31	1	0	0	0	1	0	39	0	0	39	72
11:15	2	0	0	0	2	0	39	1	0	40	1	0	0	0	1	0	31	1	0	32	75
11:30	0	0	0	0	0	0	41	1	0	42	0	0	0	0	0	1	26	1	0	28	70
11:45	3	0	1	0	4	0	34	2	0	36	0	0	1	0	1	1	36	0	0	37	78
Total	5	0	2	0	7	0	145	4	0	149	2	0	1	0	3	2	132	2	0	136	295
12:00	1	0	0	0	1	0	40	0	0	40	0	0	1	0	1	0	34	0	0	34	76
12:15	1	0	0	0	1	0	26	0	0	26	0	0	1	0	1	1	38	1	0	40	68
12:30	1	0	0	0	1	0	41	2	0	43	0	0	1	0	1	1	37	0	1	39	84
12:45	2	0	1	0	3	0	49	1	0	50	0	0	0	0	0	0	37	0	2	39	92
Total	5	0	1	0	6	0	156	3	0	159	0	0	3	0	3	2	146	1	3	152	320
13:00	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	37	0	1	38	74
13:15	2	0	0	0	2	0	35	1	1	37	0	0	1	0	1	1	32	1	1	35	75
13:30	3	0	1	0	4	0	41	0	1	42	0	0	2	0	2	0	41	0	2	43	91
13:45	1	0	0	0	1	1	29	2	2	34	0	0	0	0	0	0	34	0	0	34	69
Total	6	0	1	0	7	1	141	3	4	149	0	0	3	0	3	1	144	1	4	150	309
14:00	1	0	0	0	1	1	44	1	0	46	0	0	0	0	0	0	40	0	0	40	87
14:15	1	0	1	0	2	0	45	0	1	46	1	0	0	0	1	0	44	0	1	45	94
14:30	0	0	0	0	0	0	57	0	1	58	0	0	0	0	0	0	29	1	0	30	88
14:45	2	0	0	0	2	1	37	0	0	38	0	0	0	0	0	0	36	1	3	40	80
Total	4	0	1	0	5	2	183	1	2	188	1	0	0	0	1	0	149	2	4	155	349
15:00	1	1	1	0	3	5	56	0	0	61	1	0	0	0	1	0	43	7	0	50	115
15:15	1	2	0	0	3	6	62	1	3	72	4	1	13	0	18	0	73	3	2	78	171
15:30	0	0	1	0	1	3	70	2	1	76	8	4	11	0	23	2	75	2	3	82	182
15:45	0	0	0	0	0	2	49	3	1	55	1	0	6	0	7	2	50	3	0	55	117
Total	2	3	2	0	7	16	237	6	5	264	14	5	30	0	49	4	241	15	5	265	585
16:00	2	0	1	0	3	4	48	0	0	52	1	0	2	0	3	1	42	0	1	44	102
16:15	3	0	1	0	4	2	68	4	1	75	1	1	3	0	5	0	37	0	2	39	123

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Deer Run & Dawn Dr
Site Code : 13
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	1	0	0	0	1	2	79	1	0	82	1	0	3	0	4	1	44	1	0	46	133
16:45	1	0	0	0	1	0	66	1	1	68	1	0	1	0	2	0	47	0	0	47	118
Total	7	0	2	0	9	8	261	6	2	277	4	1	9	0	14	2	170	1	3	176	476
17:00	2	0	1	0	3	0	57	0	1	58	2	0	3	0	5	1	39	0	0	40	106
17:15	1	0	0	0	1	0	73	1	3	77	0	0	1	0	1	0	45	1	0	46	125
17:30	2	0	0	0	2	0	70	0	0	70	0	0	0	0	0	1	48	0	0	49	121
17:45	0	0	1	0	1	0	73	2	0	75	0	0	1	0	1	0	36	1	1	38	115
Total	5	0	2	0	7	0	273	3	4	280	2	0	5	0	7	2	168	2	1	173	467
18:00	1	0	1	0	2	1	60	0	0	61	0	0	0	0	0	0	44	1	1	46	109
18:15	3	0	0	0	3	4	41	0	0	45	0	0	1	0	1	0	36	6	0	42	91
18:30	0	1	0	0	1	5	37	0	1	43	0	0	0	0	0	0	25	10	0	35	79
18:45	0	1	0	0	1	8	48	1	0	57	0	0	0	0	0	0	21	17	0	38	96
Total	4	2	1	0	7	18	186	1	1	206	0	0	1	0	1	0	126	34	1	161	375
Grand Total	61	11	15	0	87	94	2107	39	20	2260	37	18	96	0	151	21	2143	104	37	2305	4803
Apprch %	70.1	12.6	17.2	0		4.2	93.2	1.7	0.9		24.5	11.9	63.6	0		0.9	93	4.5	1.6		
Total %	1.3	0.2	0.3	0	1.8	2	43.9	0.8	0.4	47.1	0.8	0.4	2	0	3.1	0.4	44.6	2.2	0.8	48	
Vehicles	57	10	14	0	81	93	2069	37	18	2217	36	15	94	0	145	18	2089	103	33	2243	4686
% Vehicles	93.4	90.9	93.3	0	93.1	98.9	98.2	94.9	90	98.1	97.3	83.3	97.9	0	96	85.7	97.5	99	89.2	97.3	97.6
Heavy Vehicles	4	1	1	0	6	1	38	2	2	43	1	3	2	0	6	3	54	1	4	62	117
% Heavy Vehicles	6.6	9.1	6.7	0	6.9	1.1	1.8	5.1	10	1.9	2.7	16.7	2.1	0	4	14.3	2.5	1	10.8	2.7	2.4

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	**3**	**1**	0	**4**	**15**	35	**2**	0	52	**5**	**6**	7	0	18	1	82	14	0	97	171
07:30	1	2	1	0	4	15	40	0	0	**55**	5	4	**24**	0	**33**	0	**109**	**15**	1	**125**	**217**
07:45	**4**	0	0	0	4	2	39	1	0	42	2	2	9	0	13	**3**	70	4	**5**	82	141
08:00	1	0	1	0	2	2	**44**	0	0	46	0	0	0	0	0	0	72	0	1	73	121
Total Volume	6	5	3	0	14	34	158	3	0	195	12	12	40	0	64	4	333	33	7	377	650
% App. Total	42.9	35.7	21.4	0		17.4	81	1.5	0		18.8	18.8	62.5	0		1.1	88.3	8.8	1.9		
PHF	.375	.417	.750	.000	.875	.567	.898	.375	.000	.886	.600	.500	.417	.000	.485	.333	.764	.550	.350	.754	.749
Vehicles	6	4	2	0	12	34	155	2	0	191	12	10	40	0	62	3	328	33	7	371	636
% Vehicles																					
Heavy Vehicles	0	1	1	0	2	0	3	1	0	4	0	2	0	0	2	1	5	0	0	6	14
% Heavy Vehicles	0	20.0	33.3	0	14.3	0	1.9	33.3	0	2.1	0	16.7	0	0	3.1	25.0	1.5	0	0	1.6	2.2

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30					16:30					07:00					07:15				
+0 mins.	1	**2**	**1**	0	4	**2**	**79**	**1**	0	**82**	0	0	0	0	0	1	82	14	0	97
+15 mins.	4	0	0	0	4	0	66	1	1	68	**5**	**6**	7	0	18	0	**109**	**15**	1	**125**
+30 mins.	1	0	1	0	2	0	57	0	1	58	5	4	**24**	0	**33**	**3**	70	4	**5**	82
+45 mins.	**5**	0	0	0	**5**	0	73	1	**3**	77	2	2	9	0	13	0	72	0	1	73
Total Volume	11	2	2	0	15	2	275	3	5	285	12	12	40	0	64	4	333	33	7	377
% App. Total	73.3	13.3	13.3	0		0.7	96.5	1.1	1.8		18.8	18.8	62.5	0		1.1	88.3	8.8	1.9	
PHF	.550	.250	.500	.000	.750	.250	.870	.750	.417	.869	.600	.500	.417	.000	.485	.333	.764	.550	.350	.754
Vehicles	11	1	1	0	13	2	273	3	5	283	12	10	40	0	62	3	328	33	7	371
% Vehicles																				
Heavy Vehicles	0	1	1	0	2	0	2	0	0	2	0	2	0	0	2	1	5	0	0	6
% Heavy Vehicles	0	50	50	0	13.3	0	0.7	0	0	0.7	0	16.7	0	0	3.1	25	1.5	0	0	1.6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Deer Run & Dawn Dr
Site Code : 13
Start Date : 4/6/2023
Page No : 3

Groups Printed- Vehicles

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	1	0	0	1	5	25	0	0	30	0	0	0	0	0	0	51	3	2	56	87
07:15	0	3	1	0	4	15	35	1	0	51	5	6	7	0	18	0	81	14	0	95	168
07:30	1	1	1	0	3	15	38	0	0	53	5	3	24	0	32	0	107	15	1	123	211
07:45	4	0	0	0	4	2	38	1	0	41	2	1	9	0	12	3	70	4	5	82	139
Total	5	5	2	0	12	37	136	2	0	175	12	10	40	0	62	3	309	36	8	356	605
08:00	1	0	0	0	1	2	44	0	0	46	0	0	0	0	0	0	70	0	1	71	118
08:15	5	0	0	0	5	1	35	1	1	38	0	0	0	0	0	0	61	0	1	62	105
08:30	1	0	0	0	1	0	48	3	0	51	0	0	2	0	2	1	55	2	0	58	112
08:45	3	0	0	0	3	0	32	0	0	32	0	0	0	0	0	0	44	0	0	44	79
Total	10	0	0	0	10	3	159	4	1	167	0	0	2	0	2	1	230	2	2	235	414
09:00	1	0	0	0	1	0	30	2	0	32	0	0	0	0	0	0	61	0	0	61	94
09:15	1	0	0	0	1	1	20	0	0	21	0	0	0	0	0	0	34	1	2	37	59
09:30	1	0	0	0	1	1	29	0	0	30	1	0	0	0	1	0	33	2	1	36	68
09:45	0	0	0	0	0	1	23	0	0	24	0	0	1	0	1	0	44	2	0	46	71
Total	3	0	0	0	3	3	102	2	0	107	1	0	1	0	2	0	172	5	3	180	292
10:00	1	0	0	0	1	0	26	1	0	27	0	0	0	0	0	0	36	0	1	37	65
10:15	1	0	0	0	1	0	32	0	0	32	0	0	0	0	0	1	42	0	1	44	77
10:30	1	0	0	0	1	3	36	0	0	39	0	0	0	0	0	0	30	1	0	31	71
10:45	1	0	0	0	1	2	26	1	0	29	0	0	1	0	1	1	35	1	0	37	68
Total	4	0	0	0	4	5	120	2	0	127	0	0	1	0	1	2	143	2	2	149	281
11:00	0	0	1	0	1	0	31	0	0	31	1	0	0	0	1	0	39	0	0	39	72
11:15	2	0	0	0	2	0	36	1	0	37	1	0	0	0	1	0	30	1	0	31	71
11:30	0	0	0	0	0	0	40	1	0	41	0	0	0	0	0	0	25	1	0	26	67
11:45	3	0	1	0	4	0	34	2	0	36	0	0	0	0	0	1	34	0	0	35	75
Total	5	0	2	0	7	0	141	4	0	145	2	0	0	0	2	1	128	2	0	131	285
12:00	1	0	0	0	1	0	36	0	0	36	0	0	1	0	1	0	34	0	0	34	72
12:15	1	0	0	0	1	0	26	0	0	26	0	0	1	0	1	1	36	1	0	38	66
12:30	1	0	0	0	1	0	38	2	0	40	0	0	1	0	1	1	35	0	1	37	79
12:45	2	0	1	0	3	0	49	1	0	50	0	0	0	0	0	0	36	0	2	38	91
Total	5	0	1	0	6	0	149	3	0	152	0	0	3	0	3	2	141	1	3	147	308
13:00	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	36	0	1	37	72
13:15	2	0	0	0	2	0	34	1	1	36	0	0	1	0	1	1	31	1	1	34	73
13:30	1	0	1	0	2	0	39	0	1	40	0	0	2	0	2	0	40	0	1	41	85
13:45	1	0	0	0	1	1	28	2	1	32	0	0	0	0	0	0	33	0	0	33	66
Total	4	0	1	0	5	1	136	3	3	143	0	0	3	0	3	1	140	1	3	145	296
14:00	1	0	0	0	1	1	43	1	0	45	0	0	0	0	0	0	38	0	0	38	84
14:15	1	0	1	0	2	0	44	0	1	45	1	0	0	0	1	0	41	0	1	42	90
14:30	0	0	0	0	0	0	56	0	1	57	0	0	0	0	0	0	28	1	0	29	86
14:45	2	0	0	0	2	1	36	0	0	37	0	0	0	0	0	0	36	1	2	39	78
Total	4	0	1	0	5	2	179	1	2	184	1	0	0	0	1	0	143	2	3	148	338
15:00	1	1	1	0	3	5	54	0	0	59	1	0	0	0	1	0	42	7	0	49	112
15:15	1	2	0	0	3	6	60	1	3	70	4	1	12	0	17	0	64	3	1	68	158
15:30	0	0	1	0	1	3	69	2	1	75	8	4	11	0	23	2	74	2	3	81	180
15:45	0	0	0	0	0	2	49	3	1	55	1	0	6	0	7	2	49	3	0	54	116
Total	2	3	2	0	7	16	232	6	5	259	14	5	29	0	48	4	229	15	4	252	566
16:00	2	0	1	0	3	4	47	0	0	51	1	0	2	0	3	1	40	0	1	42	99
16:15	3	0	1	0	4	2	68	4	1	75	1	0	3	0	4	0	36	0	2	38	121
16:30	1	0	0	0	1	2	79	1	0	82	1	0	3	0	4	1	44	1	0	46	133
16:45	1	0	0	0	1	0	65	1	1	67	1	0	1	0	2	0	47	0	0	47	117
Total	7	0	2	0	9	8	259	6	2	275	4	0	9	0	13	2	167	1	3	173	470

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Deer Run & Dawn Dr
Site Code : 13
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	2	0	1	0	3	0	56	0	1	57	2	0	3	0	5	1	37	0	0	38	103
17:15	1	0	0	0	1	0	73	1	3	77	0	0	1	0	1	0	42	1	0	43	122
17:30	2	0	0	0	2	0	70	0	0	70	0	0	0	0	0	1	48	0	0	49	121
17:45	0	0	1	0	1	0	73	2	0	75	0	0	1	0	1	0	36	1	1	38	115
Total	5	0	2	0	7	0	272	3	4	279	2	0	5	0	7	2	163	2	1	168	461
18:00	1	0	1	0	2	1	60	0	0	61	0	0	0	0	0	0	43	1	1	45	108
18:15	2	0	0	0	2	4	41	0	0	45	0	0	1	0	1	0	35	6	0	41	89
18:30	0	1	0	0	1	5	36	0	1	42	0	0	0	0	0	0	25	10	0	35	78
18:45	0	1	0	0	1	8	47	1	0	56	0	0	0	0	0	0	21	17	0	38	95
Total	3	2	1	0	6	18	184	1	1	204	0	0	1	0	1	0	124	34	1	159	370
Grand Total	57	10	14	0	81	93	2069	37	18	2217	36	15	94	0	145	18	2089	103	33	2243	4686
Apprch %	70.4	12.3	17.3	0		4.2	93.3	1.7	0.8		24.8	10.3	64.8	0		0.8	93.1	4.6	1.5		
Total %	1.2	0.2	0.3	0	1.7	2	44.2	0.8	0.4	47.3	0.8	0.3	2	0	3.1	0.4	44.6	2.2	0.7	47.9	

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	**3**	**1**	0	**4**	**15**	35	**1**	0	51	**5**	**6**	7	0	18	0	81	14	0	95	168
07:30	1	1	1	0	3	15	38	0	0	**53**	5	3	**24**	0	**32**	0	**107**	**15**	1	**123**	**211**
07:45	**4**	0	0	0	4	2	38	1	0	41	2	1	9	0	12	**3**	70	4	**5**	82	139
08:00	1	0	0	0	1	2	**44**	0	0	46	0	0	0	0	0	0	70	0	1	71	118
Total Volume	6	4	2	0	12	34	155	2	0	191	12	10	40	0	62	3	328	33	7	371	636
% App. Total	50	33.3	16.7	0		17.8	81.2	1	0		19.4	16.1	64.5	0		0.8	88.4	8.9	1.9		
PHF	.375	.333	.500	.000	.750	.567	.881	.500	.000	.901	.600	.417	.417	.000	.484	.250	.766	.550	.350	.754	.754

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30					**16:30**					**07:00**					**07:15**				
+0 mins.	**1**	1	1	0	3	2	79	**1**	0	**82**	0	0	0	0	0	0	81	14	0	95
+15 mins.	4	0	0	0	4	0	65	1	1	67	**5**	**6**	7	0	18	0	**107**	**15**	1	**123**
+30 mins.	1	0	0	0	1	0	56	0	1	57	5	3	**24**	0	**32**	**3**	70	4	**5**	82
+45 mins.	**5**	0	0	0	**5**	0	73	1	**3**	77	2	1	9	0	12	0	70	0	1	71
Total Volume	11	1	1	0	13	2	273	3	5	283	12	10	40	0	62	3	328	33	7	371
% App. Total	84.6	7.7	7.7	0		0.7	96.5	1.1	1.8		19.4	16.1	64.5	0		0.8	88.4	8.9	1.9	
PHF	.550	.250	.250	.000	.650	.250	.864	.750	.417	.863	.600	.417	.417	.000	.484	.250	.766	.550	.350	.754

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Deer Run & Dawn Dr
Site Code : 13
Start Date : 4/6/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	7
07:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	3
07:30	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	6
07:45	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	4	2	0	6	0	2	0	0	2	1	8	0	0	9	18
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
08:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	1	0	1	2	0	0	0	0	0	0	2	0	0	2	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	1	2	4
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	1	1	1	4	7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
11:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	4	0	0	5	10
12:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
13:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
13:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
13:30	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	1	2	6
13:45	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	0	0	1	3
Total	2	0	0	0	2	0	5	0	1	6	0	0	0	0	0	0	4	0	1	5	13
14:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
14:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
14:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	1	7	11
15:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
15:15	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	9	0	1	10	13
15:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	12	0	1	13	19
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Deer Run & Dawn Dr
Site Code : 13
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
18:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
Grand Total	4	1	1	0	6	1	38	2	2	43	1	3	2	0	6	3	54	1	4	62	117
Apprch %	66.7	16.7	16.7	0		2.3	88.4	4.7	4.7		16.7	50	33.3	0		4.8	87.1	1.6	6.5		
Total %	3.4	0.9	0.9	0	5.1	0.9	32.5	1.7	1.7	36.8	0.9	2.6	1.7	0	5.1	2.6	46.2	0.9	3.4	53	

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	**1**	1	2
15:00	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	1	0	0	1	3
15:15	0	0	0	0	0	0	2	0	0	2	0	0	**1**	0	**1**	0	**9**	0	1	**10**	**13**
Total Volume	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	11	0	2	13	20
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		0	84.6	0	15.4		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.250	.000	.250	.000	.306	.000	.500	.325	.385

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					**11:15**					**07:00**					**15:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	0	**1**	**10**
+15 mins.	0	**1**	0	0	**1**	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	1	0	0	1
+45 mins.	0	0	**1**	0	1	0	**4**	0	0	**4**	0	1	0	0	1	0	2	0	0	2
Total Volume	0	1	1	0	2	0	8	0	0	8	0	2	0	0	2	0	13	0	1	14
% App. Total	0	50	50	0		0	100	0	0		0	100	0	0		0	92.9	0	7.1	
PHF	.000	.250	.250	.000	.500	.000	.500	.000	.000	.500	.000	.500	.000	.000	.500	.000	.361	.000	.250	.350

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Deer Run & Dawn Dr
Site Code : 13
Start Date : 4/6/2023
Page No : 7

Groups Printed- Pedestrians

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Deer Run & Dawn Dr
Site Code : 13
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	66.7	0	0	66.7	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0	33.3	

	Deer Run Southbound					Dawn Dr Westbound					Deer Run Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:30																					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	15:30					07:00					07:00					16:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2			2															
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 14 - Deer Run & Civic Dr
Site Code : 14
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	5	0	5	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	13
07:15	0	0	25	0	25	0	20	1	0	21	0	0	0	0	0	26	5	0	0	31	77
07:30	1	1	30	0	32	0	35	2	0	37	0	0	0	0	0	36	10	0	0	46	115
07:45	2	0	4	0	6	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	12
Total	3	1	64	0	68	0	63	4	0	67	0	0	0	0	0	67	15	0	0	82	217
08:00	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	1	0	1	0	2	1	0	1	0	2	1	1	0	0	2	8
09:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45	1	1	0	0	2	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	4
Total	1	3	1	0	5	1	1	2	0	4	0	0	1	0	1	0	0	0	0	0	10
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
10:30	1	1	2	0	4	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	7
10:45	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5
Total	2	3	3	0	8	0	1	1	0	2	0	0	1	0	1	1	2	0	0	3	14
11:00	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
11:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
11:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	1	1	0	0	2	1	0	0	0	1	0	3	1	0	4	1	2	0	0	3	10
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
12:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3
13:45	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	2	1	0	4	0	2	2	0	4	0	1	0	0	1	0	0	0	0	0	9
14:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
14:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
14:30	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	2	0	2	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	5	0	5	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	14
15:00	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
15:15	1	1	24	0	26	0	19	1	0	20	0	0	0	0	0	25	6	0	0	31	77
15:30	1	0	4	0	5	0	8	0	0	8	0	0	0	0	0	15	3	0	0	18	31
15:45	3	1	1	0	5	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	9
Total	5	2	31	0	38	0	27	3	0	30	0	1	0	0	1	42	9	0	0	51	120
16:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
16:15	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 14 - Deer Run & Civic Dr
Site Code : 14
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	0	1	6	0	7	0	0	0	0	0	1	1	0	0	2	13
17:00	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	0	1	0	0	1	6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	4
Total	1	0	1	0	2	1	0	4	0	5	0	0	0	0	0	2	1	0	0	3	10
18:00	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
18:15	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11
18:30	0	16	0	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17
18:45	1	25	0	0	26	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	28
Total	1	53	1	0	55	3	0	0	0	3	0	1	1	0	2	0	0	1	0	1	61
Grand Total	20	65	109	0	194	7	102	26	0	135	1	6	5	0	12	115	35	1	0	151	492
Apprch %	10.3	33.5	56.2	0		5.2	75.6	19.3	0		8.3	50	41.7	0		76.2	23.2	0.7	0		
Total %	4.1	13.2	22.2	0	39.4	1.4	20.7	5.3	0	27.4	0.2	1.2	1	0	2.4	23.4	7.1	0.2	0	30.7	
Vehicles	19	65	107	0	191	7	101	23	0	131	1	6	5	0	12	114	32	1	0	147	481
% Vehicles	95	100	98.2	0	98.5	100	99	88.5	0	97	100	100	100	0	100	99.1	91.4	100	0	97.4	97.8
Heavy Vehicles	1	0	2	0	3	0	1	3	0	4	0	0	0	0	0	1	3	0	0	4	11
% Heavy Vehicles	5	0	1.8	0	1.5	0	1	11.5	0	3	0	0	0	0	0	0.9	8.6	0	0	2.6	2.2

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	5	0	5	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	13
07:15	0	0	25	0	25	0	20	1	0	21	0	0	0	0	0	26	5	0	0	31	77
07:30	1	**1**	**30**	0	**32**	0	**35**	**2**	0	**37**	0	0	0	0	0	**36**	**10**	0	0	**46**	**115**
07:45	**2**	0	4	0	6	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	12
Total Volume	3	1	64	0	68	0	63	4	0	67	0	0	0	0	0	67	15	0	0	82	217
% App. Total	4.4	1.5	94.1	0		0	94	6	0		0	0	0	0		81.7	18.3	0	0		
PHF	.375	.250	.533	.000	.531	.000	.450	.500	.000	.453	.000	.000	.000	.000	.000	.465	.375	.000	.000	.446	.472
Vehicles	3	1	64	0	68	0	63	4	0	67	0	0	0	0	0	67	15	0	0	82	217
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					10:30					07:15				
+0 mins.	0	0	5	0	5	0	7	1	0	8	0	0	**1**	0	1	26	5	0	0	31
+15 mins.	0	0	25	0	25	0	20	1	0	21	0	0	0	0	0	**36**	**10**	0	0	**46**
+30 mins.	1	**1**	**30**	0	**32**	0	**35**	**2**	0	**37**	0	**1**	1	0	**2**	5	0	0	0	5
+45 mins.	**2**	0	4	0	6	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1
Total Volume	3	1	64	0	68	0	63	4	0	67	0	2	2	0	4	68	15	0	0	83
% App. Total	4.4	1.5	94.1	0		0	94	6	0		0	50	50	0		81.9	18.1	0	0	
PHF	.375	.250	.533	.000	.531	.000	.450	.500	.000	.453	.000	.500	.500	.000	.500	.472	.375	.000	.000	.451
Vehicles	3	1	64	0	68	0	63	4	0	67	0	2	2	0	4	68	15	0	0	83
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 14 - Deer Run & Civic Dr
Site Code : 14
Start Date : 4/6/2023
Page No : 3

Groups Printed- Vehicles

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	5	0	5	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	13
07:15	0	0	25	0	25	0	20	1	0	21	0	0	0	0	0	26	5	0	0	31	77
07:30	1	1	30	0	32	0	35	2	0	37	0	0	0	0	0	36	10	0	0	46	115
07:45	2	0	4	0	6	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	12
Total	3	1	64	0	68	0	63	4	0	67	0	0	0	0	0	67	15	0	0	82	217
08:00	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	1	0	1	0	2	1	0	1	0	2	1	1	0	0	2	8
09:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	3	1	0	4	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	8
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
10:30	1	1	2	0	4	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	6
10:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	2	3	2	0	7	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	11
11:00	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
11:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	1	0	0	2	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	7
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
12:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3
13:45	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	2	1	0	4	0	2	2	0	4	0	1	0	0	1	0	0	0	0	0	9
14:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
14:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
14:30	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	2	0	2	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	4	0	4	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	13
15:00	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
15:15	1	1	24	0	26	0	19	1	0	20	0	0	0	0	0	25	6	0	0	31	77
15:30	1	0	4	0	5	0	8	0	0	8	0	0	0	0	0	15	3	0	0	18	31
15:45	3	1	1	0	5	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	9
Total	5	2	31	0	38	0	27	3	0	30	0	1	0	0	1	42	9	0	0	51	120
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:15	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	5
16:30	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	0	1	4	0	5	0	0	0	0	0	1	1	0	0	2	11

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 14 - Deer Run & Civic Dr
Site Code : 14
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	0	1	0	0	1	6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	4
Total	1	0	1	0	2	1	0	4	0	5	0	0	0	0	0	2	1	0	0	3	10
18:00	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
18:15	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11
18:30	0	16	0	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17
18:45	1	25	0	0	26	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	28
Total	1	53	1	0	55	3	0	0	0	3	0	1	1	0	2	0	0	1	0	1	61
Grand Total	19	65	107	0	191	7	101	23	0	131	1	6	5	0	12	114	32	1	0	147	481
Apprch %	9.9	34	56	0		5.3	77.1	17.6	0		8.3	50	41.7	0		77.6	21.8	0.7	0		
Total %	4	13.5	22.2	0	39.7	1.5	21	4.8	0	27.2	0.2	1.2	1	0	2.5	23.7	6.7	0.2	0	30.6	

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	5	0	5	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	13
07:15	0	0	25	0	25	0	20	1	0	21	0	0	0	0	0	26	5	0	0	31	77
07:30	1	**1**	**30**	0	**32**	0	**35**	**2**	0	**37**	0	0	0	0	0	**36**	**10**	0	0	**46**	**115**
07:45	**2**	0	4	0	6	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	12
Total Volume	3	1	64	0	68	0	63	4	0	67	0	0	0	0	0	67	15	0	0	82	217
% App. Total	4.4	1.5	94.1	0		0	94	6	0		0	0	0	0		81.7	18.3	0	0		
PHF	.375	.250	.533	.000	.531	.000	.450	.500	.000	.453	.000	.000	.000	.000	.000	.465	.375	.000	.000	.446	.472

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**07:00**					**10:30**					**07:15**				
+0 mins.	**0**	**0**	**5**	**0**	**5**	**0**	**7**	**1**	**0**	**8**	**0**	**0**	1	0	1	26	5	0	0	31
+15 mins.	0	0	25	0	25	0	20	1	0	21	0	0	0	0	0	36	10	0	0	46
+30 mins.	1	**1**	**30**	0	**32**	0	**35**	**2**	0	**37**	0	**1**	1	0	**2**	5	0	0	0	5
+45 mins.	**2**	0	4	0	6	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1
Total Volume	3	1	64	0	68	0	63	4	0	67	0	2	2	0	4	68	15	0	0	83
% App. Total	4.4	1.5	94.1	0		0	94	6	0		0	50	50	0		81.9	18.1	0	0	
PHF	.375	.250	.533	.000	.531	.000	.450	.500	.000	.453	.000	.500	.500	.000	.500	.472	.375	.000	.000	.451

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 14 - Deer Run & Civic Dr
Site Code : 14
Start Date : 4/6/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 14 - Deer Run & Civic Dr
Site Code : 14
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	2	0	3	0	1	3	0	4	0	0	0	0	0	1	3	0	0	4	11
Apprch %	33.3	0	66.7	0		0	25	75	0		0	0	0	0		25	75	0	0		
Total %	9.1	0	18.2	0	27.3	0	9.1	27.3	0	36.4	0	0	0	0	0	9.1	27.3	0	0	36.4	

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30																					
10:30	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	**2**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	2
Total Volume	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.625

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00					**09:45**					**07:00**					**10:30**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	0	**1**	0	**1**	0	0	1	0	0	0	0	0	0	**2**	0	0	**2**
Total Volume	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3
% App. Total	100	0	0	0		0	50	50	0		0	0	0	0		0	100	0	0	
PHF	.250	.000	.000	.000	.250	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 14 - Deer Run & Civic Dr
Site Code : 14
Start Date : 4/6/2023
Page No : 7

Groups Printed- Pedestrians

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 14 - Deer Run & Civic Dr
Site Code : 14
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
Apprch %	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	50	0	0	50	0	25	0	0	25	0	25	0	0	25	

	Deer Run Southbound					Civic Dr Westbound					Church Parking Lot Northbound					Civic Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**16:00**					**17:15**					**17:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
+15 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
+30 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
+45 mins.	**0**	**0**	**0**	**0**	**0**	**0**	2	0	0	2	0	1	0	0	1	0	1	0	0	**1**
Total Volume	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 15 - Park Strip St & Travis Dr
Site Code : 15
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	0	2	0	0	2	13
07:15	1	0	6	0	7	0	30	1	0	31	0	0	0	0	0	1	10	0	0	11	49
07:30	2	0	8	0	10	0	37	2	0	39	0	0	0	0	0	2	17	0	0	19	68
07:45	1	0	5	0	6	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	16
Total	4	0	20	0	24	0	79	4	0	83	0	0	0	0	0	4	35	0	0	39	146
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
08:15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	9
08:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
08:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	9	0	0	9	24
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
09:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	9
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
10:15	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
10:30	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
10:45	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	1	5	0	0	6	10
Total	1	0	3	0	4	0	5	1	0	6	0	0	0	0	0	2	11	0	0	13	23
11:00	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
11:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
11:30	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
11:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	1	0	1	0	9	2	0	11	0	0	0	0	0	0	6	0	0	6	18
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	8
13:00	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10
13:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
13:30	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
13:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	10	0	0	10	23
14:00	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
14:15	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
14:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
14:45	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	0	5	0	0	5	21
Total	1	0	3	0	4	0	25	0	0	25	0	0	0	0	0	0	7	0	0	7	36
15:00	1	0	0	0	1	0	11	0	1	12	0	0	0	0	0	0	1	0	0	1	14
15:15	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	1	0	0	1	15
15:30	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	5	0	0	5	25
15:45	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	0	8	0	0	8	12
Total	2	0	1	0	3	0	45	2	1	48	0	0	0	0	0	0	15	0	0	15	66
16:00	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	7
16:15	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	12

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 15 - Park Strip St & Travis Dr
Site Code : 15
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	10
16:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	2	0	2	0	20	0	0	20	0	0	0	0	0	2	9	0	0	11	33
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6
17:30	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
17:45	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	7
Total	0	0	1	0	1	0	10	1	0	11	0	0	0	0	0	2	8	0	0	10	22
18:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	11
18:15	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7
18:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	1	13	0	0	14	25
Grand Total	8	0	32	0	40	0	237	12	1	250	0	0	0	0	0	13	130	0	0	143	433
Apprch %	20	0	80	0		0	94.8	4.8	0.4		0	0	0	0		9.1	90.9	0	0		
Total %	1.8	0	7.4	0	9.2	0	54.7	2.8	0.2	57.7	0	0	0	0	0	3	30	0	0	33	
Vehicles	8	0	31	0	39	0	232	10	1	243	0	0	0	0	0	11	122	0	0	133	415
% Vehicles	100	0	96.9	0	97.5	0	97.9	83.3	100	97.2	0	0	0	0	0	84.6	93.8	0	0	93	95.8
Heavy Vehicles	0	0	1	0	1	0	5	2	0	7	0	0	0	0	0	2	8	0	0	10	18
% Heavy Vehicles	0	0	3.1	0	2.5	0	2.1	16.7	0	2.8	0	0	0	0	0	15.4	6.2	0	0	7	4.2

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	0	2	0	0	2	13
07:15	1	0	6	0	7	0	30	1	0	31	0	0	0	0	0	1	10	0	0	11	49
07:30	**2**	0	**8**	0	**10**	0	**37**	**2**	0	**39**	0	0	0	0	0	**2**	**17**	0	0	**19**	**68**
07:45	1	0	5	0	6	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	16
Total Volume	4	0	20	0	24	0	79	4	0	83	0	0	0	0	0	4	35	0	0	39	146
% App. Total	16.7	0	83.3	0		0	95.2	4.8	0		0	0	0	0		10.3	89.7	0	0		
PHF	.500	.000	.625	.000	.600	.000	.534	.500	.000	.532	.000	.000	.000	.000	.000	.500	.515	.000	.000	.513	.537
Vehicles	4	0	20	0	24	0	76	4	0	80	0	0	0	0	0	4	33	0	0	37	141
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% Heavy Vehicles	0	0	0	0	0	0	3.8	0	0	3.6	0	0	0	0	0	0	5.7	0	0	5.1	3.4

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:15				
+0 mins.	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	1	10	0	0	11
+15 mins.	1	0	6	0	7	0	30	1	0	31	0	0	0	0	0	**2**	**17**	0	0	**19**
+30 mins.	**2**	0	**8**	0	**10**	0	**37**	**2**	0	**39**	0	0	0	0	0	1	6	0	0	7
+45 mins.	1	0	5	0	6	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4
Total Volume	4	0	20	0	24	0	79	4	0	83	0	0	0	0	0	4	37	0	0	41
% App. Total	16.7	0	83.3	0		0	95.2	4.8	0		0	0	0	0		9.8	90.2	0	0	
PHF	.500	.000	.625	.000	.600	.000	.534	.500	.000	.532	.000	.000	.000	.000	.000	.500	.544	.000	.000	.539
Vehicles	4	0	20	0	24	0	76	4	0	80	0	0	0	0	0	4	35	0	0	39
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2
% Heavy Vehicles	0	0	0	0	0	0	3.8	0	0	3.6	0	0	0	0	0	0	5.4	0	0	4.9

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 15 - Park Strip St & Travis Dr
Site Code : 15
Start Date : 4/6/2023
Page No : 3

Groups Printed- Vehicles

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	10
07:15	1	0	6	0	7	0	29	1	0	30	0	0	0	0	0	1	9	0	0	10	47
07:30	2	0	8	0	10	0	37	2	0	39	0	0	0	0	0	2	17	0	0	19	68
07:45	1	0	5	0	6	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	16
Total	4	0	20	0	24	0	76	4	0	80	0	0	0	0	0	4	33	0	0	37	141
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
08:15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	2	0	0	2	8
08:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
08:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	7	0	0	7	22
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
09:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	9
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
10:15	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
10:30	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
10:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Total	1	0	2	0	3	0	5	0	0	5	0	0	0	0	0	1	9	0	0	10	18
11:00	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
11:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
11:30	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
11:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	17
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	8
13:00	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
13:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
13:30	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
13:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	9	0	0	9	22
14:00	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
14:15	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
14:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
14:45	0	0	2	0	2	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	19
Total	1	0	3	0	4	0	24	0	0	24	0	0	0	0	0	0	6	0	0	6	34
15:00	1	0	0	0	1	0	11	0	1	12	0	0	0	0	0	0	1	0	0	1	14
15:15	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	14
15:30	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	5	0	0	5	25
15:45	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	0	8	0	0	8	12
Total	2	0	1	0	3	0	44	2	1	47	0	0	0	0	0	0	15	0	0	15	65
16:00	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
16:15	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	12
16:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	10
16:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	2	0	2	0	20	0	0	20	0	0	0	0	0	1	9	0	0	10	32

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 15 - Park Strip St & Travis Dr
Site Code : 15
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6
17:30	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
17:45	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	7
Total	0	0	1	0	1	0	10	1	0	11	0	0	0	0	0	2	8	0	0	10	22
18:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	11
18:15	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7
18:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	1	13	0	0	14	25
Grand Total	8	0	31	0	39	0	232	10	1	243	0	0	0	0	0	11	122	0	0	133	415
Apprch %	20.5	0	79.5	0		0	95.5	4.1	0.4		0	0	0	0		8.3	91.7	0	0		
Total %	1.9	0	7.5	0	9.4	0	55.9	2.4	0.2	58.6	0	0	0	0	0	2.7	29.4	0	0	32	

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	10
07:15	1	0	6	0	7	0	29	1	0	30	0	0	0	0	0	1	9	0	0	10	47
07:30	**2**	0	**8**	0	**10**	0	**37**	**2**	0	**39**	0	0	0	0	0	**2**	**17**	0	0	**19**	**68**
07:45	1	0	5	0	6	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	16
Total Volume	4	0	20	0	24	0	76	4	0	80	0	0	0	0	0	4	33	0	0	37	141
% App. Total	16.7	0	83.3	0		0	95	5	0		0	0	0	0		10.8	89.2	0	0		
PHF	.500	.000	.625	.000	.600	.000	.514	.500	.000	.513	.000	.000	.000	.000	.000	.500	.485	.000	.000	.487	.518

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**07:00**					**07:00**					**07:15**				
+0 mins.	**0**	**0**	**1**	**0**	**1**	**0**	**7**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**10**
+15 mins.	**1**	**0**	**6**	**0**	**7**	**0**	**29**	**1**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**2**	**17**	0	0	**19**
+30 mins.	2	0	**8**	0	**10**	0	**37**	**2**	0	**39**	0	0	0	0	0	1	6	0	0	7
+45 mins.	1	0	5	0	6	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3
Total Volume	4	0	20	0	24	0	76	4	0	80	0	0	0	0	0	4	35	0	0	39
% App. Total	16.7	0	83.3	0		0	95	5	0		0	0	0	0		10.3	89.7	0	0	
PHF	.500	.000	.625	.000	.600	.000	.514	.500	.000	.513	.000	.000	.000	.000	.000	.500	.515	.000	.000	.513

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 15 - Park Strip St & Travis Dr
Site Code : 15
Start Date : 4/6/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	4
Total	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 15 - Park Strip St & Travis Dr
Site Code : 15
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	1	0	5	2	0	7	0	0	0	0	0	2	8	0	0	10	18
Apprch %	0	0	100	0		0	71.4	28.6	0		0	0	0	0		20	80	0	0		
Total %	0	0	5.6	0	5.6	0	27.8	11.1	0	38.9	0	0	0	0	0	11.1	44.4	0	0	55.6	

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	**1**	0	0	**1**	**3**
07:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.417

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00					**07:00**					**07:00**					**10:00**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0	0	**2**	0	0	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	**2**
Total Volume	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		33.3	66.7	0	0	
PHF	.000	.000	.250	.000	.250	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.500	.000	.000	.375

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 15 - Park Strip St & Travis Dr
Site Code : 15
Start Date : 4/6/2023
Page No : 7

Groups Printed- Pedestrians

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 15 - Park Strip St & Travis Dr
Site Code : 15
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	

	Park Strip St Southbound					Travis Dr Westbound					Northbound					Travis Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:15																					
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:15					14:15					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1			1		1			1										
Total Volume	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 16 - Dawn Dr & Travis Dr
Site Code : 16
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	7	17	0	0	24	1	0	2	0	3	0	59	4	0	63	90
07:15	0	0	0	0	0	12	16	0	0	28	9	0	31	0	40	0	63	20	0	83	151
07:30	0	0	0	0	0	20	24	0	0	44	21	0	50	0	71	0	74	26	0	100	215
07:45	0	0	0	0	0	2	42	0	0	44	8	0	17	0	25	0	58	3	0	61	130
Total	0	0	0	0	0	41	99	0	0	140	39	0	100	0	139	0	254	53	0	307	586
08:00	0	0	0	0	0	0	38	0	0	38	2	0	0	0	2	0	70	4	0	74	114
08:15	0	0	0	0	0	0	40	0	0	40	4	0	0	0	4	0	62	1	0	63	107
08:30	0	0	0	0	0	0	42	0	0	42	3	0	2	0	5	0	53	2	0	55	102
08:45	0	0	0	0	0	0	38	0	0	38	2	0	0	0	2	0	44	0	0	44	84
Total	0	0	0	0	0	0	158	0	0	158	11	0	2	0	13	0	229	7	0	236	407
09:00	0	0	0	0	0	0	28	0	0	28	1	0	1	0	2	0	54	1	0	55	85
09:15	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	40	0	0	40	61
09:30	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	35	1	0	36	64
09:45	0	0	0	0	0	0	29	0	0	29	2	0	1	0	3	0	43	1	0	44	76
Total	0	0	0	0	0	0	106	0	0	106	3	0	2	0	5	0	172	3	0	175	286
10:00	0	0	0	0	0	1	26	0	0	27	0	0	1	0	1	0	40	1	0	41	69
10:15	0	0	0	0	0	1	33	0	0	34	1	0	2	0	3	0	44	0	0	44	81
10:30	0	0	0	0	0	0	30	0	0	30	1	0	0	0	1	0	28	1	0	29	60
10:45	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	0	33	3	0	36	58
Total	0	0	0	0	0	2	110	0	0	112	3	0	3	0	6	0	145	5	0	150	268
11:00	0	0	0	0	0	1	35	0	0	36	0	0	0	0	0	0	30	0	0	30	66
11:15	0	0	0	0	0	1	33	0	0	34	2	0	3	0	5	0	35	1	0	36	75
11:30	0	0	0	0	0	0	44	0	0	44	2	0	0	0	2	0	26	1	0	27	73
11:45	0	0	0	0	0	0	34	0	0	34	2	0	0	0	2	0	33	1	0	34	70
Total	0	0	0	0	0	2	146	0	0	148	6	0	3	0	9	0	124	3	0	127	284
12:00	0	0	0	0	0	1	36	0	0	37	0	0	2	0	2	0	35	1	0	36	75
12:15	0	0	0	0	0	1	28	0	0	29	1	0	1	0	2	0	38	1	0	39	70
12:30	0	0	0	0	0	0	37	0	0	37	1	0	1	0	2	0	33	0	0	33	72
12:45	0	0	0	0	0	1	51	0	0	52	0	0	1	0	1	0	37	1	0	38	91
Total	0	0	0	0	0	3	152	0	0	155	2	0	5	0	7	0	143	3	0	146	308
13:00	0	0	0	0	0	0	32	0	0	32	7	0	0	0	7	0	37	3	0	40	79
13:15	0	0	0	0	0	0	36	0	0	36	2	0	1	0	3	0	35	2	0	37	76
13:30	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	0	33	1	0	34	78
13:45	0	0	0	0	0	0	29	0	0	29	0	0	1	0	1	0	36	3	0	39	69
Total	0	0	0	0	0	1	140	0	0	141	9	0	2	0	11	0	141	9	0	150	302
14:00	0	0	0	0	0	0	42	0	0	42	2	0	0	0	2	0	43	2	0	45	89
14:15	0	0	0	0	0	2	39	0	0	41	3	0	1	0	4	0	38	2	0	40	85
14:30	0	0	0	0	0	8	46	0	0	54	1	0	1	0	2	0	31	4	0	35	91
14:45	0	0	0	0	0	3	38	0	0	41	4	0	1	0	5	0	37	9	0	46	92
Total	0	0	0	0	0	13	165	0	0	178	10	0	3	0	13	0	149	17	0	166	357
15:00	0	0	0	0	0	3	57	0	0	60	2	0	1	0	3	0	49	4	0	53	116
15:15	0	0	0	0	0	12	50	0	0	62	7	0	22	0	29	0	51	3	0	54	145
15:30	0	0	0	0	0	15	63	0	0	78	22	0	51	0	73	0	28	2	0	30	181
15:45	0	0	0	0	0	0	59	0	0	59	2	0	11	0	13	0	38	4	0	42	114
Total	0	0	0	0	0	30	229	0	0	259	33	0	85	0	118	0	166	13	0	179	556
16:00	0	0	0	0	0	1	46	0	0	47	2	0	5	0	7	0	37	1	0	38	92
16:15	0	0	0	0	0	1	62	0	0	63	8	0	5	0	13	0	33	2	0	35	111

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 16 - Dawn Dr & Travis Dr
Site Code : 16
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	0	0	0	0	1	88	0	0	89	7	0	0	0	7	0	44	3	0	47	143
16:45	0	0	0	0	0	1	64	0	0	65	0	0	2	0	2	0	45	1	0	46	113
Total	0	0	0	0	0	4	260	0	0	264	17	0	12	0	29	0	159	7	0	166	459
17:00	0	0	0	0	0	0	51	0	0	51	1	0	1	0	2	0	37	2	0	39	92
17:15	0	0	0	0	0	2	74	0	0	76	2	0	2	0	4	0	45	2	0	47	127
17:30	0	0	0	0	0	1	65	0	0	66	2	0	0	0	2	0	48	2	0	50	118
17:45	0	0	0	0	0	1	70	0	0	71	2	0	1	0	3	0	37	3	0	40	114
Total	0	0	0	0	0	4	260	0	0	264	7	0	4	0	11	0	167	9	0	176	451
18:00	0	0	0	0	0	6	67	0	0	73	0	0	2	0	2	0	39	3	0	42	117
18:15	0	0	0	0	0	1	40	0	0	41	5	0	1	0	6	0	44	2	0	46	93
18:30	0	0	0	0	0	1	42	0	0	43	2	0	0	0	2	0	34	1	0	35	80
18:45	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	39	1	0	40	85
Total	0	0	0	0	0	8	194	0	0	202	7	0	3	0	10	0	156	7	0	163	375
Grand Total	0	0	0	0	0	108	2019	0	0	2127	147	0	224	0	371	0	2005	136	0	2141	4639
Apprch %	0	0	0	0		5.1	94.9	0	0		39.6	0	60.4	0		0	93.6	6.4	0		
Total %	0	0	0	0	0	2.3	43.5	0	0	45.9	3.2	0	4.8	0	8	0	43.2	2.9	0	46.2	
Vehicles	0	0	0	0	0	107	1974	0	0	2081	146	0	218	0	364	0	1949	128	0	2077	4522
% Vehicles	0	0	0	0	0	99.1	97.8	0	0	97.8	99.3	0	97.3	0	98.1	0	97.2	94.1	0	97	97.5
Heavy Vehicles	0	0	0	0	0	1	45	0	0	46	1	0	6	0	7	0	56	8	0	64	117
% Heavy Vehicles	0	0	0	0	0	0.9	2.2	0	0	2.2	0.7	0	2.7	0	1.9	0	2.8	5.9	0	3	2.5

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	12	16	0	0	28	9	0	31	0	40	0	63	20	0	83	151
07:30	0	0	0	0	0	**20**	24	0	0	**44**	**21**	0	**50**	0	**71**	0	**74**	**26**	0	**100**	**215**
07:45	0	0	0	0	0	2	**42**	0	0	44	8	0	17	0	25	0	58	3	0	61	130
08:00	0	0	0	0	0	0	38	0	0	38	2	0	0	0	2	0	70	4	0	74	114
Total Volume	0	0	0	0	0	34	120	0	0	154	40	0	98	0	138	0	265	53	0	318	610
% App. Total	0	0	0	0		22.1	77.9	0	0		29	0	71	0		0	83.3	16.7	0		
PHF	.000	.000	.000	.000	.000	.425	.714	.000	.000	.875	.476	.000	.490	.000	.486	.000	.895	.510	.000	.795	.709
Vehicles	0	0	0	0	0	34	117	0	0	151	40	0	96	0	136	0	258	51	0	309	596
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	7	2	0	9	14
% Heavy Vehicles	0	0	0	0	0	0	2.5	0	0	1.9	0	0	2.0	0	1.4	0	2.6	3.8	0	2.8	2.3

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					17:15					07:00					07:15				
+0 mins.	0	0	0	0	0	2	**74**	0	0	**76**	1	0	2	0	3	0	63	20	0	83
+15 mins.	0	0	0	0	0	1	65	0	0	66	9	0	31	0	40	0	**74**	**26**	0	**100**
+30 mins.	0	0	0	0	0	1	70	0	0	71	**21**	0	**50**	0	**71**	0	58	3	0	61
+45 mins.	0	0	0	0	0	**6**	67	0	0	73	8	0	17	0	25	0	70	4	0	74
Total Volume	0	0	0	0	0	10	276	0	0	286	39	0	100	0	139	0	265	53	0	318
% App. Total	0	0	0	0		3.5	96.5	0	0		28.1	0	71.9	0		0	83.3	16.7	0	
PHF	.000	.000	.000	.000	.000	.417	.932	.000	.000	.941	.464	.000	.500	.000	.489	.000	.895	.510	.000	.795
Vehicles	0	0	0	0	0	10	276	0	0	286	39	0	96	0	135	0	258	51	0	309
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	7	2	0	9
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2.9	0	2.6	3.8	0	2.8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 16 - Dawn Dr & Travis Dr
Site Code : 16
Start Date : 4/6/2023
Page No : 3

Groups Printed- Vehicles

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	7	17	0	0	24	1	0	0	0	1	0	57	3	0	60	85
07:15	0	0	0	0	0	12	16	0	0	28	9	0	29	0	38	0	62	19	0	81	147
07:30	0	0	0	0	0	20	23	0	0	43	21	0	50	0	71	0	71	26	0	97	211
07:45	0	0	0	0	0	2	40	0	0	42	8	0	17	0	25	0	57	3	0	60	127
Total	0	0	0	0	0	41	96	0	0	137	39	0	96	0	135	0	247	51	0	298	570
08:00	0	0	0	0	0	0	38	0	0	38	2	0	0	0	2	0	68	3	0	71	111
08:15	0	0	0	0	0	0	38	0	0	38	4	0	0	0	4	0	62	0	0	62	104
08:30	0	0	0	0	0	0	42	0	0	42	3	0	2	0	5	0	53	2	0	55	102
08:45	0	0	0	0	0	0	37	0	0	37	2	0	0	0	2	0	42	0	0	42	81
Total	0	0	0	0	0	0	155	0	0	155	11	0	2	0	13	0	225	5	0	230	398
09:00	0	0	0	0	0	0	27	0	0	27	1	0	1	0	2	0	54	1	0	55	84
09:15	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	39	0	0	39	59
09:30	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	34	1	0	35	62
09:45	0	0	0	0	0	0	25	0	0	25	2	0	1	0	3	0	41	1	0	42	70
Total	0	0	0	0	0	0	99	0	0	99	3	0	2	0	5	0	168	3	0	171	275
10:00	0	0	0	0	0	1	24	0	0	25	0	0	1	0	1	0	39	0	0	39	65
10:15	0	0	0	0	0	1	31	0	0	32	1	0	2	0	3	0	42	0	0	42	77
10:30	0	0	0	0	0	0	27	0	0	27	1	0	0	0	1	0	27	1	0	28	56
10:45	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	0	32	2	0	34	56
Total	0	0	0	0	0	2	103	0	0	105	3	0	3	0	6	0	140	3	0	143	254
11:00	0	0	0	0	0	1	35	0	0	36	0	0	0	0	0	0	30	0	0	30	66
11:15	0	0	0	0	0	1	33	0	0	34	2	0	3	0	5	0	34	1	0	35	74
11:30	0	0	0	0	0	0	42	0	0	42	2	0	0	0	2	0	26	1	0	27	71
11:45	0	0	0	0	0	0	34	0	0	34	2	0	0	0	2	0	31	1	0	32	68
Total	0	0	0	0	0	2	144	0	0	146	6	0	3	0	9	0	121	3	0	124	279
12:00	0	0	0	0	0	1	33	0	0	34	0	0	2	0	2	0	35	1	0	36	72
12:15	0	0	0	0	0	1	27	0	0	28	1	0	1	0	2	0	36	1	0	37	67
12:30	0	0	0	0	0	0	36	0	0	36	1	0	1	0	2	0	31	0	0	31	69
12:45	0	0	0	0	0	1	51	0	0	52	0	0	1	0	1	0	37	1	0	38	91
Total	0	0	0	0	0	3	147	0	0	150	2	0	5	0	7	0	139	3	0	142	299
13:00	0	0	0	0	0	0	31	0	0	31	7	0	0	0	7	0	35	2	0	37	75
13:15	0	0	0	0	0	0	36	0	0	36	2	0	1	0	3	0	34	2	0	36	75
13:30	0	0	0	0	0	1	42	0	0	43	0	0	0	0	0	0	33	1	0	34	77
13:45	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	0	35	3	0	38	66
Total	0	0	0	0	0	1	136	0	0	137	9	0	2	0	11	0	137	8	0	145	293
14:00	0	0	0	0	0	0	41	0	0	41	2	0	0	0	2	0	41	2	0	43	86
14:15	0	0	0	0	0	2	38	0	0	40	3	0	1	0	4	0	35	2	0	37	81
14:30	0	0	0	0	0	8	46	0	0	54	1	0	1	0	2	0	31	4	0	35	91
14:45	0	0	0	0	0	2	36	0	0	38	4	0	0	0	4	0	37	9	0	46	88
Total	0	0	0	0	0	12	161	0	0	173	10	0	2	0	12	0	144	17	0	161	346
15:00	0	0	0	0	0	3	55	0	0	58	2	0	1	0	3	0	47	4	0	51	112
15:15	0	0	0	0	0	12	49	0	0	61	7	0	21	0	28	0	44	3	0	47	136
15:30	0	0	0	0	0	15	61	0	0	76	22	0	51	0	73	0	28	2	0	30	179
15:45	0	0	0	0	0	0	59	0	0	59	2	0	11	0	13	0	37	4	0	41	113
Total	0	0	0	0	0	30	224	0	0	254	33	0	84	0	117	0	156	13	0	169	540
16:00	0	0	0	0	0	1	45	0	0	46	2	0	5	0	7	0	36	0	0	36	89
16:15	0	0	0	0	0	1	62	0	0	63	8	0	5	0	13	0	31	2	0	33	109
16:30	0	0	0	0	0	1	88	0	0	89	6	0	0	0	6	0	44	3	0	47	142
16:45	0	0	0	0	0	1	63	0	0	64	0	0	2	0	2	0	45	1	0	46	112
Total	0	0	0	0	0	4	258	0	0	262	16	0	12	0	28	0	156	6	0	162	452

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 16 - Dawn Dr & Travis Dr
Site Code : 16
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	50	0	0	50	1	0	1	0	2	0	36	2	0	38	90
17:15	0	0	0	0	0	2	74	0	0	76	2	0	2	0	4	0	41	2	0	43	123
17:30	0	0	0	0	0	1	65	0	0	66	2	0	0	0	2	0	48	2	0	50	118
17:45	0	0	0	0	0	1	70	0	0	71	2	0	1	0	3	0	37	3	0	40	114
Total	0	0	0	0	0	4	259	0	0	263	7	0	4	0	11	0	162	9	0	171	445
18:00	0	0	0	0	0	6	67	0	0	73	0	0	2	0	2	0	38	3	0	41	116
18:15	0	0	0	0	0	1	39	0	0	40	5	0	1	0	6	0	43	2	0	45	91
18:30	0	0	0	0	0	1	41	0	0	42	2	0	0	0	2	0	34	1	0	35	79
18:45	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	39	1	0	40	85
Total	0	0	0	0	0	8	192	0	0	200	7	0	3	0	10	0	154	7	0	161	371
Grand Total	0	0	0	0	0	107	1974	0	0	2081	146	0	218	0	364	0	1949	128	0	2077	4522
Apprch %	0	0	0	0		5.1	94.9	0	0		40.1	0	59.9	0		0	93.8	6.2	0		
Total %	0	0	0	0	0	2.4	43.7	0	0	46	3.2	0	4.8	0	8	0	43.1	2.8	0	45.9	

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	12	16	0	0	28	9	0	29	0	38	0	62	19	0	81	147
07:30	0	0	0	0	0	**20**	23	0	0	**43**	**21**	0	**50**	0	**71**	0	**71**	**26**	0	**97**	**211**
07:45	0	0	0	0	0	2	**40**	0	0	42	8	0	17	0	25	0	57	3	0	60	127
08:00	0	0	0	0	0	0	38	0	0	38	2	0	0	0	2	0	68	3	0	71	111
Total Volume	0	0	0	0	0	34	117	0	0	151	40	0	96	0	136	0	258	51	0	309	596
% App. Total	0	0	0	0		22.5	77.5	0	0		29.4	0	70.6	0		0	83.5	16.5	0		
PHF	.000	.000	.000	.000	.000	.425	.731	.000	.000	.878	.476	.000	.480	.000	.479	.000	.908	.490	.000	.796	.706

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**17:15**					**07:15**					**07:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**2**	74	0	0	76	9	0	29	0	38	0	62	19	0	81
+15 mins.	0	0	0	0	0	1	65	0	0	66	21	0	50	0	**71**	0	**71**	**26**	0	**97**
+30 mins.	0	0	0	0	0	1	70	0	0	71	8	0	17	0	25	0	57	3	0	60
+45 mins.	0	0	0	0	0	**6**	67	0	0	73	2	0	0	0	2	0	68	3	0	71
Total Volume	0	0	0	0	0	10	276	0	0	286	40	0	96	0	136	0	258	51	0	309
% App. Total	0	0	0	0		3.5	96.5	0	0		29.4	0	70.6	0		0	83.5	16.5	0	
PHF	.000	.000	.000	.000	.000	.417	.932	.000	.000	.941	.476	.000	.480	.000	.479	.000	.908	.490	.000	.796

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 16 - Dawn Dr & Travis Dr
Site Code : 16
Start Date : 4/6/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	1	0	3	5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	1	0	2	4
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
07:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	4	0	4	0	7	2	0	9	16
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
08:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	9
09:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
10:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
10:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
10:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	2	0	7	14
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
12:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
13:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	9
14:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
14:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	4
Total	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	5	0	0	5	11
15:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
15:15	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	7	0	0	7	9
15:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	10	0	0	10	16
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	1	0	4	7

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 16 - Dawn Dr & Travis Dr
Site Code : 16
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
18:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	0	0	0	0	1	45	0	0	46	1	0	6	0	7	0	56	8	0	64	117
Apprch %	0	0	0	0		2.2	97.8	0	0		14.3	0	85.7	0		0	87.5	12.5	0		
Total %	0	0	0	0	0	0.9	38.5	0	0	39.3	0.9	0	5.1	0	6	0	47.9	6.8	0	54.7	

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:45																					
14:45	0	0	0	0	0	**1**	**2**	0	0	**3**	0	0	**1**	0	**1**	0	0	0	0	0	4
15:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
15:15	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	**7**	0	0	**7**	**9**
15:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	1	7	0	0	8	0	0	2	0	2	0	9	0	0	9	19
% App. Total	0	0	0	0		12.5	87.5	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.875	.000	.000	.667	.000	.000	.500	.000	.500	.000	.321	.000	.000	.321	.528

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**09:45**					**07:00**					**15:00**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0	0	**4**	0	0	**2**	0	**2**	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	**7**	0	0	**7**
+30 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	11	0	0	11	0	0	4	0	4	0	10	0	0	10
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.688	.000	.000	.688	.000	.000	.500	.000	.500	.000	.357	.000	.000	.357

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 16 - Dawn Dr & Travis Dr
Site Code : 16
Start Date : 4/6/2023
Page No : 7

Groups Printed- Pedestrians

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 16 - Dawn Dr & Travis Dr
Site Code : 16
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	15	0	0	15	0	0	0	0	0	16
Apprch %	0	0	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	6.2	0	0	6.2	0	93.8	0	0	93.8	0	0	0	0	0	

	Southbound					Dawn Dr Westbound					Travis Dr Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	**1**	0	0	**1**	0	**2**	0	0	**2**	0	0	0	0	0	**3**
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.417

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					16:45					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	2			2					
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 17 - Dawn Dr & Thunderbird St
Site Code : 17
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	8	6	0	0	14	1	0	39	0	40	0	29	0	0	29	83
07:15	0	0	0	0	0	17	12	0	0	29	5	0	63	0	68	0	28	1	0	29	126
07:30	0	0	0	0	0	25	15	0	0	40	3	0	57	0	60	0	24	2	0	26	126
07:45	0	0	0	0	0	19	10	0	0	29	2	0	39	0	41	0	19	5	0	24	94
Total	0	0	0	0	0	69	43	0	0	112	11	0	198	0	209	0	100	8	0	108	429
08:00	0	0	0	0	0	24	18	0	0	42	6	0	44	0	50	0	28	5	0	33	125
08:15	0	0	0	0	0	27	13	0	0	40	2	0	34	0	36	0	23	3	0	26	102
08:30	0	0	0	0	0	25	21	0	0	46	2	0	34	0	36	0	19	4	0	23	105
08:45	0	0	0	0	0	14	12	0	0	26	1	0	32	0	33	0	18	1	0	19	78
Total	0	0	0	0	0	90	64	0	0	154	11	0	144	0	155	0	88	13	0	101	410
09:00	0	0	0	0	0	18	13	0	0	31	2	0	24	0	26	0	14	3	0	17	74
09:15	0	0	0	0	0	12	9	0	0	21	1	0	20	0	21	0	13	4	0	17	59
09:30	0	0	0	0	0	19	10	0	0	29	0	0	19	0	19	0	11	1	0	12	60
09:45	0	0	0	0	0	17	8	0	0	25	0	0	28	0	28	0	20	0	0	20	73
Total	0	0	0	0	0	66	40	0	0	106	3	0	91	0	94	0	58	8	0	66	266
10:00	0	0	0	0	0	18	8	0	0	26	2	0	23	0	25	0	10	0	0	10	61
10:15	0	0	0	0	0	19	12	0	0	31	3	0	17	0	20	0	16	4	0	20	71
10:30	0	0	0	0	0	16	8	1	0	25	0	0	21	0	21	0	15	1	0	16	62
10:45	0	0	0	0	0	17	8	0	0	25	1	0	18	0	19	0	14	2	0	16	60
Total	0	0	0	0	0	70	36	1	0	107	6	0	79	0	85	0	55	7	0	62	254
11:00	0	0	0	0	0	15	10	0	0	25	0	0	18	0	18	0	14	0	0	14	57
11:15	0	0	0	0	0	21	15	0	0	36	2	0	17	0	19	0	7	1	0	8	63
11:30	0	0	0	0	0	19	13	0	0	32	1	0	12	0	13	0	12	0	0	12	57
11:45	0	0	0	0	0	20	11	0	0	31	3	0	23	0	26	0	11	0	0	11	68
Total	0	0	0	0	0	75	49	0	0	124	6	0	70	0	76	0	44	1	0	45	245
12:00	0	0	0	0	0	18	19	0	0	37	3	0	18	0	21	0	12	1	0	13	71
12:15	0	0	0	0	0	14	10	0	0	24	0	0	18	0	18	0	13	1	0	14	56
12:30	0	0	0	0	0	21	16	0	0	37	1	0	19	0	20	0	19	2	0	21	78
12:45	0	0	0	0	0	25	17	0	0	42	1	0	29	0	30	0	10	2	0	12	84
Total	0	0	0	0	0	78	62	0	0	140	5	0	84	0	89	0	54	6	0	60	289
13:00	0	0	0	0	0	25	17	0	0	42	5	0	20	0	25	0	14	3	0	17	84
13:15	0	0	0	0	0	24	9	0	0	33	0	0	15	0	15	0	16	0	0	16	64
13:30	0	0	0	0	0	17	17	0	0	34	1	0	24	0	25	0	14	2	0	16	75
13:45	0	0	0	0	0	21	10	0	0	31	3	0	17	0	20	0	17	5	0	22	73
Total	0	0	0	0	0	87	53	0	0	140	9	0	76	0	85	0	61	10	0	71	296
14:00	0	0	0	0	0	20	22	0	0	42	1	0	24	0	25	0	20	2	0	22	89
14:15	0	0	0	0	0	21	13	0	0	34	0	0	20	0	20	0	15	0	0	15	69
14:30	0	0	0	0	0	24	20	0	0	44	2	0	16	0	18	0	11	1	0	12	74
14:45	0	0	0	0	0	25	17	0	0	42	1	0	26	0	27	0	17	0	0	17	86
Total	0	0	0	0	0	90	72	0	0	162	4	0	86	0	90	0	63	3	0	66	318
15:00	0	0	0	0	0	37	17	0	0	54	5	0	30	0	35	0	22	2	0	24	113
15:15	0	0	0	0	0	36	21	0	0	57	1	0	27	0	28	0	15	4	0	19	104
15:30	0	0	0	0	0	65	24	0	0	89	3	0	13	0	16	0	12	3	0	15	120
15:45	0	0	0	0	0	37	16	0	0	53	3	0	20	0	23	0	13	2	0	15	91
Total	0	0	0	0	0	175	78	0	0	253	12	0	90	0	102	0	62	11	0	73	428
16:00	0	0	0	0	0	23	22	0	0	45	3	0	23	0	26	0	9	1	0	10	81
16:15	0	0	0	0	0	45	30	0	0	75	2	0	19	0	21	0	18	7	0	25	121

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 17 - Dawn Dr & Thunderbird St
Site Code : 17
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	0	0	0	0	51	22	0	0	73	7	0	17	0	24	0	19	5	0	24	121
16:45	0	0	0	0	0	34	24	0	0	58	4	0	30	0	34	0	16	3	0	19	111
Total	0	0	0	0	0	153	98	0	0	251	16	0	89	0	105	0	62	16	0	78	434
17:00	0	0	0	0	0	38	22	0	0	60	5	0	18	0	23	0	18	0	0	18	101
17:15	0	0	0	0	0	35	30	0	0	65	6	0	27	0	33	0	25	7	0	32	130
17:30	0	0	0	0	0	37	24	0	0	61	3	0	32	0	35	0	15	1	0	16	112
17:45	0	0	0	0	0	40	25	0	0	65	3	0	23	0	26	0	17	2	0	19	110
Total	0	0	0	0	0	150	101	0	0	251	17	0	100	0	117	0	75	10	0	85	453
18:00	0	0	0	0	0	30	27	0	0	57	3	0	21	0	24	0	10	2	0	12	93
18:15	0	0	0	0	0	27	11	0	0	38	1	0	30	0	31	0	16	6	0	22	91
18:30	0	0	0	0	0	17	14	0	0	31	2	0	20	0	22	0	13	2	0	15	68
18:45	0	0	0	0	0	20	23	0	0	43	2	0	23	0	25	0	13	3	0	16	84
Total	0	0	0	0	0	94	75	0	0	169	8	0	94	0	102	0	52	13	0	65	336
Grand Total	0	0	0	0	0	1197	771	1	0	1969	108	0	1201	0	1309	0	774	106	0	880	4158
Apprch %	0	0	0	0		60.8	39.2	0.1	0		8.3	0	91.7	0		0	88	12	0		
Total %	0	0	0	0	0	28.8	18.5	0	0	47.4	2.6	0	28.9	0	31.5	0	18.6	2.5	0	21.2	
Vehicles	0	0	0	0	0	1178	752	1	0	1931	105	0	1164	0	1269	0	760	102	0	862	4062
% Vehicles	0	0	0	0	0	98.4	97.5	100	0	98.1	97.2	0	96.9	0	96.9	0	98.2	96.2	0	98	97.7
Heavy Vehicles	0	0	0	0	0	19	19	0	0	38	3	0	37	0	40	0	14	4	0	18	96
% Heavy Vehicles	0	0	0	0	0	1.6	2.5	0	0	1.9	2.8	0	3.1	0	3.1	0	1.8	3.8	0	2	2.3

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	17	12	0	0	29	5	0	**63**	0	**68**	0	**28**	1	0	29	**126**
07:30	0	0	0	0	0	**25**	15	0	0	40	3	0	57	0	60	0	24	2	0	26	126
07:45	0	0	0	0	0	19	10	0	0	29	2	0	39	0	41	0	19	**5**	0	24	94
08:00	0	0	0	0	0	24	**18**	0	0	**42**	**6**	0	44	0	50	0	28	5	0	**33**	125
Total Volume	0	0	0	0	0	85	55	0	0	140	16	0	203	0	219	0	99	13	0	112	471
% App. Total	0	0	0	0		60.7	39.3	0	0		7.3	0	92.7	0		0	88.4	11.6	0		
PHF	.000	.000	.000	.000	.000	.850	.764	.000	.000	.833	.667	.000	.806	.000	.805	.000	.884	.650	.000	.848	.935
Vehicles	0	0	0	0	0	85	53	0	0	138	16	0	198	0	214	0	98	12	0	110	462
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	5	0	5	0	1	1	0	2	9
% Heavy Vehicles	0	0	0	0	0	0	3.6	0	0	1.4	0	0	2.5	0	2.3	0	1.0	7.7	0	1.8	1.9

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					16:15					07:15					07:15				
+0 mins.	0	0	0	0	0	45	**30**	0	0	**75**	5	0	**63**	0	**68**	0	**28**	1	0	29
+15 mins.	0	0	0	0	0	**51**	22	0	0	73	3	0	57	0	60	0	24	2	0	26
+30 mins.	0	0	0	0	0	34	24	0	0	58	2	0	39	0	41	0	19	**5**	0	24
+45 mins.	0	0	0	0	0	38	22	0	0	60	**6**	0	44	0	50	0	28	5	0	**33**
Total Volume	0	0	0	0	0	168	98	0	0	266	16	0	203	0	219	0	99	13	0	112
% App. Total	0	0	0	0		63.2	36.8	0	0		7.3	0	92.7	0		0	88.4	11.6	0	
PHF	.000	.000	.000	.000	.000	.824	.817	.000	.000	.887	.667	.000	.806	.000	.805	.000	.884	.650	.000	.848
Vehicles	0	0	0	0	0	167	96	0	0	263	16	0	198	0	214	0	98	12	0	110
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	1	2	0	0	3	0	0	5	0	5	0	1	1	0	2
% Heavy Vehicles	0	0	0	0	0	0.6	2	0	0	1.1	0	0	2.5	0	2.3	0	1	7.7	0	1.8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 17 - Dawn Dr & Thunderbird St
Site Code : 17
Start Date : 4/6/2023
Page No : 3

Groups Printed- Vehicles

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	8	6	0	0	14	1	0	36	0	37	0	29	0	0	29	80
07:15	0	0	0	0	0	17	12	0	0	29	5	0	63	0	68	0	28	1	0	29	126
07:30	0	0	0	0	0	25	15	0	0	40	3	0	55	0	58	0	24	2	0	26	124
07:45	0	0	0	0	0	19	9	0	0	28	2	0	38	0	40	0	19	5	0	24	92
Total	0	0	0	0	0	69	42	0	0	111	11	0	192	0	203	0	100	8	0	108	422
08:00	0	0	0	0	0	24	17	0	0	41	6	0	42	0	48	0	27	4	0	31	120
08:15	0	0	0	0	0	26	13	0	0	39	2	0	33	0	35	0	23	3	0	26	100
08:30	0	0	0	0	0	25	21	0	0	46	2	0	34	0	36	0	19	4	0	23	105
08:45	0	0	0	0	0	14	12	0	0	26	1	0	30	0	31	0	18	1	0	19	76
Total	0	0	0	0	0	89	63	0	0	152	11	0	139	0	150	0	87	12	0	99	401
09:00	0	0	0	0	0	17	12	0	0	29	2	0	24	0	26	0	14	3	0	17	72
09:15	0	0	0	0	0	11	9	0	0	20	1	0	20	0	21	0	12	4	0	16	57
09:30	0	0	0	0	0	19	10	0	0	29	0	0	19	0	19	0	10	1	0	11	59
09:45	0	0	0	0	0	15	7	0	0	22	0	0	27	0	27	0	19	0	0	19	68
Total	0	0	0	0	0	62	38	0	0	100	3	0	90	0	93	0	55	8	0	63	256
10:00	0	0	0	0	0	16	8	0	0	24	2	0	21	0	23	0	10	0	0	10	57
10:15	0	0	0	0	0	18	11	0	0	29	3	0	17	0	20	0	15	4	0	19	68
10:30	0	0	0	0	0	15	7	1	0	23	0	0	21	0	21	0	15	1	0	16	60
10:45	0	0	0	0	0	17	8	0	0	25	1	0	18	0	19	0	13	2	0	15	59
Total	0	0	0	0	0	66	34	1	0	101	6	0	77	0	83	0	53	7	0	60	244
11:00	0	0	0	0	0	15	10	0	0	25	0	0	18	0	18	0	14	0	0	14	57
11:15	0	0	0	0	0	21	14	0	0	35	2	0	16	0	18	0	7	1	0	8	61
11:30	0	0	0	0	0	18	13	0	0	31	1	0	12	0	13	0	12	0	0	12	56
11:45	0	0	0	0	0	20	11	0	0	31	1	0	22	0	23	0	11	0	0	11	65
Total	0	0	0	0	0	74	48	0	0	122	4	0	68	0	72	0	44	1	0	45	239
12:00	0	0	0	0	0	18	16	0	0	34	3	0	18	0	21	0	12	1	0	13	68
12:15	0	0	0	0	0	14	10	0	0	24	0	0	17	0	17	0	13	1	0	14	55
12:30	0	0	0	0	0	21	14	0	0	35	1	0	18	0	19	0	19	2	0	21	75
12:45	0	0	0	0	0	25	17	0	0	42	1	0	29	0	30	0	9	2	0	11	83
Total	0	0	0	0	0	78	57	0	0	135	5	0	82	0	87	0	53	6	0	59	281
13:00	0	0	0	0	0	25	17	0	0	42	5	0	19	0	24	0	14	3	0	17	83
13:15	0	0	0	0	0	24	9	0	0	33	0	0	15	0	15	0	15	0	0	15	63
13:30	0	0	0	0	0	16	16	0	0	32	1	0	24	0	25	0	12	2	0	14	71
13:45	0	0	0	0	0	21	9	0	0	30	3	0	17	0	20	0	17	5	0	22	72
Total	0	0	0	0	0	86	51	0	0	137	9	0	75	0	84	0	58	10	0	68	289
14:00	0	0	0	0	0	20	22	0	0	42	1	0	20	0	21	0	20	2	0	22	85
14:15	0	0	0	0	0	20	13	0	0	33	0	0	20	0	20	0	15	0	0	15	68
14:30	0	0	0	0	0	24	20	0	0	44	2	0	16	0	18	0	11	1	0	12	74
14:45	0	0	0	0	0	24	17	0	0	41	1	0	26	0	27	0	17	0	0	17	85
Total	0	0	0	0	0	88	72	0	0	160	4	0	82	0	86	0	63	3	0	66	312
15:00	0	0	0	0	0	36	17	0	0	53	5	0	28	0	33	0	22	1	0	23	109
15:15	0	0	0	0	0	35	20	0	0	55	1	0	25	0	26	0	15	4	0	19	100
15:30	0	0	0	0	0	64	24	0	0	88	3	0	13	0	16	0	12	2	0	14	118
15:45	0	0	0	0	0	37	15	0	0	52	3	0	19	0	22	0	12	2	0	14	88
Total	0	0	0	0	0	172	76	0	0	248	12	0	85	0	97	0	61	9	0	70	415
16:00	0	0	0	0	0	23	21	0	0	44	3	0	20	0	23	0	9	1	0	10	77
16:15	0	0	0	0	0	45	29	0	0	74	2	0	19	0	21	0	18	7	0	25	120
16:30	0	0	0	0	0	50	22	0	0	72	7	0	17	0	24	0	19	4	0	23	119
16:45	0	0	0	0	0	34	23	0	0	57	4	0	30	0	34	0	15	3	0	18	109
Total	0	0	0	0	0	152	95	0	0	247	16	0	86	0	102	0	61	15	0	76	425

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 17 - Dawn Dr & Thunderbird St
Site Code : 17
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	38	22	0	0	60	5	0	16	0	21	0	17	0	0	17	98
17:15	0	0	0	0	0	35	30	0	0	65	6	0	26	0	32	0	24	7	0	31	128
17:30	0	0	0	0	0	37	24	0	0	61	3	0	32	0	35	0	15	1	0	16	112
17:45	0	0	0	0	0	40	25	0	0	65	3	0	22	0	25	0	17	2	0	19	109
Total	0	0	0	0	0	150	101	0	0	251	17	0	96	0	113	0	73	10	0	83	447
18:00	0	0	0	0	0	30	27	0	0	57	3	0	21	0	24	0	10	2	0	12	93
18:15	0	0	0	0	0	27	11	0	0	38	1	0	28	0	29	0	16	6	0	22	89
18:30	0	0	0	0	0	16	14	0	0	30	1	0	20	0	21	0	13	2	0	15	66
18:45	0	0	0	0	0	19	23	0	0	42	2	0	23	0	25	0	13	3	0	16	83
Total	0	0	0	0	0	92	75	0	0	167	7	0	92	0	99	0	52	13	0	65	331
Grand Total	0	0	0	0	0	1178	752	1	0	1931	105	0	1164	0	1269	0	760	102	0	862	4062
Apprch %	0	0	0	0		61	38.9	0.1	0		8.3	0	91.7	0		0	88.2	11.8	0		
Total %	0	0	0	0	0	29	18.5	0	0	47.5	2.6	0	28.7	0	31.2	0	18.7	2.5	0	21.2	

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	17	12	0	0	29	5	0	**63**	0	**68**	0	**28**	1	0	29	**126**
07:30	0	0	0	0	0	**25**	15	0	0	40	3	0	55	0	58	0	24	2	0	26	124
07:45	0	0	0	0	0	19	9	0	0	28	2	0	38	0	40	0	19	**5**	0	24	92
08:00	0	0	0	0	0	24	**17**	0	0	**41**	**6**	0	42	0	48	0	27	4	0	**31**	120
Total Volume	0	0	0	0	0	85	53	0	0	138	16	0	198	0	214	0	98	12	0	110	462
% App. Total	0	0	0	0		61.6	38.4	0	0		7.5	0	92.5	0		0	89.1	10.9	0		
PHF	.000	.000	.000	.000	.000	.850	.779	.000	.000	.841	.667	.000	.786	.000	.787	.000	.875	.600	.000	.887	.917

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**16:15**					**07:15**					**07:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**45**	29	0	0	74	5	0	63	0	68	0	**28**	1	0	29
+15 mins.	0	0	0	0	0	**50**	22	0	0	72	3	0	55	0	58	0	24	2	0	26
+30 mins.	0	0	0	0	0	34	23	0	0	57	2	0	38	0	40	0	19	**5**	0	24
+45 mins.	0	0	0	0	0	38	22	0	0	60	**6**	0	42	0	48	0	27	4	0	**31**
Total Volume	0	0	0	0	0	167	96	0	0	263	16	0	198	0	214	0	98	12	0	110
% App. Total	0	0	0	0		63.5	36.5	0	0		7.5	0	92.5	0		0	89.1	10.9	0	
PHF	.000	.000	.000	.000	.000	.835	.828	.000	.000	.889	.667	.000	.786	.000	.787	.000	.875	.600	.000	.887

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 17 - Dawn Dr & Thunderbird St
Site Code : 17
Start Date : 4/6/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
07:45	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	0	0	0	0	0	7
08:00	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	1	0	2	5
08:15	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	2	0	0	5	0	5	0	1	1	0	2	9
09:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45	0	0	0	0	0	2	1	0	0	3	0	0	1	0	1	0	1	0	0	1	5
Total	0	0	0	0	0	4	2	0	0	6	0	0	1	0	1	0	3	0	0	3	10
10:00	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	4
10:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:30	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	4	2	0	0	6	0	0	2	0	2	0	2	0	0	2	10
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
11:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	1	1	0	0	2	2	0	2	0	4	0	0	0	0	0	6
12:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:30	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	1	0	0	1	8
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:30	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
13:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	3	0	0	3	7
14:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
14:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	4	0	4	0	0	0	0	0	6
15:00	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	0	1	0	1	4
15:15	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	0	0	0	0	0	4
15:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
15:45	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	3	2	0	0	5	0	0	5	0	5	0	1	2	0	3	13
16:00	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	4
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	1	3	0	0	4	0	0	3	0	3	0	1	1	0	2	9

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 17 - Dawn Dr & Thunderbird St
Site Code : 17
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	2	0	0	2	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
18:30	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
18:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	1	0	2	0	3	0	0	0	0	0	5
Grand Total	0	0	0	0	0	19	19	0	0	38	3	0	37	0	40	0	14	4	0	18	96
Apprch %	0	0	0	0		50	50	0	0		7.5	0	92.5	0		0	77.8	22.2	0		
Total %	0	0	0	0	0	19.8	19.8	0	0	39.6	3.1	0	38.5	0	41.7	0	14.6	4.2	0	18.8	

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:45																					
09:45	0	0	0	0	0	**2**	**1**	0	0	**3**	0	0	1	0	1	0	**1**	0	0	**1**	**5**
10:00	0	0	0	0	0	2	0	0	0	2	0	0	**2**	0	**2**	0	0	0	0	0	4
10:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:30	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	6	3	0	0	9	0	0	3	0	3	0	2	0	0	2	14
% App. Total	0	0	0	0		66.7	33.3	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.750	.750	.000	.000	.750	.000	.000	.375	.000	.375	.000	.500	.000	.000	.500	.700

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**09:45**					**07:00**					**12:45**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**2**	**1**	0	0	**3**	0	0	**3**	0	**3**	0	1	0	0	1
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	0	1	0	0	1
+45 mins.	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	**2**	0	0	**2**
Total Volume	0	0	0	0	0	6	3	0	0	9	0	0	6	0	6	0	4	0	0	4
% App. Total	0	0	0	0		66.7	33.3	0	0		0	0	100	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.750	.750	.000	.000	.750	.000	.000	.500	.000	.500	.000	.500	.000	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 17 - Dawn Dr & Thunderbird St
Site Code : 17
Start Date : 4/6/2023
Page No : 7

Groups Printed- Pedestrians

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 17 - Dawn Dr & Thunderbird St
Site Code : 17
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	Private Driveway Southbound					Dawn Dr Westbound					Thunderbird St Northbound					Dawn Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 18:00																					
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:00					18:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1			1					
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	2	1	0	0	3	6	0	2	0	8	0	1	17	0	18	0	0	0	0	0	29
07:15 AM	7	3	0	0	10	2	0	7	0	9	0	7	15	0	22	0	0	0	0	0	41
07:30 AM	7	4	0	0	11	8	0	4	0	12	0	2	11	0	13	0	0	0	0	0	36
07:45 AM	5	3	0	0	8	7	0	2	0	9	0	2	6	0	8	0	0	0	0	0	25
Total	21	11	0	0	32	23	0	15	0	38	0	12	49	0	61	0	0	0	0	0	131
08:00 AM	5	3	0	0	8	7	0	2	0	9	0	4	10	0	14	0	0	0	0	0	31
08:15 AM	2	8	0	0	10	6	0	4	0	10	0	9	11	0	20	0	0	0	0	0	40
08:30 AM	6	5	0	0	11	8	0	4	0	12	0	3	7	0	10	0	0	0	0	0	33
08:45 AM	4	3	0	0	7	11	0	4	0	15	0	0	9	0	9	0	0	0	0	0	31
Total	17	19	0	0	36	32	0	14	0	46	0	16	37	0	53	0	0	0	0	0	135
09:00 AM	4	2	0	0	6	10	0	2	0	12	0	8	2	0	10	0	0	0	0	0	28
09:15 AM	2	1	0	0	3	4	0	2	0	6	0	11	2	0	13	0	0	0	0	0	22
09:30 AM	2	1	0	0	3	6	0	0	0	6	0	5	3	0	8	0	0	0	0	0	17
09:45 AM	3	0	0	0	3	6	0	0	0	6	0	12	1	0	13	0	0	0	0	0	22
Total	11	4	0	0	15	26	0	4	0	30	0	36	8	0	44	0	0	0	0	0	89
10:00 AM	0	2	0	0	2	2	0	4	0	6	0	4	1	0	5	0	0	0	0	0	13
10:15 AM	3	1	0	0	4	6	0	2	0	8	0	11	0	0	11	0	0	0	0	0	23
10:30 AM	0	2	0	0	2	5	0	1	0	6	0	5	0	0	5	0	0	0	0	0	13
10:45 AM	4	3	0	0	7	3	0	0	0	3	0	5	3	0	8	0	0	0	0	0	18
Total	7	8	0	0	15	16	0	7	0	23	0	25	4	0	29	0	0	0	0	0	67
11:00 AM	2	1	0	0	3	7	0	2	0	9	0	0	9	0	9	0	0	0	0	0	21
11:15 AM	0	3	0	0	3	4	0	0	0	4	0	2	4	0	6	0	0	0	0	0	13
11:30 AM	1	3	0	0	4	10	0	5	0	15	0	3	6	0	9	0	0	0	0	0	28
11:45 AM	3	4	0	0	7	3	0	2	0	5	0	2	5	1	8	0	0	0	0	0	20
Total	6	11	0	0	17	24	0	9	0	33	0	7	24	1	32	0	0	0	0	0	82
12:00 PM	2	2	0	0	4	8	0	4	0	12	0	0	6	0	6	0	0	0	0	0	22
12:15 PM	2	4	0	0	6	8	0	3	0	11	0	0	2	0	2	0	0	0	0	0	19
12:30 PM	4	3	0	0	7	12	0	2	0	14	0	2	7	0	9	0	0	0	0	0	30
12:45 PM	2	1	0	0	3	7	0	3	0	10	0	1	4	0	5	0	0	0	0	0	18
Total	10	10	0	0	20	35	0	12	0	47	0	3	19	0	22	0	0	0	0	0	89
01:00 PM	3	0	0	0	3	11	0	5	0	16	0	3	5	0	8	0	0	0	0	0	27
01:15 PM	7	2	0	0	9	4	0	3	0	7	0	1	8	0	9	0	0	0	0	0	25
01:30 PM	2	0	0	0	2	10	0	3	0	13	0	1	7	0	8	0	0	0	0	0	23
01:45 PM	4	1	0	0	5	11	0	3	1	15	0	3	10	0	13	0	0	0	0	0	33
Total	16	3	0	0	19	36	0	14	1	51	0	8	30	0	38	0	0	0	0	0	108
02:00 PM	3	3	0	0	6	11	0	3	0	14	0	0	11	0	11	0	0	0	0	0	31
02:15 PM	6	1	0	0	7	7	0	0	1	8	0	3	8	0	11	0	0	0	0	0	26
02:30 PM	3	2	0	0	5	5	0	5	1	11	0	3	4	1	8	0	0	0	0	0	24
02:45 PM	2	2	0	0	4	12	0	6	0	18	0	8	8	0	16	0	0	0	0	0	38
Total	14	8	0	0	22	35	0	14	2	51	0	14	31	1	46	0	0	0	0	0	119
03:00 PM	3	2	0	0	5	8	0	10	0	18	0	5	11	0	16	0	0	0	0	0	39
03:15 PM	4	2	0	0	6	10	0	2	0	12	0	1	9	0	10	0	0	0	0	0	28
03:30 PM	4	4	0	0	8	12	0	4	0	16	0	1	1	0	2	0	0	0	0	0	26
03:45 PM	1	0	0	0	1	11	0	3	0	14	0	6	10	0	16	0	0	0	0	0	31
Total	12	8	0	0	20	41	0	19	0	60	0	13	31	0	44	0	0	0	0	0	124

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:00 PM	0	3	0	0	3	7	0	6	0	13	0	6	5	0	11	0	0	0	0	0	27
04:15 PM	9	16	0	0	25	14	0	5	0	19	0	7	9	0	16	0	0	0	0	0	60
04:30 PM	6	11	0	0	17	17	0	6	0	23	0	4	15	0	19	0	0	0	0	0	59
04:45 PM	1	2	0	0	3	12	0	5	0	17	0	2	7	0	9	0	0	0	0	0	29
Total	16	32	0	0	48	50	0	22	0	72	0	19	36	0	55	0	0	0	0	0	175
05:00 PM	5	1	0	0	6	8	0	3	0	11	0	0	5	0	5	0	0	0	0	0	22
05:15 PM	5	1	0	0	6	15	0	2	0	17	0	3	9	0	12	0	0	0	0	0	35
05:30 PM	1	1	0	0	2	17	0	4	0	21	0	5	9	1	15	0	0	0	0	0	38
05:45 PM	2	4	0	0	6	17	0	8	0	25	0	1	8	0	9	0	0	0	0	0	40
Total	13	7	0	0	20	57	0	17	0	74	0	9	31	1	41	0	0	0	0	0	135
06:00 PM	6	4	0	0	10	17	0	2	1	20	0	3	6	0	9	0	0	0	0	0	39
06:15 PM	3	5	0	0	8	10	0	4	0	14	0	1	7	0	8	0	0	0	0	0	30
06:30 PM	3	2	0	0	5	10	0	2	0	12	0	3	8	0	11	0	0	0	0	0	28
06:45 PM	2	0	0	0	2	16	0	4	0	20	0	8	4	0	12	0	0	0	0	0	34
Total	14	11	0	0	25	53	0	12	1	66	0	15	25	0	40	0	0	0	0	0	131
Grand Total	157	132	0	0	289	428	0	159	4	591	0	177	325	3	505	0	0	0	0	0	1385
Apprch %	54.3	45.7	0	0		72.4	0	26.9	0.7		0	35	64.4	0.6		0	0	0	0		
Total %	11.3	9.5	0	0	20.9	30.9	0	11.5	0.3	42.7	0	12.8	23.5	0.2	36.5	0	0	0	0	0	
Vehicles	152	131	0	0	283	417	0	155	3	575	0	174	321	3	498	0	0	0	0	0	1356
% Vehicles																					
Heavy Vehicles	5	1	0	0	6	11	0	4	1	16	0	3	4	0	7	0	0	0	0	0	29
% Heavy Vehicles	3.2	0.8	0	0	2.1	2.6	0	2.5	25	2.7	0	1.7	1.2	0	1.4	0	0	0	0	0	2.1

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	1	0	0	0	1	11	0	3	0	14	0	6	10	0	16	0	0	0	0	0	31
04:00 PM	0	3	0	0	3	7	0	**6**	0	13	0	6	5	0	11	0	0	0	0	0	27
04:15 PM	**9**	**16**	0	0	**25**	14	0	5	0	19	0	**7**	9	0	16	0	0	0	0	0	**60**
04:30 PM	6	11	0	0	17	**17**	0	6	0	**23**	0	4	**15**	0	**19**	0	0	0	0	0	59
Total Volume	16	30	0	0	46	49	0	20	0	69	0	23	39	0	62	0	0	0	0	0	177
% App. Total	34.8	65.2	0	0		71	0	29	0		0	37.1	62.9	0		0	0	0	0		
PHF	.444	.469	.000	.000	.460	.721	.000	.833	.000	.750	.000	.821	.650	.000	.816	.000	.000	.000	.000	.000	.738
Vehicles	16	30	0	0	46	48	0	19	0	67	0	23	37	0	60	0	0	0	0	0	173
% Vehicles						98.0	0	95.0	0	97.1	0	100	94.9	0	96.8	0	0	0	0	0	97.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	2.0	0	5.0	0	2.9	0	0	5.1	0	3.2	0	0	0	0	0	2.3

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 3

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					05:15 PM					03:45 PM					07:00 AM					
+0 mins.	**9**	**16**	0	0	**25**	15	0	2	0	17	0	6	10	0	16	0	0	0	0	0	
+15 mins.	6	11	0	0	17	**17**	0	4	0	21	0	6	5	0	11	0	0	0	0	0	
+30 mins.	1	2	0	0	3	17	0	**8**	0	**25**	0	**7**	9	0	16	0	0	0	0	0	
+45 mins.	5	1	0	0	6	17	0	2	**1**	20	0	4	**15**	0	**19**	0	0	0	0	0	
Total Volume	21	30	0	0	51	66	0	16	1	83	0	23	39	0	62	0	0	0	0	0	
% App. Total	41.2	58.8	0	0		79.5	0	19.3	1.2		0	37.1	62.9	0		0	0	0	0		
PHF	.583	.469	.000	.000	.510	.971	.000	.500	.250	.830	.000	.821	.650	.000	.816	.000	.000	.000	.000	.000	
Vehicles	20	30	0	0	50	66	0	16	1	83	0	23	37	0	60	0	0	0	0	0	
% Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	
% Heavy Vehicles	4.8	0	0	0	2	0	0	0	0	0	0	0	5.1	0	3.2	0	0	0	0	0	

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	2	1	0	0	3	6	0	2	0	8	0	1	17	0	18	0	0	0	0	0	29
07:15 AM	7	3	0	0	10	2	0	7	0	9	0	7	15	0	22	0	0	0	0	0	41
07:30 AM	7	4	0	0	11	8	0	4	0	12	0	2	11	0	13	0	0	0	0	0	36
07:45 AM	5	3	0	0	8	6	0	2	0	8	0	2	6	0	8	0	0	0	0	0	24
Total	21	11	0	0	32	22	0	15	0	37	0	12	49	0	61	0	0	0	0	0	130
08:00 AM	5	3	0	0	8	7	0	2	0	9	0	4	10	0	14	0	0	0	0	0	31
08:15 AM	2	8	0	0	10	5	0	4	0	9	0	9	11	0	20	0	0	0	0	0	39
08:30 AM	6	5	0	0	11	8	0	4	0	12	0	3	7	0	10	0	0	0	0	0	33
08:45 AM	4	3	0	0	7	11	0	4	0	15	0	0	9	0	9	0	0	0	0	0	31
Total	17	19	0	0	36	31	0	14	0	45	0	16	37	0	53	0	0	0	0	0	134
09:00 AM	4	2	0	0	6	9	0	2	0	11	0	8	2	0	10	0	0	0	0	0	27
09:15 AM	2	1	0	0	3	4	0	2	0	6	0	11	2	0	13	0	0	0	0	0	22
09:30 AM	2	1	0	0	3	5	0	0	0	5	0	5	3	0	8	0	0	0	0	0	16
09:45 AM	3	0	0	0	3	6	0	0	0	6	0	12	1	0	13	0	0	0	0	0	22
Total	11	4	0	0	15	24	0	4	0	28	0	36	8	0	44	0	0	0	0	0	87
10:00 AM	0	2	0	0	2	2	0	4	0	6	0	4	1	0	5	0	0	0	0	0	13
10:15 AM	3	1	0	0	4	5	0	2	0	7	0	10	0	0	10	0	0	0	0	0	21
10:30 AM	0	1	0	0	1	5	0	0	0	5	0	4	0	0	4	0	0	0	0	0	10
10:45 AM	4	3	0	0	7	3	0	0	0	3	0	4	3	0	7	0	0	0	0	0	17
Total	7	7	0	0	14	15	0	6	0	21	0	22	4	0	26	0	0	0	0	0	61
11:00 AM	2	1	0	0	3	6	0	2	0	8	0	0	9	0	9	0	0	0	0	0	20
11:15 AM	0	3	0	0	3	4	0	0	0	4	0	2	4	0	6	0	0	0	0	0	13
11:30 AM	1	3	0	0	4	10	0	5	0	15	0	3	6	0	9	0	0	0	0	0	28
11:45 AM	3	4	0	0	7	3	0	2	0	5	0	2	5	1	8	0	0	0	0	0	20
Total	6	11	0	0	17	23	0	9	0	32	0	7	24	1	32	0	0	0	0	0	81
12:00 PM	2	2	0	0	4	7	0	3	0	10	0	0	6	0	6	0	0	0	0	0	20
12:15 PM	2	4	0	0	6	8	0	3	0	11	0	0	2	0	2	0	0	0	0	0	19
12:30 PM	4	3	0	0	7	11	0	2	0	13	0	2	7	0	9	0	0	0	0	0	29
12:45 PM	1	1	0	0	2	7	0	3	0	10	0	1	3	0	4	0	0	0	0	0	16
Total	9	10	0	0	19	33	0	11	0	44	0	3	18	0	21	0	0	0	0	0	84
01:00 PM	2	0	0	0	2	10	0	5	0	15	0	3	5	0	8	0	0	0	0	0	25
01:15 PM	6	2	0	0	8	4	0	3	0	7	0	1	8	0	9	0	0	0	0	0	24
01:30 PM	2	0	0	0	2	10	0	3	0	13	0	1	7	0	8	0	0	0	0	0	23
01:45 PM	4	1	0	0	5	11	0	3	0	14	0	3	10	0	13	0	0	0	0	0	32
Total	14	3	0	0	17	35	0	14	0	49	0	8	30	0	38	0	0	0	0	0	104
02:00 PM	3	3	0	0	6	11	0	3	0	14	0	0	11	0	11	0	0	0	0	0	31
02:15 PM	6	1	0	0	7	7	0	0	1	8	0	3	8	0	11	0	0	0	0	0	26
02:30 PM	3	2	0	0	5	5	0	5	1	11	0	3	4	1	8	0	0	0	0	0	24
02:45 PM	2	2	0	0	4	12	0	6	0	18	0	8	8	0	16	0	0	0	0	0	38
Total	14	8	0	0	22	35	0	14	2	51	0	14	31	1	46	0	0	0	0	0	119
03:00 PM	3	2	0	0	5	8	0	10	0	18	0	5	11	0	16	0	0	0	0	0	39
03:15 PM	4	2	0	0	6	10	0	2	0	12	0	1	8	0	9	0	0	0	0	0	27
03:30 PM	3	4	0	0	7	12	0	4	0	16	0	1	1	0	2	0	0	0	0	0	25
03:45 PM	1	0	0	0	1	11	0	3	0	14	0	6	9	0	15	0	0	0	0	0	30
Total	11	8	0	0	19	41	0	19	0	60	0	13	29	0	42	0	0	0	0	0	121
04:00 PM	0	3	0	0	3	6	0	6	0	12	0	6	5	0	11	0	0	0	0	0	26
04:15 PM	9	16	0	0	25	14	0	4	0	18	0	7	9	0	16	0	0	0	0	0	59

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 5

Groups Printed- Vehicles

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	6	11	0	0	17	17	0	6	0	23	0	4	14	0	18	0	0	0	0	0	58
04:45 PM	0	2	0	0	2	11	0	5	0	16	0	2	7	0	9	0	0	0	0	0	27
Total	15	32	0	0	47	48	0	21	0	69	0	19	35	0	54	0	0	0	0	0	170
05:00 PM	5	1	0	0	6	8	0	3	0	11	0	0	5	0	5	0	0	0	0	0	22
05:15 PM	5	1	0	0	6	15	0	2	0	17	0	3	9	0	12	0	0	0	0	0	35
05:30 PM	1	1	0	0	2	17	0	4	0	21	0	5	9	1	15	0	0	0	0	0	38
05:45 PM	2	4	0	0	6	17	0	8	0	25	0	1	8	0	9	0	0	0	0	0	40
Total	13	7	0	0	20	57	0	17	0	74	0	9	31	1	41	0	0	0	0	0	135
06:00 PM	6	4	0	0	10	17	0	2	1	20	0	3	6	0	9	0	0	0	0	0	39
06:15 PM	3	5	0	0	8	10	0	4	0	14	0	1	7	0	8	0	0	0	0	0	30
06:30 PM	3	2	0	0	5	10	0	1	0	11	0	3	8	0	11	0	0	0	0	0	27
06:45 PM	2	0	0	0	2	16	0	4	0	20	0	8	4	0	12	0	0	0	0	0	34
Total	14	11	0	0	25	53	0	11	1	65	0	15	25	0	40	0	0	0	0	0	130
Grand Total	152	131	0	0	283	417	0	155	3	575	0	174	321	3	498	0	0	0	0	0	1356
Apprch %	53.7	46.3	0	0		72.5	0	27	0.5		0	34.9	64.5	0.6		0	0	0	0		
Total %	11.2	9.7	0	0	20.9	30.8	0	11.4	0.2	42.4	0	12.8	23.7	0.2	36.7	0	0	0	0	0	

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	1	0	0	0	1	11	0	3	0	14	0	6	9	0	15	0	0	0	0	0	30
04:00 PM	0	3	0	0	3	6	0	**6**	0	12	0	6	5	0	11	0	0	0	0	0	26
04:15 PM	**9**	**16**	0	0	**25**	14	0	4	0	18	0	**7**	9	0	16	0	0	0	0	0	**59**
04:30 PM	6	11	0	0	17	**17**	0	6	0	**23**	0	4	**14**	0	**18**	0	0	0	0	0	58
Total Volume	16	30	0	0	46	48	0	19	0	67	0	23	37	0	60	0	0	0	0	0	173
% App. Total	34.8	65.2	0	0		71.6	0	28.4	0		0	38.3	61.7	0		0	0	0	0		
PHF	.444	.469	.000	.000	.460	.706	.000	.792	.000	.728	.000	.821	.661	.000	.833	.000	.000	.000	.000	.000	.733

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM					05:15 PM					07:00 AM					07:00 AM				
+0 mins.	**9**	**16**	0	0	**25**	15	0	2	0	17	0	1	**17**	0	18	0	0	0	0	0
+15 mins.	6	11	0	0	17	**17**	0	4	0	21	0	**7**	15	0	**22**	0	0	0	0	0
+30 mins.	0	2	0	0	2	17	0	**8**	0	**25**	0	2	11	0	13	0	0	0	0	0
+45 mins.	5	1	0	0	6	17	0	2	**1**	20	0	2	6	0	8	0	0	0	0	0
Total Volume	20	30	0	0	50	66	0	16	1	83	0	12	49	0	61	0	0	0	0	0
% App. Total	40	60	0	0		79.5	0	19.3	1.2		0	19.7	80.3	0		0	0	0	0	
PHF	.556	.469	.000	.000	.500	.971	.000	.500	.250	.830	.000	.429	.721	.000	.693	.000	.000	.000	.000	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
10:30 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	6
11:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0	5
01:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
03:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 7

Groups Printed- Heavy Vehicles

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	5	1	0	0	6	11	0	4	1	16	0	3	4	0	7	0	0	0	0	0	29
Apprch %	83.3	16.7	0	0		68.8	0	25	6.2		0	42.9	57.1	0		0	0	0	0		
Total %	17.2	3.4	0	0	20.7	37.9	0	13.8	3.4	55.2	0	10.3	13.8	0	24.1	0	0	0	0	0	

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15 AM																					
10:15 AM	0	0	0	0	0	**1**	0	0	0	**1**	0	**1**	0	0	**1**	0	0	0	0	0	2
10:30 AM	0	**1**	0	0	**1**	0	0	**1**	0	1	0	1	0	0	1	0	0	0	0	0	**3**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	7
% App. Total	0	100	0	0		66.7	0	33.3	0		0	100	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.500	.000	.250	.000	.750	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.583

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM					10:15 AM					10:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	0	**1**	0	0	**1**	0	1	0	**1**	0	0	**1**	0	0	0	0	0
+30 mins.	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
+45 mins.	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0
Total Volume	3	0	0	0	3	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0
% App. Total	100	0	0	0		66.7	0	33.3	0		0	100	0	0		0	0	0	0	
PHF	.750	.000	.000	.000	.750	.500	.000	.250	.000	.750	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 18 - Dawn Dr & Lago Vista Way (Roundabout)
Site Code : 18_____
Start Date : 4/6/2023
Page No : 9

Groups Printed- Pedestrians

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Dawn Dr Southbound					Dawn Dr Westbound					Lago Vista Way Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	30	0	0	30	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	164
07:15 AM	0	67	0	0	67	0	0	0	0	0	0	169	0	0	169	2	0	0	0	2	238
07:30 AM	0	120	0	0	120	0	0	0	0	0	0	165	0	0	165	2	0	2	0	4	289
07:45 AM	0	92	0	0	92	0	0	0	0	0	0	131	0	0	131	2	0	0	0	2	225
Total	0	309	0	0	309	0	0	0	0	0	0	599	0	0	599	6	0	2	0	8	916
08:00 AM	0	88	0	0	88	0	0	0	0	0	0	152	0	0	152	0	0	0	0	0	240
08:15 AM	0	128	1	0	129	0	0	0	0	0	0	189	0	0	189	0	0	4	0	4	322
08:30 AM	0	137	0	0	137	0	0	0	0	0	1	174	0	0	175	0	0	2	0	2	314
08:45 AM	0	65	0	0	65	0	0	0	0	0	0	111	0	0	111	2	0	0	0	2	178
Total	0	418	1	0	419	0	0	0	0	0	1	626	0	0	627	2	0	6	0	8	1054
09:00 AM	0	58	0	0	58	0	0	0	0	0	0	97	0	0	97	2	0	2	0	4	159
09:15 AM	0	65	0	0	65	0	0	0	0	0	0	106	0	0	106	4	0	0	0	4	175
09:30 AM	0	80	0	0	80	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	162
09:45 AM	0	48	0	0	48	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	168
Total	0	251	0	0	251	0	0	0	0	0	0	405	0	0	405	6	0	2	0	8	664
10:00 AM	0	72	2	0	74	0	0	0	0	0	1	115	0	0	116	0	0	0	0	0	190
10:15 AM	0	64	0	0	64	0	0	0	0	0	0	92	0	0	92	4	0	0	0	4	160
10:30 AM	0	70	0	0	70	0	0	0	0	0	0	99	0	0	99	0	0	2	0	2	171
10:45 AM	0	67	0	0	67	0	0	0	0	0	0	84	0	0	84	0	0	0	0	0	151
Total	0	273	2	0	275	0	0	0	0	0	1	390	0	0	391	4	0	2	0	6	672
11:00 AM	0	54	0	0	54	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	146
11:15 AM	0	67	1	0	68	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	154
11:30 AM	0	65	4	0	69	0	0	0	0	0	0	77	0	0	77	4	0	2	0	6	152
11:45 AM	0	70	1	0	71	0	0	0	0	0	0	80	0	0	80	2	0	0	0	2	153
Total	0	256	6	0	262	0	0	0	0	0	0	335	0	0	335	6	0	2	0	8	605
12:00 PM	0	69	2	0	71	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	156
12:15 PM	0	62	1	0	63	0	0	0	0	0	0	82	0	0	82	2	0	0	0	2	147
12:30 PM	0	77	1	0	78	0	0	0	0	0	0	85	0	0	85	2	0	0	0	2	165
12:45 PM	0	73	1	0	74	0	0	0	0	0	0	72	0	0	72	0	0	2	0	2	148
Total	0	281	5	0	286	0	0	0	0	0	0	324	0	0	324	4	0	2	0	6	616
01:00 PM	0	72	1	0	73	0	0	0	0	0	0	85	0	0	85	2	0	0	0	2	160
01:15 PM	0	79	0	0	79	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	165
01:30 PM	0	81	0	0	81	0	0	0	0	0	0	78	0	0	78	0	0	0	0	0	159
01:45 PM	0	98	0	0	98	0	0	0	0	0	0	98	0	0	98	2	0	0	0	2	198
Total	0	330	1	0	331	0	0	0	0	0	0	347	0	0	347	4	0	0	0	4	682
02:00 PM	0	89	0	0	89	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	158
02:15 PM	0	86	0	0	86	0	0	0	0	0	0	74	0	0	74	2	0	0	0	2	162
02:30 PM	0	91	1	0	92	0	0	0	0	0	0	73	0	0	73	4	0	0	0	4	169
02:45 PM	0	101	2	0	103	0	0	0	0	0	0	91	0	0	91	4	0	0	0	4	198
Total	0	367	3	0	370	0	0	0	0	0	0	307	0	0	307	10	0	0	0	10	687
03:00 PM	0	96	1	0	97	0	0	0	0	0	0	82	0	0	82	2	0	0	0	2	181
03:15 PM	0	126	1	0	127	0	0	0	0	0	0	127	0	0	127	0	0	0	0	0	254
03:30 PM	0	145	0	0	145	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	220
03:45 PM	0	148	2	0	150	0	0	0	0	0	0	103	0	0	103	2	0	0	0	2	255
Total	0	515	4	0	519	0	0	0	0	0	0	387	0	0	387	4	0	0	0	4	910

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:00 PM	0	161	1	0	162	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	261
04:15 PM	0	136	0	0	136	0	0	0	0	0	3	179	0	0	182	4	0	0	0	4	322
04:30 PM	0	181	3	0	184	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	303
04:45 PM	0	149	4	0	153	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	261
Total	0	627	8	0	635	0	0	0	0	0	3	505	0	0	508	4	0	0	0	4	1147
05:00 PM	0	161	0	0	161	0	0	0	0	0	1	101	0	0	102	0	0	0	0	0	263
05:15 PM	0	162	1	0	163	0	0	0	0	0	1	96	0	0	97	2	0	2	0	4	264
05:30 PM	0	144	0	0	144	0	0	0	0	0	1	88	0	0	89	2	0	0	0	2	235
05:45 PM	0	131	0	0	131	0	0	0	0	0	0	76	0	0	76	2	0	0	0	2	209
Total	0	598	1	0	599	0	0	0	0	0	3	361	0	0	364	6	0	2	0	8	971
06:00 PM	0	130	1	0	131	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	196
06:15 PM	0	131	0	0	131	0	0	0	0	0	0	83	0	0	83	2	0	0	0	2	216
06:30 PM	0	111	1	0	112	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	177
06:45 PM	0	90	1	0	91	0	0	0	0	0	0	70	0	0	70	2	0	0	0	2	163
Total	0	462	3	0	465	0	0	0	0	0	0	283	0	0	283	4	0	0	0	4	752
Grand Total	0	4687	34	0	4721	0	0	0	0	0	8	4869	0	0	4877	60	0	18	0	78	9676
Apprch %	0	99.3	0.7	0		0	0	0	0		0.2	99.8	0	0		76.9	0	23.1	0		
Total %	0	48.4	0.4	0	48.8	0	0	0	0	0	0.1	50.3	0	0	50.4	0.6	0	0.2	0	0.8	
Vehicles	0	4567										4750									
% Vehicles	0	97.4	97.1	0	97.4	0	0	0	0	0	100	97.6	0	0	97.6	50	0	50	0	50	97.1
Heavy Vehicles																					
% Heavy Vehicles	0	2.6	2.9	0	2.6	0	0	0	0	0	0	2.4	0	0	2.4	50	0	50	0	50	2.9

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	136	0	0	136	0	0	0	0	0	**3**	**179**	0	0	**182**	**4**	0	0	0	**4**	**322**
04:30 PM	0	**181**	3	0	**184**	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	303
04:45 PM	0	149	**4**	0	153	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	261
05:00 PM	0	161	0	0	161	0	0	0	0	0	1	101	0	0	102	0	0	0	0	0	263
Total Volume	0	627	7	0	634	0	0	0	0	0	4	507	0	0	511	4	0	0	0	4	1149
% App. Total	0	98.9	1.1	0		0	0	0	0		0.8	99.2	0	0		100	0	0	0		
PHF	.000	.866	.438	.000	.861	.000	.000	.000	.000	.000	.333	.708	.000	.000	.702	.250	.000	.000	.000	.250	.892
Vehicles	0	618	7	0	625	0	0	0	0	0	4	487	0	0	491	2	0	0	0	2	1118
% Vehicles		98.6	100	0	98.6	0	0	0	0	0	100	96.1	0	0	96.1	50.0	0	0	0	50.0	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	1.4	0	0	1.4	0	0	0	0	0	0	3.9	0	0	3.9	50.0	0	0	0	50.0	2.7

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 3

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					07:00 AM					07:45 AM					08:15 AM					
+0 mins.	0	**181**	3	0	**184**	0	0	0	0	0	0	131	0	0	131	0	0	**4**	0	**4**	
+15 mins.	0	149	**4**	0	153	0	0	0	0	0	0	152	0	0	152	0	0	2	0	2	
+30 mins.	0	161	0	0	161	0	0	0	0	0	0	**189**	0	0	**189**	**2**	0	0	0	2	
+45 mins.	0	162	1	0	163	0	0	0	0	0	**1**	174	0	0	175	2	0	2	0	4	
Total Volume	0	653	8	0	661	0	0	0	0	0	1	646	0	0	647	4	0	8	0	12	
% App. Total	0	98.8	1.2	0		0	0	0	0		0.2	99.8	0	0		33.3	0	66.7	0		
PHF	.000	.902	.500	.000	.898	.000	.000	.000	.000	.000	.250	.854	.000	.000	.856	.500	.000	.500	.000	.750	
Vehicles	0	643	8	0	651	0	0	0	0	0	1	635	0	0	636	2	0	4	0	6	
% Vehicles																					
Heavy Vehicles	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	2	0	4	0	6	
% Heavy Vehicles	0	1.5	0	0	1.5	0	0	0	0	0	0	1.7	0	0	1.7	50	0	50	0	50	

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	27	0	0	27	0	0	0	0	0	0	131	0	0	131	0	0	0	0	0	158
07:15 AM	0	60	0	0	60	0	0	0	0	0	0	169	0	0	169	1	0	0	0	1	230
07:30 AM	0	116	0	0	116	0	0	0	0	0	0	164	0	0	164	1	0	1	0	2	282
07:45 AM	0	88	0	0	88	0	0	0	0	0	0	130	0	0	130	1	0	0	0	1	219
Total	0	291	0	0	291	0	0	0	0	0	0	594	0	0	594	3	0	1	0	4	889
08:00 AM	0	84	0	0	84	0	0	0	0	0	0	147	0	0	147	0	0	0	0	0	231
08:15 AM	0	126	1	0	127	0	0	0	0	0	0	187	0	0	187	0	0	2	0	2	316
08:30 AM	0	134	0	0	134	0	0	0	0	0	1	171	0	0	172	0	0	1	0	1	307
08:45 AM	0	61	0	0	61	0	0	0	0	0	0	109	0	0	109	1	0	0	0	1	171
Total	0	405	1	0	406	0	0	0	0	0	1	614	0	0	615	1	0	3	0	4	1025
09:00 AM	0	56	0	0	56	0	0	0	0	0	0	96	0	0	96	1	0	1	0	2	154
09:15 AM	0	61	0	0	61	0	0	0	0	0	0	103	0	0	103	2	0	0	0	2	166
09:30 AM	0	80	0	0	80	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	161
09:45 AM	0	46	0	0	46	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	162
Total	0	243	0	0	243	0	0	0	0	0	0	396	0	0	396	3	0	1	0	4	643
10:00 AM	0	66	1	0	67	0	0	0	0	0	1	113	0	0	114	0	0	0	0	0	181
10:15 AM	0	61	0	0	61	0	0	0	0	0	0	89	0	0	89	2	0	0	0	2	152
10:30 AM	0	65	0	0	65	0	0	0	0	0	0	96	0	0	96	0	0	1	0	1	162
10:45 AM	0	63	0	0	63	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	142
Total	0	255	1	0	256	0	0	0	0	0	1	377	0	0	378	2	0	1	0	3	637
11:00 AM	0	54	0	0	54	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	143
11:15 AM	0	63	1	0	64	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	149
11:30 AM	0	65	4	0	69	0	0	0	0	0	0	75	0	0	75	2	0	1	0	3	147
11:45 AM	0	68	1	0	69	0	0	0	0	0	0	77	0	0	77	1	0	0	0	1	147
Total	0	250	6	0	256	0	0	0	0	0	0	326	0	0	326	3	0	1	0	4	586
12:00 PM	0	68	2	0	70	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	152
12:15 PM	0	61	1	0	62	0	0	0	0	0	0	79	0	0	79	1	0	0	0	1	142
12:30 PM	0	73	1	0	74	0	0	0	0	0	0	82	0	0	82	1	0	0	0	1	157
12:45 PM	0	73	1	0	74	0	0	0	0	0	0	70	0	0	70	0	0	1	0	1	145
Total	0	275	5	0	280	0	0	0	0	0	0	313	0	0	313	2	0	1	0	3	596
01:00 PM	0	69	1	0	70	0	0	0	0	0	0	84	0	0	84	1	0	0	0	1	155
01:15 PM	0	77	0	0	77	0	0	0	0	0	0	84	0	0	84	0	0	0	0	0	161
01:30 PM	0	78	0	0	78	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	152
01:45 PM	0	94	0	0	94	0	0	0	0	0	0	95	0	0	95	1	0	0	0	1	190
Total	0	318	1	0	319	0	0	0	0	0	0	337	0	0	337	2	0	0	0	2	658
02:00 PM	0	85	0	0	85	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	150
02:15 PM	0	83	0	0	83	0	0	0	0	0	0	72	0	0	72	1	0	0	0	1	156
02:30 PM	0	89	1	0	90	0	0	0	0	0	0	70	0	0	70	2	0	0	0	2	162
02:45 PM	0	100	2	0	102	0	0	0	0	0	0	86	0	0	86	2	0	0	0	2	190
Total	0	357	3	0	360	0	0	0	0	0	0	293	0	0	293	5	0	0	0	5	658
03:00 PM	0	94	1	0	95	0	0	0	0	0	0	81	0	0	81	1	0	0	0	1	177
03:15 PM	0	123	1	0	124	0	0	0	0	0	0	124	0	0	124	0	0	0	0	0	248
03:30 PM	0	141	0	0	141	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	215
03:45 PM	0	147	2	0	149	0	0	0	0	0	0	100	0	0	100	1	0	0	0	1	250
Total	0	505	4	0	509	0	0	0	0	0	0	379	0	0	379	2	0	0	0	2	890
04:00 PM	0	157	1	0	158	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	256
04:15 PM	0	135	0	0	135	0	0	0	0	0	3	170	0	0	173	2	0	0	0	2	310

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 5

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	175	3	0	178	0	0	0	0	0	0	115	0	0	115	0	0	0	0	0	293
04:45 PM	0	149	4	0	153	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	257
Total	0	616	8	0	624	0	0	0	0	0	3	487	0	0	490	2	0	0	0	2	1116
05:00 PM	0	159	0	0	159	0	0	0	0	0	1	98	0	0	99	0	0	0	0	0	258
05:15 PM	0	160	1	0	161	0	0	0	0	0	1	92	0	0	93	1	0	1	0	2	256
05:30 PM	0	143	0	0	143	0	0	0	0	0	1	87	0	0	88	1	0	0	0	1	232
05:45 PM	0	130	0	0	130	0	0	0	0	0	0	76	0	0	76	1	0	0	0	1	207
Total	0	592	1	0	593	0	0	0	0	0	3	353	0	0	356	3	0	1	0	4	953
06:00 PM	0	129	1	0	130	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	194
06:15 PM	0	130	0	0	130	0	0	0	0	0	0	83	0	0	83	1	0	0	0	1	214
06:30 PM	0	111	1	0	112	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	176
06:45 PM	0	90	1	0	91	0	0	0	0	0	0	70	0	0	70	1	0	0	0	1	162
Total	0	460	3	0	463	0	0	0	0	0	0	281	0	0	281	2	0	0	0	2	746
Grand Total	0	4567	33	0	4600	0	0	0	0	0	8	4750	0	0	4758	30	0	9	0	39	9397
Apprch %	0	99.3	0.7	0		0	0	0	0		0.2	99.8	0	0		76.9	0	23.1	0		
Total %	0	48.6	0.4	0	49	0	0	0	0	0	0.1	50.5	0	0	50.6	0.3	0	0.1	0	0.4	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	135	0	0	135	0	0	0	0	0	**3**	**170**	0	0	**173**	**2**	0	0	0	**2**	**310**
04:30 PM	0	**175**	3	0	**178**	0	0	0	0	0	0	115	0	0	115	0	0	0	0	0	293
04:45 PM	0	149	**4**	0	153	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	257
05:00 PM	0	159	0	0	159	0	0	0	0	0	1	98	0	0	99	0	0	0	0	0	258
Total Volume	0	618	7	0	625	0	0	0	0	0	4	487	0	0	491	2	0	0	0	2	1118
% App. Total	0	98.9	1.1	0		0	0	0	0		0.8	99.2	0	0		100	0	0	0		
PHF	.000	.883	.438	.000	.878	.000	.000	.000	.000	.000	.333	.716	.000	.000	.710	.250	.000	.000	.000	.250	.902

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					07:00 AM					07:45 AM					08:15 AM				
+0 mins.	0	**175**	3	0	**178**	0	0	0	0	0	0	130	0	0	130	0	0	**2**	0	**2**
+15 mins.	0	149	**4**	0	153	0	0	0	0	0	0	147	0	0	147	0	0	1	0	1
+30 mins.	0	159	0	0	159	0	0	0	0	0	0	**187**	0	0	**187**	**1**	0	0	0	1
+45 mins.	0	160	1	0	161	0	0	0	0	0	**1**	171	0	0	172	1	0	1	0	2
Total Volume	0	643	8	0	651	0	0	0	0	0	1	635	0	0	636	2	0	4	0	6
% App. Total	0	98.8	1.2	0		0	0	0	0		0.2	99.8	0	0		33.3	0	66.7	0	
PHF	.000	.919	.500	.000	.914	.000	.000	.000	.000	.000	.250	.849	.000	.000	.850	.500	.000	.500	.000	.750

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
07:15 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	7
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
Total	0	18	0	0	18	0	0	0	0	0	0	5	0	0	5	3	0	1	0	4	27
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
Total	0	13	0	0	13	0	0	0	0	0	0	12	0	0	12	1	0	3	0	4	29
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
09:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	9
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	3	0	1	0	4	21
10:00 AM	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	8
10:30 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
10:45 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	0	18	1	0	19	0	0	0	0	0	0	13	0	0	13	2	0	1	0	3	35
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
11:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	5
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
Total	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	3	0	1	0	4	19
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Total	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	2	0	1	0	3	20
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
01:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
01:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
Total	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	24
02:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
02:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	7
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	8
Total	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	5	0	0	0	5	29
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
03:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
Total	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	20
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	12

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 7

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	2	0	0	0	2	31
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	8
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	3	0	1	0	4	18
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	6
Grand Total	0	120	1	0	121	0	0	0	0	0	0	119	0	0	119	30	0	9	0	39	279
Apprch %	0	99.2	0.8	0		0	0	0	0		0	100	0	0		76.9	0	23.1	0		
Total %	0	43	0.4	0	43.4	0	0	0	0	0	0	42.7	0	0	42.7	10.8	0	3.2	0	14	

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	**6**	**1**	0	**7**	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	**9**
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	**2**	0	0	0	**2**	8
10:30 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	**1**	0	1	9
10:45 AM	0	4	0	0	4	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	9
Total Volume	0	18	1	0	19	0	0	0	0	0	0	13	0	0	13	2	0	1	0	3	35
% App. Total	0	94.7	5.3	0		0	0	0	0		0	100	0	0		66.7	0	33.3	0		
PHF	.000	.750	.250	.000	.679	.000	.000	.000	.000	.000	.000	.650	.000	.000	.650	.250	.000	.250	.000	.375	.972

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					04:15 PM					08:15 AM				
+0 mins.	0	**7**	0	0	**7**	0	0	0	0	0	0	**9**	0	0	**9**	0	0	**2**	0	**2**
+15 mins.	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1
+30 mins.	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	**1**	0	0	0	1
+45 mins.	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2
Total Volume	0	19	0	0	19	0	0	0	0	0	0	20	0	0	20	2	0	4	0	6
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		33.3	0	66.7	0	
PHF	.000	.679	.000	.000	.679	.000	.000	.000	.000	.000	.000	.556	.000	.000	.556	.500	.000	.500	.000	.750

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 19 - Lohman Ford Rd & Rancho Cielo Ct
Site Code : 19_____
Start Date : 4/6/2023
Page No : 9

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Westbound					Lohman Ford Rd Northbound					Rancho Cielo Ct Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	28	0	0	28	0	0	1	0	1	0	131	0	0	131	0	0	0	0	0	160
07:15 AM	4	59	0	0	63	0	0	6	0	6	0	156	1	0	157	0	0	0	0	0	226
07:30 AM	15	101	0	0	116	0	0	12	0	12	0	154	1	0	155	0	0	0	0	0	283
07:45 AM	13	89	0	0	102	1	0	14	0	15	0	120	1	0	121	0	0	0	0	0	238
Total	32	277	0	0	309	1	0	33	0	34	0	561	3	0	564	0	0	0	0	0	907
08:00 AM	18	57	0	0	75	0	0	11	0	11	0	124	2	0	126	0	0	0	0	0	212
08:15 AM	52	87	0	0	139	2	0	33	0	35	0	157	3	0	160	0	0	0	0	0	334
08:30 AM	52	82	0	0	134	6	0	34	0	40	0	140	2	0	142	0	0	0	0	0	316
08:45 AM	4	67	0	0	71	1	0	5	0	6	0	112	0	0	112	0	0	0	0	0	189
Total	126	293	0	0	419	9	0	83	0	92	0	533	7	0	540	0	0	0	0	0	1051
09:00 AM	4	54	0	0	58	1	0	3	0	4	0	92	1	0	93	0	0	0	0	0	155
09:15 AM	2	64	0	0	66	1	0	2	0	3	0	97	0	0	97	0	0	0	0	0	166
09:30 AM	2	71	0	0	73	0	0	2	0	2	0	85	1	0	86	0	0	0	0	0	161
09:45 AM	2	53	0	0	55	0	0	1	0	1	0	109	0	0	109	0	0	0	0	0	165
Total	10	242	0	0	252	2	0	8	0	10	0	383	2	0	385	0	0	0	0	0	647
10:00 AM	2	64	0	0	66	0	0	1	0	1	0	122	1	0	123	0	0	0	0	0	190
10:15 AM	1	63	0	0	64	0	0	5	0	5	0	87	1	0	88	0	0	0	0	0	157
10:30 AM	3	72	0	0	75	0	0	3	0	3	0	95	0	0	95	0	0	0	0	0	173
10:45 AM	1	58	0	0	59	0	0	1	0	1	0	83	0	0	83	0	0	0	0	0	143
Total	7	257	0	0	264	0	0	10	0	10	0	387	2	0	389	0	0	0	0	0	663
11:00 AM	2	57	0	0	59	1	0	1	0	2	0	88	0	0	88	0	0	0	0	0	149
11:15 AM	3	62	0	0	65	1	0	2	0	3	0	79	0	0	79	0	0	0	0	0	147
11:30 AM	2	70	0	0	72	0	0	1	0	1	0	74	0	0	74	0	0	0	0	0	147
11:45 AM	1	68	0	0	69	0	0	1	0	1	0	76	0	0	76	0	0	0	0	0	146
Total	8	257	0	0	265	2	0	5	0	7	0	317	0	0	317	0	0	0	0	0	589
12:00 PM	3	65	0	0	68	1	0	3	0	4	0	83	0	0	83	0	0	0	0	0	155
12:15 PM	0	59	0	0	59	0	0	1	0	1	0	81	0	0	81	0	0	0	0	0	141
12:30 PM	2	78	0	0	80	1	0	0	0	1	0	79	0	0	79	0	0	0	0	0	160
12:45 PM	4	70	0	0	74	3	0	2	0	5	0	75	0	0	75	0	0	0	0	0	154
Total	9	272	0	0	281	5	0	6	0	11	0	318	0	0	318	0	0	0	0	0	610
01:00 PM	2	73	0	0	75	0	0	1	0	1	0	83	0	0	83	0	0	0	0	0	159
01:15 PM	2	73	0	1	76	0	0	7	0	7	0	84	0	0	84	0	0	0	0	0	167
01:30 PM	1	75	0	0	76	1	0	2	0	3	0	75	0	0	75	0	0	0	0	0	154
01:45 PM	1	100	0	0	101	0	0	3	0	3	0	88	0	0	88	0	0	0	0	0	192
Total	6	321	0	1	328	1	0	13	0	14	0	330	0	0	330	0	0	0	0	0	672
02:00 PM	1	87	0	0	88	0	0	3	0	3	0	73	0	0	73	0	0	0	0	0	164
02:15 PM	0	92	0	0	92	1	0	1	0	2	0	73	0	0	73	0	0	0	0	0	167
02:30 PM	1	84	0	0	85	1	0	0	0	1	0	68	0	0	68	0	0	0	0	0	154
02:45 PM	2	102	0	0	104	0	0	2	0	2	0	87	0	0	87	0	0	0	0	0	193
Total	4	365	0	0	369	2	0	6	0	8	0	301	0	0	301	0	0	0	0	0	678
03:00 PM	1	94	0	0	95	1	0	2	0	3	0	85	1	0	86	0	0	0	0	0	184
03:15 PM	2	101	0	0	103	3	0	15	0	18	0	108	1	0	109	0	0	0	0	0	230
03:30 PM	4	152	0	0	156	2	0	2	0	4	0	73	0	0	73	0	0	0	0	0	233
03:45 PM	15	130	0	0	145	0	0	4	0	4	0	99	0	0	99	0	0	0	0	0	248
Total	22	477	0	0	499	6	0	23	0	29	0	365	2	0	367	0	0	0	0	0	895

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:00 PM	17	147	0	0	164	0	0	5	0	5	0	93	2	0	95	0	0	0	0	0	264
04:15 PM	7	130	0	0	137	36	0	78	0	114	0	93	2	0	95	0	0	0	0	0	346
04:30 PM	10	166	0	0	176	18	0	38	0	56	0	84	0	0	84	0	0	0	0	0	316
04:45 PM	5	141	0	0	146	0	0	9	0	9	0	100	0	0	100	0	0	0	0	0	255
Total	39	584	0	0	623	54	0	130	0	184	0	370	4	0	374	0	0	0	0	0	1181
05:00 PM	4	161	0	0	165	0	0	5	0	5	0	90	0	0	90	0	0	0	0	0	260
05:15 PM	10	152	0	0	162	1	0	7	0	8	0	100	0	0	100	0	0	0	0	0	270
05:30 PM	2	144	0	0	146	0	0	5	0	5	0	86	0	0	86	0	0	0	0	0	237
05:45 PM	2	124	0	0	126	0	0	2	0	2	0	70	0	0	70	0	0	0	0	0	198
Total	18	581	0	0	599	1	0	19	0	20	0	346	0	0	346	0	0	0	0	0	965
06:00 PM	1	129	0	0	130	0	0	3	0	3	0	63	0	0	63	0	0	0	0	0	196
06:15 PM	1	134	0	0	135	1	0	0	0	1	0	86	0	0	86	0	0	0	0	0	222
06:30 PM	0	117	0	0	117	0	0	2	0	2	0	65	0	0	65	0	0	0	0	0	184
06:45 PM	1	88	0	0	89	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	156
Total	3	468	0	0	471	1	0	5	0	6	0	281	0	0	281	0	0	0	0	0	758
Grand Total	284	4394	0	1	4679	84	0	341	0	425	0	4492	20	0	4512	0	0	0	0	0	9616
Apprch %	6.1	93.9	0	0		19.8	0	80.2	0		0	99.6	0.4	0		0	0	0	0		
Total %	3	45.7	0	0	48.7	0.9	0	3.5	0	4.4	0	46.7	0.2	0	46.9	0	0	0	0	0	
Vehicles	279	4291										4393									
% Vehicles	98.2	97.7	0	100	97.7	91.7	0	95	0	94.4	0	97.8	90	0	97.8	0	0	0	0	0	97.6
Heavy Vehicles																					
% Heavy Vehicles	1.8	2.3	0	0	2.3	8.3	0	5	0	5.6	0	2.2	10	0	2.2	0	0	0	0	0	2.4

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**17**	147	0	0	164	0	0	5	0	5	0	93	**2**	0	95	0	0	0	0	0	264
04:15 PM	7	130	0	0	137	**36**	0	**78**	0	**114**	0	93	2	0	95	0	0	0	0	0	**346**
04:30 PM	10	**166**	0	0	**176**	18	0	38	0	56	0	84	0	0	84	0	0	0	0	0	316
04:45 PM	5	141	0	0	146	0	0	9	0	9	0	**100**	0	0	**100**	0	0	0	0	0	255
Total Volume	39	584	0	0	623	54	0	130	0	184	0	370	4	0	374	0	0	0	0	0	1181
% App. Total	6.3	93.7	0	0		29.3	0	70.7	0		0	98.9	1.1	0		0	0	0	0		
PHF	.574	.880	.000	.000	.885	.375	.000	.417	.000	.404	.000	.925	.500	.000	.935	.000	.000	.000	.000	.000	.853
Vehicles	39	574	0	0	613	53	0	124	0	177	0	357	4	0	361	0	0	0	0	0	1151
% Vehicles		98.3	0	0	98.4	98.1	0	95.4	0	96.2	0	96.5	100	0	96.5	0	0	0	0	0	97.5
Heavy Vehicles																					
% Heavy Vehicles	0	1.7	0	0	1.6	1.9	0	4.6	0	3.8	0	3.5	0	0	3.5	0	0	0	0	0	2.5

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 3

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					07:00 AM					07:00 AM					
+0 mins.	**10**	**166**	0	0	**176**	0	0	5	0	5	0	131	0	0	131	0	0	0	0	0	
+15 mins.	5	141	0	0	146	**36**	0	**78**	0	**114**	0	**156**	**1**	0	**157**	0	0	0	0	0	
+30 mins.	4	161	0	0	165	18	0	38	0	56	0	154	1	0	155	0	0	0	0	0	
+45 mins.	10	152	0	0	162	0	0	9	0	9	0	120	1	0	121	0	0	0	0	0	
Total Volume	29	620	0	0	649	54	0	130	0	184	0	561	3	0	564	0	0	0	0	0	
% App. Total	4.5	95.5	0	0		29.3	0	70.7	0		0	99.5	0.5	0		0	0	0	0		
PHF	.725	.934	.000	.000	.922	.375	.000	.417	.000	.404	.000	.899	.750	.000	.898	.000	.000	.000	.000	.000	
Vehicles	29	611	0	0	640	53	0	124	0	177	0	556	1	0	557	0	0	0	0	0	
% Vehicles																					
Heavy Vehicles	0	9	0	0	9	1	0	6	0	7	0	5	2	0	7	0	0	0	0	0	
% Heavy Vehicles	0	1.5	0	0	1.4	1.9	0	4.6	0	3.8	0	0.9	66.7	0	1.2	0	0	0	0	0	

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	26	0	0	26	0	0	1	0	1	0	128	0	0	128	0	0	0	0	0	155
07:15 AM	4	55	0	0	59	0	0	6	0	6	0	156	0	0	156	0	0	0	0	0	221
07:30 AM	15	96	0	0	111	0	0	12	0	12	0	153	1	0	154	0	0	0	0	0	277
07:45 AM	13	86	0	0	99	0	0	14	0	14	0	119	0	0	119	0	0	0	0	0	232
Total	32	263	0	0	295	0	0	33	0	33	0	556	1	0	557	0	0	0	0	0	885
08:00 AM	18	54	0	0	72	0	0	9	0	9	0	121	2	0	123	0	0	0	0	0	204
08:15 AM	51	84	0	0	135	1	0	30	0	31	0	157	3	0	160	0	0	0	0	0	326
08:30 AM	52	79	0	0	131	5	0	33	0	38	0	137	2	0	139	0	0	0	0	0	308
08:45 AM	4	65	0	0	69	1	0	4	0	5	0	111	0	0	111	0	0	0	0	0	185
Total	125	282	0	0	407	7	0	76	0	83	0	526	7	0	533	0	0	0	0	0	1023
09:00 AM	4	52	0	0	56	1	0	3	0	4	0	91	1	0	92	0	0	0	0	0	152
09:15 AM	2	60	0	0	62	1	0	2	0	3	0	94	0	0	94	0	0	0	0	0	159
09:30 AM	2	71	0	0	73	0	0	2	0	2	0	84	1	0	85	0	0	0	0	0	160
09:45 AM	2	52	0	0	54	0	0	1	0	1	0	105	0	0	105	0	0	0	0	0	160
Total	10	235	0	0	245	2	0	8	0	10	0	374	2	0	376	0	0	0	0	0	631
10:00 AM	2	60	0	0	62	0	0	1	0	1	0	121	1	0	122	0	0	0	0	0	185
10:15 AM	1	60	0	0	61	0	0	5	0	5	0	84	1	0	85	0	0	0	0	0	151
10:30 AM	3	68	0	0	71	0	0	3	0	3	0	92	0	0	92	0	0	0	0	0	166
10:45 AM	0	56	0	0	56	0	0	1	0	1	0	79	0	0	79	0	0	0	0	0	136
Total	6	244	0	0	250	0	0	10	0	10	0	376	2	0	378	0	0	0	0	0	638
11:00 AM	1	57	0	0	58	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	145
11:15 AM	1	60	0	0	61	0	0	2	0	2	0	78	0	0	78	0	0	0	0	0	141
11:30 AM	2	68	0	0	70	0	0	1	0	1	0	73	0	0	73	0	0	0	0	0	144
11:45 AM	1	66	0	0	67	0	0	1	0	1	0	73	0	0	73	0	0	0	0	0	141
Total	5	251	0	0	256	0	0	4	0	4	0	311	0	0	311	0	0	0	0	0	571
12:00 PM	3	64	0	0	67	1	0	3	0	4	0	80	0	0	80	0	0	0	0	0	151
12:15 PM	0	58	0	0	58	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	137
12:30 PM	2	76	0	0	78	1	0	0	0	1	0	76	0	0	76	0	0	0	0	0	155
12:45 PM	4	69	0	0	73	3	0	2	0	5	0	75	0	0	75	0	0	0	0	0	153
Total	9	267	0	0	276	5	0	5	0	10	0	310	0	0	310	0	0	0	0	0	596
01:00 PM	2	70	0	0	72	0	0	1	0	1	0	82	0	0	82	0	0	0	0	0	155
01:15 PM	2	72	0	1	75	0	0	7	0	7	0	82	0	0	82	0	0	0	0	0	164
01:30 PM	1	72	0	0	73	1	0	2	0	3	0	71	0	0	71	0	0	0	0	0	147
01:45 PM	1	95	0	0	96	0	0	3	0	3	0	85	0	0	85	0	0	0	0	0	184
Total	6	309	0	1	316	1	0	13	0	14	0	320	0	0	320	0	0	0	0	0	650
02:00 PM	1	85	0	0	86	0	0	3	0	3	0	68	0	0	68	0	0	0	0	0	157
02:15 PM	0	88	0	0	88	1	0	1	0	2	0	72	0	0	72	0	0	0	0	0	162
02:30 PM	1	83	0	0	84	1	0	0	0	1	0	64	0	0	64	0	0	0	0	0	149
02:45 PM	2	100	0	0	102	0	0	2	0	2	0	83	0	0	83	0	0	0	0	0	187
Total	4	356	0	0	360	2	0	6	0	8	0	287	0	0	287	0	0	0	0	0	655
03:00 PM	1	92	0	0	93	1	0	2	0	3	0	83	1	0	84	0	0	0	0	0	180
03:15 PM	2	100	0	0	102	3	0	15	0	18	0	105	1	0	106	0	0	0	0	0	226
03:30 PM	4	146	0	0	150	1	0	2	0	3	0	72	0	0	72	0	0	0	0	0	225
03:45 PM	15	130	0	0	145	0	0	4	0	4	0	97	0	0	97	0	0	0	0	0	246
Total	22	468	0	0	490	5	0	23	0	28	0	357	2	0	359	0	0	0	0	0	877
04:00 PM	17	143	0	0	160	0	0	5	0	5	0	90	2	0	92	0	0	0	0	0	257
04:15 PM	7	130	0	0	137	36	0	74	0	110	0	89	2	0	91	0	0	0	0	0	338

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 5

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	10	160	0	0	170	17	0	37	0	54	0	81	0	0	81	0	0	0	0	0	305
04:45 PM	5	141	0	0	146	0	0	8	0	8	0	97	0	0	97	0	0	0	0	0	251
Total	39	574	0	0	613	53	0	124	0	177	0	357	4	0	361	0	0	0	0	0	1151
05:00 PM	4	159	0	0	163	0	0	4	0	4	0	88	0	0	88	0	0	0	0	0	255
05:15 PM	10	151	0	0	161	1	0	7	0	8	0	97	0	0	97	0	0	0	0	0	266
05:30 PM	2	143	0	0	145	0	0	5	0	5	0	84	0	0	84	0	0	0	0	0	234
05:45 PM	2	123	0	0	125	0	0	2	0	2	0	70	0	0	70	0	0	0	0	0	197
Total	18	576	0	0	594	1	0	18	0	19	0	339	0	0	339	0	0	0	0	0	952
06:00 PM	1	128	0	0	129	0	0	3	0	3	0	62	0	0	62	0	0	0	0	0	194
06:15 PM	1	133	0	0	134	1	0	0	0	1	0	86	0	0	86	0	0	0	0	0	221
06:30 PM	0	117	0	0	117	0	0	1	0	1	0	65	0	0	65	0	0	0	0	0	183
06:45 PM	1	88	0	0	89	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	156
Total	3	466	0	0	469	1	0	4	0	5	0	280	0	0	280	0	0	0	0	0	754
Grand Total	279	4291	0	1	4571	77	0	324	0	401	0	4393	18	0	4411	0	0	0	0	0	9383
Apprch %	6.1	93.9	0	0		19.2	0	80.8	0		0	99.6	0.4	0		0	0	0	0		
Total %	3	45.7	0	0	48.7	0.8	0	3.5	0	4.3	0	46.8	0.2	0	47	0	0	0	0	0	

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**17**	143	0	0	160	0	0	5	0	5	0	90	**2**	0	92	0	0	0	0	0	257
04:15 PM	7	130	0	0	137	**36**	0	**74**	0	**110**	0	89	2	0	91	0	0	0	0	0	**338**
04:30 PM	10	**160**	0	0	**170**	17	0	37	0	54	0	81	0	0	81	0	0	0	0	0	305
04:45 PM	5	141	0	0	146	0	0	8	0	8	0	**97**	0	0	**97**	0	0	0	0	0	251
Total Volume	39	574	0	0	613	53	0	124	0	177	0	357	4	0	361	0	0	0	0	0	1151
% App. Total	6.4	93.6	0	0		29.9	0	70.1	0		0	98.9	1.1	0		0	0	0	0		
PHF	.574	.897	.000	.000	.901	.368	.000	.419	.000	.402	.000	.920	.500	.000	.930	.000	.000	.000	.000	.000	.851

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					07:00 AM					07:00 AM				
+0 mins.	**10**	**160**	0	0	**170**	0	0	5	0	5	0	128	0	0	128	0	0	0	0	0
+15 mins.	5	141	0	0	146	**36**	0	**74**	0	**110**	0	**156**	0	0	**156**	0	0	0	0	0
+30 mins.	4	159	0	0	163	17	0	37	0	54	0	153	**1**	0	154	0	0	0	0	0
+45 mins.	10	151	0	0	161	0	0	8	0	8	0	119	0	0	119	0	0	0	0	0
Total Volume	29	611	0	0	640	53	0	124	0	177	0	556	1	0	557	0	0	0	0	0
% App. Total	4.5	95.5	0	0		29.9	0	70.1	0		0	99.8	0.2	0		0	0	0	0	
PHF	.725	.955	.000	.000	.941	.368	.000	.419	.000	.402	.000	.891	.250	.000	.893	.000	.000	.000	.000	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
07:30 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	6
Total	0	14	0	0	14	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	22
08:00 AM	0	3	0	0	3	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	8
08:15 AM	1	3	0	0	4	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	3	0	0	3	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	8
08:45 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	1	11	0	0	12	2	0	7	0	9	0	7	0	0	7	0	0	0	0	0	28
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
10:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
10:45 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	1	13	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	25
11:00 AM	1	0	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4
11:15 AM	2	2	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	3	6	0	0	9	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	18
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	14
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
01:45 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
Total	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
02:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
02:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	23
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
03:30 PM	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	8
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	9	0	0	9	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	18
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	4	0	4	0	4	0	0	4	0	0	0	0	0	8

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 7

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	6	0	0	6	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	11
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
Total	0	10	0	0	10	1	0	6	0	7	0	13	0	0	13	0	0	0	0	0	30
05:00 PM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	13
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
Grand Total	5	103	0	0	108	7	0	17	0	24	0	99	2	0	101	0	0	0	0	0	233
Apprch %	4.6	95.4	0	0		29.2	0	70.8	0		0	98	2	0		0	0	0	0		
Total %	2.1	44.2	0	0	46.4	3	0	7.3	0	10.3	0	42.5	0.9	0	43.3	0	0	0	0	0	

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	**3**	0	0	3	**1**	0	0	0	1	0	1	**1**	0	2	0	0	0	0	0	6
08:00 AM	0	3	0	0	3	0	0	2	0	2	0	**3**	0	0	**3**	0	0	0	0	0	**8**
08:15 AM	**1**	3	0	0	**4**	1	0	**3**	0	**4**	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	3	0	0	3	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	8
Total Volume	1	12	0	0	13	3	0	6	0	9	0	7	1	0	8	0	0	0	0	0	30
% App. Total	7.7	92.3	0	0		33.3	0	66.7	0		0	87.5	12.5	0		0	0	0	0		
PHF	.250	1.00	.000	.000	.813	.750	.000	.500	.000	.563	.000	.583	.250	.000	.667	.000	.000	.000	.000	.000	.938

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					01:15 PM					07:00 AM				
+0 mins.	0	4	0	0	4	**1**	0	0	0	1	0	2	0	0	2	0	0	0	0	0
+15 mins.	0	**5**	0	0	**5**	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0
+30 mins.	0	3	0	0	3	1	0	**3**	0	**4**	0	3	0	0	3	0	0	0	0	0
+45 mins.	0	3	0	0	3	1	0	1	0	2	0	**5**	0	0	**5**	0	0	0	0	0
Total Volume	0	15	0	0	15	3	0	6	0	9	0	14	0	0	14	0	0	0	0	0
% App. Total	0	100	0	0		33.3	0	66.7	0		0	100	0	0		0	0	0	0	
PHF	.000	.750	.000	.000	.750	.750	.000	.500	.000	.563	.000	.700	.000	.000	.700	.000	.000	.000	.000	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 9

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	30	0	0	30	0	0	0	0	0	0	126	3	0	129	0	0	0	0	0	159
07:15	6	61	0	0	67	3	0	2	0	5	0	175	10	0	185	0	0	0	0	0	257
07:30	11	92	0	0	103	9	0	2	0	11	0	150	23	0	173	0	0	0	0	0	287
07:45	11	71	0	0	82	11	0	3	0	14	0	111	26	0	137	0	0	0	0	0	233
Total	28	254	0	0	282	23	0	7	0	30	0	562	62	0	624	0	0	0	0	0	936
08:00	11	55	0	0	66	9	0	8	0	17	0	136	45	0	181	0	0	0	0	0	264
08:15	19	69	0	0	88	16	0	13	0	29	0	143	51	0	194	0	0	0	0	0	311
08:30	10	81	0	0	91	24	0	21	0	45	0	114	51	0	165	0	0	0	0	0	301
08:45	0	63	0	0	63	3	0	3	0	6	0	102	6	0	108	0	0	0	0	0	177
Total	40	268	0	0	308	52	0	45	0	97	0	495	153	0	648	0	0	0	0	0	1053
09:00	3	46	0	0	49	3	0	2	0	5	0	82	6	0	88	0	0	0	0	0	142
09:15	18	50	0	0	68	4	0	2	0	6	0	109	23	0	132	0	0	0	0	0	206
09:30	6	78	0	0	84	1	0	2	0	3	0	81	14	0	95	0	0	0	0	0	182
09:45	2	39	0	0	41	0	0	1	0	1	0	115	0	0	115	0	0	0	0	0	157
Total	29	213	0	0	242	8	0	7	0	15	0	387	43	0	430	0	0	0	0	0	687
10:00	0	66	0	0	66	1	0	3	0	4	0	107	0	0	107	0	0	0	0	0	177
10:15	1	64	0	0	65	1	0	1	0	2	0	97	1	0	98	0	0	0	0	0	165
10:30	0	69	0	0	69	0	0	1	0	1	0	90	0	0	90	0	0	0	0	0	160
10:45	1	61	0	0	62	0	0	0	0	0	0	88	4	0	92	0	0	0	0	0	154
Total	2	260	0	0	262	2	0	5	0	7	0	382	5	0	387	0	0	0	0	0	656
11:00	0	55	0	0	55	0	0	1	0	1	0	82	0	0	82	0	0	0	0	0	138
11:15	1	71	0	0	72	1	0	1	0	2	0	83	0	0	83	0	0	0	0	0	157
11:30	3	63	0	0	66	1	0	1	0	2	0	76	1	0	77	0	0	0	0	0	145
11:45	1	72	0	0	73	2	0	3	0	5	0	81	1	0	82	0	0	0	0	0	160
Total	5	261	0	0	266	4	0	6	0	10	0	322	2	0	324	0	0	0	0	0	600
12:00	0	57	0	0	57	0	0	0	0	0	0	73	2	0	75	0	0	0	0	0	132
12:15	1	66	0	0	67	2	0	0	0	2	0	81	0	0	81	0	0	0	0	0	150
12:30	1	74	0	0	75	0	0	1	0	1	0	88	2	0	90	0	0	0	0	0	166
12:45	0	73	0	0	73	1	0	2	0	3	0	69	2	0	71	0	0	0	0	0	147
Total	2	270	0	0	272	3	0	3	0	6	0	311	6	0	317	0	0	0	0	0	595
13:00	1	65	0	0	66	0	0	3	0	3	0	76	1	0	77	0	0	0	0	0	146
13:15	1	76	0	0	77	2	0	1	0	3	0	82	2	0	84	0	0	0	0	0	164
13:30	2	79	0	0	81	2	0	1	0	3	0	78	4	0	82	0	0	0	0	0	166
13:45	2	94	0	0	96	7	0	4	0	11	0	81	3	0	84	0	0	0	0	0	191
Total	6	314	0	0	320	11	0	9	0	20	0	317	10	0	327	0	0	0	0	0	667
14:00	0	93	0	0	93	0	0	0	0	0	0	75	1	0	76	0	0	0	0	0	169
14:15	0	87	0	0	87	2	0	0	0	2	0	70	0	0	70	0	0	0	0	0	159
14:30	0	83	0	0	83	4	0	0	0	4	0	65	0	0	65	0	0	0	0	0	152
14:45	0	96	0	0	96	1	0	1	0	2	0	86	1	0	87	0	0	0	0	0	185
Total	0	359	0	0	359	7	0	1	0	8	0	296	2	0	298	0	0	0	0	0	665
15:00	0	98	0	0	98	1	0	1	0	2	0	88	4	0	92	0	0	0	0	0	192
15:15	5	131	0	0	136	18	0	12	0	30	0	98	2	0	100	0	0	0	0	0	266

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:30	0	130	0	0	130	4	0	3	0	7	0	73	3	0	76	0	0	0	0	0	213
15:45	7	123	0	0	130	0	0	1	0	1	0	93	5	0	98	0	0	0	0	0	229
Total	12	482	0	0	494	23	0	17	0	40	0	352	14	0	366	0	0	0	0	0	900
16:00	23	129	0	0	152	6	0	5	0	11	0	91	34	0	125	0	0	0	0	0	288
16:15	10	158	0	0	168	47	0	28	0	75	0	61	16	0	77	0	0	0	0	0	320
16:30	7	177	0	0	184	27	0	8	0	35	0	83	3	0	86	0	0	0	0	0	305
16:45	3	145	0	0	148	2	0	4	0	6	0	86	5	0	91	0	0	0	0	0	245
Total	43	609	0	0	652	82	0	45	0	127	0	321	58	0	379	0	0	0	0	0	1158
17:00	3	147	0	0	150	3	0	5	0	8	0	98	0	0	98	0	0	0	0	0	256
17:15	4	150	0	0	154	9	0	10	0	19	0	81	10	0	91	0	0	0	0	0	264
17:30	5	140	0	0	145	5	0	3	0	8	0	80	2	0	82	0	0	0	0	0	235
17:45	1	125	0	0	126	2	0	3	0	5	0	67	3	0	70	0	0	0	0	0	201
Total	13	562	0	0	575	19	0	21	0	40	0	326	15	0	341	0	0	0	0	0	956
18:00	0	130	0	0	130	2	0	1	0	3	0	59	1	0	60	0	0	0	0	0	193
18:15	1	130	0	0	131	1	0	0	0	1	0	86	2	0	88	0	0	0	0	0	220
18:30	1	110	0	0	111	0	0	1	0	1	0	61	1	0	62	0	0	0	0	0	174
18:45	0	88	0	0	88	0	0	0	0	0	0	65	1	0	66	0	0	0	0	0	154
Total	2	458	0	0	460	3	0	2	0	5	0	271	5	0	276	0	0	0	0	0	741
Grand Total	182	4310	0	0	4492	237	0	168	0	405	0	4342	375	0	4717	0	0	0	0	0	9614
Apprch %	4.1	95.9	0	0		58.5	0	41.5	0		0	92.1	7.9	0		0	0	0	0		
Total %	1.9	44.8	0	0	46.7	2.5	0	1.7	0	4.2	0	45.2	3.9	0	49.1	0	0	0	0	0	
Vehicles	169	4209	0	0	4378	235	0	167	0	402	0	4244	366	0	4610	0	0	0	0	0	9390
% Vehicles	92.9	97.7	0	0	97.5	99.2	0	99.4	0	99.3	0	97.7	97.6	0	97.7	0	0	0	0	0	97.7
Heavy Vehicles	13	101	0	0	114	2	0	1	0	3	0	98	9	0	107	0	0	0	0	0	224
% Heavy Vehicles	7.1	2.3	0	0	2.5	0.8	0	0.6	0	0.7	0	2.3	2.4	0	2.3	0	0	0	0	0	2.3

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	**23**	129	0	0	152	6	0	5	0	11	0	**91**	**34**	0	**125**	0	0	0	0	0	288
16:15	10	158	0	0	168	**47**	0	**28**	0	**75**	0	61	16	0	77	0	0	0	0	0	**320**
16:30	7	**177**	0	0	**184**	27	0	8	0	35	0	83	3	0	86	0	0	0	0	0	305
16:45	3	145	0	0	148	2	0	4	0	6	0	86	5	0	91	0	0	0	0	0	245
Total Volume	43	609	0	0	652	82	0	45	0	127	0	321	58	0	379	0	0	0	0	0	1158
% App. Total	6.6	93.4	0	0		64.6	0	35.4	0		0	84.7	15.3	0		0	0	0	0		
PHF	.467	.860	.000	.000	.886	.436	.000	.402	.000	.423	.000	.882	.426	.000	.758	.000	.000	.000	.000	.000	.905
Vehicles	38	603	0	0	641	81	0	44	0	125	0	313	55	0	368	0	0	0	0	0	1134
% Vehicles	88.4	99.0	0	0	98.3	98.8	0	97.8	0	98.4	0	97.5	94.8	0	97.1	0	0	0	0	0	97.9
Heavy Vehicles	5	6	0	0	11	1	0	1	0	2	0	8	3	0	11	0	0	0	0	0	24
% Heavy Vehicles	11.6	1.0	0	0	1.7	1.2	0	2.2	0	1.6	0	2.5	5.2	0	2.9	0	0	0	0	0	2.1

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 3

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					07:30					07:00					
+0 mins.	**23**	129	0	0	152	6	0	5	0	11	0	**150**	23	0	173	0	0	0	0	0	
+15 mins.	10	158	0	0	168	**47**	0	**28**	0	**75**	0	111	26	0	137	0	0	0	0	0	
+30 mins.	7	**177**	0	0	**184**	27	0	8	0	35	0	136	45	0	181	0	0	0	0	0	
+45 mins.	3	145	0	0	148	2	0	4	0	6	0	143	**51**	0	**194**	0	0	0	0	0	
Total Volume	43	609	0	0	652	82	0	45	0	127	0	540	145	0	685	0	0	0	0	0	
% App. Total	6.6	93.4	0	0		64.6	0	35.4	0		0	78.8	21.2	0		0	0	0	0		
PHF	.467	.860	.000	.000	.886	.436	.000	.402	.000	.423	.000	.900	.711	.000	.883	.000	.000	.000	.000	.000	
Vehicles	38	603	0	0	641	81	0	44	0	125	0	535	141	0	676	0	0	0	0	0	
% Vehicles	88.4	99	0	0	98.3	98.8	0	97.8	0	98.4	0	99.1	97.2	0	98.7	0	0	0	0	0	
Heavy Vehicles	5	6	0	0	11	1	0	1	0	2	0	5	4	0	9	0	0	0	0	0	
% Heavy Vehicles	11.6	1	0	0	1.7	1.2	0	2.2	0	1.6	0	0.9	2.8	0	1.3	0	0	0	0	0	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	28	0	0	28	0	0	0	0	0	0	125	3	0	128	0	0	0	0	0	156
07:15	6	56	0	0	62	2	0	2	0	4	0	174	10	0	184	0	0	0	0	0	250
07:30	11	88	0	0	99	9	0	2	0	11	0	148	23	0	171	0	0	0	0	0	281
07:45	11	67	0	0	78	11	0	3	0	14	0	109	26	0	135	0	0	0	0	0	227
Total	28	239	0	0	267	22	0	7	0	29	0	556	62	0	618	0	0	0	0	0	914
08:00	9	53	0	0	62	9	0	8	0	17	0	135	43	0	178	0	0	0	0	0	257
08:15	18	68	0	0	86	16	0	13	0	29	0	143	49	0	192	0	0	0	0	0	307
08:30	10	79	0	0	89	24	0	21	0	45	0	113	50	0	163	0	0	0	0	0	297
08:45	0	61	0	0	61	3	0	3	0	6	0	101	6	0	107	0	0	0	0	0	174
Total	37	261	0	0	298	52	0	45	0	97	0	492	148	0	640	0	0	0	0	0	1035
09:00	3	45	0	0	48	3	0	2	0	5	0	81	6	0	87	0	0	0	0	0	140
09:15	18	46	0	0	64	4	0	2	0	6	0	106	23	0	129	0	0	0	0	0	199
09:30	6	78	0	0	84	1	0	2	0	3	0	79	14	0	93	0	0	0	0	0	180
09:45	2	38	0	0	40	0	0	1	0	1	0	112	0	0	112	0	0	0	0	0	153
Total	29	207	0	0	236	8	0	7	0	15	0	378	43	0	421	0	0	0	0	0	672
10:00	0	60	0	0	60	1	0	3	0	4	0	105	0	0	105	0	0	0	0	0	169
10:15	1	59	0	0	60	1	0	1	0	2	0	94	1	0	95	0	0	0	0	0	157
10:30	0	64	0	0	64	0	0	1	0	1	0	85	0	0	85	0	0	0	0	0	150
10:45	0	60	0	0	60	0	0	0	0	0	0	85	4	0	89	0	0	0	0	0	149
Total	1	243	0	0	244	2	0	5	0	7	0	369	5	0	374	0	0	0	0	0	625
11:00	0	54	0	0	54	0	0	1	0	1	0	78	0	0	78	0	0	0	0	0	133
11:15	1	68	0	0	69	1	0	1	0	2	0	83	0	0	83	0	0	0	0	0	154
11:30	3	61	0	0	64	1	0	1	0	2	0	73	1	0	74	0	0	0	0	0	140
11:45	1	70	0	0	71	2	0	3	0	5	0	77	1	0	78	0	0	0	0	0	154
Total	5	253	0	0	258	4	0	6	0	10	0	311	2	0	313	0	0	0	0	0	581
12:00	0	56	0	0	56	0	0	0	0	0	0	72	2	0	74	0	0	0	0	0	130
12:15	0	66	0	0	66	2	0	0	0	2	0	79	0	0	79	0	0	0	0	0	147
12:30	1	70	0	0	71	0	0	1	0	1	0	84	2	0	86	0	0	0	0	0	158
12:45	0	73	0	0	73	1	0	2	0	3	0	68	2	0	70	0	0	0	0	0	146
Total	1	265	0	0	266	3	0	3	0	6	0	303	6	0	309	0	0	0	0	0	581
13:00	1	62	0	0	63	0	0	3	0	3	0	75	1	0	76	0	0	0	0	0	142
13:15	0	75	0	0	75	2	0	1	0	3	0	81	2	0	83	0	0	0	0	0	161
13:30	2	77	0	0	79	2	0	1	0	3	0	74	4	0	78	0	0	0	0	0	160
13:45	2	90	0	0	92	7	0	4	0	11	0	78	3	0	81	0	0	0	0	0	184
Total	5	304	0	0	309	11	0	9	0	20	0	308	10	0	318	0	0	0	0	0	647
14:00	0	89	0	0	89	0	0	0	0	0	0	69	1	0	70	0	0	0	0	0	159
14:15	0	84	0	0	84	2	0	0	0	2	0	68	0	0	68	0	0	0	0	0	154
14:30	0	81	0	0	81	4	0	0	0	4	0	63	0	0	63	0	0	0	0	0	148
14:45	0	95	0	0	95	1	0	1	0	2	0	81	1	0	82	0	0	0	0	0	179
Total	0	349	0	0	349	7	0	1	0	8	0	281	2	0	283	0	0	0	0	0	640
15:00	0	96	0	0	96	1	0	1	0	2	0	87	4	0	91	0	0	0	0	0	189
15:15	4	128	0	0	132	18	0	12	0	30	0	95	2	0	97	0	0	0	0	0	259
15:30	0	126	0	0	126	4	0	3	0	7	0	71	3	0	74	0	0	0	0	0	207
15:45	7	122	0	0	129	0	0	1	0	1	0	91	4	0	95	0	0	0	0	0	225
Total	11	472	0	0	483	23	0	17	0	40	0	344	13	0	357	0	0	0	0	0	880

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 5

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	21	127	0	0	148	5	0	4	0	9	0	91	33	0	124	0	0	0	0	0	281
16:15	9	158	0	0	167	47	0	28	0	75	0	58	14	0	72	0	0	0	0	0	314
16:30	5	173	0	0	178	27	0	8	0	35	0	81	3	0	84	0	0	0	0	0	297
16:45	3	145	0	0	148	2	0	4	0	6	0	83	5	0	88	0	0	0	0	0	242
Total	38	603	0	0	641	81	0	44	0	125	0	313	55	0	368	0	0	0	0	0	1134
17:00	3	145	0	0	148	3	0	5	0	8	0	96	0	0	96	0	0	0	0	0	252
17:15	3	148	0	0	151	9	0	10	0	19	0	77	10	0	87	0	0	0	0	0	257
17:30	5	139	0	0	144	5	0	3	0	8	0	79	2	0	81	0	0	0	0	0	233
17:45	1	124	0	0	125	2	0	3	0	5	0	67	3	0	70	0	0	0	0	0	200
Total	12	556	0	0	568	19	0	21	0	40	0	319	15	0	334	0	0	0	0	0	942
18:00	0	129	0	0	129	2	0	1	0	3	0	58	1	0	59	0	0	0	0	0	191
18:15	1	130	0	0	131	1	0	0	0	1	0	86	2	0	88	0	0	0	0	0	220
18:30	1	110	0	0	111	0	0	1	0	1	0	61	1	0	62	0	0	0	0	0	174
18:45	0	88	0	0	88	0	0	0	0	0	0	65	1	0	66	0	0	0	0	0	154
Total	2	457	0	0	459	3	0	2	0	5	0	270	5	0	275	0	0	0	0	0	739
Grand Total	169	4209	0	0	4378	235	0	167	0	402	0	4244	366	0	4610	0	0	0	0	0	9390
Apprch %	3.9	96.1	0	0		58.5	0	41.5	0		0	92.1	7.9	0		0	0	0	0		
Total %	1.8	44.8	0	0	46.6	2.5	0	1.8	0	4.3	0	45.2	3.9	0	49.1	0	0	0	0	0	

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	**21**	127	0	0	148	5	0	4	0	9	0	**91**	**33**	0	**124**	0	0	0	0	0	281
16:15	9	158	0	0	167	**47**	0	**28**	0	**75**	0	58	14	0	72	0	0	0	0	0	**314**
16:30	5	**173**	0	0	**178**	27	0	8	0	35	0	81	3	0	84	0	0	0	0	0	297
16:45	3	145	0	0	148	2	0	4	0	6	0	83	5	0	88	0	0	0	0	0	242
Total Volume	38	603	0	0	641	81	0	44	0	125	0	313	55	0	368	0	0	0	0	0	1134
% App. Total	5.9	94.1	0	0		64.8	0	35.2	0		0	85.1	14.9	0		0	0	0	0		
PHF	.452	.871	.000	.000	.900	.431	.000	.393	.000	.417	.000	.860	.417	.000	.742	.000	.000	.000	.000	.000	.903

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 6

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					07:30					07:00					
+0 mins.	**21**	127	0	0	148	5	0	4	0	9	0	**148**	23	0	171	0	0	0	0	0	
+15 mins.	9	158	0	0	167	**47**	0	**28**	0	**75**	0	109	26	0	135	0	0	0	0	0	
+30 mins.	5	**173**	0	0	**178**	27	0	8	0	35	0	135	43	0	178	0	0	0	0	0	
+45 mins.	3	145	0	0	148	2	0	4	0	6	0	143	**49**	0	**192**	0	0	0	0	0	
Total Volume	38	603	0	0	641	81	0	44	0	125	0	535	141	0	676	0	0	0	0	0	
% App. Total	5.9	94.1	0	0		64.8	0	35.2	0		0	79.1	20.9	0		0	0	0	0		
PHF	.452	.871	.000	.000	.900	.431	.000	.393	.000	.417	.000	.904	.719	.000	.880	.000	.000	.000	.000	.000	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 7

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:15	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
07:30	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
07:45	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	15	0	0	15	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	22
08:00	2	2	0	0	4	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	7
08:15	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
08:30	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
08:45	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	3	7	0	0	10	0	0	0	0	0	0	3	5	0	8	0	0	0	0	0	18
09:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:15	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
10:00	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
10:15	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
10:30	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
10:45	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	1	17	0	0	18	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31
11:00	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
11:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
11:45	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	19
12:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:30	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
13:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
13:15	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
13:30	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
13:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	1	10	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20
14:00	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
14:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
14:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
14:45	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	25
15:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
15:15	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
15:30	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
15:45	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
Total	1	10	0	0	11	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	20

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 8

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	2	2	0	0	4	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	7
16:15	1	0	0	0	1	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	6
16:30	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	5	6	0	0	11	1	0	1	0	2	0	8	3	0	11	0	0	0	0	0	24
17:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:15	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	13	101	0	0	114	2	0	1	0	3	0	98	9	0	107	0	0	0	0	0	224
Apprch %	11.4	88.6	0	0		66.7	0	33.3	0		0	91.6	8.4	0		0	0	0	0		
Total %	5.8	45.1	0	0	50.9	0.9	0	0.4	0	1.3	0	43.8	4	0	47.8	0	0	0	0	0	

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00																					
10:00	0	**6**	0	0	**6**	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
10:15	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
10:30	0	5	0	0	5	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	**10**
10:45	**1**	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total Volume	1	17	0	0	18	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31
% App. Total	5.6	94.4	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.250	.708	.000	.000	.750	.000	.000	.000	.000	.000	.000	.650	.000	.000	.650	.000	.000	.000	.000	.000	.775

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 9

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00					15:15					10:15					07:00					
+0 mins.	0	**6**	0	0	**6**	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+15 mins.	0	5	0	0	5	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	
+30 mins.	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+45 mins.	**1**	1	0	0	2	**1**	0	**1**	0	**2**	0	4	0	0	4	0	0	0	0	0	
Total Volume	1	17	0	0	18	1	0	1	0	2	0	15	0	0	15	0	0	0	0	0	
% App. Total	5.6	94.4	0	0		50	0	50	0		0	100	0	0		0	0	0	0		
PHF	.250	.708	.000	.000	.750	.250	.000	.250	.000	.250	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 10

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 11

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 12

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	5	6	15	0	26	0	0	0	0	0	0	27	0	0	27	94	0	1	0	95	148
07:15	4	9	33	0	46	0	1	3	0	4	4	51	0	0	55	115	0	3	0	118	223
07:30	4	19	57	0	80	0	1	2	0	3	7	51	0	0	58	108	2	2	0	112	253
07:45	2	31	48	0	81	0	1	5	0	6	3	41	0	0	44	78	1	3	0	82	213
Total	15	65	153	0	233	0	3	10	0	13	14	170	0	0	184	395	3	9	0	407	837
08:00	3	24	30	0	57	0	0	2	0	2	4	46	1	0	51	114	0	6	0	120	230
08:15	0	19	52	0	71	0	0	2	0	2	4	47	0	0	51	136	0	1	0	137	261
08:30	2	30	60	0	92	0	0	6	0	6	4	48	0	0	52	111	0	4	0	115	265
08:45	0	31	41	0	72	0	0	2	0	2	4	39	0	0	43	55	0	11	0	66	183
Total	5	104	183	0	292	0	0	12	0	12	16	180	1	0	197	416	0	22	0	438	939
09:00	1	17	33	0	51	1	0	6	0	7	5	23	0	0	28	55	1	6	0	62	148
09:15	0	13	32	0	45	0	0	6	0	6	2	27	0	0	29	88	0	5	0	93	173
09:30	3	21	37	0	61	0	1	4	0	5	5	28	0	0	33	55	0	3	0	58	157
09:45	1	23	26	0	50	0	0	4	0	4	3	37	0	0	40	72	0	4	0	76	170
Total	5	74	128	0	207	1	1	20	0	22	15	115	0	0	130	270	1	18	0	289	648
10:00	1	18	39	0	58	0	0	4	0	4	0	27	0	0	27	71	0	3	0	74	163
10:15	2	21	31	0	54	0	0	1	0	1	1	31	0	0	32	54	0	3	0	57	144
10:30	0	27	39	0	66	0	1	0	0	1	2	31	0	0	33	61	2	6	0	69	169
10:45	2	19	33	0	54	1	0	3	0	4	2	30	1	0	33	50	0	3	0	53	144
Total	5	85	142	0	232	1	1	8	0	10	5	119	1	0	125	236	2	15	0	253	620
11:00	1	22	35	0	58	0	0	0	0	0	2	38	0	0	40	47	1	2	0	50	148
11:15	2	20	39	0	61	1	0	2	0	3	3	30	1	0	34	49	0	0	0	49	147
11:30	4	22	35	0	61	0	0	5	0	5	3	28	0	0	31	41	1	1	0	43	140
11:45	1	23	44	0	68	0	1	2	0	3	4	29	0	0	33	43	0	5	0	48	152
Total	8	87	153	0	248	1	1	9	0	11	12	125	1	0	138	180	2	8	0	190	587
12:00	2	26	35	0	63	0	2	1	0	3	6	33	0	0	39	35	0	2	0	37	142
12:15	1	19	42	0	62	0	2	1	0	3	3	35	0	0	38	49	1	3	0	53	156
12:30	3	23	47	0	73	0	0	2	0	2	1	31	0	0	32	48	0	2	0	50	157
12:45	2	27	40	0	69	0	0	0	0	0	2	21	0	0	23	40	0	2	0	42	134
Total	8	95	164	0	267	0	4	4	0	8	12	120	0	0	132	172	1	9	0	182	589
13:00	2	26	40	0	68	0	0	2	0	2	1	30	0	0	31	45	1	3	0	49	150
13:15	1	19	48	0	68	0	0	1	0	1	8	15	1	0	24	59	1	2	0	62	155
13:30	1	22	51	0	74	0	0	4	0	4	4	24	0	0	28	47	0	0	0	47	153
13:45	3	31	66	0	100	1	1	2	0	4	2	29	0	0	31	57	1	5	0	63	198
Total	7	98	205	0	310	1	1	9	0	11	15	98	1	0	114	208	3	10	0	221	656
14:00	2	30	58	0	90	0	0	1	0	1	5	24	0	0	29	47	2	3	0	52	172
14:15	3	31	55	0	89	0	1	3	0	4	1	22	0	0	23	44	1	3	0	48	164
14:30	3	35	50	0	88	0	0	2	0	2	2	18	1	0	21	42	0	5	0	47	158
14:45	3	32	61	0	96	1	0	4	0	5	2	19	0	0	21	57	0	7	0	64	186
Total	11	128	224	0	363	1	1	10	0	12	10	83	1	0	94	190	3	18	0	211	680
15:00	1	29	62	0	92	0	1	2	0	3	1	24	1	0	26	61	1	3	0	65	186
15:15	1	33	86	0	120	0	0	5	0	5	10	33	2	0	45	61	2	5	0	68	238
15:30	2	44	96	0	142	0	1	5	0	6	2	20	0	0	22	43	0	4	0	47	217

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:45	2	31	91	0	124	0	2	3	0	5	3	29	0	0	32	59	0	8	0	67	228
Total	6	137	335	0	478	0	4	15	0	19	16	106	3	0	125	224	3	20	0	247	869
16:00	2	30	77	0	109	0	0	3	0	3	4	31	0	0	35	84	0	5	0	89	236
16:15	4	67	122	0	193	0	0	1	0	1	6	32	0	0	38	47	0	3	0	50	282
16:30	4	71	115	0	190	0	0	0	0	0	8	31	0	0	39	54	0	10	0	64	293
16:45	5	39	97	0	141	0	2	4	0	6	5	23	0	0	28	59	0	9	0	68	243
Total	15	207	411	0	633	0	2	8	0	10	23	117	0	0	140	244	0	27	0	271	1054
17:00	4	50	96	0	150	0	0	0	0	0	7	31	0	0	38	50	0	6	0	56	244
17:15	4	45	101	0	150	0	7	1	0	8	5	29	0	0	34	57	1	5	0	63	255
17:30	1	35	97	0	133	0	0	0	0	0	7	24	0	0	31	55	2	1	0	58	222
17:45	4	40	83	0	127	0	0	4	0	4	8	28	0	0	36	40	1	2	0	43	210
Total	13	170	377	0	560	0	7	5	0	12	27	112	0	0	139	202	4	14	0	220	931
18:00	1	45	75	0	121	0	1	1	0	2	2	17	1	0	20	40	0	9	0	49	192
18:15	2	37	93	0	132	0	2	3	0	5	8	21	0	0	29	58	1	9	0	68	234
18:30	7	36	70	0	113	0	0	3	0	3	2	16	0	0	18	44	0	6	0	50	184
18:45	0	26	57	0	83	0	0	2	0	2	6	17	0	0	23	52	0	2	0	54	162
Total	10	144	295	0	449	0	3	9	0	12	18	71	1	0	90	194	1	26	0	221	772
Grand Total	108	1394	2770	0	4272	5	28	119	0	152	183	1416	9	0	1608	2931	23	196	0	3150	9182
Apprch %	2.5	32.6	64.8	0		3.3	18.4	78.3	0		11.4	88.1	0.6	0		93	0.7	6.2	0		
Total %	1.2	15.2	30.2	0	46.5	0.1	0.3	1.3	0	1.7	2	15.4	0.1	0	17.5	31.9	0.3	2.1	0	34.3	
Vehicles	101	1366	2712	0	4179	5	24	110	0	139	177	1386	8	0	1571	2867	22	193	0	3082	8971
% Vehicles	93.5	98	97.9	0	97.8	100	85.7	92.4	0	91.4	96.7	97.9	88.9	0	97.7	97.8	95.7	98.5	0	97.8	97.7
Heavy Vehicles	7	28	58	0	93	0	4	9	0	13	6	30	1	0	37	64	1	3	0	68	211
% Heavy Vehicles	6.5	2	2.1	0	2.2	0	14.3	7.6	0	8.6	3.3	2.1	11.1	0	2.3	2.2	4.3	1.5	0	2.2	2.3

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	4	67	**122**	0	**193**	0	0	1	0	1	6	**32**	0	0	38	47	0	3	0	50	282
16:30	4	**71**	115	0	190	0	0	0	0	0	**8**	31	0	0	**39**	54	0	**10**	0	64	**293**
16:45	**5**	39	97	0	141	0	**2**	**4**	0	**6**	5	23	0	0	28	**59**	0	9	0	**68**	243
17:00	4	50	96	0	150	0	0	0	0	0	7	31	0	0	38	50	0	6	0	56	244
Total Volume	17	227	430	0	674	0	2	5	0	7	26	117	0	0	143	210	0	28	0	238	1062
% App. Total	2.5	33.7	63.8	0		0	28.6	71.4	0		18.2	81.8	0	0		88.2	0	11.8	0		
PHF	.850	.799	.881	.000	.873	.000	.250	.313	.000	.292	.813	.914	.000	.000	.917	.890	.000	.700	.000	.875	.906
Vehicles	16	225	428	0	669	0	1	5	0	6	25	113	0	0	138	204	0	28	0	232	1045
% Vehicles	94.1	99.1	99.5	0	99.3	0	50.0	100	0	85.7	96.2	96.6	0	0	96.5	97.1	0	100	0	97.5	98.4
Heavy Vehicles	1	2	2	0	5	0	1	0	0	1	1	4	0	0	5	6	0	0	0	6	17
% Heavy Vehicles	5.9	0.9	0.5	0	0.7	0	50.0	0	0	14.3	3.8	3.4	0	0	3.5	2.9	0	0	0	2.5	1.6

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 3

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:15					09:00					07:15					07:45					
+0 mins.	4	67	**122**	0	**193**	**1**	0	**6**	0	**7**	4	**51**	0	0	55	78	**1**	3	0	82	
+15 mins.	4	**71**	115	0	190	0	0	6	0	6	**7**	51	0	0	**58**	114	0	**6**	0	120	
+30 mins.	**5**	39	97	0	141	0	**1**	4	0	5	3	41	0	0	44	**136**	0	1	0	**137**	
+45 mins.	4	50	96	0	150	0	0	4	0	4	4	46	**1**	0	51	111	0	4	0	115	
Total Volume	17	227	430	0	674	1	1	20	0	22	18	189	1	0	208	439	1	14	0	454	
% App. Total	2.5	33.7	63.8	0		4.5	4.5	90.9	0		8.7	90.9	0.5	0		96.7	0.2	3.1	0		
PHF	.850	.799	.881	.000	.873	.250	.250	.833	.000	.786	.643	.926	.250	.000	.897	.807	.250	.583	.000	.828	
Vehicles	16	225	428	0	669	1	1	17	0	19	18	186	1	0	205	432	1	14	0	447	
% Vehicles	94.1	99.1	99.5	0	99.3	100	100	85	0	86.4	100	98.4	100	0	98.6	98.4	100	100	0	98.5	
Heavy Vehicles	1	2	2	0	5	0	0	3	0	3	0	3	0	0	3	7	0	0	0	7	
% Heavy Vehicles	5.9	0.9	0.5	0	0.7	0	0	15	0	13.6	0	1.6	0	0	1.4	1.6	0	0	0	1.5	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	5	6	13	0	24	0	0	0	0	0	0	26	0	0	26	92	0	1	0	93	143
07:15	3	9	30	0	42	0	1	3	0	4	4	49	0	0	53	114	0	3	0	117	216
07:30	3	18	54	0	75	0	0	2	0	2	7	51	0	0	58	106	2	2	0	110	245
07:45	1	31	46	0	78	0	1	5	0	6	3	41	0	0	44	77	1	3	0	81	209
Total	12	64	143	0	219	0	2	10	0	12	14	167	0	0	181	389	3	9	0	401	813
08:00	3	24	30	0	57	0	0	2	0	2	4	45	1	0	50	112	0	6	0	118	227
08:15	0	19	50	0	69	0	0	2	0	2	4	47	0	0	51	134	0	1	0	135	257
08:30	2	29	59	0	90	0	0	6	0	6	4	48	0	0	52	109	0	4	0	113	261
08:45	0	30	40	0	70	0	0	2	0	2	4	38	0	0	42	55	0	11	0	66	180
Total	5	102	179	0	286	0	0	12	0	12	16	178	1	0	195	410	0	22	0	432	925
09:00	1	15	32	0	48	1	0	5	0	6	5	23	0	0	28	55	1	6	0	62	144
09:15	0	12	30	0	42	0	0	5	0	5	2	26	0	0	28	86	0	5	0	91	166
09:30	3	21	37	0	61	0	1	4	0	5	5	27	0	0	32	54	0	3	0	57	155
09:45	1	22	25	0	48	0	0	3	0	3	3	37	0	0	40	70	0	4	0	74	165
Total	5	70	124	0	199	1	1	17	0	19	15	113	0	0	128	265	1	18	0	284	630
10:00	1	16	36	0	53	0	0	4	0	4	0	26	0	0	26	70	0	3	0	73	156
10:15	1	21	30	0	52	0	0	1	0	1	1	31	0	0	32	51	0	3	0	54	139
10:30	0	26	36	0	62	0	0	0	0	0	2	29	0	0	31	59	2	6	0	67	160
10:45	2	19	32	0	53	1	0	2	0	3	1	29	1	0	31	48	0	2	0	50	137
Total	4	82	134	0	220	1	0	7	0	8	4	115	1	0	120	228	2	14	0	244	592
11:00	1	21	35	0	57	0	0	0	0	0	2	36	0	0	38	46	1	2	0	49	144
11:15	2	20	37	0	59	1	0	2	0	3	3	30	1	0	34	49	0	0	0	49	145
11:30	4	19	35	0	58	0	0	4	0	4	2	28	0	0	30	41	1	1	0	43	135
11:45	1	23	42	0	66	0	0	2	0	2	4	29	0	0	33	39	0	5	0	44	145
Total	8	83	149	0	240	1	0	8	0	9	11	123	1	0	135	175	2	8	0	185	569
12:00	2	25	35	0	62	0	2	1	0	3	6	32	0	0	38	35	0	2	0	37	140
12:15	1	19	42	0	62	0	2	1	0	3	3	35	0	0	38	48	1	3	0	52	155
12:30	2	23	46	0	71	0	0	2	0	2	1	29	0	0	30	48	0	2	0	50	153
12:45	2	27	40	0	69	0	0	0	0	0	2	21	0	0	23	40	0	2	0	42	134
Total	7	94	163	0	264	0	4	4	0	8	12	117	0	0	129	171	1	9	0	181	582
13:00	2	24	39	0	65	0	0	2	0	2	1	30	0	0	31	44	1	3	0	48	146
13:15	1	19	48	0	68	0	0	1	0	1	8	15	1	0	24	57	0	2	0	59	152
13:30	1	21	49	0	71	0	0	2	0	2	2	23	0	0	25	46	0	0	0	46	144
13:45	3	31	62	0	96	1	1	2	0	4	2	28	0	0	30	55	1	5	0	61	191
Total	7	95	198	0	300	1	1	7	0	9	13	96	1	0	110	202	2	10	0	214	633
14:00	2	30	55	0	87	0	0	1	0	1	5	22	0	0	27	43	2	3	0	48	163
14:15	2	29	54	0	85	0	1	2	0	3	1	22	0	0	23	44	1	3	0	48	159
14:30	3	35	48	0	86	0	0	2	0	2	2	18	1	0	21	39	0	5	0	44	153
14:45	3	31	61	0	95	1	0	4	0	5	2	18	0	0	20	54	0	5	0	59	179
Total	10	125	218	0	353	1	1	9	0	11	10	80	1	0	91	180	3	16	0	199	654
15:00	1	29	60	0	90	0	1	2	0	3	1	24	0	0	25	60	1	3	0	64	182
15:15	1	32	86	0	119	0	0	4	0	4	10	31	2	0	43	61	2	5	0	68	234
15:30	2	43	91	0	136	0	1	5	0	6	2	20	0	0	22	42	0	4	0	46	210
15:45	2	31	90	0	123	0	2	3	0	5	3	29	0	0	32	54	0	8	0	62	222
Total	6	135	327	0	468	0	4	14	0	18	16	104	2	0	122	217	3	20	0	240	848

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 5

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	2	28	76	0	106	0	0	3	0	3	4	31	0	0	35	83	0	5	0	88	232
16:15	4	67	122	0	193	0	0	1	0	1	5	30	0	0	35	45	0	3	0	48	277
16:30	3	70	113	0	186	0	0	0	0	0	8	30	0	0	38	54	0	10	0	64	288
16:45	5	39	97	0	141	0	1	4	0	5	5	22	0	0	27	56	0	9	0	65	238
Total	14	204	408	0	626	0	1	8	0	9	22	113	0	0	135	238	0	27	0	265	1035
17:00	4	49	96	0	149	0	0	0	0	0	7	31	0	0	38	49	0	6	0	55	242
17:15	4	45	99	0	148	0	7	1	0	8	5	27	0	0	32	55	1	5	0	61	249
17:30	1	34	97	0	132	0	0	0	0	0	7	24	0	0	31	54	2	1	0	57	220
17:45	4	40	82	0	126	0	0	4	0	4	7	28	0	0	35	40	1	2	0	43	208
Total	13	168	374	0	555	0	7	5	0	12	26	110	0	0	136	198	4	14	0	216	919
18:00	1	45	75	0	121	0	1	1	0	2	2	16	1	0	19	40	0	9	0	49	191
18:15	2	37	93	0	132	0	2	3	0	5	8	21	0	0	29	58	1	9	0	68	234
18:30	7	36	70	0	113	0	0	3	0	3	2	16	0	0	18	44	0	6	0	50	184
18:45	0	26	57	0	83	0	0	2	0	2	6	17	0	0	23	52	0	2	0	54	162
Total	10	144	295	0	449	0	3	9	0	12	18	70	1	0	89	194	1	26	0	221	771
Grand Total	101	1366	2712	0	4179	5	24	110	0	139	177	1386	8	0	1571	2867	22	193	0	3082	8971
Apprch %	2.4	32.7	64.9	0		3.6	17.3	79.1	0		11.3	88.2	0.5	0		93	0.7	6.3	0		
Total %	1.1	15.2	30.2	0	46.6	0.1	0.3	1.2	0	1.5	2	15.4	0.1	0	17.5	32	0.2	2.2	0	34.4	

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	4	67	**122**	0	**193**	0	0	1	0	1	5	30	0	0	35	45	0	3	0	48	277
16:30	3	**70**	113	0	186	0	0	0	0	0	**8**	30	0	0	**38**	54	0	**10**	0	64	**288**
16:45	**5**	39	97	0	141	0	**1**	**4**	0	**5**	5	22	0	0	27	**56**	0	9	0	**65**	238
17:00	4	49	96	0	149	0	0	0	0	0	7	**31**	0	0	38	49	0	6	0	55	242
Total Volume	16	225	428	0	669	0	1	5	0	6	25	113	0	0	138	204	0	28	0	232	1045
% App. Total	2.4	33.6	64	0		0	16.7	83.3	0		18.1	81.9	0	0		87.9	0	12.1	0		
PHF	.800	.804	.877	.000	.867	.000	.250	.313	.000	.300	.781	.911	.000	.000	.908	.911	.000	.700	.000	.892	.907

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					08:30					07:15					07:45				
+0 mins.	4	67	**122**	0	**193**	0	0	**6**	0	**6**	4	49	0	0	53	77	**1**	3	0	81
+15 mins.	3	**70**	113	0	186	0	0	2	0	2	**7**	**51**	0	0	**58**	112	0	**6**	0	118
+30 mins.	**5**	39	97	0	141	**1**	0	5	0	6	3	41	0	0	44	**134**	0	1	0	**135**
+45 mins.	4	49	96	0	149	0	0	5	0	5	4	45	**1**	0	50	109	0	4	0	113
Total Volume	16	225	428	0	669	1	0	18	0	19	18	186	1	0	205	432	1	14	0	447
% App. Total	2.4	33.6	64	0		5.3	0	94.7	0		8.8	90.7	0.5	0		96.6	0.2	3.1	0	
PHF	.800	.804	.877	.000	.867	.250	.000	.750	.000	.792	.643	.912	.250	.000	.884	.806	.250	.583	.000	.828

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	5
07:15	1	0	3	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
07:30	1	1	3	0	5	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	8
07:45	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Total	3	1	10	0	14	0	1	0	0	1	0	3	0	0	3	6	0	0	0	6	24
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
08:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
08:30	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
08:45	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	4	0	6	0	0	0	0	0	0	2	0	0	2	6	0	0	0	6	14
09:00	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
09:15	0	1	2	0	3	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	7
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
09:45	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	5
Total	0	4	4	0	8	0	0	3	0	3	0	2	0	0	2	5	0	0	0	5	18
10:00	0	2	3	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
10:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
10:30	0	1	3	0	4	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	9
10:45	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	2	0	1	0	3	7
Total	1	3	8	0	12	0	1	1	0	2	1	4	0	0	5	8	0	1	0	9	28
11:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
11:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	5
11:45	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	7
Total	0	4	4	0	8	0	1	1	0	2	1	2	0	0	3	5	0	0	0	5	18
12:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
13:00	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
13:30	0	1	2	0	3	0	0	2	0	2	2	1	0	0	3	1	0	0	0	1	9
13:45	0	0	4	0	4	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	7
Total	0	3	7	0	10	0	0	2	0	2	2	2	0	0	4	6	1	0	0	7	23
14:00	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	9
14:15	1	2	1	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
14:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
14:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	0	2	0	5	7
Total	1	3	6	0	10	0	0	1	0	1	0	3	0	0	3	10	0	2	0	12	26
15:00	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
15:15	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
15:30	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
15:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
Total	0	2	8	0	10	0	0	1	0	1	0	2	1	0	3	7	0	0	0	7	21

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 7

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
16:15	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	5
16:30	1	1	2	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
16:45	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3	0	0	0	3	5
Total	1	3	3	0	7	0	1	0	0	1	1	4	0	0	5	6	0	0	0	6	19
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
17:15	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	6
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
17:45	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	2	3	0	5	0	0	0	0	0	1	2	0	0	3	4	0	0	0	4	12
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	7	28	58	0	93	0	4	9	0	13	6	30	1	0	37	64	1	3	0	68	211
Apprch %	7.5	30.1	62.4	0		0	30.8	69.2	0		16.2	81.1	2.7	0		94.1	1.5	4.4	0		
Total %	3.3	13.3	27.5	0	44.1	0	1.9	4.3	0	6.2	2.8	14.2	0.5	0	17.5	30.3	0.5	1.4	0	32.2	

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:30																					
13:30	0	1	2	0	3	0	0	**2**	0	**2**	**2**	1	0	0	**3**	1	0	0	0	1	**9**
13:45	0	0	**4**	0	**4**	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	7
14:00	0	0	3	0	3	0	0	0	0	0	0	**2**	0	0	2	**4**	0	0	0	**4**	9
14:15	**1**	**2**	1	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Total Volume	1	3	10	0	14	0	0	3	0	3	2	4	0	0	6	7	0	0	0	7	30
% App. Total	7.1	21.4	71.4	0		0	0	100	0		33.3	66.7	0	0		100	0	0	0		
PHF	.250	.375	.625	.000	.875	.000	.000	.375	.000	.375	.250	.500	.000	.000	.500	.438	.000	.000	.000	.438	.833

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					09:00					10:15					14:00				
+0 mins.	0	0	2	0	2	0	0	**1**	0	**1**	0	0	0	0	0	**4**	0	0	0	4
+15 mins.	**1**	0	**3**	0	4	0	0	1	0	1	0	**2**	0	0	**2**	0	0	0	0	0
+30 mins.	1	**1**	3	0	**5**	0	0	0	0	0	**1**	1	0	0	2	3	0	0	0	3
+45 mins.	1	0	2	0	3	0	0	1	0	1	0	2	0	0	2	3	0	**2**	0	**5**
Total Volume	3	1	10	0	14	0	0	3	0	3	1	5	0	0	6	10	0	2	0	12
% App. Total	21.4	7.1	71.4	0		0	0	100	0		16.7	83.3	0	0		83.3	0	16.7	0	
PHF	.750	.250	.833	.000	.700	.000	.000	.750	.000	.750	.250	.625	.000	.000	.750	.625	.000	.250	.000	.600

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 22 - Lohman Ford Rd & Shoreline Ranch Dr
Site Code : 22_____
Start Date : 4/6/2023
Page No : 9

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					Shoreline Ranch Dr Westbound					Lohman Ford Rd Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
Site Code : 1
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	4	0	0	4	0	1	0	0	0	1	7
07:15	0	0	0	1	0	1	0	11	0	0	0	11	0	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	0	37
07:30	0	0	0	0	0	0	0	9	0	1	0	10	0	0	0	0	0	0	0	21	0	0	21	0	1	0	0	0	1	32
07:45	0	0	0	0	0	0	1	12	0	0	0	13	1	0	0	0	0	1	0	0	13	0	0	13	0	0	0	0	0	0	27
Total	0	0	0	1	0	1	1	33	0	1	0	35	1	0	0	1	0	2	0	0	62	1	0	63	0	2	0	0	0	2	103
08:00	1	0	0	0	0	1	0	8	0	0	0	8	0	0	0	0	0	0	0	0	23	0	0	23	0	1	0	0	0	1	33
08:15	0	0	0	0	0	0	0	24	0	0	0	24	1	0	0	2	0	3	0	0	28	0	0	28	0	1	0	1	0	2	57
08:30	0	0	0	0	0	0	0	12	2	0	0	14	0	0	0	1	0	1	0	0	19	0	0	19	0	2	0	0	0	2	36
08:45	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	1	0	1	0	0	4	1	0	5	0	1	0	0	0	1	10
Total	1	0	0	0	0	1	1	46	2	0	0	49	1	0	0	4	0	5	0	0	74	1	0	75	0	5	0	1	0	6	136
09:00	1	1	0	0	0	2	0	3	1	1	0	5	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	9
09:15	0	0	0	0	0	0	1	3	1	0	0	5	0	1	0	3	0	4	0	0	7	0	0	7	0	1	0	0	0	1	17
09:30	0	0	0	0	0	0	0	7	1	0	0	8	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	13
09:45	0	0	0	0	0	0	1	3	1	1	0	6	1	0	0	2	0	3	1	0	6	0	0	7	0	0	0	2	0	2	18
Total	1	1	0	0	0	2	2	16	4	2	0	24	1	1	0	5	0	7	1	0	18	1	0	20	0	2	0	2	0	4	57
10:00	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	0	0	6	0	0	6	0	1	1	0	0	2	12
10:15	0	0	0	0	0	0	1	3	1	0	0	5	1	1	0	0	1	3	0	0	5	1	0	6	0	1	0	0	0	1	15
10:30	0	0	0	0	0	0	2	2	1	0	0	5	0	0	0	1	0	1	0	0	9	0	0	9	0	2	0	0	0	2	17
10:45	0	0	0	1	0	1	2	5	1	1	0	9	0	0	0	0	0	0	0	0	10	0	0	10	0	0	1	0	0	1	21
Total	0	0	0	1	0	1	5	13	3	1	0	22	1	1	0	2	1	5	0	0	30	1	0	31	0	4	2	0	0	6	65
11:00	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	2	11
11:15	0	0	0	0	0	0	1	4	0	0	0	5	1	0	0	1	0	2	0	0	5	1	0	6	0	1	0	0	0	1	14
11:30	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	8
11:45	0	0	0	0	0	0	2	8	1	0	0	11	1	0	0	0	0	1	1	0	3	0	0	4	0	1	0	0	0	1	17
Total	1	0	0	0	0	1	3	17	3	0	0	23	2	0	0	2	0	4	1	0	16	1	0	18	0	2	0	1	1	4	50
12:00	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
12:15	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	2	0	2	0	0	3	0	0	3	0	0	0	0	0	0	8
12:30	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	1	0	1	0	0	5	1	0	6	0	0	0	0	0	0	11
12:45	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	0	0	5	0	0	5	0	1	0	0	0	1	10
Total	0	0	0	0	0	0	0	11	1	1	0	13	0	0	0	4	0	4	0	0	17	1	0	18	0	1	0	0	0	1	36
13:00	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12
13:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	2	0	0	4	0	0	4	0	1	1	1	0	3	11
13:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	3	0	0	4	0	1	0	0	0	1	6
13:45	0	0	0	0	0	0	1	6	1	0	0	8	0	1	0	0	0	1	0	0	6	1	0	7	0	1	0	0	0	1	17
Total	0	0	0	0	0	0	2	13	1	0	0	16	0	1	0	2	0	3	1	0	20	1	0	22	0	3	1	1	0	5	46
14:00	0	0	0	0	0	0	0	3	1	0	0	4	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	11
14:15	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	1	0	1	1	0	3	1	0	5	0	1	0	1	0	2	12
14:30	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	14

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
Site Code : 1
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
14:45	0	0	0	1	0	1	0	2	1	0	0	3	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	12
Total	0	0	0	1	0	1	0	13	3	0	0	16	0	1	0	1	0	2	1	0	26	1	0	28	0	1	0	1	0	2	49
15:00	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	0	14	0	0	14	0	1	0	0	0	1	19
15:15	0	0	0	0	0	0	2	9	0	0	0	11	1	0	0	0	0	1	0	0	13	2	0	15	0	1	0	0	0	1	28
15:30	0	0	0	0	0	0	1	8	0	0	0	9	0	1	0	2	0	3	1	1	6	4	0	12	0	0	1	0	0	1	25
15:45	0	0	0	0	0	0	2	4	1	0	0	7	0	0	0	0	0	0	0	0	11	0	0	11	0	3	0	0	0	3	21
Total	0	0	0	0	0	0	5	24	1	0	0	30	2	1	0	2	0	5	1	1	44	6	0	52	0	5	1	0	0	6	93
16:00	1	0	0	0	0	1	0	3	4	0	0	7	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	26
16:15	0	0	0	0	0	0	2	56	0	0	0	58	1	0	0	0	0	1	2	0	20	1	0	23	0	0	0	0	0	0	82
16:30	0	0	0	0	0	0	0	18	1	0	0	19	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	29
16:45	1	0	0	0	0	1	1	9	2	1	0	13	0	0	0	0	0	0	1	0	9	1	0	11	0	2	1	1	0	4	29
Total	2	0	0	0	0	2	3	86	7	1	0	97	1	0	0	0	0	1	3	0	57	2	0	62	0	2	1	1	0	4	166
17:00	0	0	0	0	0	0	1	12	1	1	0	15	0	0	0	1	0	1	0	0	9	1	0	10	0	0	0	0	0	0	26
17:15	0	0	0	0	0	0	0	9	3	0	0	12	0	0	0	1	0	1	0	0	11	0	0	11	0	0	0	1	0	1	25
17:30	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	2	0	2	0	0	7	0	0	7	0	1	0	0	0	1	25
17:45	0	0	0	0	0	0	1	6	0	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12
Total	0	0	0	0	0	0	2	42	4	1	0	49	0	0	0	4	0	4	0	0	32	1	0	33	0	1	0	1	0	2	88
18:00	0	0	0	0	0	0	0	7	2	0	0	9	0	0	0	1	0	1	0	0	10	0	0	10	0	0	0	0	0	0	20
18:15	0	0	0	0	0	0	1	6	2	1	0	10	0	0	0	1	0	1	1	0	8	1	0	10	0	0	0	1	0	1	22
18:30	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	1	0	1	0	0	9	0	0	9	0	1	0	0	0	1	17
18:45	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	1	0	1	0	0	8	0	0	8	0	0	1	1	0	2	22
Total	0	0	0	0	0	0	1	30	4	1	0	36	0	0	0	4	0	4	1	0	35	1	0	37	0	1	1	2	0	4	81
Grand Total	5	1	0	3	0	9	25	344	33	8	0	410	9	5	0	31	1	46	9	1	431	18	0	459	0	29	6	10	1	46	970
Apprch %	55.6	11.1	0	33.3	0		6.1	83.9	8	2	0		19.6	10.9	0	67.4	2.2		2	0.2	93.9	3.9	0		0	63	13	21.7	2.2		
Total %	0.5	0.1	0	0.3	0	0.9	2.6	35.5	3.4	0.8	0	42.3	0.9	0.5	0	3.2	0.1	4.7	0.9	0.1	44.4	1.9	0	47.3	0	3	0.6	1	0.1	4.7	
Vehicles	5	0	0	3	0	8	23	323	32	7	0	385	9	4	0	29	0	42	7	1	406	18	0	432	0	28	4	10	1	43	910
% Vehicles	100	0	0	100	0	88.9	92	93.9	97	87.5	0	93.9	100	80	0	93.5	0	91.3	77.8	100	94.2	100	0	94.1	0	96.6	66.7	100	100	93.5	93.8
Heavy Vehicles	0	1	0	0	0	1	2	21	1	1	0	25	0	1	0	2	1	4	2	0	25	0	0	27	0	1	2	0	0	3	60
% Heavy Vehicles	0	100	0	0	0	11.1	8	6.1	3	12.5	0	6.1	0	20	0	6.5	100	8.7	22.2	0	5.8	0	0	5.9	0	3.4	33.3	0	0	6.5	6.2

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:00

16:00	**1**	0	0	0	0	**1**	0	3	**4**	0	0	7	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	26
16:15	0	0	0	0	0	0	**2**	**56**	0	0	0	**58**	**1**	0	0	0	0	**1**	**2**	0	**20**	**1**	0	**23**	0	0	0	0	0	0	**82**
16:30	0	0	0	0	0	0	0	18	1	0	0	19	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	29
16:45	1	0	0	0	0	1	1	9	2	**1**	0	13	0	0	0	0	0	0	1	0	9	1	0	11	0	**2**	**1**	**1**	0	**4**	29
Total Volume	2	0	0	0	0	2	3	86	7	1	0	97	1	0	0	0	0	1	3	0	57	2	0	62	0	2	1	1	0	4	166
% App. Total	100	0	0	0	0		3.1	88.7	7.2	1	0		100	0	0	0	0		4.8	0	91.9	3.2	0		0	50	25	25	0		
PHF	.500	.000	.000	.000	.000	.500	.375	.384	.438	.250	.000	.418	.250	.000	.000	.000	.000	.250	.375	.000	.713	.500	.000	.674	.000	.250	.250	.250	.000	.250	.676

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
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Vehicles	2	0	0	0	0	2	3	83	7	1	0	94	1	0	0	0	0	1	3	0	55	2	0	60	0	2	0	1	0	3	160
% Vehicles	100	0	0	0	0	100	100	96.5	100	100	0	96.9	100	0	0	0	0	100	100	0	96.5	100	0	96.8	0	100	0	100	0	75.0	96.4
Heavy Vehicles	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	6
% Heavy Vehicles	0	0	0	0	0	0	0	3.5	0	0	0	3.1	0	0	0	0	0	0	0	0	3.5	0	0	3.2	0	0	100	0	0	25.0	3.6

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15						16:15						09:15						07:30						09:45					
+0 mins.	0	0	0	**1**	0	**1**	**2**	**56**	0	0	0	**58**	0	**1**	0	**3**	0	**4**	0	0	21	0	0	21	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	18	1	0	0	19	0	0	0	0	0	0	0	0	13	0	0	13	0	1	**1**	0	0	2
+30 mins.	0	0	0	0	0	0	1	9	**2**	**1**	0	13	**1**	0	0	2	0	3	0	0	23	0	0	23	0	1	0	0	0	1
+45 mins.	**1**	0	0	0	0	1	1	12	1	1	0	15	0	0	0	1	0	1	0	0	**28**	0	0	**28**	0	**2**	0	0	0	2
Total Volume	1	0	0	1	0	2	4	95	4	2	0	105	1	1	0	6	0	8	0	0	85	0	0	85	0	4	1	2	0	7
% App. Total	50	0	0	50	0		3.8	90.5	3.8	1.9	0		12.5	12.5	0	75	0		0	0	100	0	0		0	57.1	14.3	28.6	0	
PHF	.250	.000	.000	.250	.000	.500	.500	.424	.500	.500	.000	.453	.250	.250	.000	.500	.000	.500	.000	.000	.759	.000	.000	.759	.000	.500	.250	.250	.000	.875
Vehicles	1	0	0	1	0	2	4	91	4	2	0	101	1	1	0	6	0	8	0	0	85	0	0	85	0	4	1	2	0	7
% Vehicles	100	0	0	100	0	100	100	95.8	100	100	0	96.2	100	100	0	100	0	100	0	0	100	0	0	100	0	100	100	100	0	100
Heavy Vehicles	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	4.2	0	0	0	3.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
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Groups Printed- Vehicles

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	0	0	4	0	1	0	0	0	1	6
07:15	0	0	0	1	0	1	0	10	0	0	0	10	0	0	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	0	34
07:30	0	0	0	0	0	0	0	9	0	1	0	10	0	0	0	0	0	0	0	0	21	0	0	21	0	1	0	0	0	1	32
07:45	0	0	0	0	0	0	1	11	0	0	0	12	1	0	0	0	0	1	0	0	13	0	0	13	0	0	0	0	0	0	26
Total	0	0	0	1	0	1	1	30	0	1	0	32	1	0	0	1	0	2	0	0	60	1	0	61	0	2	0	0	0	2	98
08:00	1	0	0	0	0	1	0	8	0	0	0	8	0	0	0	0	0	0	0	0	23	0	0	23	0	1	0	0	0	1	33
08:15	0	0	0	0	0	0	0	23	0	0	0	23	1	0	0	1	0	2	0	0	28	0	0	28	0	1	0	1	0	2	55
08:30	0	0	0	0	0	0	0	11	2	0	0	13	0	0	0	1	0	1	0	0	18	0	0	18	0	2	0	0	0	2	34
08:45	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	1	0	1	0	0	4	1	0	5	0	1	0	0	0	1	10
Total	1	0	0	0	0	1	1	44	2	0	0	47	1	0	0	3	0	4	0	0	73	1	0	74	0	5	0	1	0	6	132
09:00	1	0	0	0	0	1	0	3	1	0	0	4	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	7
09:15	0	0	0	0	0	0	1	2	0	0	0	3	0	1	0	3	0	4	0	0	7	0	0	7	0	1	0	0	0	1	15
09:30	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	1	11
09:45	0	0	0	0	0	0	1	3	1	1	0	6	1	0	0	2	0	3	0	0	6	0	0	6	0	0	0	2	0	2	17
Total	1	0	0	0	0	1	2	14	3	1	0	20	1	1	0	5	0	7	0	0	17	1	0	18	0	2	0	2	0	4	50
10:00	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	0	0	6	0	0	6	0	1	1	0	0	2	12
10:15	0	0	0	0	0	0	0	2	1	0	0	3	1	0	0	0	0	1	0	0	5	1	0	6	0	1	0	0	0	1	11
10:30	0	0	0	0	0	0	2	2	1	0	0	5	0	0	0	1	0	1	0	0	6	0	0	6	0	2	0	0	0	2	14
10:45	0	0	0	1	0	1	1	5	1	1	0	8	0	0	0	0	0	0	0	0	10	0	0	10	0	0	1	0	0	1	20
Total	0	0	0	1	0	1	3	12	3	1	0	19	1	0	0	2	0	3	0	0	27	1	0	28	0	4	2	0	0	6	57
11:00	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	1	2	8
11:15	0	0	0	0	0	0	1	4	0	0	0	5	1	0	0	1	0	2	0	0	4	1	0	5	0	1	0	0	0	1	13
11:30	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	7
11:45	0	0	0	0	0	0	2	8	1	0	0	11	1	0	0	0	0	1	1	0	2	0	0	3	0	1	0	0	0	1	16
Total	1	0	0	0	0	1	3	16	3	0	0	22	2	0	0	2	0	4	1	0	11	1	0	13	0	2	0	1	1	4	44
12:00	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
12:15	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	2	0	2	0	0	2	0	0	2	0	0	0	0	0	0	7
12:30	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	1	0	1	0	0	5	1	0	6	0	0	0	0	0	0	11
12:45	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	0	0	5	0	0	5	0	1	0	0	0	1	10
Total	0	0	0	0	0	0	0	10	1	1	0	12	0	0	0	4	0	4	0	0	16	1	0	17	0	1	0	0	0	1	34
13:00	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10
13:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	2	0	0	3	0	0	3	0	1	1	1	0	3	9
13:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	3	0	0	4	0	1	0	0	0	1	6
13:45	0	0	0	0	0	0	1	6	1	0	0	8	0	1	0	0	0	1	0	0	6	1	0	7	0	1	0	0	0	1	17
Total	0	0	0	0	0	0	2	11	1	0	0	14	0	1	0	2	0	3	1	0	18	1	0	20	0	3	1	1	0	5	42
14:00	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	10
14:15	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	1	0	1	1	0	2	1	0	4	0	1	0	1	0	2	11
14:30	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	13
14:45	0	0	0	1	0	1	0	2	1	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11
Total	0	0	0	1	0	1	0	11	3	0	0	14	0	1	0	1	0	2	1	0	24	1	0	26	0	1	0	1	0	2	45

GRAM Traffic Counting, Inc.

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Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
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Groups Printed- Vehicles

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
15:00	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	0	14	0	0	14	0	1	0	0	0	1	19
15:15	0	0	0	0	0	0	2	8	0	0	0	10	1	0	0	0	0	1	0	0	12	2	0	14	0	1	0	0	0	1	26
15:30	0	0	0	0	0	0	1	8	0	0	0	9	0	1	0	2	0	3	0	1	5	4	0	10	0	0	0	0	0	0	22
15:45	0	0	0	0	0	0	2	4	1	0	0	7	0	0	0	0	0	0	0	0	9	0	0	9	0	2	0	0	0	2	18
Total	0	0	0	0	0	0	5	23	1	0	0	29	2	1	0	2	0	5	0	1	40	6	0	47	0	4	0	0	0	4	85
16:00	1	0	0	0	0	1	0	3	4	0	0	7	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	26
16:15	0	0	0	0	0	0	2	55	0	0	0	57	1	0	0	0	0	1	2	0	20	1	0	23	0	0	0	0	0	0	81
16:30	0	0	0	0	0	0	0	16	1	0	0	17	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	25
16:45	1	0	0	0	0	1	1	9	2	1	0	13	0	0	0	0	0	0	1	0	9	1	0	11	0	2	0	1	0	3	28
Total	2	0	0	0	0	2	3	83	7	1	0	94	1	0	0	0	0	1	3	0	55	2	0	60	0	2	0	1	0	3	160
17:00	0	0	0	0	0	0	1	11	1	1	0	14	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	24
17:15	0	0	0	0	0	0	0	8	3	0	0	11	0	0	0	1	0	1	0	0	10	0	0	10	0	0	0	1	0	1	23
17:30	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	2	0	2	0	0	7	0	0	7	0	1	0	0	0	1	25
17:45	0	0	0	0	0	0	1	6	0	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12
Total	0	0	0	0	0	0	2	40	4	1	0	47	0	0	0	3	0	3	0	0	31	1	0	32	0	1	0	1	0	2	84
18:00	0	0	0	0	0	0	0	7	2	0	0	9	0	0	0	1	0	1	0	0	10	0	0	10	0	0	0	0	0	0	20
18:15	0	0	0	0	0	0	1	5	2	1	0	9	0	0	0	1	0	1	1	0	7	1	0	9	0	0	0	1	0	1	20
18:30	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	1	0	1	0	0	9	0	0	9	0	1	0	0	0	1	17
18:45	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	1	0	1	0	0	8	0	0	8	0	0	1	1	0	2	22
Total	0	0	0	0	0	0	1	29	4	1	0	35	0	0	0	4	0	4	1	0	34	1	0	36	0	1	1	2	0	4	79
Grand Total	5	0	0	3	0	8	23	323	32	7	0	385	9	4	0	29	0	42	7	1	406	18	0	432	0	28	4	10	1	43	910
Apprch %	62.5	0	0	37.5	0		6	83.9	8.3	1.8	0		21.4	9.5	0	69	0		1.6	0.2	94	4.2	0		0	65.1	9.3	23.3	2.3		
Total %	0.5	0	0	0.3	0	0.9	2.5	35.5	3.5	0.8	0	42.3	1	0.4	0	3.2	0	4.6	0.8	0.1	44.6	2	0	47.5	0	3.1	0.4	1.1	0.1	4.7	

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 16:00																															
16:00	**1**	0	0	0	0	**1**	0	3	**4**	0	0	7	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	26
16:15	0	0	0	0	0	0	**2**	**55**	0	0	0	**57**	**1**	0	0	0	0	**1**	**2**	0	**20**	**1**	0	**23**	0	0	0	0	0	0	**81**
16:30	0	0	0	0	0	0	0	16	1	0	0	17	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	25
16:45	1	0	0	0	0	1	1	9	2	**1**	0	13	0	0	0	0	0	0	1	0	9	1	0	11	0	**2**	0	**1**	0	**3**	28
Total Volume	2	0	0	0	0	2	3	83	7	1	0	94	1	0	0	0	0	1	3	0	55	2	0	60	0	2	0	1	0	3	160
% App. Total	100	0	0	0	0		3.2	88.3	7.4	1.1	0		100	0	0	0	0		5	0	91.7	3.3	0		0	66.7	0	33.3	0		
PHF	.500	.000	.000	.000	.000	.500	.375	.377	.438	.250	.000	.412	.250	.000	.000	.000	.000	.250	.375	.000	.688	.500	.000	.652	.000	.250	.000	.250	.000	.250	.494

GRAM Traffic Counting, Inc.

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Georgetown, Texas 78626
512-832-8650

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	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15						16:15						09:15						07:30						09:45						
+0 mins.	0	0	0	**1**	0	**1**	**2**	**55**	0	0	0	**57**	0	**1**	0	**3**	0	**4**	0	0	21	0	0	21	0	0	0	**2**	0	**2**	
+15 mins.	0	0	0	0	0	0	0	16	1	0	0	17	0	0	0	0	0	0	0	0	13	0	0	13	0	1	**1**	0	0	2	
+30 mins.	0	0	0	0	0	0	1	9	**2**	**1**	0	13	**1**	0	0	2	0	3	0	0	23	0	0	23	0	1	0	0	0	1	
+45 mins.	**1**	0	0	0	0	1	1	11	1	1	0	14	0	0	0	1	0	1	0	0	**28**	0	0	**28**	0	**2**	0	0	0	2	
Total Volume	1	0	0	1	0	2	4	91	4	2	0	101	1	1	0	6	0	8	0	0	85	0	0	85	0	4	1	2	0	7	
% App. Total	50	0	0	50	0		4	90.1	4	2	0		12.5	12.5	0	75	0		0	0	100	0	0		0	57.1	14.3	28.6	0		
PHF	.250	.000	.000	.250	.000	.500	.500	.414	.500	.500	.000	.443	.250	.250	.000	.500	.000	.500	.000	.000	.759	.000	.000	.759	.000	.500	.250	.250	.000	.875	

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
Site Code : 1
Start Date : 4/12/2023
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Groups Printed- Heavy Vehicles

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
09:00	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	1	0	2	1	1	0	4	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
10:45	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	1	0	0	0	3	0	1	0	0	1	2	0	0	3	0	0	3	0	0	0	0	0	0	8
11:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
12:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
14:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
Site Code : 1
Start Date : 4/12/2023
Page No : 8

Groups Printed- Heavy Vehicles

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	0	1	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	3
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	4	0	0	5	0	1	1	0	0	2	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	6
17:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Grand Total	0	1	0	0	0	1	2	21	1	1	0	25	0	1	0	2	1	4	2	0	25	0	0	27	0	1	2	0	0	3	60
Apprch %	0	100	0	0	0		8	84	4	4	0		0	25	0	50	25		7.4	0	92.6	0	0		0	33.3	66.7	0	0		
Total %	0	1.7	0	0	0	1.7	3.3	35	1.7	1.7	0	41.7	0	1.7	0	3.3	1.7	6.7	3.3	0	41.7	0	0	45	0	1.7	3.3	0	0	5	

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 10:15																															
10:15	0	0	0	0	0	0	**1**	**1**	0	0	0	**2**	0	**1**	0	0	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	3
10:45	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	2	2	0	0	0	4	0	1	0	0	1	2	0	0	5	0	0	5	0	0	0	0	0	0	11
% App. Total	0	0	0	0	0		50	50	0	0	0		0	50	0	0	50		0	0	100	0	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.500	.000	.250	.000	.000	.250	.250	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.688

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
Site Code : 1
Start Date : 4/12/2023
Page No : 9

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15						08:30						09:30						10:30						15:00					
+0 mins.	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	**1**	0	0	**1**
+45 mins.	0	**1**	0	0	0	**1**	0	1	**1**	0	0	**2**	0	**1**	0	0	**1**	**2**	0	0	1	0	0	1	0	**1**	0	0	0	1
Total Volume	0	1	0	0	0	1	0	2	1	1	0	4	0	1	0	0	1	2	0	0	6	0	0	6	0	1	1	0	0	2
% App. Total	0	100	0	0	0		0	50	25	25	0		0	50	0	0	50		0	0	100	0	0		0	50	50	0	0	
PHF	.000	.250	.000	.000	.000	.250	.000	.500	.250	.250	.000	.500	.000	.250	.000	.000	.250	.250	.000	.000	.500	.000	.000	.500	.000	.250	.250	.000	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
Site Code : 1
Start Date : 4/12/2023
Page No : 10

Groups Printed- Pedestrians

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
07:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
08:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
Site Code : 1
Start Date : 4/12/2023
Page No : 11

Groups Printed- Pedestrians

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
18:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	14
Apprch %	0	100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	100	0	0	0		
Total %	0	71.4	0	0	0	71.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	0	0	0	28.6	

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:15																															
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	**2**
07:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
% App. Total	0	100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	100	0	0	0		
PHF	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - Bar K Ranch Rd & Dakota Circle
Site Code : 1
Start Date : 4/12/2023
Page No : 12

	Frontier Cove Southbound						Bar K Ranch Rd Westbound						Dakota Circle Northbound						Bar K Ranch Rd Northeastbound						Sierra Trail Eastbound						
Start Time	Left	Thru	Right to Sierra Trail	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Left to Dakota Circle	Left to Bar K Ranch Rd NE Bound	Thru	Right	U-TURN	App. Total	Left to Bar K Ranch Rd NE Bound	Left to Sierra Trail	Thru	Right	U-TURN	App. Total	Left	Thru	Right to Bar K Ranch Rd WB	Right to Dakota Circle	U-TURN	App. Total	Left	Thru	Right to Dakota Circle	Right to Bar K Ranch Rd NE Bound	U-TURN	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	18:00						07:00						07:00						07:00						15:45						
+0 mins.	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**	
Total Volume	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
% App. Total	0	100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	100	0	0	0		
PHF	.000	1.000	.000	.000	.000	1.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Dodge Trail
Site Code : 2
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	3	2	0	0	5	1	0	1	0	2	0	3	21	0	24	0	0	0	0	0	31
07:15	2	10	0	0	12	0	0	1	0	1	0	23	10	0	33	0	0	0	0	0	46
07:30	4	15	0	0	19	7	0	1	0	8	0	26	12	0	38	0	0	0	0	0	65
07:45	7	13	0	0	20	4	0	0	1	5	0	14	20	1	35	0	0	0	0	0	60
Total	16	40	0	0	56	12	0	3	1	16	0	66	63	1	130	0	0	0	0	0	202
08:00	1	12	0	0	13	5	0	1	0	6	0	21	14	0	35	0	0	0	0	0	54
08:15	6	22	0	0	28	7	0	1	0	8	0	28	13	0	41	0	0	0	0	0	77
08:30	3	14	0	0	17	5	0	0	0	5	0	18	17	0	35	0	0	0	0	0	57
08:45	1	2	0	0	3	1	0	5	0	6	0	4	12	0	16	0	0	0	0	0	25
Total	11	50	0	0	61	18	0	7	0	25	0	71	56	0	127	0	0	0	0	0	213
09:00	0	5	0	0	5	5	0	3	0	8	0	1	10	0	11	0	0	0	0	0	24
09:15	4	4	0	0	8	8	0	3	0	11	0	6	8	0	14	0	0	0	0	0	33
09:30	4	7	0	0	11	4	0	2	0	6	0	4	16	0	20	0	0	0	0	0	37
09:45	3	5	0	0	8	7	0	3	0	10	0	6	5	0	11	0	0	0	0	0	29
Total	11	21	0	0	32	24	0	11	0	35	0	17	39	0	56	0	0	0	0	0	123
10:00	3	4	0	0	7	4	0	2	0	6	0	7	9	0	16	0	0	0	0	0	29
10:15	2	2	0	0	4	7	0	1	1	9	0	6	8	0	14	0	0	0	0	0	27
10:30	1	5	0	0	6	2	0	0	0	2	0	10	7	0	17	0	0	0	0	0	25
10:45	5	8	0	0	13	5	0	8	0	13	0	7	2	0	9	0	0	0	0	0	35
Total	11	19	0	0	30	18	0	11	1	30	0	30	26	0	56	0	0	0	0	0	116
11:00	6	4	0	0	10	3	0	4	1	8	0	3	8	0	11	0	0	0	0	0	29
11:15	4	2	0	0	6	3	0	3	0	6	0	8	9	0	17	0	0	0	0	0	29
11:30	2	3	0	0	5	9	0	2	0	11	0	3	14	0	17	0	0	0	0	0	33
11:45	2	3	0	0	5	11	0	3	0	14	0	4	11	0	15	0	0	0	0	0	34
Total	14	12	0	0	26	26	0	12	1	39	0	18	42	0	60	0	0	0	0	0	125
12:00	4	5	0	0	9	9	0	2	0	11	0	4	5	0	9	0	0	0	0	0	29
12:15	4	3	0	0	7	10	0	2	0	12	0	5	7	0	12	0	0	0	0	0	31
12:30	1	4	0	0	5	11	0	0	0	11	0	6	6	0	12	0	0	0	0	0	28
12:45	2	3	0	0	5	3	0	3	0	6	0	6	4	0	10	0	0	0	0	0	21
Total	11	15	0	0	26	33	0	7	0	40	0	21	22	0	43	0	0	0	0	0	109
13:00	4	7	0	0	11	11	0	1	0	12	0	7	4	0	11	0	0	0	0	0	34
13:15	2	5	0	0	7	12	0	4	0	16	0	4	9	0	13	0	0	0	0	0	36
13:30	0	2	0	0	2	5	0	3	0	8	0	1	12	0	13	0	0	0	0	0	23
13:45	2	6	0	0	8	13	0	6	0	19	0	8	6	0	14	0	0	0	0	0	41
Total	8	20	0	0	28	41	0	14	0	55	0	20	31	0	51	0	0	0	0	0	134
14:00	2	2	0	0	4	9	0	1	0	10	0	9	7	0	16	0	0	0	0	0	30
14:15	0	4	0	0	4	5	0	2	0	7	0	5	12	0	17	0	0	0	0	0	28
14:30	2	4	0	0	6	12	0	3	0	15	0	8	7	0	15	0	0	0	0	0	36
14:45	1	4	0	0	5	11	0	1	0	12	0	8	7	0	15	0	0	0	0	0	32
Total	5	14	0	0	19	37	0	7	0	44	0	30	33	0	63	0	0	0	0	0	126
15:00	2	5	0	0	7	13	0	3	0	16	0	14	8	0	22	0	0	0	0	0	45
15:15	6	10	0	0	16	13	0	2	0	15	0	14	10	0	24	0	0	0	0	0	55
15:30	2	8	0	0	10	13	0	5	0	18	0	11	13	0	24	0	0	0	0	0	52
15:45	2	7	0	0	9	7	0	4	0	11	0	13	8	0	21	0	0	0	0	0	41
Total	12	30	0	0	42	46	0	14	0	60	0	52	39	0	91	0	0	0	0	0	193
16:00	0	5	0	0	5	5	0	3	0	8	0	19	8	0	27	0	0	0	0	0	40
16:15	5	55	0	0	60	15	0	5	0	20	0	16	6	0	22	0	0	0	0	0	102

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Dodge Trail
Site Code : 2
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	1	15	0	0	16	18	0	2	0	20	0	10	7	0	17	0	0	0	0	0	53
16:45	3	11	0	0	14	19	0	6	0	25	0	9	15	0	24	0	0	0	0	0	63
Total	9	86	0	0	95	57	0	16	0	73	0	54	36	0	90	0	0	0	0	0	258
17:00	1	9	0	0	10	11	0	2	0	13	0	13	17	0	30	0	0	0	0	0	53
17:15	3	15	0	0	18	17	0	4	0	21	0	11	12	0	23	0	0	0	0	0	62
17:30	4	14	0	0	18	23	0	6	0	29	0	8	12	0	20	0	0	0	0	0	67
17:45	2	10	0	0	12	22	0	4	0	26	0	6	17	0	23	0	0	0	0	0	61
Total	10	48	0	0	58	73	0	16	0	89	0	38	58	0	96	0	0	0	0	0	243
18:00	1	7	0	0	8	21	0	3	0	24	0	9	12	0	21	0	0	0	0	0	53
18:15	3	8	0	0	11	22	0	3	0	25	0	13	8	0	21	0	0	0	0	0	57
18:30	2	5	0	0	7	26	0	2	1	29	0	8	8	0	16	0	0	0	0	0	52
18:45	2	10	0	0	12	8	0	4	0	12	0	9	5	0	14	0	0	0	0	0	38
Total	8	30	0	0	38	77	0	12	1	90	0	39	33	0	72	0	0	0	0	0	200
Grand Total	126	385	0	0	511	462	0	130	4	596	0	456	478	1	935	0	0	0	0	0	2042
Apprch %	24.7	75.3	0	0		77.5	0	21.8	0.7		0	48.8	51.1	0.1		0	0	0	0		
Total %	6.2	18.9	0	0	25	22.6	0	6.4	0.2	29.2	0	22.3	23.4	0	45.8	0	0	0	0	0	
Vehicles	125	364	0	0	489	458	0	129	4	591	0	428	478	1	907	0	0	0	0	0	1987
% Vehicles	99.2	94.5	0	0	95.7	99.1	0	99.2	100	99.2	0	93.9	100	100	97	0	0	0	0	0	97.3
Heavy Vehicles	1	21	0	0	22	4	0	1	0	5	0	28	0	0	28	0	0	0	0	0	55
% Heavy Vehicles	0.8	5.5	0	0	4.3	0.9	0	0.8	0	0.8	0	6.1	0	0	3	0	0	0	0	0	2.7

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**5**	**55**	0	0	**60**	15	0	5	0	20	0	**16**	6	0	22	0	0	0	0	0	**102**
16:30	1	15	0	0	16	18	0	2	0	20	0	10	7	0	17	0	0	0	0	0	53
16:45	3	11	0	0	14	**19**	0	**6**	0	**25**	0	9	15	0	24	0	0	0	0	0	63
17:00	1	9	0	0	10	11	0	2	0	13	0	13	**17**	0	**30**	0	0	0	0	0	53
Total Volume	10	90	0	0	100	63	0	15	0	78	0	48	45	0	93	0	0	0	0	0	271
% App. Total	10	90	0	0		80.8	0	19.2	0		0	51.6	48.4	0		0	0	0	0		
PHF	.500	.409	.000	.000	.417	.829	.000	.625	.000	.780	.000	.750	.662	.000	.775	.000	.000	.000	.000	.000	.664
Vehicles	9	87	0	0	96	63	0	15	0	78	0	44	45	0	89	0	0	0	0	0	263
% Vehicles																					
Heavy Vehicles	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Heavy Vehicles	10.0	3.3	0	0	4.0	0	0	0	0	0	0	8.3	0	0	4.3	0	0	0	0	0	3.0

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					17:30					07:30					07:00				
+0 mins.	**5**	**55**	0	0	**60**	**23**	0	**6**	0	**29**	0	26	12	0	38	0	0	0	0	0
+15 mins.	1	15	0	0	16	22	0	4	0	26	0	14	**20**	**1**	35	0	0	0	0	0
+30 mins.	3	11	0	0	14	21	0	3	0	24	0	21	14	0	35	0	0	0	0	0
+45 mins.	1	9	0	0	10	22	0	3	0	25	0	**28**	13	0	**41**	0	0	0	0	0
Total Volume	10	90	0	0	100	88	0	16	0	104	0	89	59	1	149	0	0	0	0	0
% App. Total	10	90	0	0		84.6	0	15.4	0		0	59.7	39.6	0.7		0	0	0	0	
PHF	.500	.409	.000	.000	.417	.957	.000	.667	.000	.897	.000	.795	.738	.250	.909	.000	.000	.000	.000	.000
Vehicles	9	87	0	0	96	88	0	16	0	104	0	86	59	1	146	0	0	0	0	0
% Vehicles																				
Heavy Vehicles	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
% Heavy Vehicles	10	3.3	0	0	4	0	0	0	0	0	0	3.4	0	0	2	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Dodge Trail
Site Code : 2
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	3	1	0	0	4	1	0	1	0	2	0	3	21	0	24	0	0	0	0	0	30
07:15	2	9	0	0	11	0	0	1	0	1	0	21	10	0	31	0	0	0	0	0	43
07:30	4	15	0	0	19	7	0	1	0	8	0	25	12	0	37	0	0	0	0	0	64
07:45	7	12	0	0	19	3	0	0	1	4	0	13	20	1	34	0	0	0	0	0	57
Total	16	37	0	0	53	11	0	3	1	15	0	62	63	1	126	0	0	0	0	0	194
08:00	1	11	0	0	12	5	0	1	0	6	0	21	14	0	35	0	0	0	0	0	53
08:15	6	21	0	0	27	7	0	1	0	8	0	27	13	0	40	0	0	0	0	0	75
08:30	3	13	0	0	16	5	0	0	0	5	0	17	17	0	34	0	0	0	0	0	55
08:45	1	2	0	0	3	1	0	5	0	6	0	4	12	0	16	0	0	0	0	0	25
Total	11	47	0	0	58	18	0	7	0	25	0	69	56	0	125	0	0	0	0	0	208
09:00	0	5	0	0	5	5	0	3	0	8	0	1	10	0	11	0	0	0	0	0	24
09:15	4	4	0	0	8	7	0	3	0	10	0	6	8	0	14	0	0	0	0	0	32
09:30	4	6	0	0	10	4	0	2	0	6	0	3	16	0	19	0	0	0	0	0	35
09:45	3	5	0	0	8	7	0	3	0	10	0	6	5	0	11	0	0	0	0	0	29
Total	11	20	0	0	31	23	0	11	0	34	0	16	39	0	55	0	0	0	0	0	120
10:00	3	4	0	0	7	4	0	2	0	6	0	7	9	0	16	0	0	0	0	0	29
10:15	2	1	0	0	3	7	0	1	1	9	0	6	8	0	14	0	0	0	0	0	26
10:30	1	5	0	0	6	2	0	0	0	2	0	9	7	0	16	0	0	0	0	0	24
10:45	5	8	0	0	13	5	0	8	0	13	0	7	2	0	9	0	0	0	0	0	35
Total	11	18	0	0	29	18	0	11	1	30	0	29	26	0	55	0	0	0	0	0	114
11:00	6	3	0	0	9	3	0	3	1	7	0	3	8	0	11	0	0	0	0	0	27
11:15	4	2	0	0	6	2	0	3	0	5	0	7	9	0	16	0	0	0	0	0	27
11:30	2	3	0	0	5	9	0	2	0	11	0	2	14	0	16	0	0	0	0	0	32
11:45	2	3	0	0	5	11	0	3	0	14	0	3	11	0	14	0	0	0	0	0	33
Total	14	11	0	0	25	25	0	11	1	37	0	15	42	0	57	0	0	0	0	0	119
12:00	4	4	0	0	8	9	0	2	0	11	0	3	5	0	8	0	0	0	0	0	27
12:15	4	3	0	0	7	10	0	2	0	12	0	5	7	0	12	0	0	0	0	0	31
12:30	1	4	0	0	5	11	0	0	0	11	0	6	6	0	12	0	0	0	0	0	28
12:45	2	3	0	0	5	3	0	3	0	6	0	6	4	0	10	0	0	0	0	0	21
Total	11	14	0	0	25	33	0	7	0	40	0	20	22	0	42	0	0	0	0	0	107
13:00	4	6	0	0	10	11	0	1	0	12	0	6	4	0	10	0	0	0	0	0	32
13:15	2	4	0	0	6	12	0	4	0	16	0	3	9	0	12	0	0	0	0	0	34
13:30	0	2	0	0	2	5	0	3	0	8	0	1	12	0	13	0	0	0	0	0	23
13:45	2	6	0	0	8	13	0	6	0	19	0	8	6	0	14	0	0	0	0	0	41
Total	8	18	0	0	26	41	0	14	0	55	0	18	31	0	49	0	0	0	0	0	130
14:00	2	1	0	0	3	9	0	1	0	10	0	8	7	0	15	0	0	0	0	0	28
14:15	0	3	0	0	3	5	0	2	0	7	0	4	12	0	16	0	0	0	0	0	26
14:30	2	4	0	0	6	12	0	3	0	15	0	8	7	0	15	0	0	0	0	0	36
14:45	1	4	0	0	5	11	0	1	0	12	0	7	7	0	14	0	0	0	0	0	31
Total	5	12	0	0	17	37	0	7	0	44	0	27	33	0	60	0	0	0	0	0	121
15:00	2	5	0	0	7	13	0	3	0	16	0	14	8	0	22	0	0	0	0	0	45
15:15	6	9	0	0	15	13	0	2	0	15	0	12	10	0	22	0	0	0	0	0	52
15:30	2	8	0	0	10	12	0	5	0	17	0	9	13	0	22	0	0	0	0	0	49
15:45	2	6	0	0	8	7	0	4	0	11	0	12	8	0	20	0	0	0	0	0	39
Total	12	28	0	0	40	45	0	14	0	59	0	47	39	0	86	0	0	0	0	0	185
16:00	0	5	0	0	5	5	0	3	0	8	0	19	8	0	27	0	0	0	0	0	40
16:15	5	54	0	0	59	15	0	5	0	20	0	15	6	0	21	0	0	0	0	0	100
16:30	1	14	0	0	15	18	0	2	0	20	0	8	7	0	15	0	0	0	0	0	50
16:45	3	10	0	0	13	19	0	6	0	25	0	8	15	0	23	0	0	0	0	0	61
Total	9	83	0	0	92	57	0	16	0	73	0	50	36	0	86	0	0	0	0	0	251

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Dodge Trail
Site Code : 2
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	9	0	0	9	11	0	2	0	13	0	13	17	0	30	0	0	0	0	0	52
17:15	3	14	0	0	17	17	0	4	0	21	0	10	12	0	22	0	0	0	0	0	60
17:30	4	14	0	0	18	23	0	6	0	29	0	8	12	0	20	0	0	0	0	0	67
17:45	2	10	0	0	12	22	0	4	0	26	0	6	17	0	23	0	0	0	0	0	61
Total	9	47	0	0	56	73	0	16	0	89	0	37	58	0	95	0	0	0	0	0	240
18:00	1	7	0	0	8	21	0	3	0	24	0	9	12	0	21	0	0	0	0	0	53
18:15	3	7	0	0	10	22	0	3	0	25	0	12	8	0	20	0	0	0	0	0	55
18:30	2	5	0	0	7	26	0	2	1	29	0	8	8	0	16	0	0	0	0	0	52
18:45	2	10	0	0	12	8	0	4	0	12	0	9	5	0	14	0	0	0	0	0	38
Total	8	29	0	0	37	77	0	12	1	90	0	38	33	0	71	0	0	0	0	0	198
Grand Total	125	364	0	0	489	458	0	129	4	591	0	428	478	1	907	0	0	0	0	0	1987
Apprch %	25.6	74.4	0	0		77.5	0	21.8	0.7		0	47.2	52.7	0.1		0	0	0	0		
Total %	6.3	18.3	0	0	24.6	23	0	6.5	0.2	29.7	0	21.5	24.1	0.1	45.6	0	0	0	0	0	

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**5**	**54**	0	0	**59**	15	0	5	0	20	0	**15**	6	0	21	0	0	0	0	0	**100**
16:30	1	14	0	0	15	18	0	2	0	20	0	8	7	0	15	0	0	0	0	0	50
16:45	3	10	0	0	13	**19**	0	**6**	0	**25**	0	8	15	0	23	0	0	0	0	0	61
17:00	0	9	0	0	9	11	0	2	0	13	0	13	**17**	0	**30**	0	0	0	0	0	52
Total Volume	9	87	0	0	96	63	0	15	0	78	0	44	45	0	89	0	0	0	0	0	263
% App. Total	9.4	90.6	0	0		80.8	0	19.2	0		0	49.4	50.6	0		0	0	0	0		
PHF	.450	.403	.000	.000	.407	.829	.000	.625	.000	.780	.000	.733	.662	.000	.742	.000	.000	.000	.000	.000	.658

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**17:30**					**07:30**					**07:00**				
+0 mins.	5	54	0	0	59	23	0	**6**	0	**29**	0	25	12	0	37	0	0	0	0	0
+15 mins.	1	14	0	0	15	22	0	4	0	26	0	13	**20**	**1**	34	0	0	0	0	0
+30 mins.	3	10	0	0	13	21	0	3	0	24	0	21	14	0	35	0	0	0	0	0
+45 mins.	0	9	0	0	9	22	0	3	0	25	0	**27**	13	0	**40**	0	0	0	0	0
Total Volume	9	87	0	0	96	88	0	16	0	104	0	86	59	1	146	0	0	0	0	0
% App. Total	9.4	90.6	0	0		84.6	0	15.4	0		0	58.9	40.4	0.7		0	0	0	0	
PHF	.450	.403	.000	.000	.407	.957	.000	.667	.000	.897	.000	.796	.738	.250	.913	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Dodge Trail
Site Code : 2
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:00	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	6
12:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
13:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
13:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
14:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
14:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
15:30	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
15:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
16:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
16:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Dodge Trail
Site Code : 2
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	1	21	0	0	22	4	0	1	0	5	0	28	0	0	28	0	0	0	0	0	55
Apprch %	4.5	95.5	0	0		80	0	20	0		0	100	0	0		0	0	0	0		
Total %	1.8	38.2	0	0	40	7.3	0	1.8	0	9.1	0	50.9	0	0	50.9	0	0	0	0	0	

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	**3**
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45	0	1	0	0	1	**1**	0	0	0	**1**	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
% App. Total	0	100	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.750	.000	.000	.750	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.667

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45					**10:30**					**14:45**					**07:00**				
+0 mins.	**0**	**1**	0	0	**1**	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	0	1	0	0	**1**	0	**1**	0	**2**	0	0	**2**	0	0	0	0	0
+45 mins.	0	1	0	0	1	**1**	0	0	0	1	0	2	0	0	2	0	0	0	0	0
Total Volume	0	4	0	0	4	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0
% App. Total	0	100	0	0		50	0	50	0		0	100	0	0		0	0	0	0	
PHF	.000	1.000																		

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Dodge Trail
Site Code : 2
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - Bar K Ranch Rd & Dodge Trail
Site Code : 2
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Grand Total	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	0	9	0	0	9	17
Apprch %	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	35.3	0	0	35.3	0	11.8	0	0	11.8	0	52.9	0	0	52.9	

	Bar K Ranch Rd Southbound					Dodge Trail Westbound					Bar K Ranch Rd Northbound					Private Alley Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 18:00																					
18:00	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0	**3**
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	3
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.583

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**18:00**					**11:45**					**13:30**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	3	0	0	3	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	1	0	0	1	0	1	0	0	**1**	0	1	0	0	1
Total Volume	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.000	.250	.000	.000	.250	.000	.750	.000	.000	.750

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Dodge Trail & Diamond Trail
Site Code : 3
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	7	0	0	0	7	0	3	0	0	3	0	0	0	0	0	0	23	0	0	23	33
07:15	1	0	0	0	1	0	3	3	1	7	0	0	0	0	0	0	13	0	0	13	21
07:30	4	0	0	0	4	0	10	0	0	10	0	0	0	0	0	0	19	0	0	19	33
07:45	2	0	0	0	2	0	4	2	0	6	0	0	0	0	0	0	26	0	0	26	34
Total	14	0	0	0	14	0	20	5	1	26	0	0	0	0	0	0	81	0	0	81	121
08:00	3	0	1	0	4	0	7	1	0	8	0	0	0	0	0	0	14	0	0	14	26
08:15	3	0	0	0	3	0	6	1	0	7	0	0	0	0	0	1	19	0	0	20	30
08:30	2	0	0	0	2	0	5	2	0	7	0	0	0	0	0	0	19	0	0	19	28
08:45	2	0	0	0	2	0	9	1	0	10	0	0	0	0	0	0	13	0	0	13	25
Total	10	0	1	0	11	0	27	5	0	32	0	0	0	0	0	1	65	0	0	66	109
09:00	2	0	0	0	2	0	7	3	0	10	0	0	0	0	0	0	9	0	0	9	21
09:15	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	0	14	0	0	14	22
09:30	3	0	1	0	4	0	8	1	0	9	0	0	0	0	0	0	20	0	0	20	33
09:45	1	0	1	0	2	0	6	2	0	8	0	0	0	0	0	0	7	0	0	7	17
Total	8	0	3	0	11	0	26	6	0	32	0	0	0	0	0	0	50	0	0	50	93
10:00	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	24
10:15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	10	0	0	10	16
10:30	3	0	0	0	3	0	5	2	0	7	0	0	0	0	0	0	8	0	0	8	18
10:45	0	0	1	0	1	0	5	2	0	7	0	0	0	0	0	0	7	0	0	7	15
Total	6	0	1	0	7	0	24	5	0	29	0	0	0	0	0	0	37	0	0	37	73
11:00	4	0	0	0	4	0	5	0	0	5	0	0	0	0	0	1	15	0	0	16	25
11:15	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	20
11:30	0	0	2	0	2	0	10	2	0	12	0	0	0	0	0	0	19	0	0	19	33
11:45	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	25
Total	6	0	4	0	10	0	30	2	0	32	0	0	0	0	0	1	60	0	0	61	103
12:00	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	9	0	0	9	23
12:15	0	0	1	0	1	0	14	2	0	16	0	0	0	0	0	1	8	0	0	9	26
12:30	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	1	8	0	0	9	19
12:45	2	0	0	0	2	0	8	1	0	9	0	0	0	0	0	0	6	0	0	6	17
Total	3	0	1	0	4	0	45	3	0	48	0	0	0	0	0	2	31	0	0	33	85
13:00	1	0	0	0	1	0	9	1	0	10	0	0	0	0	0	0	9	0	0	9	20
13:15	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	1	11	0	0	12	29
13:30	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	1	13	0	0	14	23
13:45	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	7	0	0	7	24
Total	2	0	0	0	2	0	50	2	0	52	0	0	0	0	0	2	40	0	0	42	96
14:00	2	0	0	0	2	0	11	1	0	12	0	0	0	0	0	0	10	0	0	10	24
14:15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	22
14:30	0	0	0	0	0	0	12	2	0	14	0	0	0	0	0	0	11	0	0	11	25
14:45	3	0	0	0	3	0	15	2	0	17	0	0	0	0	0	0	9	0	0	9	29
Total	5	0	0	0	5	0	49	5	0	54	0	0	0	0	0	0	41	0	0	41	100
15:00	3	0	0	0	3	0	16	3	0	19	0	0	0	0	0	0	11	0	0	11	33
15:15	2	0	0	0	2	0	15	4	0	19	0	0	0	0	0	1	17	0	0	18	39
15:30	1	0	1	0	2	0	21	4	0	25	0	0	0	0	0	0	17	0	0	17	44
15:45	3	0	0	0	3	0	10	5	0	15	0	0	0	0	0	0	8	0	0	8	26
Total	9	0	1	0	10	0	62	16	0	78	0	0	0	0	0	1	53	0	0	54	142
16:00	2	0	0	0	2	0	7	2	0	9	0	0	0	0	0	0	12	0	0	12	23
16:15	23	0	2	0	25	0	19	6	0	25	0	0	0	0	0	0	10	0	0	10	60

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Dodge Trail & Diamond Trail
Site Code : 3
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	0	0	0	0	0	20	6	0	26	0	0	0	0	0	0	8	0	0	8	34
16:45	4	0	0	0	4	0	23	4	0	27	0	0	0	0	0	1	18	0	0	19	50
Total	29	0	2	0	31	0	69	18	0	87	0	0	0	0	0	1	48	0	0	49	167
17:00	2	0	0	0	2	0	17	4	0	21	0	0	0	0	0	1	17	0	0	18	41
17:15	0	0	0	0	0	0	22	3	0	25	0	0	0	0	0	1	14	0	0	15	40
17:30	3	0	1	0	4	0	29	1	0	30	0	0	0	0	0	1	15	0	0	16	50
17:45	1	0	0	0	1	0	26	1	0	27	0	0	0	0	0	0	23	0	0	23	51
Total	6	0	1	0	7	0	94	9	0	103	0	0	0	0	0	3	69	0	0	72	182
18:00	0	0	0	0	0	0	26	1	0	27	0	0	0	0	0	0	13	0	0	13	40
18:15	2	0	0	0	2	0	23	2	0	25	0	0	0	0	0	2	10	0	0	12	39
18:30	0	0	0	0	0	0	28	2	0	30	0	0	0	0	0	0	12	0	0	12	42
18:45	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	11	0	0	11	27
Total	2	0	0	0	2	0	92	6	0	98	0	0	0	0	0	2	46	0	0	48	148
Grand Total	100	0	14	0	114	0	588	82	1	671	0	0	0	0	0	13	621	0	0	634	1419
Apprch %	87.7	0	12.3	0		0	87.6	12.2	0.1		0	0	0	0		2.1	97.9	0	0		
Total %	7	0	1	0	8	0	41.4	5.8	0.1	47.3	0	0	0	0	0	0.9	43.8	0	0	44.7	
Vehicles	97	0	12	0	109	0	586	79	1	666	0	0	0	0	0	12	616	0	0	628	1403
% Vehicles	97	0	85.7	0	95.6	0	99.7	96.3	100	99.3	0	0	0	0	0	92.3	99.2	0	0	99.1	98.9
Heavy Vehicles	3	0	2	0	5	0	2	3	0	5	0	0	0	0	0	1	5	0	0	6	16
% Heavy Vehicles	3	0	14.3	0	4.4	0	0.3	3.7	0	0.7	0	0	0	0	0	7.7	0.8	0	0	0.9	1.1

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**23**	0	**2**	0	**25**	0	19	**6**	0	25	0	0	0	0	0	0	10	0	0	10	**60**
16:30	0	0	0	0	0	0	20	6	0	26	0	0	0	0	0	0	8	0	0	8	34
16:45	4	0	0	0	4	0	**23**	4	0	**27**	0	0	0	0	0	**1**	**18**	0	0	**19**	50
17:00	2	0	0	0	2	0	17	4	0	21	0	0	0	0	0	1	17	0	0	18	41
Total Volume	29	0	2	0	31	0	79	20	0	99	0	0	0	0	0	2	53	0	0	55	185
% App. Total	93.5	0	6.5	0		0	79.8	20.2	0		0	0	0	0		3.6	96.4	0	0		
PHF	.315	.000	.250	.000	.310	.000	.859	.833	.000	.917	.000	.000	.000	.000	.000	.500	.736	.000	.000	.724	.771
Vehicles	29	0	2	0	31	0	79	19	0	98	0	0	0	0	0	2	51	0	0	53	182
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
% Heavy Vehicles	0	0	0	0	0	0	0	5.0	0	1.0	0	0	0	0	0	0	3.8	0	0	3.6	1.6

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	15:30					17:15					07:00					07:00				
+0 mins.	1	0	1	0	2	0	22	**3**	0	25	0	0	0	0	0	0	23	0	0	23
+15 mins.	3	0	0	0	3	0	**29**	1	0	**30**	0	0	0	0	0	0	13	0	0	13
+30 mins.	2	0	0	0	2	0	26	1	0	27	0	0	0	0	0	0	19	0	0	19
+45 mins.	**23**	0	**2**	0	**25**	0	26	1	0	27	0	0	0	0	0	0	**26**	0	0	**26**
Total Volume	29	0	3	0	32	0	103	6	0	109	0	0	0	0	0	0	81	0	0	81
% App. Total	90.6	0	9.4	0		0	94.5	5.5	0		0	0	0	0		0	100	0	0	
PHF	.315	.000	.375	.000	.320	.000	.888	.500	.000	.908	.000	.000	.000	.000	.000	.000	.779	.000	.000	.779
Vehicles	28	0	2	0	30	0	103	6	0	109	0	0	0	0	0	0	81	0	0	81
% Vehicles																				
Heavy Vehicles	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	3.4	0	33.3	0	6.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Dodge Trail & Diamond Trail
Site Code : 3
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	7	0	0	0	7	0	3	0	0	3	0	0	0	0	0	0	23	0	0	23	33
07:15	1	0	0	0	1	0	3	3	1	7	0	0	0	0	0	0	13	0	0	13	21
07:30	4	0	0	0	4	0	10	0	0	10	0	0	0	0	0	0	19	0	0	19	33
07:45	2	0	0	0	2	0	3	2	0	5	0	0	0	0	0	0	26	0	0	26	33
Total	14	0	0	0	14	0	19	5	1	25	0	0	0	0	0	0	81	0	0	81	120
08:00	3	0	1	0	4	0	7	1	0	8	0	0	0	0	0	0	14	0	0	14	26
08:15	3	0	0	0	3	0	6	1	0	7	0	0	0	0	0	1	19	0	0	20	30
08:30	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	0	19	0	0	19	27
08:45	2	0	0	0	2	0	9	1	0	10	0	0	0	0	0	0	13	0	0	13	25
Total	10	0	1	0	11	0	27	4	0	31	0	0	0	0	0	1	65	0	0	66	108
09:00	2	0	0	0	2	0	7	3	0	10	0	0	0	0	0	0	9	0	0	9	21
09:15	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	0	14	0	0	14	22
09:30	3	0	1	0	4	0	8	1	0	9	0	0	0	0	0	0	19	0	0	19	32
09:45	1	0	1	0	2	0	6	2	0	8	0	0	0	0	0	0	7	0	0	7	17
Total	8	0	3	0	11	0	26	6	0	32	0	0	0	0	0	0	49	0	0	49	92
10:00	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	24
10:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15
10:30	2	0	0	0	2	0	5	2	0	7	0	0	0	0	0	0	8	0	0	8	17
10:45	0	0	1	0	1	0	4	2	0	6	0	0	0	0	0	0	7	0	0	7	14
Total	5	0	1	0	6	0	23	4	0	27	0	0	0	0	0	0	37	0	0	37	70
11:00	4	0	0	0	4	0	5	0	0	5	0	0	0	0	0	1	15	0	0	16	25
11:15	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	19
11:30	0	0	2	0	2	0	10	2	0	12	0	0	0	0	0	0	19	0	0	19	33
11:45	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	25
Total	6	0	3	0	9	0	30	2	0	32	0	0	0	0	0	1	60	0	0	61	102
12:00	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	9	0	0	9	23
12:15	0	0	1	0	1	0	14	2	0	16	0	0	0	0	0	1	8	0	0	9	26
12:30	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	1	8	0	0	9	19
12:45	2	0	0	0	2	0	8	1	0	9	0	0	0	0	0	0	6	0	0	6	17
Total	3	0	1	0	4	0	45	3	0	48	0	0	0	0	0	2	31	0	0	33	85
13:00	1	0	0	0	1	0	9	1	0	10	0	0	0	0	0	0	9	0	0	9	20
13:15	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	1	11	0	0	12	29
13:30	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	1	13	0	0	14	23
13:45	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	7	0	0	7	24
Total	2	0	0	0	2	0	50	2	0	52	0	0	0	0	0	2	40	0	0	42	96
14:00	2	0	0	0	2	0	11	1	0	12	0	0	0	0	0	0	10	0	0	10	24
14:15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	21
14:30	0	0	0	0	0	0	12	2	0	14	0	0	0	0	0	0	11	0	0	11	25
14:45	3	0	0	0	3	0	15	2	0	17	0	0	0	0	0	0	9	0	0	9	29
Total	5	0	0	0	5	0	49	5	0	54	0	0	0	0	0	0	40	0	0	40	99
15:00	3	0	0	0	3	0	16	3	0	19	0	0	0	0	0	0	11	0	0	11	33
15:15	2	0	0	0	2	0	15	4	0	19	0	0	0	0	0	1	17	0	0	18	39
15:30	1	0	0	0	1	0	21	4	0	25	0	0	0	0	0	0	17	0	0	17	43
15:45	3	0	0	0	3	0	10	5	0	15	0	0	0	0	0	0	8	0	0	8	26
Total	9	0	0	0	9	0	62	16	0	78	0	0	0	0	0	1	53	0	0	54	141
16:00	1	0	0	0	1	0	7	2	0	9	0	0	0	0	0	0	12	0	0	12	22
16:15	23	0	2	0	25	0	19	5	0	24	0	0	0	0	0	0	10	0	0	10	59
16:30	0	0	0	0	0	0	20	6	0	26	0	0	0	0	0	0	8	0	0	8	34
16:45	4	0	0	0	4	0	23	4	0	27	0	0	0	0	0	1	17	0	0	18	49
Total	28	0	2	0	30	0	69	17	0	86	0	0	0	0	0	1	47	0	0	48	164

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Dodge Trail & Diamond Trail
Site Code : 3
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	2	0	0	0	2	0	17	4	0	21	0	0	0	0	0	1	16	0	0	17	40
17:15	0	0	0	0	0	0	22	3	0	25	0	0	0	0	0	1	13	0	0	14	39
17:30	2	0	1	0	3	0	29	1	0	30	0	0	0	0	0	0	15	0	0	15	48
17:45	1	0	0	0	1	0	26	1	0	27	0	0	0	0	0	0	23	0	0	23	51
Total	5	0	1	0	6	0	94	9	0	103	0	0	0	0	0	2	67	0	0	69	178
18:00	0	0	0	0	0	0	26	1	0	27	0	0	0	0	0	0	13	0	0	13	40
18:15	2	0	0	0	2	0	23	2	0	25	0	0	0	0	0	2	10	0	0	12	39
18:30	0	0	0	0	0	0	28	2	0	30	0	0	0	0	0	0	12	0	0	12	42
18:45	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	11	0	0	11	27
Total	2	0	0	0	2	0	92	6	0	98	0	0	0	0	0	2	46	0	0	48	148
Grand Total	97	0	12	0	109	0	586	79	1	666	0	0	0	0	0	12	616	0	0	628	1403
Apprch %	89	0	11	0		0	88	11.9	0.2		0	0	0	0		1.9	98.1	0	0		
Total %	6.9	0	0.9	0	7.8	0	41.8	5.6	0.1	47.5	0	0	0	0	0	0.9	43.9	0	0	44.8	

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**23**	0	**2**	0	**25**	0	19	5	0	24	0	0	0	0	0	0	10	0	0	10	**59**
16:30	0	0	0	0	0	0	20	**6**	0	26	0	0	0	0	0	0	8	0	0	8	34
16:45	4	0	0	0	4	0	**23**	4	0	**27**	0	0	0	0	0	**1**	**17**	0	0	**18**	49
17:00	2	0	0	0	2	0	17	4	0	21	0	0	0	0	0	1	16	0	0	17	40
Total Volume	29	0	2	0	31	0	79	19	0	98	0	0	0	0	0	2	51	0	0	53	182
% App. Total	93.5	0	6.5	0		0	80.6	19.4	0		0	0	0	0		3.8	96.2	0	0		
PHF	.315	.000	.250	.000	.310	.000	.859	.792	.000	.907	.000	.000	.000	.000	.000	.500	.750	.000	.000	.736	.771

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**17:15**					**07:00**					**07:00**				
+0 mins.	23	0	2	0	25	0	22	3	0	25	0	0	0	0	0	0	23	0	0	23
+15 mins.	0	0	0	0	0	0	**29**	1	0	**30**	0	0	0	0	0	0	13	0	0	13
+30 mins.	4	0	0	0	4	0	26	1	0	27	0	0	0	0	0	0	19	0	0	19
+45 mins.	2	0	0	0	2	0	26	1	0	27	0	0	0	0	0	0	**26**	0	0	**26**
Total Volume	29	0	2	0	31	0	103	6	0	109	0	0	0	0	0	0	81	0	0	81
% App. Total	93.5	0	6.5	0		0	94.5	5.5	0		0	0	0	0		0	100	0	0	
PHF	.315	.000	.250	.000	.310	.000	.888	.500	.000	.908	.000	.000	.000	.000	.000	.000	.779	.000	.000	.779

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Dodge Trail & Diamond Trail
Site Code : 3
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Groups Printed- Heavy Vehicles

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Dodge Trail & Diamond Trail
Site Code : 3
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	2	0	5	0	2	3	0	5	0	0	0	0	0	1	5	0	0	6	16
Apprch %	60	0	40	0		0	40	60	0		0	0	0	0		16.7	83.3	0	0		
Total %	18.8	0	12.5	0	31.2	0	12.5	18.8	0	31.2	0	0	0	0	0	6.2	31.2	0	0	37.5	

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	**2**
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		25	75	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.750	.000	.000	1.00	.625

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:30					**07:45**					**07:00**					**16:45**				
+0 mins.	**1**	0	0	0	**1**	0	**1**	0	0	**1**	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	**1**	0	1	0	0	**1**	0	1	0	0	0	0	0	**1**	0	0	0	1
Total Volume	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4
% App. Total	50	0	50	0		0	50	50	0		0	0	0	0		25	75	0	0	
PHF	.250	.000	.250	.000	.500	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.750	.000	.000	1.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Dodge Trail & Diamond Trail
Site Code : 3
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 3 - Dodge Trail & Diamond Trail
Site Code : 3
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Diamond Trail Southbound					Dodge Trail Westbound					Northbound					Dodge Trail Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15																					
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1			1															
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - Bar K Ranch Rd & Ridgeview Rd
Site Code : 4
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	2	1	0	0	3	1	0	0	0	1	0	24	1	0	25	0	0	0	0	0	29
07:15	4	9	0	0	13	1	0	1	0	2	0	31	6	0	37	0	0	0	0	0	52
07:30	4	17	0	0	21	2	0	7	0	9	0	32	6	0	38	0	0	0	0	0	68
07:45	2	17	0	0	19	2	0	8	0	10	0	27	9	0	36	0	0	0	0	0	65
Total	12	44	0	0	56	6	0	16	0	22	0	114	22	0	136	0	0	0	0	0	214
08:00	7	9	0	0	16	3	0	3	0	6	0	30	11	0	41	0	0	0	0	0	63
08:15	8	22	0	0	30	3	0	3	0	6	0	32	0	0	32	0	0	0	0	0	68
08:30	0	14	0	0	14	3	0	6	0	9	0	25	5	0	30	0	0	0	0	0	53
08:45	1	5	0	0	6	3	0	2	0	5	0	12	4	0	16	0	0	0	0	0	27
Total	16	50	0	0	66	12	0	14	0	26	0	99	20	0	119	0	0	0	0	0	211
09:00	1	10	0	0	11	2	0	0	0	2	0	10	3	0	13	0	0	0	0	0	26
09:15	6	5	0	0	11	3	0	2	0	5	0	13	1	0	14	0	0	0	0	0	30
09:30	0	12	0	0	12	1	0	2	0	3	0	18	3	0	21	0	0	0	0	0	36
09:45	2	9	0	0	11	2	0	1	0	3	0	9	4	0	13	0	0	0	0	0	27
Total	9	36	0	0	45	8	0	5	0	13	0	50	11	0	61	0	0	0	0	0	119
10:00	0	8	0	0	8	3	0	4	0	7	0	8	3	0	11	0	0	0	0	0	26
10:15	1	6	0	0	7	1	0	4	0	5	0	15	1	0	16	0	0	0	0	0	28
10:30	3	3	0	0	6	2	0	1	0	3	0	12	1	0	13	0	0	0	0	0	22
10:45	0	11	0	0	11	3	0	2	0	5	0	7	1	0	8	0	0	0	0	0	24
Total	4	28	0	0	32	9	0	11	0	20	0	42	6	0	48	0	0	0	0	0	100
11:00	0	6	0	0	6	1	0	2	0	3	0	10	2	0	12	0	0	0	0	0	21
11:15	0	4	0	0	4	4	0	0	0	4	0	15	2	0	17	0	0	0	0	0	25
11:30	3	12	0	0	15	4	0	2	0	6	0	18	2	0	20	0	0	0	0	0	41
11:45	1	9	0	0	10	5	0	1	0	6	0	11	1	0	12	0	0	0	0	0	28
Total	4	31	0	0	35	14	0	5	0	19	0	54	7	0	61	0	0	0	0	0	115
12:00	4	12	0	0	16	1	0	0	0	1	0	11	3	0	14	0	0	0	0	0	31
12:15	4	11	0	0	15	3	0	0	0	3	0	8	2	0	10	0	0	0	0	0	28
12:30	1	10	0	0	11	2	0	1	0	3	0	11	1	0	12	0	0	0	0	0	26
12:45	0	10	0	0	10	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	20
Total	9	43	0	0	52	8	0	1	0	9	0	38	6	0	44	0	0	0	0	0	105
13:00	1	11	0	0	12	6	0	2	0	8	0	9	3	0	12	0	0	0	0	0	32
13:15	3	14	0	0	17	3	0	1	0	4	0	12	0	0	12	0	0	0	0	0	33
13:30	0	5	0	0	5	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	20
13:45	1	17	0	0	18	0	0	2	0	2	0	11	1	0	12	0	0	0	0	0	32
Total	5	47	0	0	52	10	0	6	0	16	0	45	4	0	49	0	0	0	0	0	117
14:00	1	9	0	0	10	2	0	1	0	3	0	13	0	0	13	0	0	0	0	0	26
14:15	1	10	0	0	11	3	0	3	0	6	0	12	0	0	12	0	0	0	0	0	29
14:30	0	13	0	0	13	6	0	3	0	9	0	12	0	0	12	0	0	0	0	0	34
14:45	1	14	0	0	15	4	0	0	0	4	0	17	1	0	18	0	0	0	0	0	37
Total	3	46	0	0	49	15	0	7	0	22	0	54	1	0	55	0	0	0	0	0	126
15:00	5	15	0	0	20	0	0	3	0	3	0	16	3	0	19	0	0	0	0	0	42
15:15	1	19	0	0	20	3	0	3	0	6	0	21	7	0	28	0	0	0	0	0	54
15:30	4	17	0	0	21	7	0	3	0	10	0	18	3	0	21	0	0	0	0	0	52
15:45	2	8	0	0	10	0	0	4	0	4	0	15	1	0	16	0	0	0	0	0	30
Total	12	59	0	0	71	10	0	13	0	23	0	70	14	0	84	0	0	0	0	0	178
16:00	1	8	0	0	9	3	0	9	0	12	0	20	5	0	25	0	0	0	0	0	46
16:15	22	48	0	0	70	2	0	7	0	9	0	15	0	0	15	0	0	0	0	0	94

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - Bar K Ranch Rd & Ridgeview Rd
Site Code : 4
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	2	27	0	0	29	4	0	0	0	4	0	15	1	0	16	0	0	0	0	0	49
16:45	3	25	0	0	28	4	0	2	0	6	0	28	4	0	32	0	0	0	0	0	66
Total	28	108	0	0	136	13	0	18	0	31	0	78	10	0	88	0	0	0	0	0	255
17:00	6	18	0	0	24	4	0	2	0	6	0	19	3	0	22	0	0	0	0	0	52
17:15	2	22	0	0	24	8	0	0	0	8	0	20	2	0	22	0	0	0	0	0	54
17:30	4	31	0	0	35	4	0	2	0	6	0	17	2	0	19	0	0	0	0	0	60
17:45	3	26	0	0	29	3	0	2	0	5	0	23	0	0	23	0	0	0	0	0	57
Total	15	97	0	0	112	19	0	6	0	25	0	79	7	0	86	0	0	0	0	0	223
18:00	2	23	0	0	25	9	0	2	0	11	0	17	3	0	20	0	0	0	0	0	56
18:15	2	24	0	0	26	3	0	1	0	4	0	20	3	0	23	0	0	0	0	0	53
18:30	0	30	0	0	30	9	0	2	0	11	0	16	2	0	18	0	0	0	0	0	59
18:45	3	15	0	0	18	3	0	1	0	4	0	15	1	0	16	0	0	0	0	0	38
Total	7	92	0	0	99	24	0	6	0	30	0	68	9	0	77	0	0	0	0	0	206
Grand Total	124	681	0	0	805	148	0	108	0	256	0	791	117	0	908	0	0	0	0	0	1969
Apprch %	15.4	84.6	0	0		57.8	0	42.2	0		0	87.1	12.9	0		0	0	0	0		
Total %	6.3	34.6	0	0	40.9	7.5	0	5.5	0	13	0	40.2	5.9	0	46.1	0	0	0	0	0	
Vehicles	124	661	0	0	785	143	0	105	0	248	0	759	115	0	874	0	0	0	0	0	1907
% Vehicles	100	97.1	0	0	97.5	96.6	0	97.2	0	96.9	0	96	98.3	0	96.3	0	0	0	0	0	96.9
Heavy Vehicles	0	20	0	0	20	5	0	3	0	8	0	32	2	0	34	0	0	0	0	0	62
% Heavy Vehicles	0	2.9	0	0	2.5	3.4	0	2.8	0	3.1	0	4	1.7	0	3.7	0	0	0	0	0	3.1

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	4	17	0	0	21	2	0	7	0	9	0	**32**	6	0	38	0	0	0	0	0	**68**
07:45	2	17	0	0	19	2	0	**8**	0	**10**	0	27	9	0	36	0	0	0	0	0	65
08:00	7	9	0	0	16	**3**	0	3	0	6	0	30	**11**	0	**41**	0	0	0	0	0	63
08:15	**8**	**22**	0	0	**30**	3	0	3	0	6	0	32	0	0	32	0	0	0	0	0	68
Total Volume	21	65	0	0	86	10	0	21	0	31	0	121	26	0	147	0	0	0	0	0	264
% App. Total	24.4	75.6	0	0		32.3	0	67.7	0		0	82.3	17.7	0		0	0	0	0		
PHF	.656	.739	.000	.000	.717	.833	.000	.656	.000	.775	.000	.945	.591	.000	.896	.000	.000	.000	.000	.000	.971
Vehicles	21	62	0	0	83	9	0	20	0	29	0	119	24	0	143	0	0	0	0	0	255
% Vehicles																					
Heavy Vehicles	0	3	0	0	3	1	0	1	0	2	0	2	2	0	4	0	0	0	0	0	9
% Heavy Vehicles	0	4.6	0	0	3.5	10.0	0	4.8	0	6.5	0	1.7	7.7	0	2.7	0	0	0	0	0	3.4

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					15:30					07:15					07:00				
+0 mins.	**22**	**48**	0	0	**70**	**7**	0	3	0	10	0	31	6	0	37	0	0	0	0	0
+15 mins.	2	27	0	0	29	0	0	4	0	4	0	**32**	6	0	38	0	0	0	0	0
+30 mins.	3	25	0	0	28	3	0	**9**	0	**12**	0	27	9	0	36	0	0	0	0	0
+45 mins.	6	18	0	0	24	2	0	7	0	9	0	30	**11**	0	**41**	0	0	0	0	0
Total Volume	33	118	0	0	151	12	0	23	0	35	0	120	32	0	152	0	0	0	0	0
% App. Total	21.9	78.1	0	0		34.3	0	65.7	0		0	78.9	21.1	0		0	0	0	0	
PHF	.375	.615	.000	.000	.539	.429	.000	.639	.000	.729	.000	.938	.727	.000	.927	.000	.000	.000	.000	.000
Vehicles	33	116	0	0	149	11	0	23	0	34	0	118	30	0	148	0	0	0	0	0
% Vehicles																				
Heavy Vehicles	0	2	0	0	2	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0
% Heavy Vehicles	0	1.7	0	0	1.3	8.3	0	0	0	2.9	0	1.7	6.2	0	2.6	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - Bar K Ranch Rd & Ridgeview Rd
Site Code : 4
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	2	1	0	0	3	1	0	0	0	1	0	23	1	0	24	0	0	0	0	0	28
07:15	4	8	0	0	12	1	0	1	0	2	0	30	6	0	36	0	0	0	0	0	50
07:30	4	17	0	0	21	1	0	7	0	8	0	31	6	0	37	0	0	0	0	0	66
07:45	2	14	0	0	16	2	0	7	0	9	0	27	8	0	35	0	0	0	0	0	60
Total	12	40	0	0	52	5	0	15	0	20	0	111	21	0	132	0	0	0	0	0	204
08:00	7	9	0	0	16	3	0	3	0	6	0	30	10	0	40	0	0	0	0	0	62
08:15	8	22	0	0	30	3	0	3	0	6	0	31	0	0	31	0	0	0	0	0	67
08:30	0	13	0	0	13	3	0	6	0	9	0	24	5	0	29	0	0	0	0	0	51
08:45	1	5	0	0	6	3	0	2	0	5	0	12	4	0	16	0	0	0	0	0	27
Total	16	49	0	0	65	12	0	14	0	26	0	97	19	0	116	0	0	0	0	0	207
09:00	1	10	0	0	11	2	0	0	0	2	0	10	3	0	13	0	0	0	0	0	26
09:15	6	5	0	0	11	3	0	2	0	5	0	13	1	0	14	0	0	0	0	0	30
09:30	0	11	0	0	11	1	0	2	0	3	0	17	3	0	20	0	0	0	0	0	34
09:45	2	9	0	0	11	2	0	1	0	3	0	9	4	0	13	0	0	0	0	0	27
Total	9	35	0	0	44	8	0	5	0	13	0	49	11	0	60	0	0	0	0	0	117
10:00	0	8	0	0	8	3	0	4	0	7	0	8	3	0	11	0	0	0	0	0	26
10:15	1	5	0	0	6	1	0	4	0	5	0	14	1	0	15	0	0	0	0	0	26
10:30	3	3	0	0	6	2	0	1	0	3	0	12	1	0	13	0	0	0	0	0	22
10:45	0	11	0	0	11	2	0	2	0	4	0	7	1	0	8	0	0	0	0	0	23
Total	4	27	0	0	31	8	0	11	0	19	0	41	6	0	47	0	0	0	0	0	97
11:00	0	5	0	0	5	1	0	2	0	3	0	9	2	0	11	0	0	0	0	0	19
11:15	0	4	0	0	4	4	0	0	0	4	0	14	2	0	16	0	0	0	0	0	24
11:30	3	11	0	0	14	3	0	2	0	5	0	16	2	0	18	0	0	0	0	0	37
11:45	1	9	0	0	10	5	0	1	0	6	0	10	1	0	11	0	0	0	0	0	27
Total	4	29	0	0	33	13	0	5	0	18	0	49	7	0	56	0	0	0	0	0	107
12:00	4	11	0	0	15	1	0	0	0	1	0	10	3	0	13	0	0	0	0	0	29
12:15	4	11	0	0	15	3	0	0	0	3	0	8	2	0	10	0	0	0	0	0	28
12:30	1	10	0	0	11	2	0	1	0	3	0	11	1	0	12	0	0	0	0	0	26
12:45	0	10	0	0	10	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	20
Total	9	42	0	0	51	8	0	1	0	9	0	37	6	0	43	0	0	0	0	0	103
13:00	1	10	0	0	11	6	0	2	0	8	0	8	3	0	11	0	0	0	0	0	30
13:15	3	13	0	0	16	2	0	1	0	3	0	11	0	0	11	0	0	0	0	0	30
13:30	0	5	0	0	5	1	0	1	0	2	0	12	0	0	12	0	0	0	0	0	19
13:45	1	17	0	0	18	0	0	2	0	2	0	11	1	0	12	0	0	0	0	0	32
Total	5	45	0	0	50	9	0	6	0	15	0	42	4	0	46	0	0	0	0	0	111
14:00	1	8	0	0	9	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	24
14:15	1	9	0	0	10	3	0	2	0	5	0	11	0	0	11	0	0	0	0	0	26
14:30	0	12	0	0	12	6	0	3	0	9	0	12	0	0	12	0	0	0	0	0	33
14:45	1	14	0	0	15	4	0	0	0	4	0	16	1	0	17	0	0	0	0	0	36
Total	3	43	0	0	46	15	0	5	0	20	0	52	1	0	53	0	0	0	0	0	119
15:00	5	15	0	0	20	0	0	3	0	3	0	16	3	0	19	0	0	0	0	0	42
15:15	1	18	0	0	19	3	0	3	0	6	0	18	7	0	25	0	0	0	0	0	50
15:30	4	17	0	0	21	6	0	3	0	9	0	16	3	0	19	0	0	0	0	0	49
15:45	2	8	0	0	10	0	0	4	0	4	0	14	1	0	15	0	0	0	0	0	29
Total	12	58	0	0	70	9	0	13	0	22	0	64	14	0	78	0	0	0	0	0	170
16:00	1	8	0	0	9	3	0	9	0	12	0	19	5	0	24	0	0	0	0	0	45
16:15	22	47	0	0	69	2	0	7	0	9	0	14	0	0	14	0	0	0	0	0	92
16:30	2	26	0	0	28	4	0	0	0	4	0	13	1	0	14	0	0	0	0	0	46
16:45	3	25	0	0	28	4	0	2	0	6	0	26	4	0	30	0	0	0	0	0	64
Total	28	106	0	0	134	13	0	18	0	31	0	72	10	0	82	0	0	0	0	0	247

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - Bar K Ranch Rd & Ridgeview Rd
Site Code : 4
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	6	18	0	0	24	4	0	2	0	6	0	19	3	0	22	0	0	0	0	0	52
17:15	2	21	0	0	23	8	0	0	0	8	0	19	2	0	21	0	0	0	0	0	52
17:30	4	31	0	0	35	4	0	2	0	6	0	17	2	0	19	0	0	0	0	0	60
17:45	3	26	0	0	29	3	0	2	0	5	0	23	0	0	23	0	0	0	0	0	57
Total	15	96	0	0	111	19	0	6	0	25	0	78	7	0	85	0	0	0	0	0	221
18:00	2	23	0	0	25	9	0	2	0	11	0	17	3	0	20	0	0	0	0	0	56
18:15	2	23	0	0	25	3	0	1	0	4	0	19	3	0	22	0	0	0	0	0	51
18:30	0	30	0	0	30	9	0	2	0	11	0	16	2	0	18	0	0	0	0	0	59
18:45	3	15	0	0	18	3	0	1	0	4	0	15	1	0	16	0	0	0	0	0	38
Total	7	91	0	0	98	24	0	6	0	30	0	67	9	0	76	0	0	0	0	0	204
Grand Total	124	661	0	0	785	143	0	105	0	248	0	759	115	0	874	0	0	0	0	0	1907
Apprch %	15.8	84.2	0	0		57.7	0	42.3	0		0	86.8	13.2	0		0	0	0	0		
Total %	6.5	34.7	0	0	41.2	7.5	0	5.5	0	13	0	39.8	6	0	45.8	0	0	0	0	0	

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	4	17	0	0	21	1	0	**7**	0	8	0	**31**	6	0	37	0	0	0	0	0	66
07:45	2	14	0	0	16	2	0	7	0	**9**	0	27	8	0	35	0	0	0	0	0	60
08:00	7	9	0	0	16	**3**	0	3	0	6	0	30	**10**	0	**40**	0	0	0	0	0	62
08:15	**8**	**22**	0	0	**30**	3	0	3	0	6	0	31	0	0	31	0	0	0	0	0	**67**
Total Volume	21	62	0	0	83	9	0	20	0	29	0	119	24	0	143	0	0	0	0	0	255
% App. Total	25.3	74.7	0	0		31	0	69	0		0	83.2	16.8	0		0	0	0	0		
PHF	.656	.705	.000	.000	.692	.750	.000	.714	.000	.806	.000	.960	.600	.000	.894	.000	.000	.000	.000	.000	.951

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**15:30**					**07:15**					**07:00**				
+0 mins.	22	47	0	0	69	6	0	3	0	9	0	30	6	0	36	0	0	0	0	0
+15 mins.	2	26	0	0	28	0	0	4	0	4	0	**31**	6	0	37	0	0	0	0	0
+30 mins.	3	25	0	0	28	3	0	**9**	0	**12**	0	27	8	0	35	0	0	0	0	0
+45 mins.	6	18	0	0	24	2	0	7	0	9	0	30	**10**	0	**40**	0	0	0	0	0
Total Volume	33	116	0	0	149	11	0	23	0	34	0	118	30	0	148	0	0	0	0	0
% App. Total	22.1	77.9	0	0		32.4	0	67.6	0		0	79.7	20.3	0		0	0	0	0	
PHF	.375	.617	.000	.000	.540	.458	.000	.639	.000	.708	.000	.952	.750	.000	.925	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - Bar K Ranch Rd & Ridgeview Rd
Site Code : 4
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:30	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
07:45	0	3	0	0	3	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	5
Total	0	4	0	0	4	1	0	1	0	2	0	3	1	0	4	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
11:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	8
12:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
13:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
13:15	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
14:00	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
14:15	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
14:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
15:30	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	8
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
16:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - Bar K Ranch Rd & Ridgeview Rd
Site Code : 4
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	20	0	0	20	5	0	3	0	8	0	32	2	0	34	0	0	0	0	0	62
Apprch %	0	100	0	0		62.5	0	37.5	0		0	94.1	5.9	0		0	0	0	0		
Total %	0	32.3	0	0	32.3	8.1	0	4.8	0	12.9	0	51.6	3.2	0	54.8	0	0	0	0	0	

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	1
07:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:30	0	0	0	0	0	**1**	0	0	0	**1**	0	1	0	0	1	0	0	0	0	0	2
07:45	0	**3**	0	0	**3**	0	0	**1**	0	1	0	0	**1**	0	1	0	0	0	0	0	**5**
Total Volume	0	4	0	0	4	1	0	1	0	2	0	3	1	0	4	0	0	0	0	0	10
% App. Total	0	100	0	0		50	0	50	0		0	75	25	0		0	0	0	0		
PHF	.000	.333	.000	.000	.333	.250	.000	.250	.000	.500	.000	.750	.250	.000	1.00	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**07:00**					**15:15**					**07:00**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0	0	**3**	0	0	0	0	0
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	1	0	0	1	0	0	0	0	0
+45 mins.	0	**3**	0	0	**3**	0	0	**1**	0	1	0	1	0	0	1	0	0	0	0	0
Total Volume	0	4	0	0	4	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0
% App. Total	0	100	0	0		50	0	50	0		0	100	0	0		0	0	0	0	
PHF	.000	.333	.000	.000	.333	.250	.000	.250	.000	.500	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - Bar K Ranch Rd & Ridgeview Rd
Site Code : 4
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - Bar K Ranch Rd & Ridgeview Rd
Site Code : 4
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	2	0	0	2	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	13
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	15.4	0	0	15.4	0	84.6	0	0	84.6	0	0	0	0	0	0	0	0	0	0	

	Bar K Ranch Rd Southbound					Ridgeview Rd Westbound					Bar K Ranch Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:45																					
13:45	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**
14:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45					13:45					07:00					07:00				
+0 mins.	0	0	0	0	0	0	2			2										
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Bar K Ranch Rd & Paseo De Vaca St
Site Code : 5
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	1	0	1	0	2	2	0	12	0	14	0	1	0	0	1	0	0	0	0	0	17
07:15	6	0	0	0	6	0	0	17	0	17	0	2	0	0	2	0	0	0	0	0	25
07:30	9	1	0	0	10	1	0	14	0	15	0	0	3	0	3	0	1	0	0	1	29
07:45	6	2	0	0	8	1	0	13	0	14	0	0	1	0	1	0	0	0	0	0	23
Total	22	3	1	0	26	4	0	56	0	60	0	3	4	0	7	0	1	0	0	1	94
08:00	6	4	0	0	10	1	0	15	0	16	0	0	0	0	0	0	0	0	0	0	26
08:15	13	1	0	0	14	0	0	11	0	11	0	4	1	0	5	0	0	0	0	0	30
08:30	7	1	0	0	8	3	0	10	0	13	0	0	0	0	0	0	0	0	0	0	21
08:45	1	1	1	0	3	2	4	6	0	12	0	0	2	0	2	0	0	0	0	0	17
Total	27	7	1	0	35	6	4	42	0	52	0	4	3	0	7	0	0	0	0	0	94
09:00	4	3	2	0	9	3	5	6	0	14	0	0	1	0	1	0	0	0	0	0	24
09:15	3	1	0	0	4	1	2	5	0	8	0	1	5	0	6	1	0	0	0	1	19
09:30	6	2	1	0	9	0	0	9	0	9	0	4	1	0	5	0	0	0	0	0	23
09:45	6	1	0	0	7	2	0	5	0	7	0	1	3	0	4	1	0	0	0	1	19
Total	19	7	3	0	29	6	7	25	0	38	0	6	10	0	16	2	0	0	0	2	85
10:00	1	2	0	0	3	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	8
10:15	4	1	2	0	7	3	1	7	0	11	0	1	1	0	2	0	1	0	0	1	21
10:30	2	2	0	0	4	2	1	5	0	8	0	2	0	0	2	1	1	0	0	2	16
10:45	7	3	0	0	10	1	0	4	0	5	0	0	1	0	1	0	0	0	0	0	16
Total	14	8	2	0	24	6	2	20	0	28	0	4	2	0	6	1	2	0	0	3	61
11:00	3	2	0	0	5	0	0	6	0	6	0	1	1	0	2	4	7	0	0	11	24
11:15	0	3	0	0	3	3	0	1	0	4	0	4	4	0	8	2	1	0	0	3	18
11:30	3	5	0	0	8	1	0	5	0	6	0	4	2	0	6	0	0	0	0	0	20
11:45	5	1	0	0	6	1	0	4	0	5	0	3	2	0	5	6	2	0	0	8	24
Total	11	11	0	0	22	5	0	16	0	21	0	12	9	0	21	12	10	0	0	22	86
12:00	6	1	0	0	7	2	0	9	0	11	0	2	3	0	5	0	0	0	0	0	23
12:15	5	3	0	0	8	2	0	4	0	6	0	0	1	0	1	0	0	0	0	0	15
12:30	5	1	0	0	6	2	0	6	0	8	0	0	4	0	4	0	0	0	0	0	18
12:45	3	0	0	0	3	2	0	5	0	7	0	0	4	0	4	0	0	0	0	0	14
Total	19	5	0	0	24	8	0	24	0	32	0	2	12	0	14	0	0	0	0	0	70
13:00	9	2	1	0	12	0	1	5	0	6	0	2	1	0	3	2	0	0	0	2	23
13:15	7	3	1	0	11	3	0	4	0	7	0	1	1	0	2	0	0	0	0	0	20
13:30	5	0	0	0	5	0	1	7	0	8	0	4	2	0	6	0	0	0	0	0	19
13:45	10	3	0	0	13	4	1	6	0	11	0	3	1	0	4	0	0	0	0	0	28
Total	31	8	2	0	41	7	3	22	0	32	0	10	5	0	15	2	0	0	0	2	90
14:00	3	1	0	0	4	3	0	7	0	10	0	3	3	0	6	0	0	0	0	0	20
14:15	2	0	0	0	2	1	0	3	0	4	0	1	2	0	3	0	0	0	0	0	9
14:30	5	3	0	0	8	2	0	17	0	19	0	1	0	0	1	0	1	0	0	1	29
14:45	6	2	0	0	8	3	0	13	0	16	0	0	4	0	4	0	0	0	0	0	28
Total	16	6	0	0	22	9	0	40	0	49	0	5	9	0	14	0	1	0	0	1	86
15:00	8	2	1	0	11	3	0	11	0	14	0	1	2	0	3	1	0	0	0	1	29
15:15	10	2	0	0	12	2	0	9	0	11	0	5	2	0	7	0	0	0	0	0	30
15:30	3	2	0	0	5	0	0	9	0	9	0	3	4	0	7	0	0	0	0	0	21
15:45	5	0	0	0	5	2	0	11	0	13	0	2	3	0	5	0	0	0	0	0	23
Total	26	6	1	0	33	7	0	40	0	47	0	11	11	0	22	1	0	0	0	1	103
16:00	3	1	0	0	4	0	0	10	0	10	0	3	1	0	4	0	0	0	0	0	18
16:15	26	3	0	0	29	2	0	3	0	5	0	2	1	0	3	0	0	0	0	0	37

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Bar K Ranch Rd & Paseo De Vaca St
Site Code : 5
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	17	3	0	0	20	2	0	4	0	6	0	2	1	0	3	0	1	0	0	1	30
16:45	5	6	0	1	12	4	0	13	0	17	0	2	3	0	5	0	0	0	0	0	34
Total	51	13	0	1	65	8	0	30	0	38	0	9	6	0	15	0	1	0	0	1	119
17:00	7	3	0	0	10	5	0	12	0	17	0	1	0	0	1	0	0	0	0	0	28
17:15	10	3	0	0	13	5	0	8	0	13	0	4	4	0	8	0	0	0	0	0	34
17:30	4	8	0	0	12	1	0	9	0	10	0	2	2	0	4	0	0	0	0	0	26
17:45	9	6	0	0	15	2	0	6	0	8	0	6	2	0	8	1	0	0	0	1	32
Total	30	20	0	0	50	13	0	35	0	48	0	13	8	0	21	1	0	0	0	1	120
18:00	8	4	0	0	12	5	0	11	0	16	0	4	2	0	6	0	0	0	0	0	34
18:15	7	3	0	0	10	8	0	8	0	16	0	3	2	0	5	0	0	0	0	0	31
18:30	9	10	0	0	19	2	0	7	0	9	0	6	4	0	10	0	0	0	0	0	38
18:45	7	0	0	0	7	4	0	11	0	15	0	3	2	0	5	0	0	0	0	0	27
Total	31	17	0	0	48	19	0	37	0	56	0	16	10	0	26	0	0	0	0	0	130
Grand Total	297	111	10	1	419	98	16	387	0	501	0	95	89	0	184	19	15	0	0	34	1138
Apprch %	70.9	26.5	2.4	0.2		19.6	3.2	77.2	0		0	51.6	48.4	0		55.9	44.1	0	0		
Total %	26.1	9.8	0.9	0.1	36.8	8.6	1.4	34	0	44	0	8.3	7.8	0	16.2	1.7	1.3	0	0	3	
Vehicles	279	108	10	1	398	98	16	383	0	497	0	93	88	0	181	19	15	0	0	34	1110
% Vehicles	93.9	97.3	100	100	95	100	100	99	0	99.2	0	97.9	98.9	0	98.4	100	100	0	0	100	97.5
Heavy Vehicles	18	3	0	0	21	0	0	4	0	4	0	2	1	0	3	0	0	0	0	0	28
% Heavy Vehicles	6.1	2.7	0	0	5	0	0	1	0	0.8	0	2.1	1.1	0	1.6	0	0	0	0	0	2.5

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:45																					
17:45	**9**	6	0	0	15	2	0	6	0	8	0	**6**	2	0	8	**1**	0	0	0	**1**	32
18:00	8	4	0	0	12	5	0	**11**	0	**16**	0	4	2	0	6	0	0	0	0	0	34
18:15	7	3	0	0	10	**8**	0	8	0	16	0	3	2	0	5	0	0	0	0	0	31
18:30	9	**10**	0	0	**19**	2	0	7	0	9	0	6	**4**	0	**10**	0	0	0	0	0	**38**
Total Volume	33	23	0	0	56	17	0	32	0	49	0	19	10	0	29	1	0	0	0	1	135
% App. Total	58.9	41.1	0	0		34.7	0	65.3	0		0	65.5	34.5	0		100	0	0	0		
PHF	.917	.575	.000	.000	.737	.531	.000	.727	.000	.766	.000	.792	.625	.000	.725	.250	.000	.000	.000	.250	.888
Vehicles	31	23	0	0	54	17	0	32	0	49	0	19	10	0	29	1	0	0	0	1	133
% Vehicles																					
Heavy Vehicles	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	6.1	0	0	0	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					07:15					17:45					11:00				
+0 mins.	**26**	3	0	0	**29**	0	0	**17**	0	**17**	0	**6**	2	0	8	4	**7**	0	0	**11**
+15 mins.	17	3	0	0	20	**1**	0	14	0	15	0	4	2	0	6	2	1	0	0	3
+30 mins.	5	**6**	0	**1**	12	1	0	13	0	14	0	3	2	0	5	0	0	0	0	0
+45 mins.	7	3	0	0	10	1	0	15	0	16	0	6	**4**	0	**10**	**6**	2	0	0	8
Total Volume	55	15	0	1	71	3	0	59	0	62	0	19	10	0	29	12	10	0	0	22
% App. Total	77.5	21.1	0	1.4		4.8	0	95.2	0		0	65.5	34.5	0		54.5	45.5	0	0	
PHF	.529	.625	.000	.250	.612	.750	.000	.868	.000	.912	.000	.792	.625	.000	.725	.500	.357	.000	.000	.500
Vehicles	53	15	0	1	69	3	0	59	0	62	0	19	10	0	29	12	10	0	0	22
% Vehicles																				
Heavy Vehicles	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	3.6	0	0	0	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Bar K Ranch Rd & Paseo De Vaca St
Site Code : 5
Start Date : 4/12/2023
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Groups Printed- Vehicles

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	1	0	1	0	2	2	0	12	0	14	0	1	0	0	1	0	0	0	0	0	17
07:15	5	0	0	0	5	0	0	17	0	17	0	2	0	0	2	0	0	0	0	0	24
07:30	8	1	0	0	9	1	0	14	0	15	0	0	3	0	3	0	1	0	0	1	28
07:45	6	2	0	0	8	1	0	13	0	14	0	0	1	0	1	0	0	0	0	0	23
Total	20	3	1	0	24	4	0	56	0	60	0	3	4	0	7	0	1	0	0	1	92
08:00	6	4	0	0	10	1	0	15	0	16	0	0	0	0	0	0	0	0	0	0	26
08:15	13	1	0	0	14	0	0	11	0	11	0	4	1	0	5	0	0	0	0	0	30
08:30	6	1	0	0	7	3	0	10	0	13	0	0	0	0	0	0	0	0	0	0	20
08:45	1	1	1	0	3	2	4	6	0	12	0	0	2	0	2	0	0	0	0	0	17
Total	26	7	1	0	34	6	4	42	0	52	0	4	3	0	7	0	0	0	0	0	93
09:00	4	3	2	0	9	3	5	6	0	14	0	0	1	0	1	0	0	0	0	0	24
09:15	3	1	0	0	4	1	2	5	0	8	0	1	5	0	6	1	0	0	0	1	19
09:30	5	2	1	0	8	0	0	9	0	9	0	4	1	0	5	0	0	0	0	0	22
09:45	6	1	0	0	7	2	0	5	0	7	0	1	3	0	4	1	0	0	0	1	19
Total	18	7	3	0	28	6	7	25	0	38	0	6	10	0	16	2	0	0	0	2	84
10:00	1	2	0	0	3	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	8
10:15	3	1	2	0	6	3	1	7	0	11	0	1	1	0	2	0	1	0	0	1	20
10:30	2	2	0	0	4	2	1	5	0	8	0	2	0	0	2	1	1	0	0	2	16
10:45	7	3	0	0	10	1	0	4	0	5	0	0	1	0	1	0	0	0	0	0	16
Total	13	8	2	0	23	6	2	20	0	28	0	4	2	0	6	1	2	0	0	3	60
11:00	3	2	0	0	5	0	0	6	0	6	0	1	1	0	2	4	7	0	0	11	24
11:15	0	3	0	0	3	3	0	1	0	4	0	4	4	0	8	2	1	0	0	3	18
11:30	3	3	0	0	6	1	0	4	0	5	0	4	2	0	6	0	0	0	0	0	17
11:45	5	1	0	0	6	1	0	4	0	5	0	2	2	0	4	6	2	0	0	8	23
Total	11	9	0	0	20	5	0	15	0	20	0	11	9	0	20	12	10	0	0	22	82
12:00	5	1	0	0	6	2	0	8	0	10	0	1	3	0	4	0	0	0	0	0	20
12:15	5	3	0	0	8	2	0	4	0	6	0	0	1	0	1	0	0	0	0	0	15
12:30	5	1	0	0	6	2	0	6	0	8	0	0	4	0	4	0	0	0	0	0	18
12:45	3	0	0	0	3	2	0	5	0	7	0	0	4	0	4	0	0	0	0	0	14
Total	18	5	0	0	23	8	0	23	0	31	0	1	12	0	13	0	0	0	0	0	67
13:00	8	2	1	0	11	0	1	5	0	6	0	2	1	0	3	2	0	0	0	2	22
13:15	5	3	1	0	9	3	0	4	0	7	0	1	1	0	2	0	0	0	0	0	18
13:30	5	0	0	0	5	0	1	7	0	8	0	4	2	0	6	0	0	0	0	0	19
13:45	10	2	0	0	12	4	1	6	0	11	0	3	1	0	4	0	0	0	0	0	27
Total	28	7	2	0	37	7	3	22	0	32	0	10	5	0	15	2	0	0	0	2	86
14:00	2	1	0	0	3	3	0	7	0	10	0	3	2	0	5	0	0	0	0	0	18
14:15	1	0	0	0	1	1	0	3	0	4	0	1	2	0	3	0	0	0	0	0	8
14:30	5	3	0	0	8	2	0	17	0	19	0	1	0	0	1	0	1	0	0	1	29
14:45	6	2	0	0	8	3	0	12	0	15	0	0	4	0	4	0	0	0	0	0	27
Total	14	6	0	0	20	9	0	39	0	48	0	5	8	0	13	0	1	0	0	1	82
15:00	8	2	1	0	11	3	0	11	0	14	0	1	2	0	3	1	0	0	0	1	29
15:15	9	2	0	0	11	2	0	8	0	10	0	5	2	0	7	0	0	0	0	0	28
15:30	2	2	0	0	4	0	0	9	0	9	0	3	4	0	7	0	0	0	0	0	20
15:45	5	0	0	0	5	2	0	11	0	13	0	2	3	0	5	0	0	0	0	0	23
Total	24	6	1	0	31	7	0	39	0	46	0	11	11	0	22	1	0	0	0	1	100
16:00	3	1	0	0	4	0	0	10	0	10	0	3	1	0	4	0	0	0	0	0	18
16:15	25	3	0	0	28	2	0	3	0	5	0	2	1	0	3	0	0	0	0	0	36
16:30	17	3	0	0	20	2	0	4	0	6	0	2	1	0	3	0	1	0	0	1	30
16:45	4	6	0	1	11	4	0	13	0	17	0	2	3	0	5	0	0	0	0	0	33
Total	49	13	0	1	63	8	0	30	0	38	0	9	6	0	15	0	1	0	0	1	117

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Bar K Ranch Rd & Paseo De Vaca St
Site Code : 5
Start Date : 4/12/2023
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Groups Printed- Vehicles

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	7	3	0	0	10	5	0	12	0	17	0	1	0	0	1	0	0	0	0	0	28
17:15	9	3	0	0	12	5	0	8	0	13	0	4	4	0	8	0	0	0	0	0	33
17:30	4	8	0	0	12	1	0	9	0	10	0	2	2	0	4	0	0	0	0	0	26
17:45	9	6	0	0	15	2	0	6	0	8	0	6	2	0	8	1	0	0	0	1	32
Total	29	20	0	0	49	13	0	35	0	48	0	13	8	0	21	1	0	0	0	1	119
18:00	8	4	0	0	12	5	0	11	0	16	0	4	2	0	6	0	0	0	0	0	34
18:15	6	3	0	0	9	8	0	8	0	16	0	3	2	0	5	0	0	0	0	0	30
18:30	8	10	0	0	18	2	0	7	0	9	0	6	4	0	10	0	0	0	0	0	37
18:45	7	0	0	0	7	4	0	11	0	15	0	3	2	0	5	0	0	0	0	0	27
Total	29	17	0	0	46	19	0	37	0	56	0	16	10	0	26	0	0	0	0	0	128
Grand Total	279	108	10	1	398	98	16	383	0	497	0	93	88	0	181	19	15	0	0	34	1110
Apprch %	70.1	27.1	2.5	0.3		19.7	3.2	77.1	0		0	51.4	48.6	0		55.9	44.1	0	0		
Total %	25.1	9.7	0.9	0.1	35.9	8.8	1.4	34.5	0	44.8	0	8.4	7.9	0	16.3	1.7	1.4	0	0	3.1	

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:45																					
17:45	**9**	6	0	0	15	2	0	6	0	8	0	**6**	2	0	8	**1**	0	0	0	**1**	32
18:00	8	4	0	0	12	5	0	**11**	0	**16**	0	4	2	0	6	0	0	0	0	0	34
18:15	6	3	0	0	9	**8**	0	8	0	16	0	3	2	0	5	0	0	0	0	0	30
18:30	8	**10**	0	0	**18**	2	0	7	0	9	0	6	**4**	0	**10**	0	0	0	0	0	**37**
Total Volume	31	23	0	0	54	17	0	32	0	49	0	19	10	0	29	1	0	0	0	1	133
% App. Total	57.4	42.6	0	0		34.7	0	65.3	0		0	65.5	34.5	0		100	0	0	0		
PHF	.861	.575	.000	.000	.750	.531	.000	.727	.000	.766	.000	.792	.625	.000	.725	.250	.000	.000	.000	.250	.899

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**07:15**					**17:45**					**11:00**				
+0 mins.	25	3	0	0	28	0	0	17	0	17	0	**6**	2	0	8	4	**7**	0	0	**11**
+15 mins.	17	3	0	0	20	**1**	0	14	0	15	0	4	2	0	6	2	1	0	0	3
+30 mins.	4	**6**	0	**1**	11	1	0	13	0	14	0	3	2	0	5	0	0	0	0	0
+45 mins.	7	3	0	0	10	1	0	15	0	16	0	6	**4**	0	**10**	**6**	2	0	0	8
Total Volume	53	15	0	1	69	3	0	59	0	62	0	19	10	0	29	12	10	0	0	22
% App. Total	76.8	21.7	0	1.4		4.8	0	95.2	0		0	65.5	34.5	0		54.5	45.5	0	0	
PHF	.530	.625	.000	.250	.616	.750	.000	.868	.000	.912	.000	.792	.625	.000	.725	.500	.357	.000	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Bar K Ranch Rd & Paseo De Vaca St
Site Code : 5
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:00	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
13:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
14:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Bar K Ranch Rd & Paseo De Vaca St
Site Code : 5
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	18	3	0	0	21	0	0	4	0	4	0	2	1	0	3	0	0	0	0	0	28
Apprch %	85.7	14.3	0	0		0	0	100	0		0	66.7	33.3	0		0	0	0	0		
Total %	64.3	10.7	0	0	75	0	0	14.3	0	14.3	0	7.1	3.6	0	10.7	0	0	0	0	0	

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15																					
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	**2**	0	0	**2**	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**3**
11:45	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	1
12:00	**1**	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total Volume	1	2	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	7
% App. Total	33.3	66.7	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.250	.250	.000	.000	.375	.000	.000	.500	.000	.500	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.583

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	13:00					**11:15**					**11:15**					**07:00**				
+0 mins.	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
+15 mins.	**2**	0	0	0	**2**	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0
+45 mins.	0	**1**	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0
Total Volume	3	1	0	0	4	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0
% App. Total	75	25	0	0		0	0	100	0		0	100	0	0		0	0	0	0	
PHF	.375	.250	.000	.000	.500	.000	.000	.500	.000	.500	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Bar K Ranch Rd & Paseo De Vaca St
Site Code : 5
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 5 - Bar K Ranch Rd & Paseo De Vaca St
Site Code : 5
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Grand Total	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	0	7	0	0	7	14
Apprch %	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	35.7	0	0	35.7	0	14.3	0	0	14.3	0	50	0	0	50	

	Bar K Ranch Rd Southbound					Paseo De Vaca St Westbound					Bar K Ranch Rd Northbound					Clubhouse Driveway Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:30																					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0	**3**
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	3
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**17:15**					**12:15**					**16:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	3	0	0	3	0	2	0	0	**2**	0	1	0	0	1
Total Volume	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.750	.000	.000	.750

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Paseo De Vaca St & Lakeshore Dr
Site Code : 6
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	3	2	0	0	5	9
07:15	0	0	0	0	0	0	0	4	0	4	0	20	0	0	20	5	6	0	0	11	35
07:30	0	0	0	0	0	0	0	4	0	4	0	12	0	0	12	7	9	0	0	16	32
07:45	0	0	0	0	0	1	0	3	0	4	0	7	0	0	7	3	8	0	0	11	22
Total	0	0	0	0	0	1	0	12	0	13	0	42	0	0	42	18	25	0	0	43	98
08:00	0	0	0	0	0	0	0	1	0	1	0	13	0	0	13	5	7	0	0	12	26
08:15	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	2	12	0	0	14	25
08:30	0	0	0	0	0	0	0	3	0	3	0	10	0	0	10	4	4	0	0	8	21
08:45	0	0	0	0	0	0	0	4	0	4	0	5	0	0	5	1	2	0	0	3	12
Total	0	0	0	0	0	0	0	9	0	9	0	38	0	0	38	12	25	0	0	37	84
09:00	0	0	0	0	0	0	0	5	0	5	0	8	0	0	8	1	4	0	0	5	18
09:15	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	7	0	0	7	14
09:30	0	0	0	0	0	0	0	2	0	2	0	10	0	0	10	2	5	0	0	7	19
09:45	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	2	8	0	0	10	15
Total	0	0	0	0	0	0	0	11	0	11	0	26	0	0	26	5	24	0	0	29	66
10:00	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	3	3	0	0	6	10
10:15	0	0	0	0	0	0	0	3	0	3	0	6	0	0	6	2	2	0	0	4	13
10:30	0	0	0	0	0	1	0	0	0	1	0	7	1	0	8	1	3	0	0	4	13
10:45	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	2	7	0	0	9	14
Total	0	0	0	0	0	1	0	6	0	7	0	19	1	0	20	8	15	0	0	23	50
11:00	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	6	7	0	0	13	17
11:15	0	0	0	0	0	1	0	1	0	2	0	4	0	0	4	3	3	0	0	6	12
11:30	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	4	0	0	4	8
11:45	0	0	0	0	0	0	0	3	0	3	0	5	0	0	5	0	6	0	0	6	14
Total	0	0	0	0	0	1	0	7	0	8	0	14	0	0	14	9	20	0	0	29	51
12:00	0	0	0	0	0	1	0	2	0	3	0	5	0	0	5	3	4	0	0	7	15
12:15	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	2	3	0	0	5	12
12:30	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	2	6	0	0	8	16
12:45	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	2	6	0	0	8	13
Total	0	0	0	0	0	1	0	6	0	7	0	21	0	0	21	9	19	0	0	28	56
13:00	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	1	6	0	0	7	10
13:15	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6	1	7	0	0	8	14
13:30	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	2	3	0	0	5	12
13:45	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	2	7	0	0	9	17
Total	0	0	0	0	0	1	0	4	0	5	0	16	3	0	19	6	23	0	0	29	53
14:00	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	3	0	0	3	10
14:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	7
14:30	0	0	0	0	0	1	0	4	0	5	0	9	0	0	9	3	1	0	0	4	18
14:45	0	0	0	0	0	0	0	1	0	1	0	14	0	0	14	7	11	0	0	18	33
Total	0	0	0	0	0	1	0	7	0	8	0	32	0	0	32	13	15	0	0	28	68
15:00	0	0	0	0	0	0	0	3	0	3	0	8	1	0	9	4	5	0	0	9	21
15:15	0	0	0	0	0	0	0	6	0	6	0	7	0	0	7	1	10	0	0	11	24
15:30	0	0	0	0	0	0	0	3	0	3	0	10	0	0	10	6	2	0	0	8	21
15:45	0	0	0	0	0	0	0	3	0	3	0	12	0	0	12	2	8	0	0	10	25
Total	0	0	0	0	0	0	0	15	0	15	0	37	1	0	38	13	25	0	0	38	91
16:00	0	0	0	0	0	0	0	2	0	2	0	12	1	0	13	2	2	0	0	4	19
16:15	0	0	0	0	0	0	0	2	0	2	0	7	0	0	7	3	22	0	0	25	34

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Paseo De Vaca St & Lakeshore Dr
Site Code : 6
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	0	0	0	0	1	0	3	0	4	0	11	0	0	11	4	9	0	0	13	28
16:45	0	0	0	0	0	0	0	7	0	7	0	10	0	0	10	2	7	0	0	9	26
Total	0	0	0	0	0	1	0	14	0	15	0	40	1	0	41	11	40	0	0	51	107
17:00	0	0	0	0	0	0	0	3	0	3	0	12	0	0	12	2	4	0	0	6	21
17:15	0	0	0	0	0	0	0	7	0	7	0	9	0	0	9	1	10	0	0	11	27
17:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	4	0	0	4	12
17:45	0	0	0	0	0	0	0	5	0	5	0	7	0	0	7	2	11	0	0	13	25
Total	0	0	0	0	0	0	0	15	0	15	0	36	0	0	36	5	29	0	0	34	85
18:00	0	0	0	0	0	0	0	6	0	6	0	8	0	0	8	1	8	0	0	9	23
18:15	0	0	0	0	0	0	0	2	0	2	0	13	0	0	13	7	3	0	0	10	25
18:30	0	0	0	0	0	0	0	5	0	5	0	4	0	0	4	3	8	0	0	11	20
18:45	0	0	0	0	0	0	0	5	0	5	0	11	0	0	11	0	9	0	0	9	25
Total	0	0	0	0	0	0	0	18	0	18	0	36	0	0	36	11	28	0	0	39	93
Grand Total	0	0	0	0	0	7	0	124	0	131	0	357	6	0	363	120	288	0	0	408	902
Apprch %	0	0	0	0		5.3	0	94.7	0		0	98.3	1.7	0		29.4	70.6	0	0		
Total %	0	0	0	0	0	0.8	0	13.7	0	14.5	0	39.6	0.7	0	40.2	13.3	31.9	0	0	45.2	
Vehicles	0	0	0	0	0	6	0	119	0	125	0	349	6	0	355	116	284	0	0	400	880
% Vehicles	0	0	0	0	0	85.7	0	96	0	95.4	0	97.8	100	0	97.8	96.7	98.6	0	0	98	97.6
Heavy Vehicles	0	0	0	0	0	1	0	5	0	6	0	8	0	0	8	4	4	0	0	8	22
% Heavy Vehicles	0	0	0	0	0	14.3	0	4	0	4.6	0	2.2	0	0	2.2	3.3	1.4	0	0	2	2.4

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	0	**4**	0	**4**	0	**20**	0	0	**20**	5	6	0	0	11	**35**
07:30	0	0	0	0	0	0	0	4	0	4	0	12	0	0	12	**7**	**9**	0	0	**16**	32
07:45	0	0	0	0	0	**1**	0	3	0	4	0	7	0	0	7	3	8	0	0	11	22
08:00	0	0	0	0	0	0	0	1	0	1	0	13	0	0	13	5	7	0	0	12	26
Total Volume	0	0	0	0	0	1	0	12	0	13	0	52	0	0	52	20	30	0	0	50	115
% App. Total	0	0	0	0		7.7	0	92.3	0		0	100	0	0		40	60	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.750	.000	.813	.000	.650	.000	.000	.650	.714	.833	.000	.000	.781	.821
Vehicles	0	0	0	0	0	1	0	11	0	12	0	52	0	0	52	18	30	0	0	48	112
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	3
% Heavy Vehicles	0	0	0	0	0	0	0	8.3	0	7.7	0	0	0	0	0	10.0	0	0	0	4.0	2.6

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					16:30					07:15					07:30				
+0 mins.	0	0	0	0	0	**1**	0	3	0	4	0	**20**	0	0	**20**	**7**	9	0	0	**16**
+15 mins.	0	0	0	0	0	0	0	**7**	0	**7**	0	12	0	0	12	3	8	0	0	11
+30 mins.	0	0	0	0	0	0	0	3	0	3	0	7	0	0	7	5	7	0	0	12
+45 mins.	0	0	0	0	0	0	0	7	0	7	0	13	0	0	13	2	**12**	0	0	14
Total Volume	0	0	0	0	0	1	0	20	0	21	0	52	0	0	52	17	36	0	0	53
% App. Total	0	0	0	0		4.8	0	95.2	0		0	100	0	0		32.1	67.9	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.714	.000	.750	.000	.650	.000	.000	.650	.607	.750	.000	.000	.828
Vehicles	0	0	0	0	0	1	0	19	0	20	0	52	0	0	52	15	36	0	0	51
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2
% Heavy Vehicles	0	0	0	0	0	0	0	5	0	4.8	0	0	0	0	0	11.8	0	0	0	3.8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Paseo De Vaca St & Lakeshore Dr
Site Code : 6
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	3	2	0	0	5	9
07:15	0	0	0	0	0	0	0	3	0	3	0	20	0	0	20	5	6	0	0	11	34
07:30	0	0	0	0	0	0	0	4	0	4	0	12	0	0	12	6	9	0	0	15	31
07:45	0	0	0	0	0	1	0	3	0	4	0	7	0	0	7	3	8	0	0	11	22
Total	0	0	0	0	0	1	0	11	0	12	0	42	0	0	42	17	25	0	0	42	96
08:00	0	0	0	0	0	0	0	1	0	1	0	13	0	0	13	4	7	0	0	11	25
08:15	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	2	12	0	0	14	25
08:30	0	0	0	0	0	0	0	3	0	3	0	10	0	0	10	4	4	0	0	8	21
08:45	0	0	0	0	0	0	0	4	0	4	0	4	0	0	4	1	2	0	0	3	11
Total	0	0	0	0	0	0	0	9	0	9	0	37	0	0	37	11	25	0	0	36	82
09:00	0	0	0	0	0	0	0	5	0	5	0	8	0	0	8	1	4	0	0	5	18
09:15	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	7	0	0	7	14
09:30	0	0	0	0	0	0	0	2	0	2	0	10	0	0	10	2	5	0	0	7	19
09:45	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	2	8	0	0	10	15
Total	0	0	0	0	0	0	0	11	0	11	0	26	0	0	26	5	24	0	0	29	66
10:00	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	3	3	0	0	6	10
10:15	0	0	0	0	0	0	0	3	0	3	0	6	0	0	6	2	2	0	0	4	13
10:30	0	0	0	0	0	1	0	0	0	1	0	7	1	0	8	1	3	0	0	4	13
10:45	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	2	7	0	0	9	14
Total	0	0	0	0	0	1	0	6	0	7	0	19	1	0	20	8	15	0	0	23	50
11:00	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	5	7	0	0	12	16
11:15	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	3	3	0	0	6	10
11:30	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	4	0	0	4	8
11:45	0	0	0	0	0	0	0	3	0	3	0	5	0	0	5	0	6	0	0	6	14
Total	0	0	0	0	0	0	0	7	0	7	0	13	0	0	13	8	20	0	0	28	48
12:00	0	0	0	0	0	1	0	2	0	3	0	4	0	0	4	3	4	0	0	7	14
12:15	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	2	3	0	0	5	12
12:30	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	2	6	0	0	8	16
12:45	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	2	6	0	0	8	13
Total	0	0	0	0	0	1	0	6	0	7	0	20	0	0	20	9	19	0	0	28	55
13:00	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	1	6	0	0	7	10
13:15	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6	1	7	0	0	8	14
13:30	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	2	3	0	0	5	11
13:45	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	2	7	0	0	9	17
Total	0	0	0	0	0	1	0	4	0	5	0	15	3	0	18	6	23	0	0	29	52
14:00	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	3	0	0	3	10
14:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	7
14:30	0	0	0	0	0	1	0	4	0	5	0	9	0	0	9	3	1	0	0	4	18
14:45	0	0	0	0	0	0	0	1	0	1	0	13	0	0	13	7	9	0	0	16	30
Total	0	0	0	0	0	1	0	7	0	8	0	31	0	0	31	13	13	0	0	26	65
15:00	0	0	0	0	0	0	0	2	0	2	0	8	1	0	9	4	5	0	0	9	20
15:15	0	0	0	0	0	0	0	5	0	5	0	7	0	0	7	1	10	0	0	11	23
15:30	0	0	0	0	0	0	0	3	0	3	0	10	0	0	10	6	2	0	0	8	21
15:45	0	0	0	0	0	0	0	3	0	3	0	11	0	0	11	1	8	0	0	9	23
Total	0	0	0	0	0	0	0	13	0	13	0	36	1	0	37	12	25	0	0	37	87
16:00	0	0	0	0	0	0	0	2	0	2	0	12	1	0	13	2	2	0	0	4	19
16:15	0	0	0	0	0	0	0	2	0	2	0	7	0	0	7	3	22	0	0	25	34
16:30	0	0	0	0	0	1	0	2	0	3	0	10	0	0	10	4	9	0	0	13	26
16:45	0	0	0	0	0	0	0	7	0	7	0	10	0	0	10	2	5	0	0	7	24
Total	0	0	0	0	0	1	0	13	0	14	0	39	1	0	40	11	38	0	0	49	103

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Paseo De Vaca St & Lakeshore Dr
Site Code : 6
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	3	0	3	0	12	0	0	12	2	4	0	0	6	21
17:15	0	0	0	0	0	0	0	7	0	7	0	9	0	0	9	1	10	0	0	11	27
17:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	4	0	0	4	12
17:45	0	0	0	0	0	0	0	5	0	5	0	7	0	0	7	2	11	0	0	13	25
Total	0	0	0	0	0	0	0	15	0	15	0	36	0	0	36	5	29	0	0	34	85
18:00	0	0	0	0	0	0	0	6	0	6	0	7	0	0	7	1	8	0	0	9	22
18:15	0	0	0	0	0	0	0	2	0	2	0	13	0	0	13	7	3	0	0	10	25
18:30	0	0	0	0	0	0	0	5	0	5	0	4	0	0	4	3	8	0	0	11	20
18:45	0	0	0	0	0	0	0	4	0	4	0	11	0	0	11	0	9	0	0	9	24
Total	0	0	0	0	0	0	0	17	0	17	0	35	0	0	35	11	28	0	0	39	91
Grand Total	0	0	0	0	0	6	0	119	0	125	0	349	6	0	355	116	284	0	0	400	880
Apprch %	0	0	0	0		4.8	0	95.2	0		0	98.3	1.7	0		29	71	0	0		
Total %	0	0	0	0	0	0.7	0	13.5	0	14.2	0	39.7	0.7	0	40.3	13.2	32.3	0	0	45.5	

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	0	3	0	3	0	**20**	0	0	**20**	5	6	0	0	11	**34**
07:30	0	0	0	0	0	0	0	**4**	0	**4**	0	12	0	0	12	**6**	**9**	0	0	**15**	31
07:45	0	0	0	0	0	**1**	0	3	0	4	0	7	0	0	7	3	8	0	0	11	22
08:00	0	0	0	0	0	0	0	1	0	1	0	13	0	0	13	4	7	0	0	11	25
Total Volume	0	0	0	0	0	1	0	11	0	12	0	52	0	0	52	18	30	0	0	48	112
% App. Total	0	0	0	0		8.3	0	91.7	0		0	100	0	0		37.5	62.5	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.688	.000	.750	.000	.650	.000	.000	.650	.750	.833	.000	.000	.800	.824

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**16:30**					**07:15**					**07:30**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	1	0	2	0	3	0	20	0	0	20	6	9	0	0	**15**
+15 mins.	0	0	0	0	0	0	0	**7**	0	**7**	0	12	0	0	12	3	8	0	0	11
+30 mins.	0	0	0	0	0	0	0	3	0	3	0	7	0	0	7	4	7	0	0	11
+45 mins.	0	0	0	0	0	0	0	7	0	7	0	13	0	0	13	2	**12**	0	0	14
Total Volume	0	0	0	0	0	1	0	19	0	20	0	52	0	0	52	15	36	0	0	51
% App. Total	0	0	0	0		5	0	95	0		0	100	0	0		29.4	70.6	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.679	.000	.714	.000	.650	.000	.000	.650	.625	.750	.000	.000	.850

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Paseo De Vaca St & Lakeshore Dr
Site Code : 6
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:15	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	3
12:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
15:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	1	0	0	0	1	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Paseo De Vaca St & Lakeshore Dr
Site Code : 6
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	1	0	5	0	6	0	8	0	0	8	4	4	0	0	8	22
Apprch %	0	0	0	0		16.7	0	83.3	0		0	100	0	0		50	50	0	0		
Total %	0	0	0	0	0	4.5	0	22.7	0	27.3	0	36.4	0	0	36.4	18.2	18.2	0	0	36.4	

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**2**	0	0	**2**	**3**
15:00	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	2	0	0	2	5
% App. Total	0	0	0	0		0	0	100	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.417

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**14:30**					**11:15**					**07:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0	0	**1**	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**
+30 mins.	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	2	0	0	0	2
% App. Total	0	0	0	0		0	0	100	0		0	100	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.500	.000	.000	.500	.500	.000	.000	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Paseo De Vaca St & Lakeshore Dr
Site Code : 6
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 6 - Paseo De Vaca St & Lakeshore Dr
Site Code : 6
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Southbound					Paseo De Vaca St Westbound					Lakeshore Dr Northbound					Paseo De Vaca St Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume																				
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Boggy Ford Rd & Highland Lake Dr
Site Code : 7
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	2	10	0	0	12	0	0	22	0	22	0	81	0	0	81	115
07:15	0	0	0	0	0	4	25	0	0	29	0	0	36	0	36	0	113	0	0	113	178
07:30	0	0	0	0	0	13	65	0	0	78	0	0	27	0	27	0	85	0	0	85	190
07:45	0	0	0	0	0	14	52	0	0	66	0	0	22	0	22	0	62	0	0	62	150
Total	0	0	0	0	0	33	152	0	0	185	0	0	107	0	107	0	341	0	0	341	633
08:00	0	0	0	0	0	10	22	0	0	32	0	0	39	0	39	0	88	0	0	88	159
08:15	0	0	0	0	0	9	37	0	0	46	0	0	32	0	32	0	122	0	0	122	200
08:30	0	0	0	0	0	14	57	0	0	71	0	0	23	0	23	0	68	0	0	68	162
08:45	0	0	0	0	0	16	54	0	0	70	0	0	26	0	26	0	73	0	0	73	169
Total	0	0	0	0	0	49	170	0	0	219	0	0	120	0	120	0	351	0	0	351	690
09:00	0	0	0	0	0	17	39	0	0	56	0	0	17	0	17	0	56	0	0	56	129
09:15	0	0	0	0	0	24	38	0	0	62	0	0	20	0	20	0	68	0	0	68	150
09:30	0	0	0	0	0	16	37	0	0	53	0	0	13	0	13	0	61	0	0	61	127
09:45	0	0	0	0	0	18	32	0	0	50	0	0	18	0	18	0	50	0	0	50	118
Total	0	0	0	0	0	75	146	0	0	221	0	0	68	0	68	0	235	0	0	235	524
10:00	0	0	0	0	0	17	28	0	0	45	0	0	19	0	19	0	46	0	0	46	110
10:15	0	0	0	0	0	16	42	0	0	58	0	0	17	0	17	0	59	0	0	59	134
10:30	0	0	0	0	0	11	47	0	0	58	0	0	22	0	22	0	53	0	0	53	133
10:45	0	0	0	0	0	19	32	0	0	51	0	0	31	0	31	0	44	0	0	44	126
Total	0	0	0	0	0	63	149	0	0	212	0	0	89	0	89	0	202	0	0	202	503
11:00	0	0	0	0	0	14	39	0	0	53	1	0	32	0	33	0	58	0	0	58	144
11:15	0	0	0	0	0	19	42	0	0	61	0	0	23	0	23	0	45	0	0	45	129
11:30	0	0	0	0	0	14	45	0	0	59	0	0	26	0	26	0	47	0	0	47	132
11:45	0	0	0	0	0	16	42	0	0	58	0	0	18	0	18	0	61	0	0	61	137
Total	0	0	0	0	0	63	168	0	0	231	1	0	99	0	100	0	211	0	0	211	542
12:00	0	0	0	0	0	19	43	0	0	62	0	0	11	0	11	0	61	0	0	61	134
12:15	0	0	0	0	0	21	47	0	0	68	0	0	18	0	18	0	51	0	0	51	137
12:30	0	0	0	0	0	17	42	0	0	59	0	0	21	0	21	0	55	0	0	55	135
12:45	0	0	0	0	0	12	53	0	0	65	0	0	22	0	22	0	56	0	0	56	143
Total	0	0	0	0	0	69	185	0	0	254	0	0	72	0	72	0	223	0	0	223	549
13:00	0	0	0	0	0	17	46	0	0	63	0	0	17	0	17	0	44	0	0	44	124
13:15	0	0	0	0	0	28	54	0	0	82	0	0	18	0	18	0	52	0	0	52	152
13:30	0	0	0	0	0	22	42	0	0	64	0	0	17	0	17	0	45	0	0	45	126
13:45	0	0	0	0	0	20	53	0	0	73	0	0	24	0	24	0	46	1	0	47	144
Total	0	0	0	0	0	87	195	0	0	282	0	0	76	0	76	0	187	1	0	188	546
14:00	0	0	0	0	0	25	58	0	0	83	0	0	17	0	17	0	37	0	0	37	137
14:15	0	0	0	0	0	22	43	0	0	65	0	0	12	0	12	0	46	0	0	46	123
14:30	0	0	0	0	0	20	47	0	0	67	0	0	16	0	16	0	49	0	0	49	132
14:45	0	0	0	0	0	17	54	0	0	71	0	0	15	0	15	0	53	0	0	53	139
Total	0	0	0	0	0	84	202	0	0	286	0	0	60	0	60	0	185	0	0	185	531
15:00	0	0	0	0	0	17	39	0	0	56	0	0	9	0	9	0	55	0	0	55	120
15:15	0	0	0	0	0	28	60	0	0	88	0	0	10	0	10	0	55	0	0	55	153
15:30	0	0	0	0	0	29	82	0	0	111	0	0	15	0	15	0	56	0	0	56	182
15:45	0	0	0	0	0	33	63	0	0	96	0	0	18	0	18	0	46	0	0	46	160
Total	0	0	0	0	0	107	244	0	0	351	0	0	52	0	52	0	212	0	0	212	615
16:00	0	0	0	0	0	21	59	0	0	80	0	0	30	0	30	0	67	0	0	67	177
16:15	0	0	0	0	0	33	96	0	0	129	0	0	25	0	25	0	45	0	0	45	199

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Boggy Ford Rd & Highland Lake Dr
Site Code : 7
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	0	0	0	0	0	54	119	0	0	173	0	0	15	0	15	0	50	0	0	50	238
16:45	0	0	0	0	0	39	94	0	0	133	0	0	18	0	18	0	66	0	0	66	217
Total	0	0	0	0	0	147	368	0	0	515	0	0	88	0	88	0	228	0	0	228	831
17:00	0	0	0	0	0	32	81	0	0	113	1	0	21	0	22	0	49	0	0	49	184
17:15	0	0	0	0	0	28	87	0	0	115	0	0	19	0	19	0	69	0	0	69	203
17:30	0	0	0	0	0	18	77	0	0	95	0	0	16	0	16	0	59	0	0	59	170
17:45	0	0	0	0	0	25	83	0	0	108	0	0	19	0	19	0	56	0	0	56	183
Total	0	0	0	0	0	103	328	0	0	431	1	0	75	0	76	0	233	0	0	233	740
18:00	0	0	0	0	0	24	69	0	0	93	0	0	13	0	13	0	54	0	0	54	160
18:15	0	0	0	0	0	19	88	0	0	107	0	0	25	0	25	0	41	1	0	42	174
18:30	0	0	0	0	0	22	65	0	0	87	0	0	9	0	9	0	32	0	0	32	128
18:45	0	0	0	0	0	28	69	0	0	97	0	0	7	0	7	0	30	0	0	30	134
Total	0	0	0	0	0	93	291	0	0	384	0	0	54	0	54	0	157	1	0	158	596
Grand Total	0	0	0	0	0	973	2598	0	0	3571	2	0	960	0	962	0	2765	2	0	2767	7300
Apprch %	0	0	0	0		27.2	72.8	0	0		0.2	0	99.8	0		0	99.9	0.1	0		
Total %	0	0	0	0	0	13.3	35.6	0	0	48.9	0	0	13.2	0	13.2	0	37.9	0	0	37.9	
Vehicles	0	0	0	0	0	962	2541	0	0	3503	2	0	943	0	945	0	2706	2	0	2708	7156
% Vehicles	0	0	0	0	0	98.9	97.8	0	0	98.1	100	0	98.2	0	98.2	0	97.9	100	0	97.9	98
Heavy Vehicles	0	0	0	0	0	11	57	0	0	68	0	0	17	0	17	0	59	0	0	59	144
% Heavy Vehicles	0	0	0	0	0	1.1	2.2	0	0	1.9	0	0	1.8	0	1.8	0	2.1	0	0	2.1	2

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	**54**	**119**	0	0	**173**	0	0	15	0	15	0	50	0	0	50	**238**
16:45	0	0	0	0	0	39	94	0	0	133	0	0	18	0	18	0	66	0	0	66	217
17:00	0	0	0	0	0	32	81	0	0	113	**1**	0	**21**	0	**22**	0	49	0	0	49	184
17:15	0	0	0	0	0	28	87	0	0	115	0	0	19	0	19	0	**69**	0	0	**69**	203
Total Volume	0	0	0	0	0	153	381	0	0	534	1	0	73	0	74	0	234	0	0	234	842
% App. Total	0	0	0	0		28.7	71.3	0	0		1.4	0	98.6	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.708	.800	.000	.000	.772	.250	.000	.869	.000	.841	.000	.848	.000	.000	.848	.884
Vehicles	0	0	0	0	0	152	379	0	0	531	1	0	71	0	72	0	228	0	0	228	831
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	0	6	0	0	6	11
% Heavy Vehicles	0	0	0	0	0	0.7	0.5	0	0	0.6	0	0	2.7	0	2.7	0	2.6	0	0	2.6	1.3

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					16:15					07:15					07:30				
+0 mins.	0	0	0	0	0	33	96	0	0	129	0	0	36	0	36	0	85	0	0	85
+15 mins.	0	0	0	0	0	**54**	**119**	0	0	**173**	0	0	27	0	27	0	62	0	0	62
+30 mins.	0	0	0	0	0	39	94	0	0	133	0	0	22	0	22	0	88	0	0	88
+45 mins.	0	0	0	0	0	32	81	0	0	113	0	0	**39**	0	**39**	0	**122**	0	0	**122**
Total Volume	0	0	0	0	0	158	390	0	0	548	0	0	124	0	124	0	357	0	0	357
% App. Total	0	0	0	0		28.8	71.2	0	0		0	0	100	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.731	.819	.000	.000	.792	.000	.000	.795	.000	.795	.000	.732	.000	.000	.732
Vehicles	0	0	0	0	0	156	387	0	0	543	0	0	123	0	123	0	354	0	0	354
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	2	3	0	0	5	0	0	1	0	1	0	3	0	0	3
% Heavy Vehicles	0	0	0	0	0	1.3	0.8	0	0	0.9	0	0	0.8	0	0.8	0	0.8	0	0	0.8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Boggy Ford Rd & Highland Lake Dr
Site Code : 7
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	2	10	0	0	12	0	0	22	0	22	0	81	0	0	81	115
07:15	0	0	0	0	0	4	24	0	0	28	0	0	36	0	36	0	113	0	0	113	177
07:30	0	0	0	0	0	12	63	0	0	75	0	0	27	0	27	0	85	0	0	85	187
07:45	0	0	0	0	0	14	52	0	0	66	0	0	22	0	22	0	61	0	0	61	149
Total	0	0	0	0	0	32	149	0	0	181	0	0	107	0	107	0	340	0	0	340	628
08:00	0	0	0	0	0	10	20	0	0	30	0	0	38	0	38	0	88	0	0	88	156
08:15	0	0	0	0	0	9	37	0	0	46	0	0	32	0	32	0	120	0	0	120	198
08:30	0	0	0	0	0	13	56	0	0	69	0	0	22	0	22	0	66	0	0	66	157
08:45	0	0	0	0	0	16	53	0	0	69	0	0	25	0	25	0	73	0	0	73	167
Total	0	0	0	0	0	48	166	0	0	214	0	0	117	0	117	0	347	0	0	347	678
09:00	0	0	0	0	0	17	37	0	0	54	0	0	17	0	17	0	54	0	0	54	125
09:15	0	0	0	0	0	24	35	0	0	59	0	0	20	0	20	0	66	0	0	66	145
09:30	0	0	0	0	0	16	33	0	0	49	0	0	13	0	13	0	60	0	0	60	122
09:45	0	0	0	0	0	18	29	0	0	47	0	0	17	0	17	0	45	0	0	45	109
Total	0	0	0	0	0	75	134	0	0	209	0	0	67	0	67	0	225	0	0	225	501
10:00	0	0	0	0	0	16	27	0	0	43	0	0	17	0	17	0	44	0	0	44	104
10:15	0	0	0	0	0	14	39	0	0	53	0	0	17	0	17	0	56	0	0	56	126
10:30	0	0	0	0	0	11	44	0	0	55	0	0	21	0	21	0	52	0	0	52	128
10:45	0	0	0	0	0	19	31	0	0	50	0	0	31	0	31	0	43	0	0	43	124
Total	0	0	0	0	0	60	141	0	0	201	0	0	86	0	86	0	195	0	0	195	482
11:00	0	0	0	0	0	13	38	0	0	51	1	0	32	0	33	0	56	0	0	56	140
11:15	0	0	0	0	0	19	42	0	0	61	0	0	22	0	22	0	44	0	0	44	127
11:30	0	0	0	0	0	14	44	0	0	58	0	0	26	0	26	0	46	0	0	46	130
11:45	0	0	0	0	0	16	42	0	0	58	0	0	18	0	18	0	61	0	0	61	137
Total	0	0	0	0	0	62	166	0	0	228	1	0	98	0	99	0	207	0	0	207	534
12:00	0	0	0	0	0	19	42	0	0	61	0	0	11	0	11	0	58	0	0	58	130
12:15	0	0	0	0	0	21	44	0	0	65	0	0	18	0	18	0	50	0	0	50	133
12:30	0	0	0	0	0	16	41	0	0	57	0	0	21	0	21	0	53	0	0	53	131
12:45	0	0	0	0	0	12	53	0	0	65	0	0	21	0	21	0	56	0	0	56	142
Total	0	0	0	0	0	68	180	0	0	248	0	0	71	0	71	0	217	0	0	217	536
13:00	0	0	0	0	0	17	46	0	0	63	0	0	17	0	17	0	43	0	0	43	123
13:15	0	0	0	0	0	28	52	0	0	80	0	0	18	0	18	0	51	0	0	51	149
13:30	0	0	0	0	0	22	41	0	0	63	0	0	17	0	17	0	43	0	0	43	123
13:45	0	0	0	0	0	20	52	0	0	72	0	0	24	0	24	0	44	1	0	45	141
Total	0	0	0	0	0	87	191	0	0	278	0	0	76	0	76	0	181	1	0	182	536
14:00	0	0	0	0	0	25	56	0	0	81	0	0	17	0	17	0	36	0	0	36	134
14:15	0	0	0	0	0	22	40	0	0	62	0	0	11	0	11	0	44	0	0	44	117
14:30	0	0	0	0	0	20	45	0	0	65	0	0	16	0	16	0	48	0	0	48	129
14:45	0	0	0	0	0	17	54	0	0	71	0	0	14	0	14	0	50	0	0	50	135
Total	0	0	0	0	0	84	195	0	0	279	0	0	58	0	58	0	178	0	0	178	515
15:00	0	0	0	0	0	17	38	0	0	55	0	0	8	0	8	0	55	0	0	55	118
15:15	0	0	0	0	0	28	59	0	0	87	0	0	10	0	10	0	53	0	0	53	150
15:30	0	0	0	0	0	28	78	0	0	106	0	0	15	0	15	0	55	0	0	55	176
15:45	0	0	0	0	0	33	63	0	0	96	0	0	16	0	16	0	44	0	0	44	156
Total	0	0	0	0	0	106	238	0	0	344	0	0	49	0	49	0	207	0	0	207	600
16:00	0	0	0	0	0	20	58	0	0	78	0	0	29	0	29	0	66	0	0	66	173
16:15	0	0	0	0	0	32	95	0	0	127	0	0	25	0	25	0	44	0	0	44	196
16:30	0	0	0	0	0	54	119	0	0	173	0	0	14	0	14	0	47	0	0	47	234
16:45	0	0	0	0	0	38	92	0	0	130	0	0	18	0	18	0	65	0	0	65	213
Total	0	0	0	0	0	144	364	0	0	508	0	0	86	0	86	0	222	0	0	222	816

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3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Boggy Ford Rd & Highland Lake Dr
Site Code : 7
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	32	81	0	0	113	1	0	21	0	22	0	49	0	0	49	184
17:15	0	0	0	0	0	28	87	0	0	115	0	0	18	0	18	0	67	0	0	67	200
17:30	0	0	0	0	0	18	76	0	0	94	0	0	16	0	16	0	59	0	0	59	169
17:45	0	0	0	0	0	25	83	0	0	108	0	0	19	0	19	0	56	0	0	56	183
Total	0	0	0	0	0	103	327	0	0	430	1	0	74	0	75	0	231	0	0	231	736
18:00	0	0	0	0	0	24	69	0	0	93	0	0	13	0	13	0	53	0	0	53	159
18:15	0	0	0	0	0	19	87	0	0	106	0	0	25	0	25	0	41	1	0	42	173
18:30	0	0	0	0	0	22	65	0	0	87	0	0	9	0	9	0	32	0	0	32	128
18:45	0	0	0	0	0	28	69	0	0	97	0	0	7	0	7	0	30	0	0	30	134
Total	0	0	0	0	0	93	290	0	0	383	0	0	54	0	54	0	156	1	0	157	594
Grand Total	0	0	0	0	0	962	2541	0	0	3503	2	0	943	0	945	0	2706	2	0	2708	7156
Apprch %	0	0	0	0		27.5	72.5	0	0		0.2	0	99.8	0		0	99.9	0.1	0		
Total %	0	0	0	0	0	13.4	35.5	0	0	49	0	0	13.2	0	13.2	0	37.8	0	0	37.8	

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	**54**	**119**	0	0	**173**	0	0	14	0	14	0	47	0	0	47	**234**
16:45	0	0	0	0	0	38	92	0	0	130	0	0	18	0	18	0	65	0	0	65	213
17:00	0	0	0	0	0	32	81	0	0	113	**1**	0	**21**	0	**22**	0	49	0	0	49	184
17:15	0	0	0	0	0	28	87	0	0	115	0	0	18	0	18	0	**67**	0	0	**67**	200
Total Volume	0	0	0	0	0	152	379	0	0	531	1	0	71	0	72	0	228	0	0	228	831
% App. Total	0	0	0	0		28.6	71.4	0	0		1.4	0	98.6	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.704	.796	.000	.000	.767	.250	.000	.845	.000	.818	.000	.851	.000	.000	.851	.888

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**16:15**					**07:15**					**07:30**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**32**	**95**	**0**	**0**	**127**	**0**	**0**	**36**	**0**	**36**	**0**	**85**	**0**	**0**	**85**
+15 mins.	**0**	**0**	**0**	**0**	**0**	54	119	0	0	173	0	0	27	0	27	0	61	0	0	61
+30 mins.	0	0	0	0	0	38	92	0	0	130	0	0	22	0	22	0	88	0	0	88
+45 mins.	0	0	0	0	0	32	81	0	0	113	0	0	38	0	**38**	0	**120**	0	0	**120**
Total Volume	0	0	0	0	0	156	387	0	0	543	0	0	123	0	123	0	354	0	0	354
% App. Total	0	0	0	0		28.7	71.3	0	0		0	0	100	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.722	.813	.000	.000	.785	.000	.000	.809	.000	.809	.000	.738	.000	.000	.738

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File Name : Site 7 - Boggy Ford Rd & Highland Lake Dr
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Start Date : 4/12/2023
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Groups Printed- Heavy Vehicles

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
08:00	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:30	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	2	0	0	2	5
08:45	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	1	4	0	0	5	0	0	3	0	3	0	4	0	0	4	12
09:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
09:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
09:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
09:45	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	9
Total	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	10	0	0	10	23
10:00	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	0	2	0	0	2	6
10:15	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	8
10:30	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	5
10:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	3	8	0	0	11	0	0	3	0	3	0	7	0	0	7	21
11:00	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
11:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	4	0	0	4	8
12:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
12:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
12:30	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	0	6	0	0	6	13
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
13:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
13:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
14:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
14:15	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	6
14:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
Total	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	0	7	0	0	7	16
15:00	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
15:30	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
Total	0	0	0	0	0	1	6	0	0	7	0	0	3	0	3	0	5	0	0	5	15
16:00	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	4
16:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
16:45	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	3	4	0	0	7	0	0	2	0	2	0	6	0	0	6	15

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Page No : 6

Groups Printed- Heavy Vehicles

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	11	57	0	0	68	0	0	17	0	17	0	59	0	0	59	144
Apprch %	0	0	0	0		16.2	83.8	0	0		0	0	100	0		0	100	0	0		
Total %	0	0	0	0	0	7.6	39.6	0	0	47.2	0	0	11.8	0	11.8	0	41	0	0	41	

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:30																					
09:30	0	0	0	0	0	0	**4**	0	0	4	0	0	0	0	0	0	1	0	0	1	5
09:45	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	**5**	0	0	**5**	**9**
10:00	0	0	0	0	0	1	1	0	0	2	0	0	**2**	0	**2**	0	2	0	0	2	6
10:15	0	0	0	0	0	**2**	3	0	0	**5**	0	0	0	0	0	0	3	0	0	3	8
Total Volume	0	0	0	0	0	3	11	0	0	14	0	0	3	0	3	0	11	0	0	11	28
% App. Total	0	0	0	0		21.4	78.6	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.375	.688	.000	.000	.700	.000	.000	.375	.000	.375	.000	.550	.000	.000	.550	.778

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					**09:30**					**09:45**					**09:30**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0	0	4	0	0	1	0	1	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	3	0	0	3	0	0	**2**	0	**2**	0	**5**	0	0	**5**
+30 mins.	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	**2**	3	0	0	**5**	0	0	1	0	1	0	3	0	0	3
Total Volume	0	0	0	0	0	3	11	0	0	14	0	0	4	0	4	0	11	0	0	11
% App. Total	0	0	0	0		21.4	78.6	0	0		0	0	100	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.375	.688	.000	.000	.700	.000	.000	.500	.000	.500	.000	.550	.000	.000	.550

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Boggy Ford Rd & Highland Lake Dr
Site Code : 7
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 7 - Boggy Ford Rd & Highland Lake Dr
Site Code : 7
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	0	50	0	0	50	

	Southbound					Boggy Ford Rd Westbound					Highland Lake Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:45																					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:45					07:00					07:00					17:45					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1			1												1			1	
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Boggy Ford Rd & National Dr
Site Code : 8
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	5	2	1	0	8	0	8	3	0	11	0	0	0	0	0	4	73	0	0	77	96
07:15	15	1	1	0	17	1	20	5	0	26	0	1	0	0	1	3	98	0	0	101	145
07:30	12	0	0	0	12	0	57	5	0	62	0	4	0	0	4	3	71	0	0	74	152
07:45	10	1	2	0	13	1	42	7	0	50	0	2	0	0	2	2	53	2	0	57	122
Total	42	4	4	0	50	2	127	20	0	149	0	7	0	0	7	12	295	2	0	309	515
08:00	9	4	1	0	14	0	19	5	0	24	1	8	0	0	9	2	90	1	0	93	140
08:15	16	1	0	0	17	0	28	9	0	37	0	1	0	0	1	1	96	0	0	97	152
08:30	6	2	2	0	10	0	49	11	0	60	0	3	0	0	3	3	59	0	0	62	135
08:45	9	3	1	0	13	0	41	7	0	48	0	5	0	0	5	6	60	0	0	66	132
Total	40	10	4	0	54	0	137	32	0	169	1	17	0	0	18	12	305	1	0	318	559
09:00	9	3	1	0	13	0	33	7	0	40	0	3	0	0	3	0	52	0	0	52	108
09:15	14	0	2	0	16	0	31	5	0	36	1	0	0	0	1	2	54	0	0	56	109
09:30	5	3	0	0	8	0	30	6	0	36	1	4	0	0	5	1	55	1	0	57	106
09:45	11	3	2	0	16	0	29	3	0	32	0	0	0	0	0	1	43	2	0	46	94
Total	39	9	5	0	53	0	123	21	0	144	2	7	0	0	9	4	204	3	0	211	417
10:00	2	2	1	0	5	1	23	4	0	28	0	2	0	0	2	2	44	0	0	46	81
10:15	10	3	2	0	15	1	32	9	0	42	0	6	1	0	7	0	43	1	0	44	108
10:30	5	2	2	0	9	1	40	7	0	48	1	0	1	0	2	2	46	1	0	49	108
10:45	4	3	1	0	8	0	32	2	0	34	1	3	0	0	4	2	40	0	0	42	88
Total	21	10	6	0	37	3	127	22	0	152	2	11	2	0	15	6	173	2	0	181	385
11:00	3	1	0	0	4	1	31	4	0	36	0	3	1	0	4	4	59	0	0	63	107
11:15	5	2	2	0	9	0	42	1	0	43	1	0	0	0	1	5	35	0	0	40	93
11:30	2	2	3	0	7	0	40	9	0	49	1	2	0	0	3	6	48	1	0	55	114
11:45	5	1	2	0	8	0	38	3	0	41	1	3	3	0	7	2	56	0	0	58	114
Total	15	6	7	0	28	1	151	17	0	169	3	8	4	0	15	17	198	1	0	216	428
12:00	10	1	2	0	13	0	39	5	0	44	0	6	1	0	7	2	49	1	0	52	116
12:15	2	2	1	0	5	0	40	4	0	44	0	3	0	0	3	1	45	0	0	46	98
12:30	5	3	2	0	10	0	38	4	0	42	3	1	0	0	4	0	50	2	0	52	108
12:45	4	2	2	0	8	0	48	6	0	54	0	3	0	0	3	1	53	0	0	54	119
Total	21	8	7	0	36	0	165	19	0	184	3	13	1	0	17	4	197	3	0	204	441
13:00	1	1	1	0	3	1	40	4	0	45	1	4	0	0	5	3	39	1	0	43	96
13:15	4	1	3	0	8	0	47	6	0	53	0	1	1	0	2	1	55	0	0	56	119
13:30	5	4	2	0	11	0	43	4	0	47	0	2	0	0	2	1	36	0	0	37	97
13:45	3	1	1	0	5	0	44	8	0	52	1	2	0	0	3	1	41	1	0	43	103
Total	13	7	7	0	27	1	174	22	0	197	2	9	1	0	12	6	171	2	0	179	415
14:00	5	4	1	0	10	0	49	5	0	54	2	2	0	0	4	5	35	0	0	40	108
14:15	6	1	1	0	8	0	40	3	0	43	1	1	0	0	2	2	40	0	0	42	95
14:30	3	1	0	0	4	0	45	8	0	53	0	4	0	0	4	1	44	0	0	45	106
14:45	5	2	1	0	8	0	48	3	0	51	0	3	0	0	3	2	50	0	0	52	114
Total	19	8	3	0	30	0	182	19	0	201	3	10	0	0	13	10	169	0	0	179	423
15:00	3	4	0	0	7	1	32	5	0	38	0	2	0	0	2	2	48	0	0	50	97
15:15	7	3	1	0	11	0	56	9	0	65	1	3	0	0	4	2	48	0	0	50	130
15:30	5	3	1	0	9	1	70	8	0	79	0	5	1	0	6	2	49	0	0	51	145
15:45	6	2	0	0	8	0	59	4	0	63	0	1	0	0	1	5	44	0	0	49	121
Total	21	12	2	0	35	2	217	26	0	245	1	11	1	0	13	11	189	0	0	200	493
16:00	7	3	7	0	17	1	50	10	0	61	0	3	1	0	4	4	57	1	0	62	144
16:15	4	3	3	0	10	0	78	16	0	94	0	1	0	0	1	2	44	0	0	46	151

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Boggy Ford Rd & National Dr
Site Code : 8
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	8	7	4	0	19	2	97	20	0	119	0	3	0	0	3	2	37	1	0	40	181
16:45	10	2	1	0	13	0	84	11	0	95	0	4	0	0	4	2	57	1	0	60	172
Total	29	15	15	0	59	3	309	57	0	369	0	11	1	0	12	10	195	3	0	208	648
17:00	9	1	2	0	12	1	76	4	0	81	0	4	0	0	4	2	42	2	0	46	143
17:15	6	4	1	0	11	1	71	15	0	87	0	1	0	0	1	3	58	1	0	62	161
17:30	8	5	0	0	13	1	71	6	0	78	0	1	0	0	1	1	54	0	0	55	147
17:45	8	0	3	0	11	0	68	14	0	82	0	2	0	0	2	4	50	0	0	54	149
Total	31	10	6	0	47	3	286	39	0	328	0	8	0	0	8	10	204	3	0	217	600
18:00	7	3	5	0	15	0	61	8	0	69	1	2	1	0	4	3	45	0	0	48	136
18:15	3	2	2	0	7	0	74	10	0	84	0	5	0	0	5	1	38	1	0	40	136
18:30	2	0	2	0	4	0	61	11	0	72	0	5	0	0	5	2	26	0	0	28	109
18:45	5	4	1	0	10	0	63	3	0	66	0	3	0	0	3	1	26	0	0	27	106
Total	17	9	10	0	36	0	259	32	0	291	1	15	1	0	17	7	135	1	0	143	487
Grand Total	308	108	76	0	492	15	2257	326	0	2598	18	127	11	0	156	109	2435	21	0	2565	5811
Apprch %	62.6	22	15.4	0		0.6	86.9	12.5	0		11.5	81.4	7.1	0		4.2	94.9	0.8	0		
Total %	5.3	1.9	1.3	0	8.5	0.3	38.8	5.6	0	44.7	0.3	2.2	0.2	0	2.7	1.9	41.9	0.4	0	44.1	
Vehicles	304	107	74	0	485	15	2204	318	0	2537	18	126	11	0	155	107	2388	20	0	2515	5692
% Vehicles	98.7	99.1	97.4	0	98.6	100	97.7	97.5	0	97.7	100	99.2	100	0	99.4	98.2	98.1	95.2	0	98.1	98
Heavy Vehicles	4	1	2	0	7	0	53	8	0	61	0	1	0	0	1	2	47	1	0	50	119
% Heavy Vehicles	1.3	0.9	2.6	0	1.4	0	2.3	2.5	0	2.3	0	0.8	0	0	0.6	1.8	1.9	4.8	0	1.9	2

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	8	**7**	**4**	0	**19**	**2**	**97**	**20**	0	**119**	0	3	0	0	3	2	37	1	0	40	**181**
16:45	**10**	2	1	0	13	0	84	11	0	95	0	**4**	0	0	**4**	2	57	1	0	60	172
17:00	9	1	2	0	12	1	76	4	0	81	0	4	0	0	4	2	42	**2**	0	46	143
17:15	6	4	1	0	11	1	71	15	0	87	0	1	0	0	1	**3**	**58**	1	0	**62**	161
Total Volume	33	14	8	0	55	4	328	50	0	382	0	12	0	0	12	9	194	5	0	208	657
% App. Total	60	25.5	14.5	0		1	85.9	13.1	0		0	100	0	0		4.3	93.3	2.4	0		
PHF	.825	.500	.500	.000	.724	.500	.845	.625	.000	.803	.000	.750	.000	.000	.750	.750	.836	.625	.000	.839	.907
Vehicles	33	14	8	0	55	4	327	49	0	380	0	12	0	0	12	9	191	5	0	205	652
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
% Heavy Vehicles	0	0	0	0	0	0	0.3	2.0	0	0.5	0	0	0	0	0	0	1.5	0	0	1.4	0.8

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00					16:15					11:45					07:15				
+0 mins.	7	3	**7**	0	17	0	78	16	0	94	1	3	**3**	0	**7**	**3**	**98**	0	0	**101**
+15 mins.	4	3	3	0	10	**2**	**97**	**20**	0	**119**	0	**6**	1	0	7	3	71	0	0	74
+30 mins.	8	**7**	4	0	**19**	0	84	11	0	95	0	3	0	0	3	2	53	**2**	0	57
+45 mins.	**10**	2	1	0	13	1	76	4	0	81	**3**	1	0	0	4	2	90	1	0	93
Total Volume	29	15	15	0	59	3	335	51	0	389	4	13	4	0	21	10	312	3	0	325
% App. Total	49.2	25.4	25.4	0		0.8	86.1	13.1	0		19	61.9	19	0		3.1	96	0.9	0	
PHF	.725	.536	.536	.000	.776	.375	.863	.638	.000	.817	.333	.542	.333	.000	.750	.833	.796	.375	.000	.804
Vehicles	29	15	15	0	59	3	334	49	0	386	4	13	4	0	21	10	311	3	0	324
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1
% Heavy Vehicles	0	0	0	0	0	0	0.3	3.9	0	0.8	0	0	0	0	0	0	0.3	0	0	0.3

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Boggy Ford Rd & National Dr
Site Code : 8
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	5	2	1	0	8	0	8	3	0	11	0	0	0	0	0	3	73	0	0	76	95
07:15	15	1	1	0	17	1	19	5	0	25	0	1	0	0	1	3	98	0	0	101	144
07:30	12	0	0	0	12	0	56	5	0	61	0	3	0	0	3	3	70	0	0	73	149
07:45	10	1	2	0	13	1	42	7	0	50	0	2	0	0	2	2	53	2	0	57	122
Total	42	4	4	0	50	2	125	20	0	147	0	6	0	0	6	11	294	2	0	307	510
08:00	9	4	1	0	14	0	17	5	0	22	1	8	0	0	9	2	90	1	0	93	138
08:15	16	1	0	0	17	0	28	9	0	37	0	1	0	0	1	1	95	0	0	96	151
08:30	6	2	2	0	10	0	49	10	0	59	0	3	0	0	3	3	57	0	0	60	132
08:45	9	3	1	0	13	0	39	7	0	46	0	5	0	0	5	6	60	0	0	66	130
Total	40	10	4	0	54	0	133	31	0	164	1	17	0	0	18	12	302	1	0	315	551
09:00	8	3	1	0	12	0	30	7	0	37	0	3	0	0	3	0	50	0	0	50	102
09:15	14	0	2	0	16	0	28	5	0	33	1	0	0	0	1	2	53	0	0	55	105
09:30	4	3	0	0	7	0	27	6	0	33	1	4	0	0	5	1	55	1	0	57	102
09:45	11	3	2	0	16	0	26	3	0	29	0	0	0	0	0	1	39	1	0	41	86
Total	37	9	5	0	51	0	111	21	0	132	2	7	0	0	9	4	197	2	0	203	395
10:00	2	2	1	0	5	1	22	3	0	26	0	2	0	0	2	2	43	0	0	45	78
10:15	10	3	2	0	15	1	30	8	0	39	0	6	1	0	7	0	41	1	0	42	103
10:30	5	2	2	0	9	1	37	7	0	45	1	0	1	0	2	2	45	1	0	48	104
10:45	4	3	1	0	8	0	32	2	0	34	1	3	0	0	4	2	39	0	0	41	87
Total	21	10	6	0	37	3	121	20	0	144	2	11	2	0	15	6	168	2	0	176	372
11:00	3	1	0	0	4	1	30	4	0	35	0	3	1	0	4	4	56	0	0	60	103
11:15	5	2	2	0	9	0	42	1	0	43	1	0	0	0	1	5	34	0	0	39	92
11:30	2	2	2	0	6	0	40	8	0	48	1	2	0	0	3	6	47	1	0	54	111
11:45	5	1	1	0	7	0	38	3	0	41	1	3	3	0	7	2	56	0	0	58	113
Total	15	6	5	0	26	1	150	16	0	167	3	8	4	0	15	17	193	1	0	211	419
12:00	9	1	2	0	12	0	38	5	0	43	0	6	1	0	7	2	47	1	0	50	112
12:15	2	2	1	0	5	0	36	4	0	40	0	3	0	0	3	1	44	0	0	45	93
12:30	5	3	2	0	10	0	37	4	0	41	3	1	0	0	4	0	48	2	0	50	105
12:45	4	2	2	0	8	0	48	6	0	54	0	3	0	0	3	1	53	0	0	54	119
Total	20	8	7	0	35	0	159	19	0	178	3	13	1	0	17	4	192	3	0	199	429
13:00	1	1	1	0	3	1	40	4	0	45	1	4	0	0	5	3	39	1	0	43	96
13:15	4	1	3	0	8	0	45	6	0	51	0	1	1	0	2	1	55	0	0	56	117
13:30	5	4	2	0	11	0	42	4	0	46	0	2	0	0	2	1	34	0	0	35	94
13:45	3	1	1	0	5	0	43	7	0	50	1	2	0	0	3	1	39	1	0	41	99
Total	13	7	7	0	27	1	170	21	0	192	2	9	1	0	12	6	167	2	0	175	406
14:00	5	4	1	0	10	0	47	5	0	52	2	2	0	0	4	5	34	0	0	39	105
14:15	6	1	1	0	8	0	38	2	0	40	1	1	0	0	2	2	39	0	0	41	91
14:30	3	1	0	0	4	0	43	8	0	51	0	4	0	0	4	1	43	0	0	44	103
14:45	4	1	1	0	6	0	48	3	0	51	0	3	0	0	3	1	48	0	0	49	109
Total	18	7	3	0	28	0	176	18	0	194	3	10	0	0	13	9	164	0	0	173	408
15:00	3	4	0	0	7	1	31	5	0	37	0	2	0	0	2	2	48	0	0	50	96
15:15	7	3	1	0	11	0	54	9	0	63	1	3	0	0	4	2	46	0	0	48	126
15:30	5	3	1	0	9	1	66	8	0	75	0	5	1	0	6	2	48	0	0	50	140
15:45	6	2	0	0	8	0	59	4	0	63	0	1	0	0	1	5	42	0	0	47	119
Total	21	12	2	0	35	2	210	26	0	238	1	11	1	0	13	11	184	0	0	195	481
16:00	7	3	7	0	17	1	49	10	0	60	0	3	1	0	4	4	56	1	0	61	142
16:15	4	3	3	0	10	0	78	15	0	93	0	1	0	0	1	2	42	0	0	44	148
16:30	8	7	4	0	19	2	97	20	0	119	0	3	0	0	3	2	36	1	0	39	180
16:45	10	2	1	0	13	0	83	10	0	93	0	4	0	0	4	2	56	1	0	59	169
Total	29	15	15	0	59	3	307	55	0	365	0	11	1	0	12	10	190	3	0	203	639

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Boggy Ford Rd & National Dr
Site Code : 8
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	9	1	2	0	12	1	76	4	0	81	0	4	0	0	4	2	42	2	0	46	143
17:15	6	4	1	0	11	1	71	15	0	87	0	1	0	0	1	3	57	1	0	61	160
17:30	8	5	0	0	13	1	70	6	0	77	0	1	0	0	1	1	54	0	0	55	146
17:45	8	0	3	0	11	0	67	14	0	81	0	2	0	0	2	4	50	0	0	54	148
Total	31	10	6	0	47	3	284	39	0	326	0	8	0	0	8	10	203	3	0	216	597
18:00	7	3	5	0	15	0	61	8	0	69	1	2	1	0	4	3	44	0	0	47	135
18:15	3	2	2	0	7	0	73	10	0	83	0	5	0	0	5	1	38	1	0	40	135
18:30	2	0	2	0	4	0	61	11	0	72	0	5	0	0	5	2	26	0	0	28	109
18:45	5	4	1	0	10	0	63	3	0	66	0	3	0	0	3	1	26	0	0	27	106
Total	17	9	10	0	36	0	258	32	0	290	1	15	1	0	17	7	134	1	0	142	485
Grand Total	304	107	74	0	485	15	2204	318	0	2537	18	126	11	0	155	107	2388	20	0	2515	5692
Apprch %	62.7	22.1	15.3	0		0.6	86.9	12.5	0		11.6	81.3	7.1	0		4.3	95	0.8	0		
Total %	5.3	1.9	1.3	0	8.5	0.3	38.7	5.6	0	44.6	0.3	2.2	0.2	0	2.7	1.9	42	0.4	0	44.2	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	8	**7**	**4**	0	**19**	**2**	**97**	**20**	0	**119**	0	3	0	0	3	2	36	1	0	39	**180**
16:45	**10**	2	1	0	13	0	83	10	0	93	0	**4**	0	0	**4**	2	56	1	0	59	169
17:00	9	1	2	0	12	1	76	4	0	81	0	4	0	0	4	2	42	**2**	0	46	143
17:15	6	4	1	0	11	1	71	15	0	87	0	1	0	0	1	**3**	**57**	1	0	**61**	160
Total Volume	33	14	8	0	55	4	327	49	0	380	0	12	0	0	12	9	191	5	0	205	652
% App. Total	60	25.5	14.5	0		1.1	86.1	12.9	0		0	100	0	0		4.4	93.2	2.4	0		
PHF	.825	.500	.500	.000	.724	.500	.843	.613	.000	.798	.000	.750	.000	.000	.750	.750	.838	.625	.000	.840	.906

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					**16:15**					**11:45**					**07:15**				
+0 mins.	**7**	**3**	7	0	17	0	78	15	0	93	1	3	3	0	7	3	**98**	0	0	**101**
+15 mins.	4	3	3	0	10	**2**	**97**	**20**	0	**119**	0	**6**	1	0	7	3	70	0	0	73
+30 mins.	8	**7**	4	0	**19**	0	83	10	0	93	0	3	0	0	3	2	53	**2**	0	57
+45 mins.	**10**	2	1	0	13	1	76	4	0	81	**3**	1	0	0	4	2	90	1	0	93
Total Volume	29	15	15	0	59	3	334	49	0	386	4	13	4	0	21	10	311	3	0	324
% App. Total	49.2	25.4	25.4	0		0.8	86.5	12.7	0		19	61.9	19	0		3.1	96	0.9	0	
PHF	.725	.536	.536	.000	.776	.375	.861	.613	.000	.811	.333	.542	.333	.000	.750	.833	.793	.375	.000	.802

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Boggy Ford Rd & National Dr
Site Code : 8
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	5
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
08:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	8
09:00	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
09:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
09:30	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
09:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	8
Total	2	0	0	0	2	0	12	0	0	12	0	0	0	0	0	0	7	1	0	8	22
10:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
10:15	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
10:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	0	5	0	0	5	13
11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
11:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	9
12:00	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
12:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
12:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	12
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
13:45	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	9
14:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
14:15	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
14:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
14:45	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
Total	1	1	0	0	2	0	6	1	0	7	0	0	0	0	0	1	5	0	0	6	15
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
15:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:45	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	5	0	0	5	9

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Boggy Ford Rd & National Dr
Site Code : 8
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	4	1	2	0	7	0	53	8	0	61	0	1	0	0	1	2	47	1	0	50	119
Apprch %	57.1	14.3	28.6	0		0	86.9	13.1	0		0	100	0	0		4	94	2	0		
Total %	3.4	0.8	1.7	0	5.9	0	44.5	6.7	0	51.3	0	0.8	0	0	0.8	1.7	39.5	0.8	0	42	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	**1**	0	0	0	**1**	0	**3**	0	0	**3**	0	0	0	0	0	0	2	0	0	2	6
09:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
09:30	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
09:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	**4**	**1**	0	**5**	**8**
Total Volume	2	0	0	0	2	0	12	0	0	12	0	0	0	0	0	0	7	1	0	8	22
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		0	87.5	12.5	0		
PHF	.500	.000	.000	.000	.500	.000	1.00	.000	.000	1.00	.000	.000	.000	.000	.000	.000	.438	.250	.000	.400	.688

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15					**09:00**					**07:00**					**09:45**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0	0	**3**	0	0	0	0	0	0	**4**	**1**	0	**5**
+15 mins.	0	0	**1**	0	**1**	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	1	0	1	0	3	0	0	3	0	**1**	0	0	**1**	0	2	0	0	2
+45 mins.	**1**	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	2	0	3	0	12	0	0	12	0	1	0	0	1	0	8	1	0	9
% App. Total	33.3	0	66.7	0		0	100	0	0		0	100	0	0		0	88.9	11.1	0	
PHF	.250	.000	.500	.000	.750	.000	1.000													

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Boggy Ford Rd & National Dr
Site Code : 8
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 8 - Boggy Ford Rd & National Dr
Site Code : 8
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	14.3	0	0	14.3	0	28.6	0	0	28.6	0	0	0	0	0	0	57.1	0	0	57.1	

	National Dr Southbound					Boggy Ford Rd Westbound					National Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:45																					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**2**
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	14:15					**17:45**					**07:00**					**07:45**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	2	0	0	**2**	0	0	0	0	0	0	1	0	0	1
Total Volume	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Highland Lake Dr & National Dr
Site Code : 9
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	23	0	0	23	27
07:15	0	0	2	0	2	0	4	1	0	5	0	0	0	0	0	1	36	0	0	37	44
07:30	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	3	26	0	0	29	42
07:45	1	0	1	0	2	0	14	0	0	14	0	0	0	0	0	2	22	0	0	24	40
Total	1	0	5	0	6	0	33	1	0	34	0	0	0	0	0	6	107	0	0	113	153
08:00	0	0	4	0	4	0	10	0	0	10	0	0	0	0	0	8	38	0	0	46	60
08:15	0	0	3	0	3	0	9	0	0	9	0	0	0	0	0	1	32	0	0	33	45
08:30	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	3	24	0	0	27	43
08:45	0	0	3	0	3	0	16	0	0	16	0	0	0	0	0	5	26	0	0	31	50
Total	0	0	12	0	12	0	49	0	0	49	0	0	0	0	0	17	120	0	0	137	198
09:00	0	0	3	0	3	0	17	0	0	17	0	0	0	0	0	3	17	0	0	20	40
09:15	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	1	22	0	0	23	46
09:30	0	0	4	0	4	0	15	1	0	16	0	0	0	0	0	4	10	0	0	14	34
09:45	0	0	2	0	2	0	21	0	0	21	0	0	0	0	0	0	20	0	0	20	43
Total	0	0	9	0	9	0	76	1	0	77	0	0	0	0	0	8	69	0	0	77	163
10:00	1	0	5	0	6	0	14	0	0	14	0	0	0	0	0	3	18	0	0	21	41
10:15	0	0	4	0	4	0	16	0	0	16	0	0	0	0	0	6	16	0	0	22	42
10:30	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	1	23	0	0	24	38
10:45	0	0	4	0	4	0	19	0	0	19	0	0	0	0	0	3	30	0	0	33	56
Total	1	0	16	0	17	0	60	0	0	60	0	0	0	0	0	13	87	0	0	100	177
11:00	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	5	32	0	0	37	53
11:15	0	0	3	0	3	0	19	0	0	19	0	0	0	0	0	1	24	0	0	25	47
11:30	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	2	26	0	0	28	44
11:45	0	0	2	0	2	0	15	1	0	16	0	0	0	0	0	7	19	0	0	26	44
Total	0	0	9	0	9	0	62	1	0	63	0	0	0	0	0	15	101	0	0	116	188
12:00	0	0	1	0	1	0	19	0	0	19	0	0	0	0	0	6	10	0	0	16	36
12:15	0	0	2	0	2	0	21	1	0	22	0	0	0	0	0	2	19	0	0	21	45
12:30	0	0	4	0	4	0	18	0	0	18	0	0	0	0	0	2	20	0	0	22	44
12:45	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	4	23	0	0	27	41
Total	0	0	9	0	9	0	70	1	0	71	0	0	0	0	0	14	72	0	0	86	166
13:00	1	0	2	0	3	0	17	0	0	17	0	0	0	0	0	6	16	0	0	22	42
13:15	0	0	1	0	1	0	29	1	0	30	0	0	0	0	0	0	19	0	0	19	50
13:30	0	0	4	0	4	0	21	0	0	21	0	0	0	0	0	2	16	0	0	18	43
13:45	0	0	2	0	2	0	21	0	0	21	0	0	0	0	0	2	25	0	0	27	50
Total	1	0	9	0	10	0	88	1	0	89	0	0	0	0	0	10	76	0	0	86	185
14:00	0	0	4	0	4	0	25	0	0	25	0	0	0	0	0	5	16	0	0	21	50
14:15	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	2	12	0	0	14	37
14:30	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	4	15	0	0	19	42
14:45	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	3	16	0	0	19	37
Total	0	0	7	0	7	0	86	0	0	86	0	0	0	0	0	14	59	0	0	73	166
15:00	1	0	4	0	5	0	16	0	0	16	0	0	0	0	0	2	10	0	0	12	33
15:15	0	0	3	0	3	0	28	0	0	28	0	0	0	0	0	4	8	0	0	12	43
15:30	0	0	4	0	4	0	30	0	0	30	0	0	0	0	0	7	16	0	0	23	57
15:45	1	0	1	0	2	0	31	0	0	31	0	0	0	0	0	1	17	0	0	18	51
Total	2	0	12	0	14	0	105	0	0	105	0	0	0	0	0	14	51	0	0	65	184
16:00	1	0	3	0	4	0	21	0	0	21	0	0	0	0	0	2	29	0	0	31	56
16:15	0	0	3	0	3	0	31	1	0	32	0	0	0	0	0	1	25	0	0	26	61

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Highland Lake Dr & National Dr
Site Code : 9
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	1	0	9	0	10	0	55	0	0	55	0	0	0	0	0	4	15	0	0	19	84
16:45	0	0	4	0	4	0	40	0	0	40	0	0	0	0	0	5	17	0	0	22	66
Total	2	0	19	0	21	0	147	1	0	148	0	0	0	0	0	12	86	0	0	98	267
17:00	1	0	3	0	4	0	32	0	0	32	0	0	0	0	0	2	21	0	0	23	59
17:15	1	0	5	0	6	0	28	0	0	28	0	0	0	0	0	1	18	0	0	19	53
17:30	0	0	5	0	5	0	18	0	0	18	0	0	0	0	0	1	14	0	0	15	38
17:45	0	0	1	0	1	0	25	0	0	25	0	0	0	0	0	2	20	0	0	22	48
Total	2	0	14	0	16	0	103	0	0	103	0	0	0	0	0	6	73	0	0	79	198
18:00	0	0	2	0	2	0	24	0	0	24	0	0	0	0	0	4	12	0	0	16	42
18:15	0	0	3	0	3	0	20	0	0	20	0	0	0	0	0	5	25	0	0	30	53
18:30	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	5	9	0	0	14	37
18:45	0	0	3	0	3	0	28	0	0	28	0	0	0	0	0	3	8	0	0	11	42
Total	0	0	9	0	9	0	94	0	0	94	0	0	0	0	0	17	54	0	0	71	174
Grand Total	9	0	130	0	139	0	973	6	0	979	0	0	0	0	0	146	955	0	0	1101	2219
Apprch %	6.5	0	93.5	0		0	99.4	0.6	0		0	0	0	0		13.3	86.7	0	0		
Total %	0.4	0	5.9	0	6.3	0	43.8	0.3	0	44.1	0	0	0	0	0	6.6	43	0	0	49.6	
Vehicles	8	0	130	0	138	0	962	5	0	967	0	0	0	0	0	146	942	0	0	1088	2193
% Vehicles	88.9	0	100	0	99.3	0	98.9	83.3	0	98.8	0	0	0	0	0	100	98.6	0	0	98.8	98.8
Heavy Vehicles	1	0	0	0	1	0	11	1	0	12	0	0	0	0	0	0	13	0	0	13	26
% Heavy Vehicles	11.1	0	0	0	0.7	0	1.1	16.7	0	1.2	0	0	0	0	0	0	1.4	0	0	1.2	1.2

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	3	0	3	0	31	**1**	0	32	0	0	0	0	0	1	**25**	0	0	**26**	61
16:30	**1**	0	**9**	0	**10**	0	**55**	0	0	**55**	0	0	0	0	0	4	15	0	0	19	**84**
16:45	0	0	4	0	4	0	40	0	0	40	0	0	0	0	0	**5**	17	0	0	22	66
17:00	1	0	3	0	4	0	32	0	0	32	0	0	0	0	0	2	21	0	0	23	59
Total Volume	2	0	19	0	21	0	158	1	0	159	0	0	0	0	0	12	78	0	0	90	270
% App. Total	9.5	0	90.5	0		0	99.4	0.6	0		0	0	0	0		13.3	86.7	0	0		
PHF	.500	.000	.528	.000	.525	.000	.718	.250	.000	.723	.000	.000	.000	.000	.000	.600	.780	.000	.000	.865	.804
Vehicles	2	0	19	0	21	0	156	1	0	157	0	0	0	0	0	12	77	0	0	89	267
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Heavy Vehicles	0	0	0	0	0	0	1.3	0	0	1.3	0	0	0	0	0	0	1.3	0	0	1.1	1.1

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:30					16:15					07:00					08:00				
+0 mins.	**1**	0	**9**	0	**10**	0	31	**1**	0	32	0	0	0	0	0	**8**	**38**	0	0	**46**
+15 mins.	0	0	4	0	4	0	**55**	0	0	**55**	0	0	0	0	0	1	32	0	0	33
+30 mins.	1	0	3	0	4	0	40	0	0	40	0	0	0	0	0	3	24	0	0	27
+45 mins.	1	0	5	0	6	0	32	0	0	32	0	0	0	0	0	5	26	0	0	31
Total Volume	3	0	21	0	24	0	158	1	0	159	0	0	0	0	0	17	120	0	0	137
% App. Total	12.5	0	87.5	0		0	99.4	0.6	0		0	0	0	0		12.4	87.6	0	0	
PHF	.750	.000	.583	.000	.600	.000	.718	.250	.000	.723	.000	.000	.000	.000	.000	.531	.789	.000	.000	.745
Vehicles	3	0	21	0	24	0	156	1	0	157	0	0	0	0	0	17	117	0	0	134
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3
% Heavy Vehicles	0	0	0	0	0	0	1.3	0	0	1.3	0	0	0	0	0	0	2.5	0	0	2.2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Highland Lake Dr & National Dr
Site Code : 9
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	23	0	0	23	27
07:15	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	1	36	0	0	37	43
07:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	3	26	0	0	29	41
07:45	1	0	1	0	2	0	14	0	0	14	0	0	0	0	0	2	22	0	0	24	40
Total	1	0	5	0	6	0	32	0	0	32	0	0	0	0	0	6	107	0	0	113	151
08:00	0	0	4	0	4	0	10	0	0	10	0	0	0	0	0	8	37	0	0	45	59
08:15	0	0	3	0	3	0	9	0	0	9	0	0	0	0	0	1	32	0	0	33	45
08:30	0	0	2	0	2	0	13	0	0	13	0	0	0	0	0	3	23	0	0	26	41
08:45	0	0	3	0	3	0	16	0	0	16	0	0	0	0	0	5	25	0	0	30	49
Total	0	0	12	0	12	0	48	0	0	48	0	0	0	0	0	17	117	0	0	134	194
09:00	0	0	3	0	3	0	17	0	0	17	0	0	0	0	0	3	17	0	0	20	40
09:15	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	1	22	0	0	23	46
09:30	0	0	4	0	4	0	15	1	0	16	0	0	0	0	0	4	10	0	0	14	34
09:45	0	0	2	0	2	0	21	0	0	21	0	0	0	0	0	0	20	0	0	20	43
Total	0	0	9	0	9	0	76	1	0	77	0	0	0	0	0	8	69	0	0	77	163
10:00	0	0	5	0	5	0	13	0	0	13	0	0	0	0	0	3	17	0	0	20	38
10:15	0	0	4	0	4	0	14	0	0	14	0	0	0	0	0	6	16	0	0	22	40
10:30	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	1	22	0	0	23	37
10:45	0	0	4	0	4	0	19	0	0	19	0	0	0	0	0	3	30	0	0	33	56
Total	0	0	16	0	16	0	57	0	0	57	0	0	0	0	0	13	85	0	0	98	171
11:00	0	0	2	0	2	0	13	0	0	13	0	0	0	0	0	5	32	0	0	37	52
11:15	0	0	3	0	3	0	19	0	0	19	0	0	0	0	0	1	24	0	0	25	47
11:30	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	2	26	0	0	28	44
11:45	0	0	2	0	2	0	15	1	0	16	0	0	0	0	0	7	19	0	0	26	44
Total	0	0	9	0	9	0	61	1	0	62	0	0	0	0	0	15	101	0	0	116	187
12:00	0	0	1	0	1	0	19	0	0	19	0	0	0	0	0	6	10	0	0	16	36
12:15	0	0	2	0	2	0	21	1	0	22	0	0	0	0	0	2	19	0	0	21	45
12:30	0	0	4	0	4	0	17	0	0	17	0	0	0	0	0	2	20	0	0	22	43
12:45	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	4	22	0	0	26	40
Total	0	0	9	0	9	0	69	1	0	70	0	0	0	0	0	14	71	0	0	85	164
13:00	1	0	2	0	3	0	17	0	0	17	0	0	0	0	0	6	16	0	0	22	42
13:15	0	0	1	0	1	0	29	1	0	30	0	0	0	0	0	0	19	0	0	19	50
13:30	0	0	4	0	4	0	21	0	0	21	0	0	0	0	0	2	16	0	0	18	43
13:45	0	0	2	0	2	0	21	0	0	21	0	0	0	0	0	2	25	0	0	27	50
Total	1	0	9	0	10	0	88	1	0	89	0	0	0	0	0	10	76	0	0	86	185
14:00	0	0	4	0	4	0	25	0	0	25	0	0	0	0	0	5	16	0	0	21	50
14:15	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	2	11	0	0	13	36
14:30	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	4	15	0	0	19	42
14:45	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	3	14	0	0	17	35
Total	0	0	7	0	7	0	86	0	0	86	0	0	0	0	0	14	56	0	0	70	163
15:00	1	0	4	0	5	0	16	0	0	16	0	0	0	0	0	2	10	0	0	12	33
15:15	0	0	3	0	3	0	28	0	0	28	0	0	0	0	0	4	8	0	0	12	43
15:30	0	0	4	0	4	0	29	0	0	29	0	0	0	0	0	7	16	0	0	23	56
15:45	1	0	1	0	2	0	31	0	0	31	0	0	0	0	0	1	16	0	0	17	50
Total	2	0	12	0	14	0	104	0	0	104	0	0	0	0	0	14	50	0	0	64	182
16:00	1	0	3	0	4	0	20	0	0	20	0	0	0	0	0	2	28	0	0	30	54
16:15	0	0	3	0	3	0	30	1	0	31	0	0	0	0	0	1	24	0	0	25	59
16:30	1	0	9	0	10	0	55	0	0	55	0	0	0	0	0	4	15	0	0	19	84
16:45	0	0	4	0	4	0	39	0	0	39	0	0	0	0	0	5	17	0	0	22	65
Total	2	0	19	0	21	0	144	1	0	145	0	0	0	0	0	12	84	0	0	96	262

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Highland Lake Dr & National Dr
Site Code : 9
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	1	0	3	0	4	0	32	0	0	32	0	0	0	0	0	2	21	0	0	23	59
17:15	1	0	5	0	6	0	28	0	0	28	0	0	0	0	0	1	17	0	0	18	52
17:30	0	0	5	0	5	0	18	0	0	18	0	0	0	0	0	1	14	0	0	15	38
17:45	0	0	1	0	1	0	25	0	0	25	0	0	0	0	0	2	20	0	0	22	48
Total	2	0	14	0	16	0	103	0	0	103	0	0	0	0	0	6	72	0	0	78	197
18:00	0	0	2	0	2	0	24	0	0	24	0	0	0	0	0	4	12	0	0	16	42
18:15	0	0	3	0	3	0	20	0	0	20	0	0	0	0	0	5	25	0	0	30	53
18:30	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	5	9	0	0	14	37
18:45	0	0	3	0	3	0	28	0	0	28	0	0	0	0	0	3	8	0	0	11	42
Total	0	0	9	0	9	0	94	0	0	94	0	0	0	0	0	17	54	0	0	71	174
Grand Total	8	0	130	0	138	0	962	5	0	967	0	0	0	0	0	146	942	0	0	1088	2193
Apprch %	5.8	0	94.2	0		0	99.5	0.5	0		0	0	0	0		13.4	86.6	0	0		
Total %	0.4	0	5.9	0	6.3	0	43.9	0.2	0	44.1	0	0	0	0	0	6.7	43	0	0	49.6	

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	3	0	3	0	30	**1**	0	31	0	0	0	0	0	1	**24**	0	0	**25**	59
16:30	**1**	0	**9**	0	**10**	0	**55**	0	0	**55**	0	0	0	0	0	4	15	0	0	19	**84**
16:45	0	0	4	0	4	0	39	0	0	39	0	0	0	0	0	**5**	17	0	0	22	65
17:00	1	0	3	0	4	0	32	0	0	32	0	0	0	0	0	2	21	0	0	23	59
Total Volume	2	0	19	0	21	0	156	1	0	157	0	0	0	0	0	12	77	0	0	89	267
% App. Total	9.5	0	90.5	0		0	99.4	0.6	0		0	0	0	0		13.5	86.5	0	0		
PHF	.500	.000	.528	.000	.525	.000	.709	.250	.000	.714	.000	.000	.000	.000	.000	.600	.802	.000	.000	.890	.795

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					**16:15**					**07:00**					**07:15**				
+0 mins.	1	0	9	0	10	0	30	1	0	31	0	0	0	0	0	1	36	0	0	37
+15 mins.	0	0	4	0	4	0	**55**	0	0	**55**	0	0	0	0	0	3	26	0	0	29
+30 mins.	1	0	3	0	4	0	39	0	0	39	0	0	0	0	0	2	22	0	0	24
+45 mins.	1	0	5	0	6	0	32	0	0	32	0	0	0	0	0	**8**	**37**	0	0	**45**
Total Volume	3	0	21	0	24	0	156	1	0	157	0	0	0	0	0	14	121	0	0	135
% App. Total	12.5	0	87.5	0		0	99.4	0.6	0		0	0	0	0		10.4	89.6	0	0	
PHF	.750	.000	.583	.000	.600	.000	.709	.250	.000	.714	.000	.000	.000	.000	.000	.438	.818	.000	.000	.750

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Highland Lake Dr & National Dr
Site Code : 9
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
10:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Highland Lake Dr & National Dr
Site Code : 9
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	1	0	11	1	0	12	0	0	0	0	0	0	13	0	0	13	26
Apprch %	100	0	0	0		0	91.7	8.3	0		0	0	0	0		0	100	0	0		
Total %	3.8	0	0	0	3.8	0	42.3	3.8	0	46.2	0	0	0	0	0	0	50	0	0	50	

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:45																					
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	**1**	0	0	0	**1**	0	1	0	0	1	0	0	0	0	0	0	**1**	0	0	**1**	**3**
10:15	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15					**09:30**					**07:00**					**08:00**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
+45 mins.	**1**	0	0	0	**1**	0	**2**	0	0	**2**	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0	
PHF	.250	.000	.000	.000	.250	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Highland Lake Dr & National Dr
Site Code : 9
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 9 - Highland Lake Dr & National Dr
Site Code : 9
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	National Dr Southbound					Highland Lake Dr Westbound					Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume																				
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Boggy Ford Rd & Rockwood Dr
Site Code : 10
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	2	0	1	0	3	0	9	0	0	9	0	0	0	0	0	3	75	0	0	78	90
07:15	4	0	1	0	5	0	22	2	0	24	0	0	0	0	0	11	93	0	0	104	133
07:30	3	0	7	0	10	0	55	1	0	56	0	0	0	0	0	4	71	0	0	75	141
07:45	4	0	5	1	10	0	41	1	0	42	0	0	0	0	0	2	55	0	0	57	109
Total	13	0	14	1	28	0	127	4	0	131	0	0	0	0	0	20	294	0	0	314	473
08:00	4	0	1	0	5	0	18	2	0	20	0	0	0	0	0	4	94	0	0	98	123
08:15	5	0	5	0	10	0	29	1	0	30	0	0	0	0	0	7	81	0	0	88	128
08:30	5	0	2	0	7	0	49	3	0	52	0	0	0	0	0	4	59	0	0	63	122
08:45	4	0	1	0	5	0	38	3	0	41	0	0	0	0	0	1	61	0	0	62	108
Total	18	0	9	0	27	0	134	9	0	143	0	0	0	0	0	16	295	0	0	311	481
09:00	1	0	7	0	8	0	31	3	0	34	0	0	0	0	0	0	48	0	0	48	90
09:15	1	0	4	0	5	0	32	2	0	34	0	0	0	0	0	3	58	0	0	61	100
09:30	3	0	7	0	10	0	32	1	0	33	0	0	0	0	0	3	46	0	0	49	92
09:45	2	0	4	0	6	0	29	2	0	31	0	0	0	0	0	5	45	0	0	50	87
Total	7	0	22	0	29	0	124	8	0	132	0	0	0	0	0	11	197	0	0	208	369
10:00	1	0	1	0	2	0	25	1	0	26	0	0	0	0	0	4	49	0	0	53	81
10:15	4	0	4	0	8	0	35	0	0	35	0	0	0	0	0	1	40	0	0	41	84
10:30	0	0	4	0	4	0	39	4	0	43	0	0	0	0	0	2	47	0	0	49	96
10:45	2	0	7	0	9	0	32	1	0	33	0	0	0	0	0	1	44	0	0	45	87
Total	7	0	16	0	23	0	131	6	0	137	0	0	0	0	0	8	180	0	0	188	348
11:00	4	0	4	0	8	0	30	1	0	31	0	0	0	0	0	0	56	0	0	56	95
11:15	1	0	1	0	2	0	41	1	0	42	0	0	0	0	0	3	38	0	0	41	85
11:30	2	0	2	0	4	0	40	4	0	44	0	0	0	0	0	4	56	0	0	60	108
11:45	3	0	3	0	6	0	44	2	0	46	0	0	0	0	0	4	53	0	0	57	109
Total	10	0	10	0	20	0	155	8	0	163	0	0	0	0	0	11	203	0	0	214	397
12:00	3	0	8	0	11	0	35	1	0	36	0	0	0	0	0	3	47	0	0	50	97
12:15	0	0	3	0	3	0	40	1	0	41	0	0	0	0	0	7	50	0	0	57	101
12:30	5	0	7	0	12	0	37	5	0	42	0	0	0	0	0	6	43	0	0	49	103
12:45	2	0	6	0	8	0	45	3	0	48	0	0	0	0	0	2	53	0	0	55	111
Total	10	0	24	0	34	0	157	10	0	167	0	0	0	0	0	18	193	0	0	211	412
13:00	1	0	4	0	5	0	41	2	0	43	0	0	0	0	0	2	43	0	0	45	93
13:15	3	0	4	0	7	0	48	2	0	50	0	0	0	0	0	1	52	0	0	53	110
13:30	2	0	6	0	8	0	41	4	0	45	0	0	0	0	0	2	34	0	0	36	89
13:45	3	0	3	0	6	0	48	1	0	49	0	0	0	0	0	3	39	0	0	42	97
Total	9	0	17	0	26	0	178	9	0	187	0	0	0	0	0	8	168	0	0	176	389
14:00	1	0	4	0	5	0	48	2	0	50	0	0	0	0	0	3	39	0	0	42	97
14:15	1	0	3	0	4	0	43	0	0	43	0	0	0	0	0	4	41	0	0	45	92
14:30	7	0	5	0	12	0	45	1	0	46	0	0	0	0	0	2	39	0	0	41	99
14:45	2	0	5	0	7	0	46	3	0	49	0	0	0	0	0	6	46	0	0	52	108
Total	11	0	17	0	28	0	182	6	0	188	0	0	0	0	0	15	165	0	0	180	396
15:00	3	0	4	0	7	0	30	2	0	32	0	0	0	0	0	9	52	0	0	61	100
15:15	1	0	11	0	12	0	54	3	0	57	0	0	0	0	0	4	47	0	0	51	120
15:30	4	0	3	0	7	0	68	6	0	74	0	0	0	0	0	5	44	0	0	49	130
15:45	5	0	6	0	11	0	54	2	0	56	0	0	0	0	0	2	49	0	0	51	118
Total	13	0	24	0	37	0	206	13	0	219	0	0	0	0	0	20	192	0	0	212	468
16:00	3	0	3	0	6	0	58	2	0	60	0	0	0	0	0	5	58	0	0	63	129
16:15	3	0	5	0	8	0	80	2	0	82	0	0	0	0	0	4	39	0	0	43	133

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Boggy Ford Rd & Rockwood Dr
Site Code : 10
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	2	0	12	0	14	0	88	6	0	94	0	0	0	0	0	7	46	0	0	53	161
16:45	3	0	5	0	8	0	80	6	0	86	0	0	0	0	0	2	56	0	0	58	152
Total	11	0	25	0	36	0	306	16	0	322	0	0	0	0	0	18	199	0	0	217	575
17:00	2	0	7	0	9	0	77	4	0	81	0	0	0	0	0	0	43	0	0	43	133
17:15	1	0	9	0	10	0	68	2	0	70	0	0	0	0	0	5	57	0	0	62	142
17:30	4	0	5	0	9	0	65	7	0	72	0	0	0	0	0	3	51	0	0	54	135
17:45	4	0	6	0	10	0	66	2	0	68	0	0	0	0	0	3	48	0	0	51	129
Total	11	0	27	0	38	0	276	15	0	291	0	0	0	0	0	11	199	0	0	210	539
18:00	3	0	3	0	6	0	64	5	0	69	0	0	0	0	0	2	46	0	0	48	123
18:15	1	0	2	0	3	0	71	2	0	73	0	0	0	0	0	4	35	0	0	39	115
18:30	1	0	7	0	8	0	60	4	0	64	0	0	0	0	0	1	31	0	0	32	104
18:45	3	0	5	0	8	0	62	2	0	64	0	0	0	0	0	2	21	0	0	23	95
Total	8	0	17	0	25	0	257	13	0	270	0	0	0	0	0	9	133	0	0	142	437
Grand Total	128	0	222	1	351	0	2233	117	0	2350	0	0	0	0	0	165	2418	0	0	2583	5284
Apprch %	36.5	0	63.2	0.3		0	95	5	0		0	0	0	0		6.4	93.6	0	0		
Total %	2.4	0	4.2	0	6.6	0	42.3	2.2	0	44.5	0	0	0	0	0	3.1	45.8	0	0	48.9	
Vehicles	127	0	213	1	341	0	2179	115	0	2294	0	0	0	0	0	162	2366	0	0	2528	5163
% Vehicles	99.2	0	95.9	100	97.2	0	97.6	98.3	0	97.6	0	0	0	0	0	98.2	97.8	0	0	97.9	97.7
Heavy Vehicles	1	0	9	0	10	0	54	2	0	56	0	0	0	0	0	3	52	0	0	55	121
% Heavy Vehicles	0.8	0	4.1	0	2.8	0	2.4	1.7	0	2.4	0	0	0	0	0	1.8	2.2	0	0	2.1	2.3

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	2	0	**12**	0	**14**	0	**88**	**6**	0	**94**	0	0	0	0	0	**7**	46	0	0	53	**161**
16:45	**3**	0	5	0	8	0	80	6	0	86	0	0	0	0	0	2	56	0	0	58	152
17:00	2	0	7	0	9	0	77	4	0	81	0	0	0	0	0	0	43	0	0	43	133
17:15	1	0	9	0	10	0	68	2	0	70	0	0	0	0	0	5	**57**	0	0	**62**	142
Total Volume	8	0	33	0	41	0	313	18	0	331	0	0	0	0	0	14	202	0	0	216	588
% App. Total	19.5	0	80.5	0		0	94.6	5.4	0		0	0	0	0		6.5	93.5	0	0		
PHF	.667	.000	.688	.000	.732	.000	.889	.750	.000	.880	.000	.000	.000	.000	.000	.500	.886	.000	.000	.871	.913
Vehicles	8	0	32	0	40	0	311	18	0	329	0	0	0	0	0	14	199	0	0	213	582
% Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
% Heavy Vehicles	0	0	3.0	0	2.4	0	0.6	0	0	0.6	0	0	0	0	0	0	1.5	0	0	1.4	1.0

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:30					16:15					07:00					07:15				
+0 mins.	2	0	**12**	0	**14**	0	80	2	0	82	0	0	0	0	0	**11**	93	0	0	**104**
+15 mins.	**3**	0	5	0	8	0	**88**	**6**	0	**94**	0	0	0	0	0	4	71	0	0	75
+30 mins.	2	0	7	0	9	0	80	6	0	86	0	0	0	0	0	2	55	0	0	57
+45 mins.	1	0	9	0	10	0	77	4	0	81	0	0	0	0	0	4	**94**	0	0	98
Total Volume	8	0	33	0	41	0	325	18	0	343	0	0	0	0	0	21	313	0	0	334
% App. Total	19.5	0	80.5	0		0	94.8	5.2	0		0	0	0	0		6.3	93.7	0	0	
PHF	.667	.000	.688	.000	.732	.000	.923	.750	.000	.912	.000	.000	.000	.000	.000	.477	.832	.000	.000	.803
Vehicles	8	0	32	0	40	0	323	18	0	341	0	0	0	0	0	20	312	0	0	332
% Vehicles																				
Heavy Vehicles	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2
% Heavy Vehicles	0	0	3	0	2.4	0	0.6	0	0	0.6	0	0	0	0	0	4.8	0.3	0	0	0.6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Boggy Ford Rd & Rockwood Dr
Site Code : 10
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	2	0	1	0	3	0	9	0	0	9	0	0	0	0	0	3	74	0	0	77	89
07:15	4	0	0	0	4	0	21	2	0	23	0	0	0	0	0	11	93	0	0	104	131
07:30	3	0	7	0	10	0	54	1	0	55	0	0	0	0	0	4	71	0	0	75	140
07:45	4	0	5	1	10	0	41	1	0	42	0	0	0	0	0	2	55	0	0	57	109
Total	13	0	13	1	27	0	125	4	0	129	0	0	0	0	0	20	293	0	0	313	469
08:00	4	0	1	0	5	0	16	2	0	18	0	0	0	0	0	3	93	0	0	96	119
08:15	5	0	5	0	10	0	29	1	0	30	0	0	0	0	0	7	80	0	0	87	127
08:30	5	0	2	0	7	0	49	3	0	52	0	0	0	0	0	4	57	0	0	61	120
08:45	4	0	1	0	5	0	36	3	0	39	0	0	0	0	0	1	61	0	0	62	106
Total	18	0	9	0	27	0	130	9	0	139	0	0	0	0	0	15	291	0	0	306	472
09:00	1	0	7	0	8	0	28	3	0	31	0	0	0	0	0	0	46	0	0	46	85
09:15	1	0	4	0	5	0	29	2	0	31	0	0	0	0	0	3	58	0	0	61	97
09:30	3	0	7	0	10	0	29	0	0	29	0	0	0	0	0	2	46	0	0	48	87
09:45	2	0	4	0	6	0	26	2	0	28	0	0	0	0	0	5	41	0	0	46	80
Total	7	0	22	0	29	0	112	7	0	119	0	0	0	0	0	10	191	0	0	201	349
10:00	1	0	1	0	2	0	24	1	0	25	0	0	0	0	0	4	48	0	0	52	79
10:15	4	0	4	0	8	0	33	0	0	33	0	0	0	0	0	1	37	0	0	38	79
10:30	0	0	4	0	4	0	36	3	0	39	0	0	0	0	0	2	46	0	0	48	91
10:45	1	0	7	0	8	0	31	1	0	32	0	0	0	0	0	1	43	0	0	44	84
Total	6	0	16	0	22	0	124	5	0	129	0	0	0	0	0	8	174	0	0	182	333
11:00	4	0	4	0	8	0	29	1	0	30	0	0	0	0	0	0	53	0	0	53	91
11:15	1	0	1	0	2	0	41	1	0	42	0	0	0	0	0	3	37	0	0	40	84
11:30	2	0	2	0	4	0	40	4	0	44	0	0	0	0	0	4	55	0	0	59	107
11:45	3	0	3	0	6	0	43	2	0	45	0	0	0	0	0	3	52	0	0	55	106
Total	10	0	10	0	20	0	153	8	0	161	0	0	0	0	0	10	197	0	0	207	388
12:00	3	0	8	0	11	0	34	1	0	35	0	0	0	0	0	3	45	0	0	48	94
12:15	0	0	3	0	3	0	37	1	0	38	0	0	0	0	0	7	48	0	0	55	96
12:30	5	0	7	0	12	0	36	5	0	41	0	0	0	0	0	6	42	0	0	48	101
12:45	2	0	5	0	7	0	45	3	0	48	0	0	0	0	0	2	53	0	0	55	110
Total	10	0	23	0	33	0	152	10	0	162	0	0	0	0	0	18	188	0	0	206	401
13:00	1	0	3	0	4	0	41	2	0	43	0	0	0	0	0	2	43	0	0	45	92
13:15	3	0	4	0	7	0	46	2	0	48	0	0	0	0	0	1	50	0	0	51	106
13:30	2	0	5	0	7	0	40	4	0	44	0	0	0	0	0	2	33	0	0	35	86
13:45	3	0	3	0	6	0	46	1	0	47	0	0	0	0	0	3	37	0	0	40	93
Total	9	0	15	0	24	0	173	9	0	182	0	0	0	0	0	8	163	0	0	171	377
14:00	1	0	4	0	5	0	46	2	0	48	0	0	0	0	0	3	38	0	0	41	94
14:15	1	0	3	0	4	0	41	0	0	41	0	0	0	0	0	4	39	0	0	43	88
14:30	7	0	4	0	11	0	43	1	0	44	0	0	0	0	0	2	37	0	0	39	94
14:45	2	0	5	0	7	0	46	3	0	49	0	0	0	0	0	6	44	0	0	50	106
Total	11	0	16	0	27	0	176	6	0	182	0	0	0	0	0	15	158	0	0	173	382
15:00	3	0	4	0	7	0	29	2	0	31	0	0	0	0	0	9	51	0	0	60	98
15:15	1	0	11	0	12	0	53	3	0	56	0	0	0	0	0	4	45	0	0	49	117
15:30	4	0	2	0	6	0	64	6	0	70	0	0	0	0	0	5	44	0	0	49	125
15:45	5	0	6	0	11	0	54	2	0	56	0	0	0	0	0	2	46	0	0	48	115
Total	13	0	23	0	36	0	200	13	0	213	0	0	0	0	0	20	186	0	0	206	455
16:00	3	0	3	0	6	0	57	2	0	59	0	0	0	0	0	5	58	0	0	63	128
16:15	3	0	5	0	8	0	80	2	0	82	0	0	0	0	0	4	37	0	0	41	131
16:30	2	0	12	0	14	0	87	6	0	93	0	0	0	0	0	7	44	0	0	51	158
16:45	3	0	5	0	8	0	79	6	0	85	0	0	0	0	0	2	56	0	0	58	151
Total	11	0	25	0	36	0	303	16	0	319	0	0	0	0	0	18	195	0	0	213	568

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Boggy Ford Rd & Rockwood Dr
Site Code : 10
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	2	0	6	0	8	0	77	4	0	81	0	0	0	0	0	0	43	0	0	43	132
17:15	1	0	9	0	10	0	68	2	0	70	0	0	0	0	0	5	56	0	0	61	141
17:30	4	0	5	0	9	0	64	7	0	71	0	0	0	0	0	3	51	0	0	54	134
17:45	4	0	6	0	10	0	66	2	0	68	0	0	0	0	0	3	48	0	0	51	129
Total	11	0	26	0	37	0	275	15	0	290	0	0	0	0	0	11	198	0	0	209	536
18:00	3	0	3	0	6	0	64	5	0	69	0	0	0	0	0	2	45	0	0	47	122
18:15	1	0	2	0	3	0	70	2	0	72	0	0	0	0	0	4	35	0	0	39	114
18:30	1	0	6	0	7	0	60	4	0	64	0	0	0	0	0	1	31	0	0	32	103
18:45	3	0	4	0	7	0	62	2	0	64	0	0	0	0	0	2	21	0	0	23	94
Total	8	0	15	0	23	0	256	13	0	269	0	0	0	0	0	9	132	0	0	141	433
Grand Total	127	0	213	1	341	0	2179	115	0	2294	0	0	0	0	0	162	2366	0	0	2528	5163
Apprch %	37.2	0	62.5	0.3		0	95	5	0		0	0	0	0		6.4	93.6	0	0		
Total %	2.5	0	4.1	0	6.6	0	42.2	2.2	0	44.4	0	0	0	0	0	3.1	45.8	0	0	49	

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	2	0	**12**	0	**14**	0	**87**	**6**	0	**93**	0	0	0	0	0	**7**	44	0	0	51	**158**
16:45	**3**	0	5	0	8	0	79	6	0	85	0	0	0	0	0	2	**56**	0	0	58	151
17:00	2	0	6	0	8	0	77	4	0	81	0	0	0	0	0	0	43	0	0	43	132
17:15	1	0	9	0	10	0	68	2	0	70	0	0	0	0	0	5	56	0	0	**61**	141
Total Volume	8	0	32	0	40	0	311	18	0	329	0	0	0	0	0	14	199	0	0	213	582
% App. Total	20	0	80	0		0	94.5	5.5	0		0	0	0	0		6.6	93.4	0	0		
PHF	.667	.000	.667	.000	.714	.000	.894	.750	.000	.884	.000	.000	.000	.000	.000	.500	.888	.000	.000	.873	.921

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					**16:15**					**07:00**					**07:15**				
+0 mins.	**2**	**0**	12	0	14	0	80	2	0	82	0	0	0	0	0	11	93	0	0	**104**
+15 mins.	**3**	0	5	0	8	0	**87**	**6**	0	**93**	0	0	0	0	0	4	71	0	0	75
+30 mins.	2	0	6	0	8	0	79	6	0	85	0	0	0	0	0	2	55	0	0	57
+45 mins.	1	0	9	0	10	0	77	4	0	81	0	0	0	0	0	3	93	0	0	96
Total Volume	8	0	32	0	40	0	323	18	0	341	0	0	0	0	0	20	312	0	0	332
% App. Total	20	0	80	0		0	94.7	5.3	0		0	0	0	0		6	94	0	0	
PHF	.667	.000	.667	.000	.714	.000	.928	.750	.000	.917	.000	.000	.000	.000	.000	.455	.839	.000	.000	.798

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Boggy Ford Rd & Rockwood Dr
Site Code : 10
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	9
09:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
09:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	5
09:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Total	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	1	6	0	0	7	20
10:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
10:30	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	5
10:45	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	6	0	0	6	15
11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	9
12:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
12:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	11
13:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
13:30	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
13:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	12
14:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
14:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
14:30	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	14
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
15:30	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	13
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Boggy Ford Rd & Rockwood Dr
Site Code : 10
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
Grand Total	1	0	9	0	10	0	54	2	0	56	0	0	0	0	0	3	52	0	0	55	121
Apprch %	10	0	90	0		0	96.4	3.6	0		0	0	0	0		5.5	94.5	0	0		
Total %	0.8	0	7.4	0	8.3	0	44.6	1.7	0	46.3	0	0	0	0	0	2.5	43	0	0	45.5	

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	0	0	0	0	0	0	**3**	0	0	3	0	0	0	0	0	0	2	0	0	2	5
09:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	3	**1**	0	**4**	0	0	0	0	0	**1**	0	0	0	1	5
09:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	**4**	0	0	**4**	**7**
Total Volume	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	1	6	0	0	7	20
% App. Total	0	0	0	0		0	92.3	7.7	0		0	0	0	0		14.3	85.7	0	0		
PHF	.000	.000	.000	.000	.000	.000	1.00	.250	.000	.813	.000	.000	.000	.000	.000	.250	.375	.000	.000	.438	.714

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:45					**09:00**					**07:00**					**09:30**				
+0 mins.	**0**	**0**	**1**	0	**1**	0	**3**	0	0	3	0	0	0	0	0	**1**	0	0	0	1
+15 mins.	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	**4**	0	0	**4**
+30 mins.	0	0	0	0	0	0	3	**1**	0	**4**	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3
Total Volume	0	0	3	0	3	0	12	1	0	13	0	0	0	0	0	1	8	0	0	9
% App. Total	0	0	100	0		0	92.3	7.7	0		0	0	0	0		11.1	88.9	0	0	
PHF	.000	.000	.750	.000	.750	.000	1.000													

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Boggy Ford Rd & Rockwood Dr
Site Code : 10
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 10 - Boggy Ford Rd & Rockwood Dr
Site Code : 10
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Rockwood Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:45																					
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	13:45					07:00					07:00					07:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1			1															
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Boggy Ford Rd & American Dr
Site Code : 11
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	6	0	0	0	6	0	2	3	0	5	0	0	4	0	4	1	22	0	0	23	38
07:15	8	0	0	0	8	0	5	1	0	6	0	0	17	0	17	1	27	0	0	28	59
07:30	8	0	1	0	9	5	16	10	0	31	0	0	7	0	7	0	15	0	0	15	62
07:45	9	0	0	0	9	6	8	10	0	24	0	1	4	0	5	0	13	0	0	13	51
Total	31	0	1	0	32	11	31	24	0	66	0	1	32	0	33	2	77	0	0	79	210
08:00	14	2	0	0	16	3	4	3	0	10	1	0	6	0	7	0	19	0	0	19	52
08:15	13	0	0	0	13	5	3	5	0	13	0	1	6	0	7	0	20	1	0	21	54
08:30	7	0	0	0	7	5	12	12	0	29	0	0	9	0	9	0	12	0	0	12	57
08:45	12	1	0	0	13	6	5	10	0	21	0	0	5	0	5	1	12	0	0	13	52
Total	46	3	0	0	49	19	24	30	0	73	1	1	26	0	28	1	63	1	0	65	215
09:00	11	0	0	0	11	2	3	5	0	10	0	0	3	0	3	0	10	0	0	10	34
09:15	9	0	0	0	9	9	7	8	0	24	0	0	3	0	3	0	10	0	0	10	46
09:30	10	0	0	0	10	2	6	5	0	13	1	0	2	0	3	0	7	0	0	7	33
09:45	3	2	0	0	5	6	7	7	0	20	0	0	5	0	5	0	13	1	0	14	44
Total	33	2	0	0	35	19	23	25	0	67	1	0	13	0	14	0	40	1	0	41	157
10:00	14	0	0	0	14	2	4	3	1	10	0	2	5	0	7	0	10	1	0	11	42
10:15	7	1	1	0	9	3	10	5	1	19	0	1	5	0	6	1	10	0	0	11	45
10:30	6	0	0	0	6	4	6	2	0	12	0	0	5	0	5	0	8	0	0	8	31
10:45	9	0	1	0	10	1	10	7	1	19	0	0	3	0	3	0	8	0	0	8	40
Total	36	1	2	0	39	10	30	17	3	60	0	3	18	0	21	1	36	1	0	38	158
11:00	10	1	1	0	12	4	3	7	0	14	0	1	4	0	5	0	8	1	0	9	40
11:15	9	0	0	0	9	6	11	5	0	22	0	3	3	0	6	1	9	0	0	10	47
11:30	7	1	1	0	9	0	5	6	0	11	0	0	3	0	3	0	14	0	0	14	37
11:45	9	0	0	0	9	3	11	8	0	22	0	0	6	0	6	1	10	0	0	11	48
Total	35	2	2	0	39	13	30	26	0	69	0	4	16	0	20	2	41	1	0	44	172
12:00	8	1	0	0	9	5	9	9	0	23	0	1	3	0	4	1	6	0	0	7	43
12:15	16	2	0	0	18	7	8	8	0	23	1	0	7	0	8	0	12	1	0	13	62
12:30	6	0	2	0	8	4	6	6	0	16	0	0	7	0	7	0	14	0	0	14	45
12:45	9	0	1	0	10	1	9	4	0	14	0	0	5	0	5	0	7	0	0	7	36
Total	39	3	3	0	45	17	32	27	0	76	1	1	22	0	24	1	39	1	0	41	186
13:00	6	0	1	0	7	3	10	6	0	19	0	0	4	0	4	0	14	0	0	14	44
13:15	9	0	0	0	9	3	11	8	0	22	0	0	3	0	3	1	8	0	0	9	43
13:30	5	0	0	0	5	7	10	5	0	22	0	0	3	0	3	0	5	0	0	5	35
13:45	7	2	1	0	10	7	12	8	0	27	1	0	8	0	9	1	11	0	0	12	58
Total	27	2	2	0	31	20	43	27	0	90	1	0	18	0	19	2	38	0	0	40	180
14:00	10	1	0	0	11	6	13	3	0	22	0	1	2	0	3	0	6	0	0	6	42
14:15	7	0	0	0	7	4	12	2	0	18	0	0	3	0	3	0	8	1	0	9	37
14:30	9	0	0	0	9	3	6	6	0	15	0	2	5	0	7	0	7	0	0	7	38
14:45	9	0	1	0	10	6	9	9	0	24	1	2	5	0	8	0	11	0	0	11	53
Total	35	1	1	0	37	19	40	20	0	79	1	5	15	0	21	0	32	1	0	33	170
15:00	5	3	0	0	8	4	8	5	0	17	0	2	5	0	7	0	16	0	0	16	48
15:15	11	0	1	0	12	3	11	9	0	23	0	3	5	0	8	0	9	0	0	9	52
15:30	9	1	0	0	10	9	17	11	0	37	0	1	9	0	10	0	6	1	0	7	64
15:45	12	1	2	0	15	3	17	3	0	23	0	0	5	0	5	2	14	0	0	16	59
Total	37	5	3	0	45	19	53	28	0	100	0	6	24	0	30	2	45	1	0	48	223
16:00	14	1	0	0	15	4	11	5	0	20	0	0	4	0	4	1	17	0	0	18	57
16:15	10	0	0	0	10	8	18	5	0	31	0	0	5	0	5	3	7	0	0	10	56

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Boggy Ford Rd & American Dr
Site Code : 11
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	11	1	1	0	13	15	27	16	0	58	1	1	5	0	7	2	9	0	0	11	89
16:45	6	1	1	0	8	12	16	7	0	35	0	2	3	0	5	0	13	0	0	13	61
Total	41	3	2	0	46	39	72	33	0	144	1	3	17	0	21	6	46	0	0	52	263
17:00	5	3	3	0	11	11	23	5	0	39	0	0	5	0	5	1	5	0	0	6	61
17:15	11	4	0	0	15	6	19	8	0	33	0	0	3	0	3	0	5	0	0	5	56
17:30	10	0	1	0	11	7	15	3	0	25	0	0	3	0	3	0	16	0	0	16	55
17:45	6	0	0	0	6	6	18	7	0	31	0	0	3	0	3	1	11	0	0	12	52
Total	32	7	4	0	43	30	75	23	0	128	0	0	14	0	14	2	37	0	0	39	224
18:00	7	0	0	0	7	2	17	8	0	27	0	2	5	0	7	0	6	1	0	7	48
18:15	9	1	1	0	11	4	22	7	0	33	0	2	8	0	10	0	12	0	0	12	66
18:30	5	1	2	0	8	8	16	6	0	30	0	1	5	0	6	1	7	1	0	9	53
18:45	7	0	0	0	7	7	16	8	0	31	0	0	5	0	5	0	3	0	0	3	46
Total	28	2	3	0	33	21	71	29	0	121	0	5	23	0	28	1	28	2	0	31	213
Grand Total	420	31	23	0	474	237	524	309	3	1073	6	29	238	0	273	20	522	9	0	551	2371
Apprch %	88.6	6.5	4.9	0		22.1	48.8	28.8	0.3		2.2	10.6	87.2	0		3.6	94.7	1.6	0		
Total %	17.7	1.3	1	0	20	10	22.1	13	0.1	45.3	0.3	1.2	10	0	11.5	0.8	22	0.4	0	23.2	
Vehicles	405	30	23	0	458	234	507	299	3	1043	5	29	236	0	270	20	509	8	0	537	2308
% Vehicles	96.4	96.8	100	0	96.6	98.7	96.8	96.8	100	97.2	83.3	100	99.2	0	98.9	100	97.5	88.9	0	97.5	97.3
Heavy Vehicles	15	1	0	0	16	3	17	10	0	30	1	0	2	0	3	0	13	1	0	14	63
% Heavy Vehicles	3.6	3.2	0	0	3.4	1.3	3.2	3.2	0	2.8	16.7	0	0.8	0	1.1	0	2.5	11.1	0	2.5	2.7

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	10	0	0	0	10	8	18	5	0	31	0	0	**5**	0	5	**3**	7	0	0	10	56
16:30	**11**	1	1	0	**13**	**15**	**27**	**16**	0	**58**	**1**	1	5	0	**7**	2	9	0	0	11	**89**
16:45	6	1	1	0	8	12	16	7	0	35	0	**2**	3	0	5	0	**13**	0	0	**13**	61
17:00	5	**3**	**3**	0	11	11	23	5	0	39	0	0	5	0	5	1	5	0	0	6	61
Total Volume	32	5	5	0	42	46	84	33	0	163	1	3	18	0	22	6	34	0	0	40	267
% App. Total	76.2	11.9	11.9	0		28.2	51.5	20.2	0		4.5	13.6	81.8	0		15	85	0	0		
PHF	.727	.417	.417	.000	.808	.767	.778	.516	.000	.703	.250	.375	.900	.000	.786	.500	.654	.000	.000	.769	.750
Vehicles	31	5	5	0	41	46	83	33	0	162	1	3	18	0	22	6	31	0	0	37	262
% Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
% Heavy Vehicles	3.1	0	0	0	2.4	0	1.2	0	0	0.6	0	0	0	0	0	0	8.8	0	0	7.5	1.9

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	15:45					16:30					07:15					07:00				
+0 mins.	12	**1**	**2**	0	**15**	**15**	**27**	**16**	0	**58**	0	0	**17**	0	**17**	**1**	22	0	0	23
+15 mins.	**14**	1	0	0	15	12	16	7	0	35	0	0	7	0	7	1	**27**	0	0	**28**
+30 mins.	10	0	0	0	10	11	23	5	0	39	0	**1**	4	0	5	0	15	0	0	15
+45 mins.	11	1	1	0	13	6	19	8	0	33	**1**	0	6	0	7	0	13	0	0	13
Total Volume	47	3	3	0	53	44	85	36	0	165	1	1	34	0	36	2	77	0	0	79
% App. Total	88.7	5.7	5.7	0		26.7	51.5	21.8	0		2.8	2.8	94.4	0		2.5	97.5	0	0	
PHF	.839	.750	.375	.000	.883	.733	.787	.563	.000	.711	.250	.250	.500	.000	.529	.500	.713	.000	.000	.705
Vehicles	45	3	3	0	51	44	84	36	0	164	1	1	34	0	36	2	76	0	0	78
% Vehicles																				
Heavy Vehicles	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
% Heavy Vehicles	4.3	0	0	0	3.8	0	1.2	0	0	0.6	0	0	0	0	0	0	1.3	0	0	1.3

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Boggy Ford Rd & American Dr
Site Code : 11
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	6	0	0	0	6	0	2	3	0	5	0	0	4	0	4	1	22	0	0	23	38
07:15	8	0	0	0	8	0	5	1	0	6	0	0	17	0	17	1	27	0	0	28	59
07:30	7	0	1	0	8	5	14	10	0	29	0	0	7	0	7	0	15	0	0	15	59
07:45	9	0	0	0	9	6	8	10	0	24	0	1	4	0	5	0	12	0	0	12	50
Total	30	0	1	0	31	11	29	24	0	64	0	1	32	0	33	2	76	0	0	78	206
08:00	14	1	0	0	15	3	2	3	0	8	1	0	6	0	7	0	19	0	0	19	49
08:15	13	0	0	0	13	5	3	5	0	13	0	1	6	0	7	0	20	1	0	21	54
08:30	7	0	0	0	7	5	12	12	0	29	0	0	9	0	9	0	11	0	0	11	56
08:45	12	1	0	0	13	6	5	10	0	21	0	0	5	0	5	1	12	0	0	13	52
Total	46	2	0	0	48	19	22	30	0	71	1	1	26	0	28	1	62	1	0	64	211
09:00	11	0	0	0	11	2	3	5	0	10	0	0	3	0	3	0	10	0	0	10	34
09:15	7	0	0	0	7	9	5	7	0	21	0	0	3	0	3	0	10	0	0	10	41
09:30	9	0	0	0	9	2	4	5	0	11	1	0	2	0	3	0	7	0	0	7	30
09:45	2	2	0	0	4	6	7	5	0	18	0	0	5	0	5	0	11	1	0	12	39
Total	29	2	0	0	31	19	19	22	0	60	1	0	13	0	14	0	38	1	0	39	144
10:00	14	0	0	0	14	1	4	3	1	9	0	2	5	0	7	0	9	1	0	10	40
10:15	6	1	1	0	8	3	9	5	1	18	0	1	5	0	6	1	10	0	0	11	43
10:30	6	0	0	0	6	4	6	2	0	12	0	0	5	0	5	0	7	0	0	7	30
10:45	9	0	1	0	10	1	10	6	1	18	0	0	3	0	3	0	8	0	0	8	39
Total	35	1	2	0	38	9	29	16	3	57	0	3	18	0	21	1	34	1	0	36	152
11:00	8	1	1	0	10	4	2	7	0	13	0	1	4	0	5	0	8	1	0	9	37
11:15	8	0	0	0	8	6	11	5	0	22	0	3	3	0	6	1	9	0	0	10	46
11:30	7	1	1	0	9	0	5	6	0	11	0	0	3	0	3	0	14	0	0	14	37
11:45	9	0	0	0	9	3	11	7	0	21	0	0	6	0	6	1	10	0	0	11	47
Total	32	2	2	0	36	13	29	25	0	67	0	4	16	0	20	2	41	1	0	44	167
12:00	8	1	0	0	9	5	9	8	0	22	0	1	3	0	4	1	6	0	0	7	42
12:15	15	2	0	0	17	7	7	8	0	22	0	0	7	0	7	0	12	0	0	12	58
12:30	5	0	2	0	7	4	6	6	0	16	0	0	7	0	7	0	14	0	0	14	44
12:45	9	0	1	0	10	1	9	4	0	14	0	0	5	0	5	0	7	0	0	7	36
Total	37	3	3	0	43	17	31	26	0	74	0	1	22	0	23	1	39	0	0	40	180
13:00	6	0	1	0	7	3	10	6	0	19	0	0	4	0	4	0	14	0	0	14	44
13:15	9	0	0	0	9	3	11	7	0	21	0	0	3	0	3	1	8	0	0	9	42
13:30	5	0	0	0	5	7	9	5	0	21	0	0	3	0	3	0	5	0	0	5	34
13:45	6	2	1	0	9	7	11	8	0	26	1	0	8	0	9	1	9	0	0	10	54
Total	26	2	2	0	30	20	41	26	0	87	1	0	18	0	19	2	36	0	0	38	174
14:00	10	1	0	0	11	6	13	3	0	22	0	1	2	0	3	0	6	0	0	6	42
14:15	7	0	0	0	7	4	12	2	0	18	0	0	3	0	3	0	8	1	0	9	37
14:30	9	0	0	0	9	3	6	4	0	13	0	2	5	0	7	0	7	0	0	7	36
14:45	8	0	1	0	9	6	9	9	0	24	1	2	4	0	7	0	11	0	0	11	51
Total	34	1	1	0	36	19	40	18	0	77	1	5	14	0	20	0	32	1	0	33	166
15:00	5	3	0	0	8	4	7	5	0	16	0	2	5	0	7	0	15	0	0	15	46
15:15	11	0	1	0	12	3	11	9	0	23	0	3	5	0	8	0	9	0	0	9	52
15:30	9	1	0	0	10	8	17	10	0	35	0	1	9	0	10	0	6	1	0	7	62
15:45	11	1	2	0	14	3	16	3	0	22	0	0	5	0	5	2	14	0	0	16	57
Total	36	5	3	0	44	18	51	27	0	96	0	6	24	0	30	2	44	1	0	47	217
16:00	14	1	0	0	15	4	10	5	0	19	0	0	4	0	4	1	17	0	0	18	56
16:15	9	0	0	0	9	8	18	5	0	31	0	0	5	0	5	3	6	0	0	9	54
16:30	11	1	1	0	13	15	26	16	0	57	1	1	5	0	7	2	7	0	0	9	86
16:45	6	1	1	0	8	12	16	7	0	35	0	2	3	0	5	0	13	0	0	13	61
Total	40	3	2	0	45	39	70	33	0	142	1	3	17	0	21	6	43	0	0	49	257

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Boggy Ford Rd & American Dr
Site Code : 11
Start Date : 4/12/2023
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Groups Printed- Vehicles

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	5	3	3	0	11	11	23	5	0	39	0	0	5	0	5	1	5	0	0	6	61
17:15	11	4	0	0	15	6	19	8	0	33	0	0	3	0	3	0	4	0	0	4	55
17:30	10	0	1	0	11	6	15	3	0	24	0	0	3	0	3	0	16	0	0	16	54
17:45	6	0	0	0	6	6	18	7	0	31	0	0	3	0	3	1	11	0	0	12	52
Total	32	7	4	0	43	29	75	23	0	127	0	0	14	0	14	2	36	0	0	38	222
18:00	7	0	0	0	7	2	17	8	0	27	0	2	4	0	6	0	6	1	0	7	47
18:15	9	1	1	0	11	4	22	7	0	33	0	2	8	0	10	0	12	0	0	12	66
18:30	5	1	2	0	8	8	16	6	0	30	0	1	5	0	6	1	7	1	0	9	53
18:45	7	0	0	0	7	7	16	8	0	31	0	0	5	0	5	0	3	0	0	3	46
Total	28	2	3	0	33	21	71	29	0	121	0	5	22	0	27	1	28	2	0	31	212
Grand Total	405	30	23	0	458	234	507	299	3	1043	5	29	236	0	270	20	509	8	0	537	2308
Apprch %	88.4	6.6	5	0		22.4	48.6	28.7	0.3		1.9	10.7	87.4	0		3.7	94.8	1.5	0		
Total %	17.5	1.3	1	0	19.8	10.1	22	13	0.1	45.2	0.2	1.3	10.2	0	11.7	0.9	22.1	0.3	0	23.3	

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**11**	1	1	0	13	**15**	**26**	**16**	0	**57**	**1**	1	**5**	0	**7**	**2**	7	0	0	9	**86**
16:45	6	1	1	0	8	12	16	7	0	35	0	**2**	3	0	5	0	**13**	0	0	**13**	61
17:00	5	3	**3**	0	11	11	23	5	0	39	0	0	5	0	5	1	5	0	0	6	61
17:15	11	**4**	0	0	**15**	6	19	8	0	33	0	0	3	0	3	0	4	0	0	4	55
Total Volume	33	9	5	0	47	44	84	36	0	164	1	3	16	0	20	3	29	0	0	32	263
% App. Total	70.2	19.1	10.6	0		26.8	51.2	22	0		5	15	80	0		9.4	90.6	0	0		
PHF	.750	.563	.417	.000	.783	.733	.808	.563	.000	.719	.250	.375	.800	.000	.714	.375	.558	.000	.000	.615	.765

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:15					**16:30**					**07:15**					**07:00**				
+0 mins.	**11**	**0**	**1**	**0**	**12**	**15**	**26**	**16**	0	**57**	0	0	**17**	0	**17**	**1**	22	0	0	23
+15 mins.	9	**1**	0	0	10	12	16	7	0	35	0	0	7	0	7	1	**27**	0	0	**28**
+30 mins.	11	1	**2**	0	14	11	23	5	0	39	0	**1**	4	0	5	0	15	0	0	15
+45 mins.	**14**	1	0	0	**15**	6	19	8	0	33	**1**	0	6	0	7	0	12	0	0	12
Total Volume	45	3	3	0	51	44	84	36	0	164	1	1	34	0	36	2	76	0	0	78
% App. Total	88.2	5.9	5.9	0		26.8	51.2	22	0		2.8	2.8	94.4	0		2.6	97.4	0	0	
PHF	.804	.750	.375	.000	.850	.733	.808	.563	.000	.719	.250	.250	.500	.000	.529	.500	.704	.000	.000	.696

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Boggy Ford Rd & American Dr
Site Code : 11
Start Date : 4/12/2023
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Groups Printed- Heavy Vehicles

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
08:00	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
09:30	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
09:45	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	5
Total	4	0	0	0	4	0	4	3	0	7	0	0	0	0	0	0	2	0	0	2	13
10:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:15	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	6
11:00	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
11:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
12:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	4
12:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:45	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
Total	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
14:45	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	4
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
15:45	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	1	2	1	0	4	0	0	0	0	0	0	1	0	0	1	6
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Boggy Ford Rd & American Dr
Site Code : 11
Start Date : 4/12/2023
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Groups Printed- Heavy Vehicles

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Grand Total	15	1	0	0	16	3	17	10	0	30	1	0	2	0	3	0	13	1	0	14	63
Apprch %	93.8	6.2	0	0		10	56.7	33.3	0		33.3	0	66.7	0		0	92.9	7.1	0		
Total %	23.8	1.6	0	0	25.4	4.8	27	15.9	0	47.6	1.6	0	3.2	0	4.8	0	20.6	1.6	0	22.2	

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15																					
09:15	**2**	0	0	0	**2**	0	**2**	1	0	**3**	0	0	0	0	0	0	0	0	0	0	**5**
09:30	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
09:45	1	0	0	0	1	0	0	**2**	0	2	0	0	0	0	0	0	**2**	0	0	**2**	5
10:00	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	4	0	0	0	4	1	4	3	0	8	0	0	0	0	0	0	3	0	0	3	15
% App. Total	100	0	0	0		12.5	50	37.5	0		0	0	0	0		0	100	0	0		
PHF	.500	.000	.000	.000	.500	.250	.500	.375	.000	.667	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.750

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00					**09:15**					**11:30**					**09:45**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**2**	1	0	**3**	0	0	0	0	0	0	**2**	0	0	**2**
+15 mins.	**2**	0	0	0	**2**	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1
+30 mins.	1	0	0	0	1	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	0	1	**1**	0	0	0	1	**1**	0	0	0	**1**	0	1	0	0	1
Total Volume	4	0	0	0	4	1	4	3	0	8	1	0	0	0	1	0	4	0	0	4
% App. Total	100	0	0	0		12.5	50	37.5	0		100	0	0	0		0	100	0	0	
PHF	.500	.000	.000	.000	.500	.250	.500	.375	.000	.667	.250	.000	.000	.000	.250	.000	.500	.000	.000	.500

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Boggy Ford Rd & American Dr
Site Code : 11
Start Date : 4/12/2023
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Groups Printed- Pedestrians

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 11 - Boggy Ford Rd & American Dr
Site Code : 11
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	12
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	33.3	0	0	33.3	0	0	0	0	0	0	8.3	0	0	8.3	0	58.3	0	0	58.3	

	American Dr Southbound					Boggy Ford Rd Westbound					American Dr Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**2**
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.375

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**07:00**					**14:00**					**07:00**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
+15 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2	0	0	2
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	**1**	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0	
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Amercian Dr & Highland Lake Dr
Site Code : 12
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	4
07:30	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	5
07:45	1	2	0	0	3	0	0	2	0	2	0	2	2	0	4	1	2	0	0	3	12
Total	1	3	1	0	5	0	0	3	0	3	0	5	4	0	9	1	4	0	0	5	22
08:00	2	2	0	0	4	0	4	0	0	4	0	2	2	0	4	0	2	0	0	2	14
08:15	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	6
08:30	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:45	0	3	1	0	4	0	1	0	0	1	0	1	3	0	4	1	2	0	0	3	12
Total	2	7	1	0	10	1	5	1	0	7	0	6	5	0	11	1	6	0	0	7	35
09:00	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	5
09:15	0	7	0	0	7	5	0	2	0	7	0	1	1	0	2	0	0	0	0	0	16
09:30	0	2	0	0	2	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	6
09:45	2	2	0	0	4	0	1	0	0	1	0	2	0	0	2	1	2	0	0	3	10
Total	2	11	0	0	13	9	2	3	0	14	0	5	2	0	7	1	2	0	0	3	37
10:00	2	0	2	0	4	1	2	1	0	4	0	1	0	0	1	2	3	0	0	5	14
10:15	0	0	0	0	0	1	2	1	0	4	0	2	1	0	3	0	3	0	0	3	10
10:30	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	6
10:45	0	1	0	0	1	1	1	1	0	3	0	2	4	0	6	0	3	1	0	4	14
Total	2	2	2	0	6	3	7	3	0	13	0	6	6	0	12	2	10	1	0	13	44
11:00	1	0	0	0	1	0	2	1	0	3	0	0	1	0	1	1	2	0	0	3	8
11:15	1	3	0	0	4	0	1	1	0	2	0	0	1	0	1	0	1	1	0	2	9
11:30	1	1	1	0	3	2	0	0	0	2	0	1	3	0	4	0	0	0	0	0	9
11:45	1	0	0	0	1	1	3	1	0	5	0	7	6	0	13	0	1	1	0	2	21
Total	4	4	1	0	9	3	6	3	0	12	0	8	11	0	19	1	4	2	0	7	47
12:00	0	3	0	0	3	2	1	0	0	3	0	1	5	0	6	1	0	0	0	1	13
12:15	1	2	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
12:30	0	3	0	0	3	0	2	0	0	2	0	2	2	0	4	0	3	0	0	3	12
12:45	0	1	0	0	1	1	4	1	0	6	0	0	1	0	1	0	0	0	0	0	8
Total	1	9	0	0	10	3	7	2	0	12	0	5	8	0	13	1	3	0	0	4	39
13:00	1	1	1	0	3	1	0	0	0	1	0	0	2	0	2	0	0	1	0	1	7
13:15	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	2	0	0	2	6
13:30	0	1	1	0	2	1	0	0	0	1	1	1	1	0	3	0	1	0	0	1	7
13:45	1	3	0	0	4	1	3	0	0	4	0	2	3	0	5	1	1	0	0	2	15
Total	2	6	2	0	10	5	3	0	0	8	1	4	6	0	11	1	4	1	0	6	35
14:00	1	4	1	0	6	0	2	1	0	3	0	1	1	0	2	0	0	0	0	0	11
14:15	2	1	1	0	4	2	2	2	0	6	0	2	1	0	3	1	2	0	0	3	16
14:30	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	6
14:45	0	1	0	0	1	1	1	3	0	5	0	1	2	0	3	1	0	1	0	2	11
Total	3	7	3	0	13	3	5	6	0	14	0	4	6	0	10	3	3	1	0	7	44
15:00	0	1	2	0	3	2	1	1	0	4	0	0	0	0	0	2	0	0	0	2	9
15:15	3	0	0	0	3	0	1	1	0	2	1	1	1	0	3	0	2	0	0	2	10
15:30	3	2	0	0	5	0	4	2	0	6	0	4	0	0	4	1	5	0	0	6	21
15:45	0	1	0	0	1	4	0	3	0	7	0	3	3	0	6	0	1	0	0	1	15
Total	6	4	2	0	12	6	6	7	0	19	1	8	4	0	13	3	8	0	0	11	55
16:00	0	1	0	0	1	1	2	1	0	4	0	1	2	0	3	0	3	1	0	4	12
16:15	1	3	1	0	5	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	9

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Amercian Dr & Highland Lake Dr
Site Code : 12
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	1	4	0	0	5	2	3	3	0	8	0	1	1	0	2	0	0	0	0	0	15
16:45	5	0	1	0	6	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	10
Total	7	8	2	0	17	5	6	5	0	16	1	3	3	0	7	0	5	1	0	6	46
17:00	2	2	0	0	4	1	1	5	0	7	0	2	1	0	3	0	3	0	0	3	17
17:15	3	2	0	0	5	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	8
17:30	1	0	1	0	2	1	3	1	0	5	0	1	0	0	1	0	1	0	0	1	9
17:45	0	2	1	0	3	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	7
Total	6	6	2	0	14	2	5	6	0	13	0	5	4	0	9	0	5	0	0	5	41
18:00	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	4
18:15	2	0	1	0	3	1	3	2	0	6	1	4	3	0	8	0	1	0	0	1	18
18:30	4	1	0	0	5	2	0	2	0	4	0	0	0	0	0	2	2	0	0	4	13
18:45	0	1	0	0	1	0	2	2	0	4	0	1	0	0	1	1	2	1	0	4	10
Total	7	2	1	0	10	3	6	7	0	16	1	6	3	0	10	3	5	1	0	9	45
Grand Total	43	69	17	0	129	43	58	46	0	147	4	65	62	0	131	17	59	7	0	83	490
Apprch %	33.3	53.5	13.2	0		29.3	39.5	31.3	0		3.1	49.6	47.3	0		20.5	71.1	8.4	0		
Total %	8.8	14.1	3.5	0	26.3	8.8	11.8	9.4	0	30	0.8	13.3	12.7	0	26.7	3.5	12	1.4	0	16.9	
Vehicles	43	67	17	0	127	43	56	44	0	143	4	65	61	0	130	16	58	7	0	81	481
% Vehicles	100	97.1	100	0	98.4	100	96.6	95.7	0	97.3	100	100	98.4	0	99.2	94.1	98.3	100	0	97.6	98.2
Heavy Vehicles	0	2	0	0	2	0	2	2	0	4	0	0	1	0	1	1	1	0	0	2	9
% Heavy Vehicles	0	2.9	0	0	1.6	0	3.4	4.3	0	2.7	0	0	1.6	0	0.8	5.9	1.7	0	0	2.4	1.8

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	**3**	0	0	0	3	0	1	1	0	2	**1**	1	1	0	3	0	2	0	0	2	10
15:30	3	**2**	0	0	**5**	0	**4**	2	0	6	0	**4**	0	0	4	**1**	**5**	0	0	**6**	**21**
15:45	0	1	0	0	1	**4**	0	**3**	0	**7**	0	3	**3**	0	**6**	0	1	0	0	1	15
16:00	0	1	0	0	1	1	2	1	0	4	0	1	2	0	3	0	3	**1**	0	4	12
Total Volume	6	4	0	0	10	5	7	7	0	19	1	9	6	0	16	1	11	1	0	13	58
% App. Total	60	40	0	0		26.3	36.8	36.8	0		6.2	56.2	37.5	0		7.7	84.6	7.7	0		
PHF	.500	.500	.000	.000	.500	.313	.438	.583	.000	.679	.250	.563	.500	.000	.667	.250	.550	.250	.000	.542	.690
Vehicles	6	3	0	0	9	5	7	6	0	18	1	9	5	0	15	1	10	1	0	12	54
% Vehicles																					
Heavy Vehicles	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	4
% Heavy Vehicles	0	25.0	0	0	10.0	0	0	14.3	0	5.3	0	0	16.7	0	6.3	0	9.1	0	0	7.7	6.9

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					15:45					11:30					10:00				
+0 mins.	1	3	**1**	0	5	**4**	0	**3**	0	7	0	1	3	0	4	**2**	**3**	0	0	**5**
+15 mins.	1	**4**	0	0	5	1	2	1	0	4	0	**7**	**6**	0	**13**	0	3	0	0	3
+30 mins.	**5**	0	1	0	**6**	1	1	0	0	2	0	1	5	0	6	0	1	0	0	1
+45 mins.	2	2	0	0	4	2	**3**	3	0	**8**	0	2	0	0	2	0	3	**1**	0	4
Total Volume	9	9	2	0	20	8	6	7	0	21	0	11	14	0	25	2	10	1	0	13
% App. Total	45	45	10	0		38.1	28.6	33.3	0		0	44	56	0		15.4	76.9	7.7	0	
PHF	.450	.563	.500	.000	.833	.500	.500	.583	.000	.656	.000	.393	.583	.000	.481	.250	.833	.250	.000	.650
Vehicles	9	9	2	0	20	8	6	6	0	20	0	11	14	0	25	2	10	1	0	13
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	14.3	0	4.8	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Amercian Dr & Highland Lake Dr
Site Code : 12
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	4
07:30	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
07:45	1	2	0	0	3	0	0	2	0	2	0	2	2	0	4	1	2	0	0	3	12
Total	1	3	1	0	5	0	0	2	0	2	0	5	4	0	9	1	4	0	0	5	21
08:00	2	2	0	0	4	0	4	0	0	4	0	2	2	0	4	0	2	0	0	2	14
08:15	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	6
08:30	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:45	0	3	1	0	4	0	1	0	0	1	0	1	3	0	4	1	2	0	0	3	12
Total	2	7	1	0	10	1	5	1	0	7	0	6	5	0	11	1	6	0	0	7	35
09:00	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	5
09:15	0	7	0	0	7	5	0	2	0	7	0	1	1	0	2	0	0	0	0	0	16
09:30	0	2	0	0	2	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	6
09:45	2	2	0	0	4	0	1	0	0	1	0	2	0	0	2	1	2	0	0	3	10
Total	2	11	0	0	13	9	2	3	0	14	0	5	2	0	7	1	2	0	0	3	37
10:00	2	0	2	0	4	1	2	1	0	4	0	1	0	0	1	2	3	0	0	5	14
10:15	0	0	0	0	0	1	2	1	0	4	0	2	1	0	3	0	3	0	0	3	10
10:30	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	6
10:45	0	1	0	0	1	1	1	1	0	3	0	2	4	0	6	0	3	1	0	4	14
Total	2	2	2	0	6	3	7	3	0	13	0	6	6	0	12	2	10	1	0	13	44
11:00	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	1	2	0	0	3	7
11:15	1	3	0	0	4	0	1	1	0	2	0	0	1	0	1	0	1	1	0	2	9
11:30	1	1	1	0	3	2	0	0	0	2	0	1	3	0	4	0	0	0	0	0	9
11:45	1	0	0	0	1	1	3	1	0	5	0	7	6	0	13	0	1	1	0	2	21
Total	4	4	1	0	9	3	5	3	0	11	0	8	11	0	19	1	4	2	0	7	46
12:00	0	2	0	0	2	2	1	0	0	3	0	1	5	0	6	0	0	0	0	0	11
12:15	1	2	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
12:30	0	3	0	0	3	0	2	0	0	2	0	2	2	0	4	0	3	0	0	3	12
12:45	0	1	0	0	1	1	4	1	0	6	0	0	1	0	1	0	0	0	0	0	8
Total	1	8	0	0	9	3	7	2	0	12	0	5	8	0	13	0	3	0	0	3	37
13:00	1	1	1	0	3	1	0	0	0	1	0	0	2	0	2	0	0	1	0	1	7
13:15	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	2	0	0	2	6
13:30	0	1	1	0	2	1	0	0	0	1	1	1	1	0	3	0	1	0	0	1	7
13:45	1	3	0	0	4	1	3	0	0	4	0	2	3	0	5	1	1	0	0	2	15
Total	2	6	2	0	10	5	3	0	0	8	1	4	6	0	11	1	4	1	0	6	35
14:00	1	4	1	0	6	0	2	1	0	3	0	1	1	0	2	0	0	0	0	0	11
14:15	2	1	1	0	4	2	1	2	0	5	0	2	1	0	3	1	2	0	0	3	15
14:30	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	6
14:45	0	1	0	0	1	1	1	3	0	5	0	1	2	0	3	1	0	1	0	2	11
Total	3	7	3	0	13	3	4	6	0	13	0	4	6	0	10	3	3	1	0	7	43
15:00	0	1	2	0	3	2	1	1	0	4	0	0	0	0	0	2	0	0	0	2	9
15:15	3	0	0	0	3	0	1	1	0	2	1	1	1	0	3	0	2	0	0	2	10
15:30	3	2	0	0	5	0	4	2	0	6	0	4	0	0	4	1	5	0	0	6	21
15:45	0	0	0	0	0	4	0	2	0	6	0	3	2	0	5	0	0	0	0	0	11
Total	6	3	2	0	11	6	6	6	0	18	1	8	3	0	12	3	7	0	0	10	51
16:00	0	1	0	0	1	1	2	1	0	4	0	1	2	0	3	0	3	1	0	4	12
16:15	1	3	1	0	5	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	9
16:30	1	4	0	0	5	2	3	3	0	8	0	1	1	0	2	0	0	0	0	0	15
16:45	5	0	1	0	6	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	10
Total	7	8	2	0	17	5	6	5	0	16	1	3	3	0	7	0	5	1	0	6	46

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Amercian Dr & Highland Lake Dr
Site Code : 12
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	2	2	0	0	4	1	1	5	0	7	0	2	1	0	3	0	3	0	0	3	17
17:15	3	2	0	0	5	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	8
17:30	1	0	1	0	2	1	3	1	0	5	0	1	0	0	1	0	1	0	0	1	9
17:45	0	2	1	0	3	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	7
Total	6	6	2	0	14	2	5	6	0	13	0	5	4	0	9	0	5	0	0	5	41
18:00	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	4
18:15	2	0	1	0	3	1	3	2	0	6	1	4	3	0	8	0	1	0	0	1	18
18:30	4	1	0	0	5	2	0	2	0	4	0	0	0	0	0	2	2	0	0	4	13
18:45	0	1	0	0	1	0	2	2	0	4	0	1	0	0	1	1	2	1	0	4	10
Total	7	2	1	0	10	3	6	7	0	16	1	6	3	0	10	3	5	1	0	9	45
Grand Total	43	67	17	0	127	43	56	44	0	143	4	65	61	0	130	16	58	7	0	81	481
Apprch %	33.9	52.8	13.4	0		30.1	39.2	30.8	0		3.1	50	46.9	0		19.8	71.6	8.6	0		
Total %	8.9	13.9	3.5	0	26.4	8.9	11.6	9.1	0	29.7	0.8	13.5	12.7	0	27	3.3	12.1	1.5	0	16.8	

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	**3**	0	0	0	3	0	1	1	0	2	**1**	1	1	0	3	0	2	0	0	2	10
15:30	3	**2**	0	0	**5**	0	**4**	**2**	0	**6**	0	**4**	0	0	4	**1**	**5**	0	0	**6**	**21**
15:45	0	0	0	0	0	**4**	0	2	0	6	0	3	**2**	0	**5**	0	0	0	0	0	11
16:00	0	1	0	0	1	1	2	1	0	4	0	1	2	0	3	0	3	**1**	0	4	12
Total Volume	6	3	0	0	9	5	7	6	0	18	1	9	5	0	15	1	10	1	0	12	54
% App. Total	66.7	33.3	0	0		27.8	38.9	33.3	0		6.7	60	33.3	0		8.3	83.3	8.3	0		
PHF	.500	.375	.000	.000	.450	.313	.438	.750	.000	.750	.250	.563	.625	.000	.750	.250	.500	.250	.000	.500	.643

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**15:45**					**11:30**					**10:00**				
+0 mins.	**1**	**3**	1	0	5	4	0	2	0	6	0	1	3	0	4	2	3	0	0	**5**
+15 mins.	1	**4**	0	0	5	1	2	1	0	4	0	**7**	**6**	0	**13**	0	3	0	0	3
+30 mins.	**5**	0	1	0	**6**	1	1	0	0	2	0	1	5	0	6	0	1	0	0	1
+45 mins.	2	2	0	0	4	2	**3**	**3**	0	**8**	0	2	0	0	2	0	3	**1**	0	4
Total Volume	9	9	2	0	20	8	6	6	0	20	0	11	14	0	25	2	10	1	0	13
% App. Total	45	45	10	0		40	30	30	0		0	44	56	0		15.4	76.9	7.7	0	
PHF	.450	.563	.500	.000	.833	.500	.500	.500	.000	.625	.000	.393	.583	.000	.481	.250	.833	.250	.000	.650

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Amercian Dr & Highland Lake Dr
Site Code : 12
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	4
Total	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Amercian Dr & Highland Lake Dr
Site Code : 12
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	2	2	0	4	0	0	1	0	1	1	1	0	0	2	9
Apprch %	0	100	0	0		0	50	50	0		0	0	100	0		50	50	0	0		
Total %	0	22.2	0	0	22.2	0	22.2	22.2	0	44.4	0	0	11.1	0	11.1	11.1	11.1	0	0	22.2	

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	**1**	0	0	**1**	0	0	**1**	0	**1**	0	0	**1**	0	**1**	0	**1**	0	0	**1**	**4**
Total Volume	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	4
% App. Total	0	100	0	0		0	0	100	0		0	0	100	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15					**07:00**					**15:00**					**11:15**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
+15 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
+30 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	0	**1**	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	0	0	**1**
Total Volume	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1
% App. Total	0	100	0	0		0	0	100	0		0	0	100	0		100	0	0	0	
PHF	.000	.250	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.250	.000	.000	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Amercian Dr & Highland Lake Dr
Site Code : 12
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 12 - Amercian Dr & Highland Lake Dr
Site Code : 12
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	2	0	0	2	0	5	0	0	5	0	3	0	0	3	14
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	28.6	0	0	28.6	0	14.3	0	0	14.3	0	35.7	0	0	35.7	0	21.4	0	0	21.4	

	American Dr Southbound					Highland Lake Dr Westbound					American Dr Northbound					Highland Lake Dr Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15																					
10:15	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	**2**
10:30	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:15					**10:30**					**10:15**					**15:45**				
+0 mins.	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2	0	0	2	0	0	0	0	0
+15 mins.	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	1	0	0	**1**	0	1	0	0	1	0	**2**	0	0	**2**
Total Volume	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0	
PHF	.000	.375	.000	.000	.375	.000	.250	.000	.000	.250	.000	.375	.000	.000	.375	.000	.250	.000	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Boggy Ford Rd & Rock Terrace Dr
Site Code : 13
Start Date : 4/12/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	5	0	2	0	7	0	6	1	0	7	0	0	0	0	0	3	57	0	0	60	74
07:15	5	0	1	0	6	0	12	1	0	13	0	0	0	0	0	1	80	0	0	81	100
07:30	8	0	5	0	13	0	49	3	0	52	0	0	0	0	0	2	55	0	0	57	122
07:45	4	0	7	0	11	0	42	5	0	47	0	0	0	0	0	3	42	0	0	45	103
Total	22	0	15	0	37	0	109	10	0	119	0	0	0	0	0	9	234	0	0	243	399
08:00	7	0	2	0	9	0	14	2	0	16	0	0	0	0	0	1	71	0	0	72	97
08:15	7	0	4	0	11	0	24	2	0	26	0	0	0	0	0	4	68	0	0	72	109
08:30	4	0	4	0	8	0	40	5	0	45	0	0	0	0	0	1	44	0	0	45	98
08:45	5	0	4	0	9	0	32	4	0	36	0	0	0	0	0	2	51	0	0	53	98
Total	23	0	14	0	37	0	110	13	0	123	0	0	0	0	0	8	234	0	0	242	402
09:00	2	0	2	0	4	0	29	1	0	30	0	0	0	0	0	3	37	0	0	40	74
09:15	6	0	6	0	12	0	31	1	0	32	0	0	0	0	0	6	40	0	0	46	90
09:30	4	0	4	0	8	0	21	6	0	27	0	0	0	0	0	2	36	0	0	38	73
09:45	1	0	1	0	2	0	27	2	0	29	0	0	0	0	0	3	39	0	0	42	73
Total	13	0	13	0	26	0	108	10	0	118	0	0	0	0	0	14	152	0	0	166	310
10:00	4	0	2	0	6	0	22	3	0	25	0	0	0	0	0	4	36	0	0	40	71
10:15	3	0	3	0	6	0	32	2	0	34	0	0	0	0	0	2	34	0	0	36	76
10:30	4	0	3	0	7	0	30	4	0	34	0	0	0	0	0	4	36	0	0	40	81
10:45	5	0	3	0	8	0	27	4	0	31	0	0	0	0	0	4	35	0	0	39	78
Total	16	0	11	0	27	0	111	13	0	124	0	0	0	0	0	14	141	0	0	155	306
11:00	6	0	4	0	10	0	23	4	0	27	0	0	0	0	0	1	34	0	0	35	72
11:15	4	0	2	0	6	0	36	2	0	38	0	0	0	0	0	3	31	0	0	34	78
11:30	6	0	5	0	11	0	29	6	0	35	0	0	0	0	0	0	42	0	0	42	88
11:45	6	0	1	0	7	0	35	2	0	37	0	0	0	0	0	3	44	0	0	47	91
Total	22	0	12	0	34	0	123	14	0	137	0	0	0	0	0	7	151	0	0	158	329
12:00	5	0	4	0	9	0	35	5	0	40	0	0	0	0	0	3	34	0	0	37	86
12:15	5	0	3	0	8	0	38	6	0	44	0	0	0	0	0	6	49	0	0	55	107
12:30	7	0	6	0	13	0	27	6	0	33	0	0	0	0	0	5	39	0	0	44	90
12:45	4	0	0	0	4	0	37	4	0	41	0	0	0	0	0	3	35	0	0	38	83
Total	21	0	13	0	34	0	137	21	0	158	0	0	0	0	0	17	157	0	0	174	366
13:00	4	0	4	0	8	0	34	4	0	38	0	0	0	0	0	2	33	0	0	35	81
13:15	6	0	4	0	10	0	42	4	0	46	0	0	0	0	0	3	38	0	0	41	97
13:30	2	0	4	0	6	0	33	1	0	34	0	0	0	0	0	1	25	0	0	26	66
13:45	2	0	5	0	7	0	42	4	0	46	0	0	0	0	0	4	37	0	0	41	94
Total	14	0	17	0	31	0	151	13	0	164	0	0	0	0	0	10	133	0	0	143	338
14:00	5	0	1	0	6	0	48	5	0	53	0	0	0	0	0	2	29	0	0	31	90
14:15	4	0	4	0	8	0	28	4	0	32	0	0	0	0	0	3	25	0	0	28	68
14:30	4	0	2	0	6	0	34	2	0	36	0	0	0	0	0	5	32	0	0	37	79
14:45	3	0	4	0	7	0	40	3	0	43	0	0	0	0	0	5	36	0	0	41	91
Total	16	0	11	0	27	0	150	14	0	164	0	0	0	0	0	15	122	0	0	137	328
15:00	7	0	1	0	8	0	27	0	0	27	0	0	0	0	0	1	43	0	0	44	79
15:15	6	0	3	0	9	0	44	6	0	50	0	0	0	0	0	4	36	0	0	40	99
15:30	2	0	3	0	5	0	60	6	0	66	0	0	0	0	0	1	38	0	0	39	110
15:45	3	0	4	0	7	0	40	11	0	51	0	0	0	0	0	7	38	0	0	45	103
Total	18	0	11	0	29	0	171	23	0	194	0	0	0	0	0	13	155	0	0	168	391
16:00	5	0	4	0	9	0	43	3	0	46	0	0	0	0	0	6	48	0	0	54	109
16:15	7	0	3	0	10	0	56	11	0	67	0	0	0	0	0	2	37	0	0	39	116

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Boggy Ford Rd & Rock Terrace Dr
Site Code : 13
Start Date : 4/12/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:30	8	0	12	0	20	0	87	4	0	91	0	0	0	0	0	3	41	0	0	44	155
16:45	7	0	4	0	11	0	62	5	0	67	0	0	0	0	0	5	46	0	0	51	129
Total	27	0	23	0	50	0	248	23	0	271	0	0	0	0	0	16	172	0	0	188	509
17:00	7	0	8	0	15	0	66	11	0	77	0	0	0	0	0	4	23	0	0	27	119
17:15	8	0	2	0	10	0	59	7	0	66	0	0	0	0	0	1	43	0	0	44	120
17:30	6	0	5	0	11	0	54	8	0	62	0	0	0	0	0	6	36	0	0	42	115
17:45	7	0	11	0	18	0	51	6	0	57	0	0	0	0	0	7	33	0	0	40	115
Total	28	0	26	0	54	0	230	32	0	262	0	0	0	0	0	18	135	0	0	153	469
18:00	4	0	6	0	10	0	52	8	0	60	0	0	0	0	0	2	32	0	0	34	104
18:15	4	0	5	0	9	0	52	8	0	60	0	0	0	0	0	1	33	0	0	34	103
18:30	7	0	2	0	9	0	43	14	0	57	0	0	0	0	0	5	23	0	0	28	94
18:45	2	0	4	0	6	0	39	9	0	48	0	0	0	0	0	5	21	0	0	26	80
Total	17	0	17	0	34	0	186	39	0	225	0	0	0	0	0	13	109	0	0	122	381
Grand Total	237	0	183	0	420	0	1834	225	0	2059	0	0	0	0	0	154	1895	0	0	2049	4528
Apprch %	56.4	0	43.6	0		0	89.1	10.9	0		0	0	0	0		7.5	92.5	0	0		
Total %	5.2	0	4	0	9.3	0	40.5	5	0	45.5	0	0	0	0	0	3.4	41.9	0	0	45.3	
Vehicles	235	0	174	0	409	0	1772	220	0	1992	0	0	0	0	0	149	1847	0	0	1996	4397
% Vehicles	99.2	0	95.1	0	97.4	0	96.6	97.8	0	96.7	0	0	0	0	0	96.8	97.5	0	0	97.4	97.1
Heavy Vehicles	2	0	9	0	11	0	62	5	0	67	0	0	0	0	0	5	48	0	0	53	131
% Heavy Vehicles	0.8	0	4.9	0	2.6	0	3.4	2.2	0	3.3	0	0	0	0	0	3.2	2.5	0	0	2.6	2.9

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**8**	0	**12**	0	**20**	0	**87**	4	0	**91**	0	0	0	0	0	3	41	0	0	44	**155**
16:45	7	0	4	0	11	0	62	5	0	67	0	0	0	0	0	**5**	**46**	0	0	**51**	129
17:00	7	0	8	0	15	0	66	**11**	0	77	0	0	0	0	0	4	23	0	0	27	119
17:15	8	0	2	0	10	0	59	7	0	66	0	0	0	0	0	1	43	0	0	44	120
Total Volume	30	0	26	0	56	0	274	27	0	301	0	0	0	0	0	13	153	0	0	166	523
% App. Total	53.6	0	46.4	0		0	91	9	0		0	0	0	0		7.8	92.2	0	0		
PHF	.938	.000	.542	.000	.700	.000	.787	.614	.000	.827	.000	.000	.000	.000	.000	.650	.832	.000	.000	.814	.844
Vehicles	30	0	26	0	56	0	270	27	0	297	0	0	0	0	0	13	150	0	0	163	516
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% Heavy Vehicles	0	0	0	0	0	0	1.5	0	0	1.3	0	0	0	0	0	0	2.0	0	0	1.8	1.3

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15					16:15					07:00					07:15					
+0 mins.	7	0	3	0	10	0	56	**11**	0	67	0	0	0	0	0	1	**80**	0	0	**81**	
+15 mins.	**8**	0	**12**	0	**20**	0	**87**	4	0	**91**	0	0	0	0	0	2	55	0	0	57	
+30 mins.	7	0	4	0	11	0	62	5	0	67	0	0	0	0	0	**3**	42	0	0	45	
+45 mins.	7	0	8	0	15	0	66	11	0	77	0	0	0	0	0	1	71	0	0	72	
Total Volume	29	0	27	0	56	0	271	31	0	302	0	0	0	0	0	7	248	0	0	255	
% App. Total	51.8	0	48.2	0		0	89.7	10.3	0		0	0	0	0		2.7	97.3	0	0		
PHF	.906	.000	.563	.000	.700	.000	.779	.705	.000	.830	.000	.000	.000	.000	.000	.583	.775	.000	.000	.787	
Vehicles	29	0	27	0	56	0	267	31	0	298	0	0	0	0	0	7	247	0	0	254	
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	
% Heavy Vehicles	0	0	0	0	0	0	1.5	0	0	1.3	0	0	0	0	0	0	0.4	0	0	0.4	

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Boggy Ford Rd & Rock Terrace Dr
Site Code : 13
Start Date : 4/12/2023
Page No : 3

Groups Printed- Vehicles

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	5	0	1	0	6	0	6	1	0	7	0	0	0	0	0	2	55	0	0	57	70
07:15	5	0	1	0	6	0	12	0	0	12	0	0	0	0	0	1	80	0	0	81	99
07:30	8	0	5	0	13	0	47	3	0	50	0	0	0	0	0	2	55	0	0	57	120
07:45	4	0	7	0	11	0	41	5	0	46	0	0	0	0	0	3	42	0	0	45	102
Total	22	0	14	0	36	0	106	9	0	115	0	0	0	0	0	8	232	0	0	240	391
08:00	7	0	0	0	7	0	12	2	0	14	0	0	0	0	0	1	70	0	0	71	92
08:15	7	0	4	0	11	0	24	2	0	26	0	0	0	0	0	4	67	0	0	71	108
08:30	4	0	4	0	8	0	40	5	0	45	0	0	0	0	0	1	42	0	0	43	96
08:45	5	0	3	0	8	0	31	4	0	35	0	0	0	0	0	2	51	0	0	53	96
Total	23	0	11	0	34	0	107	13	0	120	0	0	0	0	0	8	230	0	0	238	392
09:00	2	0	2	0	4	0	26	1	0	27	0	0	0	0	0	3	35	0	0	38	69
09:15	6	0	5	0	11	0	29	1	0	30	0	0	0	0	0	5	39	0	0	44	85
09:30	4	0	3	0	7	0	17	6	0	23	0	0	0	0	0	2	35	0	0	37	67
09:45	1	0	1	0	2	0	25	2	0	27	0	0	0	0	0	3	35	0	0	38	67
Total	13	0	11	0	24	0	97	10	0	107	0	0	0	0	0	13	144	0	0	157	288
10:00	4	0	2	0	6	0	20	3	0	23	0	0	0	0	0	4	35	0	0	39	68
10:15	3	0	3	0	6	0	31	1	0	32	0	0	0	0	0	2	32	0	0	34	72
10:30	4	0	3	0	7	0	29	4	0	33	0	0	0	0	0	4	35	0	0	39	79
10:45	5	0	3	0	8	0	25	4	0	29	0	0	0	0	0	4	35	0	0	39	76
Total	16	0	11	0	27	0	105	12	0	117	0	0	0	0	0	14	137	0	0	151	295
11:00	6	0	4	0	10	0	22	4	0	26	0	0	0	0	0	0	33	0	0	33	69
11:15	4	0	2	0	6	0	36	2	0	38	0	0	0	0	0	3	30	0	0	33	77
11:30	6	0	5	0	11	0	28	6	0	34	0	0	0	0	0	0	41	0	0	41	86
11:45	6	0	1	0	7	0	33	2	0	35	0	0	0	0	0	3	44	0	0	47	89
Total	22	0	12	0	34	0	119	14	0	133	0	0	0	0	0	6	148	0	0	154	321
12:00	4	0	4	0	8	0	34	5	0	39	0	0	0	0	0	3	33	0	0	36	83
12:15	5	0	3	0	8	0	35	6	0	41	0	0	0	0	0	6	48	0	0	54	103
12:30	7	0	6	0	13	0	26	6	0	32	0	0	0	0	0	5	37	0	0	42	87
12:45	4	0	0	0	4	0	37	4	0	41	0	0	0	0	0	3	35	0	0	38	83
Total	20	0	13	0	33	0	132	21	0	153	0	0	0	0	0	17	153	0	0	170	356
13:00	4	0	4	0	8	0	33	4	0	37	0	0	0	0	0	1	33	0	0	34	79
13:15	6	0	3	0	9	0	40	4	0	44	0	0	0	0	0	3	35	0	0	38	91
13:30	2	0	3	0	5	0	32	0	0	32	0	0	0	0	0	0	24	0	0	24	61
13:45	2	0	5	0	7	0	39	4	0	43	0	0	0	0	0	4	35	0	0	39	89
Total	14	0	15	0	29	0	144	12	0	156	0	0	0	0	0	8	127	0	0	135	320
14:00	5	0	1	0	6	0	47	5	0	52	0	0	0	0	0	2	28	0	0	30	88
14:15	4	0	4	0	8	0	26	3	0	29	0	0	0	0	0	3	24	0	0	27	64
14:30	3	0	2	0	5	0	31	1	0	32	0	0	0	0	0	5	31	0	0	36	73
14:45	3	0	4	0	7	0	40	3	0	43	0	0	0	0	0	5	34	0	0	39	89
Total	15	0	11	0	26	0	144	12	0	156	0	0	0	0	0	15	117	0	0	132	314
15:00	7	0	1	0	8	0	26	0	0	26	0	0	0	0	0	1	42	0	0	43	77
15:15	6	0	2	0	8	0	43	6	0	49	0	0	0	0	0	4	35	0	0	39	96
15:30	2	0	3	0	5	0	56	6	0	62	0	0	0	0	0	1	38	0	0	39	106
15:45	3	0	4	0	7	0	38	11	0	49	0	0	0	0	0	7	35	0	0	42	98
Total	18	0	10	0	28	0	163	23	0	186	0	0	0	0	0	13	150	0	0	163	377
16:00	5	0	4	0	9	0	42	3	0	45	0	0	0	0	0	6	47	0	0	53	107
16:15	7	0	3	0	10	0	56	11	0	67	0	0	0	0	0	2	35	0	0	37	114
16:30	8	0	12	0	20	0	86	4	0	90	0	0	0	0	0	3	39	0	0	42	152
16:45	7	0	4	0	11	0	61	5	0	66	0	0	0	0	0	5	46	0	0	51	128
Total	27	0	23	0	50	0	245	23	0	268	0	0	0	0	0	16	167	0	0	183	501

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Boggy Ford Rd & Rock Terrace Dr
Site Code : 13
Start Date : 4/12/2023
Page No : 4

Groups Printed- Vehicles

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	7	0	8	0	15	0	64	11	0	75	0	0	0	0	0	4	23	0	0	27	117
17:15	8	0	2	0	10	0	59	7	0	66	0	0	0	0	0	1	42	0	0	43	119
17:30	6	0	5	0	11	0	53	8	0	61	0	0	0	0	0	6	36	0	0	42	114
17:45	7	0	11	0	18	0	51	6	0	57	0	0	0	0	0	7	33	0	0	40	115
Total	28	0	26	0	54	0	227	32	0	259	0	0	0	0	0	18	134	0	0	152	465
18:00	4	0	6	0	10	0	51	8	0	59	0	0	0	0	0	2	31	0	0	33	102
18:15	4	0	5	0	9	0	51	8	0	59	0	0	0	0	0	1	33	0	0	34	102
18:30	7	0	2	0	9	0	42	14	0	56	0	0	0	0	0	5	23	0	0	28	93
18:45	2	0	4	0	6	0	39	9	0	48	0	0	0	0	0	5	21	0	0	26	80
Total	17	0	17	0	34	0	183	39	0	222	0	0	0	0	0	13	108	0	0	121	377
Grand Total	235	0	174	0	409	0	1772	220	0	1992	0	0	0	0	0	149	1847	0	0	1996	4397
Apprch %	57.5	0	42.5	0		0	89	11	0		0	0	0	0		7.5	92.5	0	0		
Total %	5.3	0	4	0	9.3	0	40.3	5	0	45.3	0	0	0	0	0	3.4	42	0	0	45.4	

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**8**	0	**12**	0	**20**	0	**86**	4	0	**90**	0	0	0	0	0	3	39	0	0	42	**152**
16:45	7	0	4	0	11	0	61	5	0	66	0	0	0	0	0	**5**	**46**	0	0	**51**	128
17:00	7	0	8	0	15	0	64	**11**	0	75	0	0	0	0	0	4	23	0	0	27	117
17:15	8	0	2	0	10	0	59	7	0	66	0	0	0	0	0	1	42	0	0	43	119
Total Volume	30	0	26	0	56	0	270	27	0	297	0	0	0	0	0	13	150	0	0	163	516
% App. Total	53.6	0	46.4	0		0	90.9	9.1	0		0	0	0	0		8	92	0	0		
PHF	.938	.000	.542	.000	.700	.000	.785	.614	.000	.825	.000	.000	.000	.000	.000	.650	.815	.000	.000	.799	.849

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15					**16:15**					**07:00**					**07:15**				
+0 mins.	**7**	**0**	**3**	**0**	**10**	**0**	**56**	11	0	67	0	0	0	0	0	1	80	0	0	81
+15 mins.	8	0	**12**	0	**20**	0	**86**	4	0	**90**	0	0	0	0	0	2	55	0	0	57
+30 mins.	7	0	4	0	11	0	61	5	0	66	0	0	0	0	0	**3**	42	0	0	45
+45 mins.	7	0	8	0	15	0	64	11	0	75	0	0	0	0	0	1	70	0	0	71
Total Volume	29	0	27	0	56	0	267	31	0	298	0	0	0	0	0	7	247	0	0	254
% App. Total	51.8	0	48.2	0		0	89.6	10.4	0		0	0	0	0		2.8	97.2	0	0	
PHF	.906	.000	.563	.000	.700	.000	.776	.705	.000	.828	.000	.000	.000	.000	.000	.583	.772	.000	.000	.784

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Boggy Ford Rd & Rock Terrace Dr
Site Code : 13
Start Date : 4/12/2023
Page No : 5

Groups Printed- Heavy Vehicles

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
07:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	8
08:00	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	10
09:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
09:15	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	5
09:30	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
09:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	1	8	0	0	9	22
10:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:15	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	4	0	0	4	11
11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	8
12:00	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
12:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
12:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	10
13:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
13:15	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
13:30	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	5
13:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	2	0	2	0	7	1	0	8	0	0	0	0	0	2	6	0	0	8	18
14:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
14:15	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
14:30	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	6
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	0	0	0	1	0	6	2	0	8	0	0	0	0	0	0	5	0	0	5	14
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
15:15	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
15:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
15:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	14
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Boggy Ford Rd & Rock Terrace Dr
Site Code : 13
Start Date : 4/12/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
18:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Grand Total	2	0	9	0	11	0	62	5	0	67	0	0	0	0	0	5	48	0	0	53	131
Apprch %	18.2	0	81.8	0		0	92.5	7.5	0		0	0	0	0		9.4	90.6	0	0		
Total %	1.5	0	6.9	0	8.4	0	47.3	3.8	0	51.1	0	0	0	0	0	3.8	36.6	0	0	40.5	

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
09:15	0	0	**1**	0	**1**	0	2	0	0	2	0	0	0	0	0	**1**	1	0	0	2	5
09:30	0	0	1	0	1	0	**4**	0	0	**4**	0	0	0	0	0	0	1	0	0	1	**6**
09:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	**4**	0	0	**4**	6
Total Volume	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	1	8	0	0	9	22
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		11.1	88.9	0	0		
PHF	.000	.000	.500	.000	.500	.000	.688	.000	.000	.688	.000	.000	.000	.000	.000	.250	.500	.000	.000	.563	.917

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00					**09:00**					**07:00**					**09:00**				
+0 mins.	**0**	**0**	**2**	0	**2**	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	**1**	1	0	0	2
+30 mins.	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	**4**	0	0	**4**
Total Volume	0	0	3	0	3	0	11	0	0	11	0	0	0	0	0	1	8	0	0	9
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		11.1	88.9	0	0	
PHF	.000	.000	.375	.000	.375	.000	.688	.000	.000	.688	.000	.000	.000	.000	.000	.250	.500	.000	.000	.563

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Boggy Ford Rd & Rock Terrace Dr
Site Code : 13
Start Date : 4/12/2023
Page No : 7

Groups Printed- Pedestrians

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 13 - Boggy Ford Rd & Rock Terrace Dr
Site Code : 13
Start Date : 4/12/2023
Page No : 8

Groups Printed- Pedestrians

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	42.9	0	0	42.9	0	0	0	0	0	0	0	0	0	0	0	57.1	0	0	57.1	

	Rock Terrace Dr Southbound					Boggy Ford Rd Westbound					Northbound					Boggy Ford Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	**4**
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.375

Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

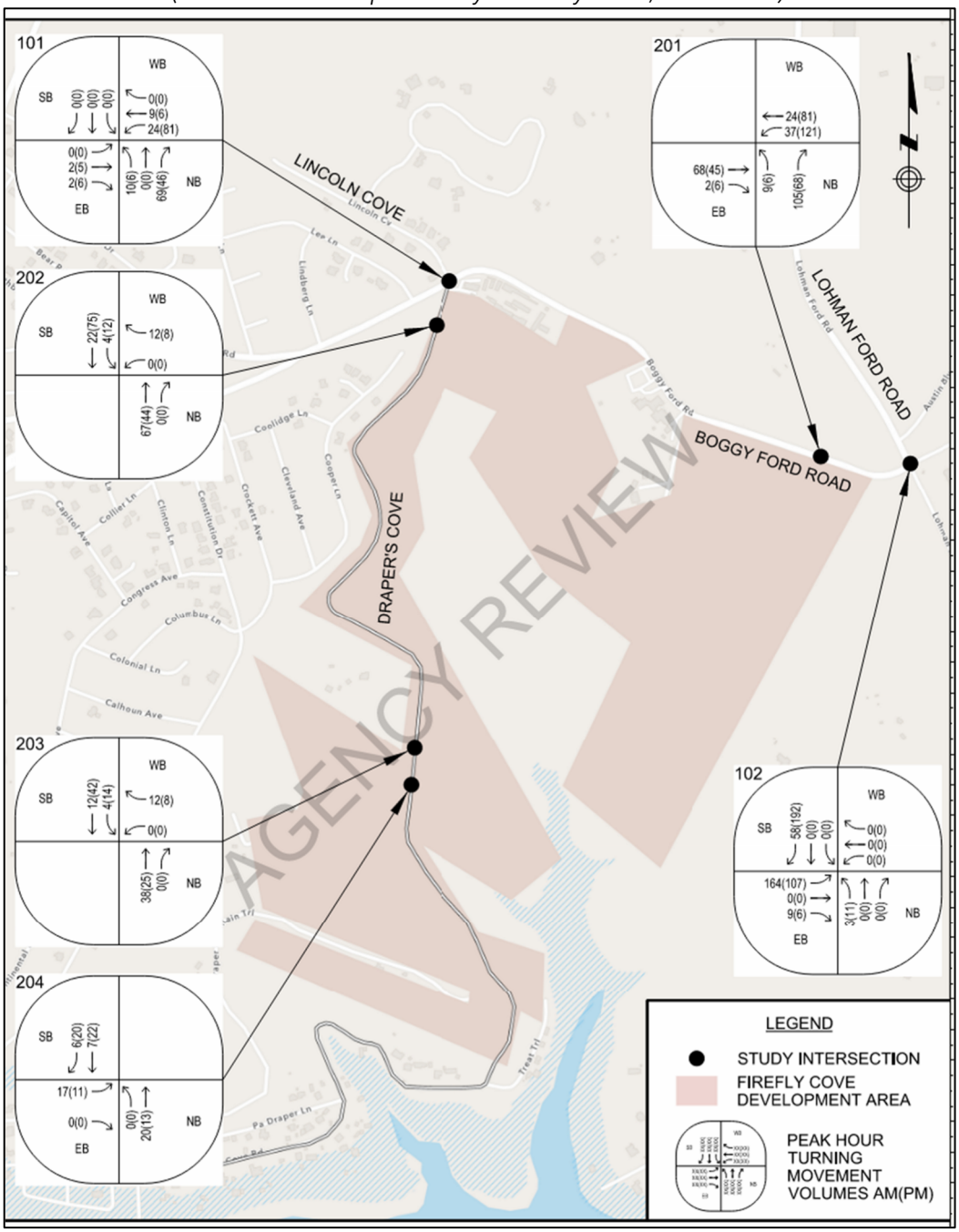
	07:30					07:00					07:00					07:30				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500

APPENDIX-B

Traffic from Proposed Development (from TIA Reports)

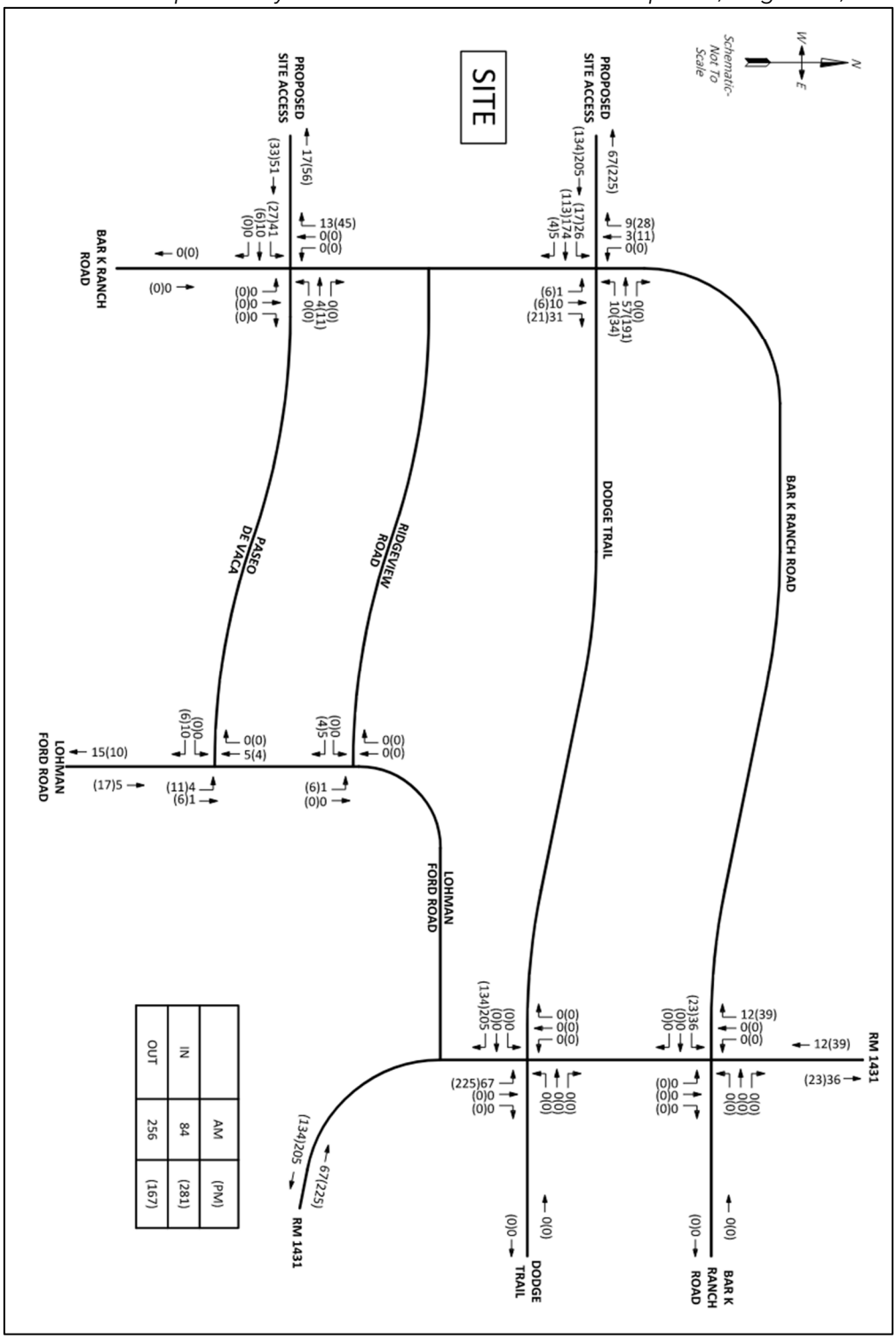
Site Generated Traffic for Firefly Cove Development

(Source: Traffic Impact Analysis Firefly Cove, June 2021)



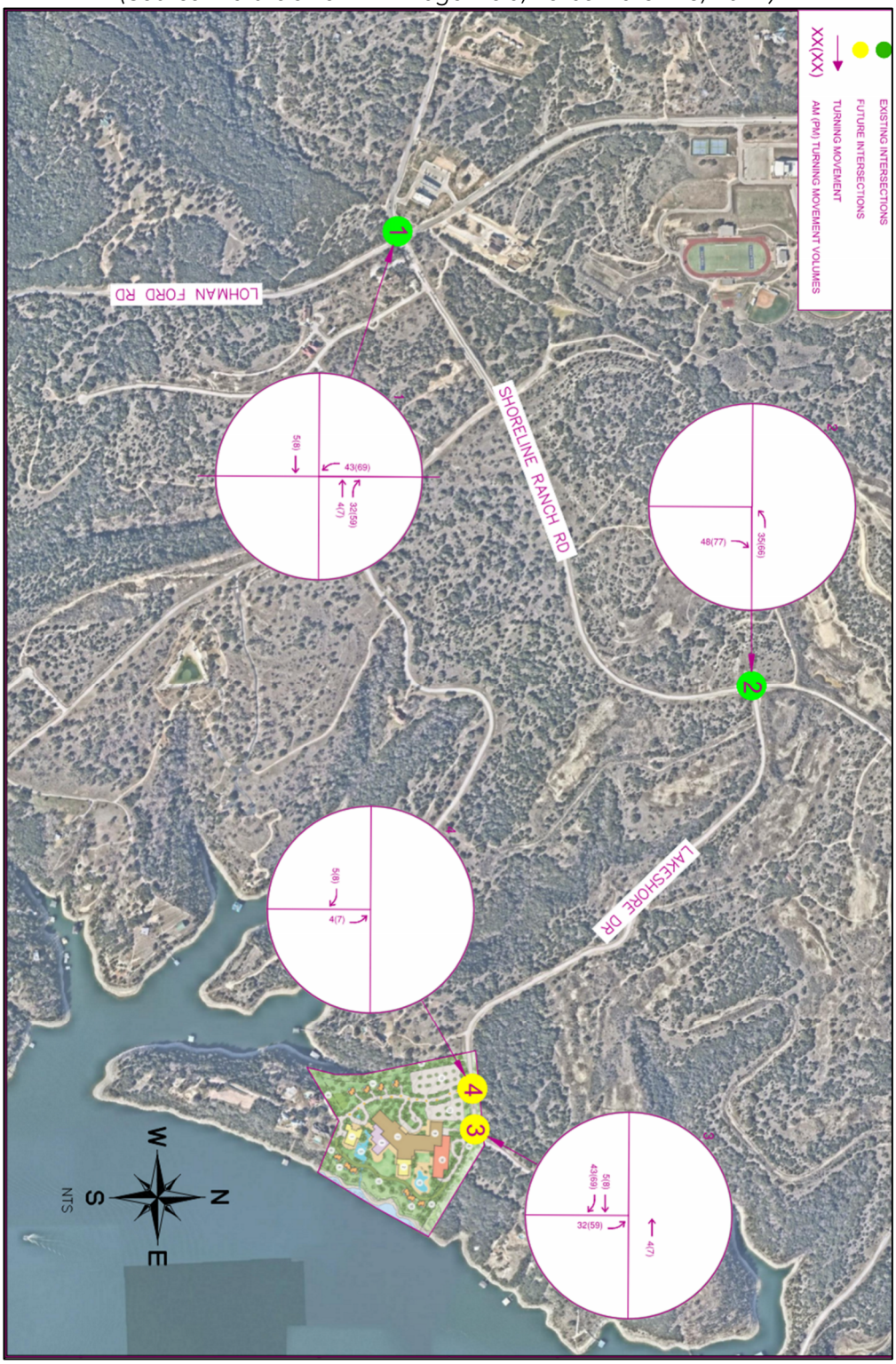
Site Generated Traffic for Turnback Ranch Development

(Source: Traffic Impact Analysis for the Turnback Ranch Development, August 24, 2022)


N
W
E
Schematic-
Not To
Scale
SITE
PROPOSED
SITE ACCESS
PROPOSED
SITE ACCESS
BAR K RANCH ROAD
DODGE TRAIL
RIDGEVIEW ROAD
PASEO DE VACA
LOHMAN FORD ROAD
BAR K RANCH ROAD
LOHMAN FORD ROAD
RM 1431
DODGE TRAIL
BAR K RANCH ROAD
RM 1431
67(225)
9(28)
3(11)
0(0)
(134)205
(17)26
(13)174
(4)5
0(0)
57(191)
10(34)
(6)1
(6)10
(21)31
17(56)
(33)51
(27)41
(6)10
(0)0
13(45)
0(0)
0(0)
0(0

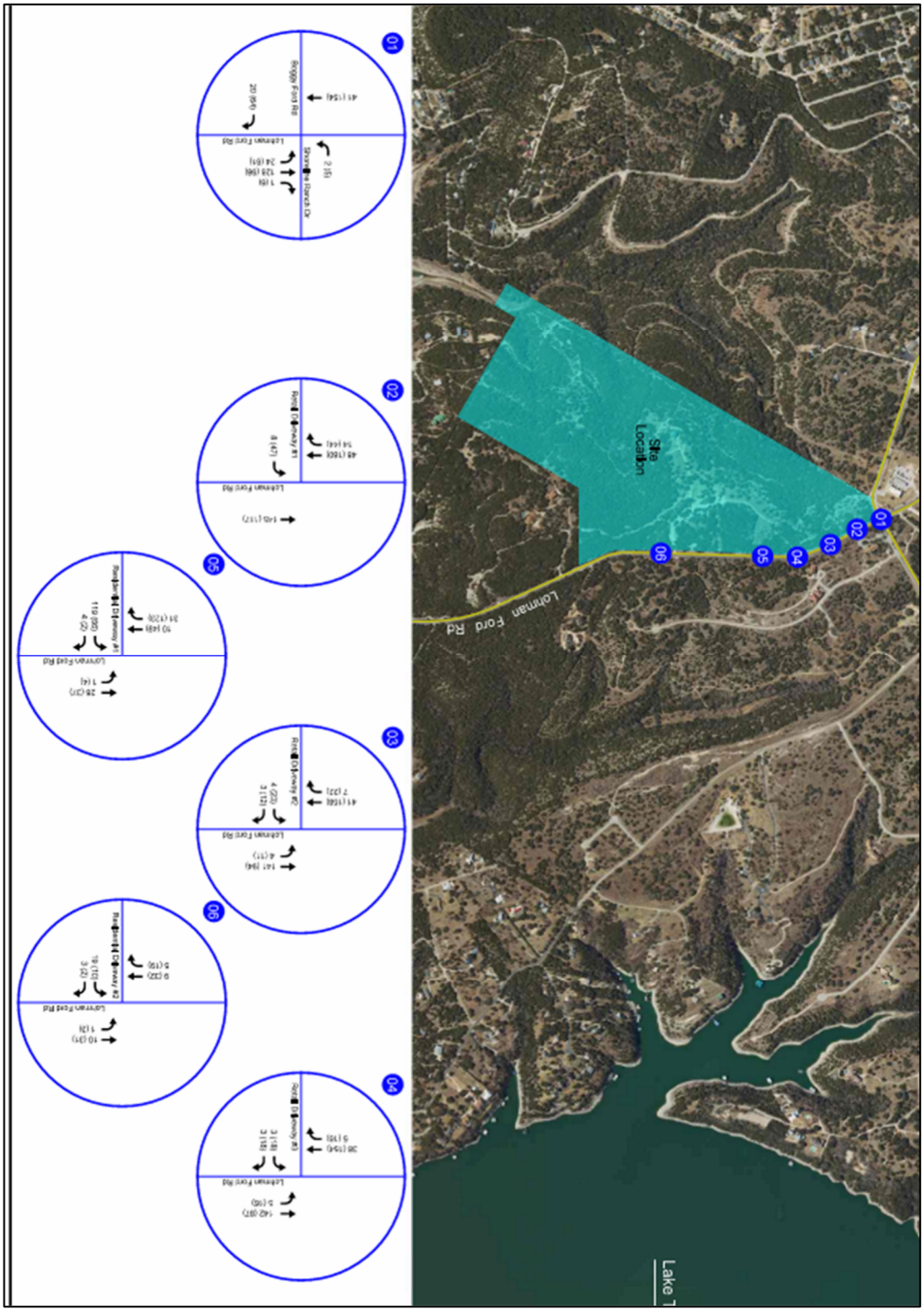
Site Generated Traffic for Nature's Point Development

(Source: Nature's Point TIA Lago Vista, Texas March 23, 2021)



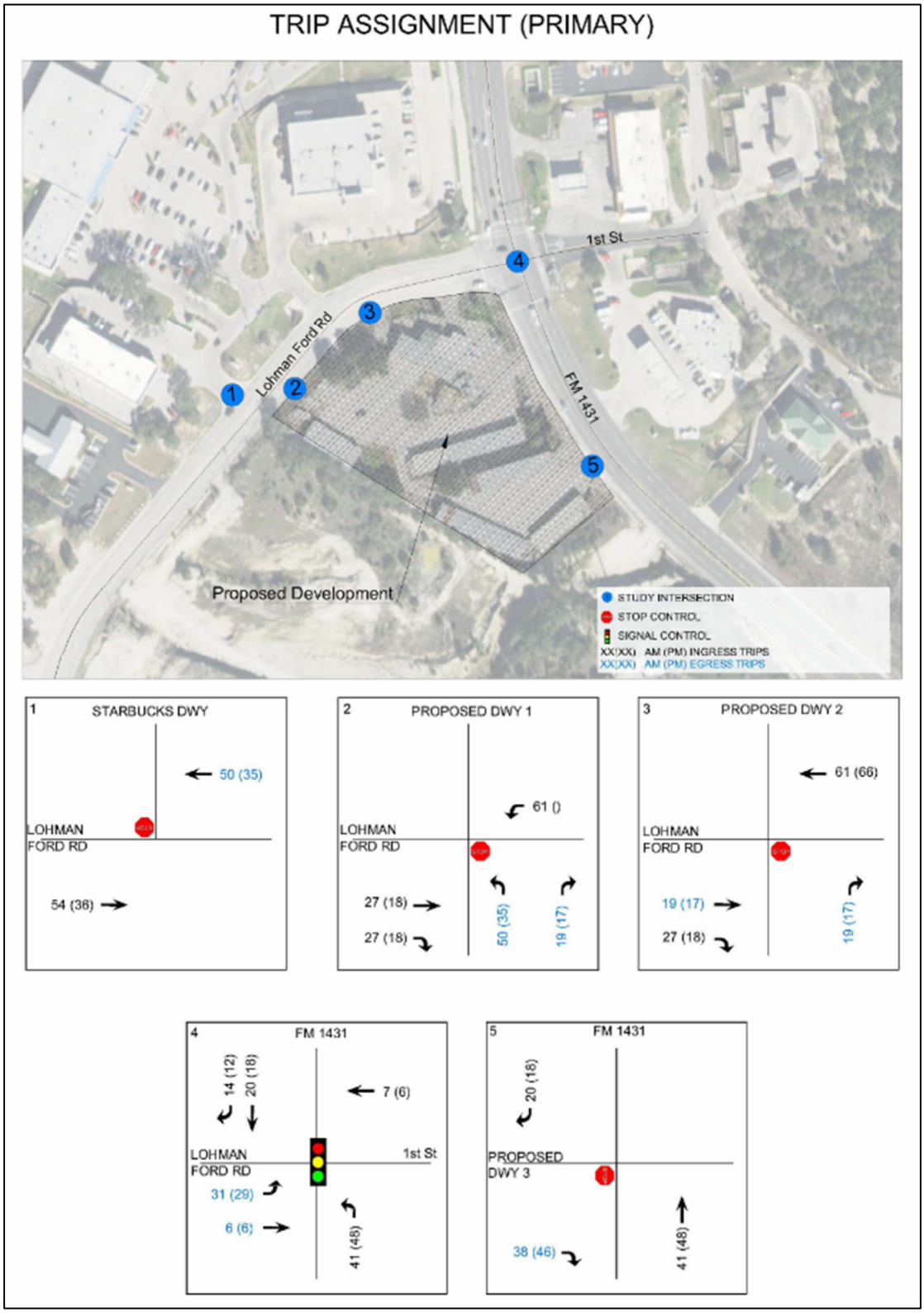
Site Generated Traffic for Luna Ridge Development

(Source: Lago Vista Tract – Lohman Ford Rd & Boggy Ford Rd TIA, November 2022)



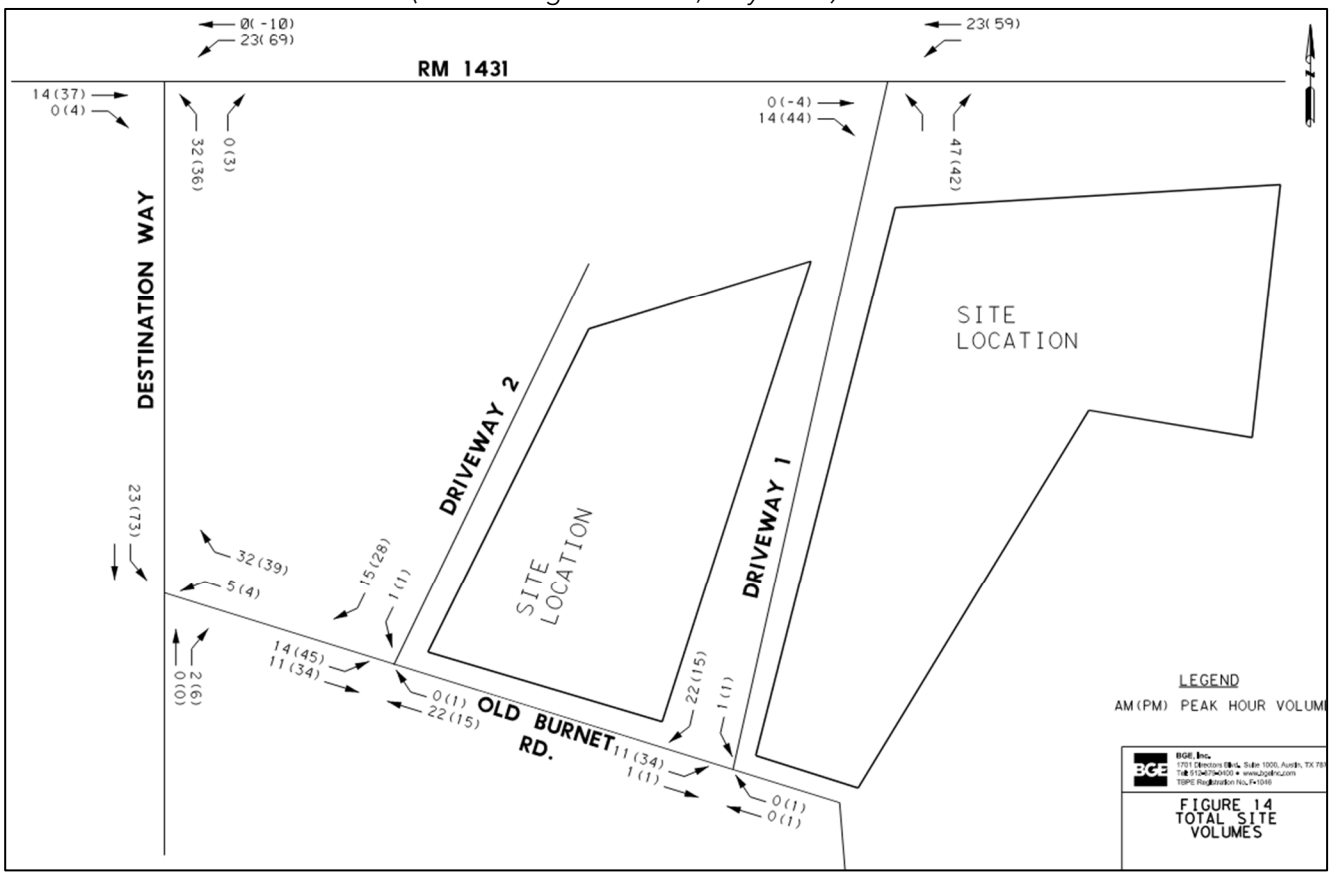
Site Generated Traffic for Fast Food Restaurant Development

(Source: TIA for Lohman Commercial Development, May 2023)



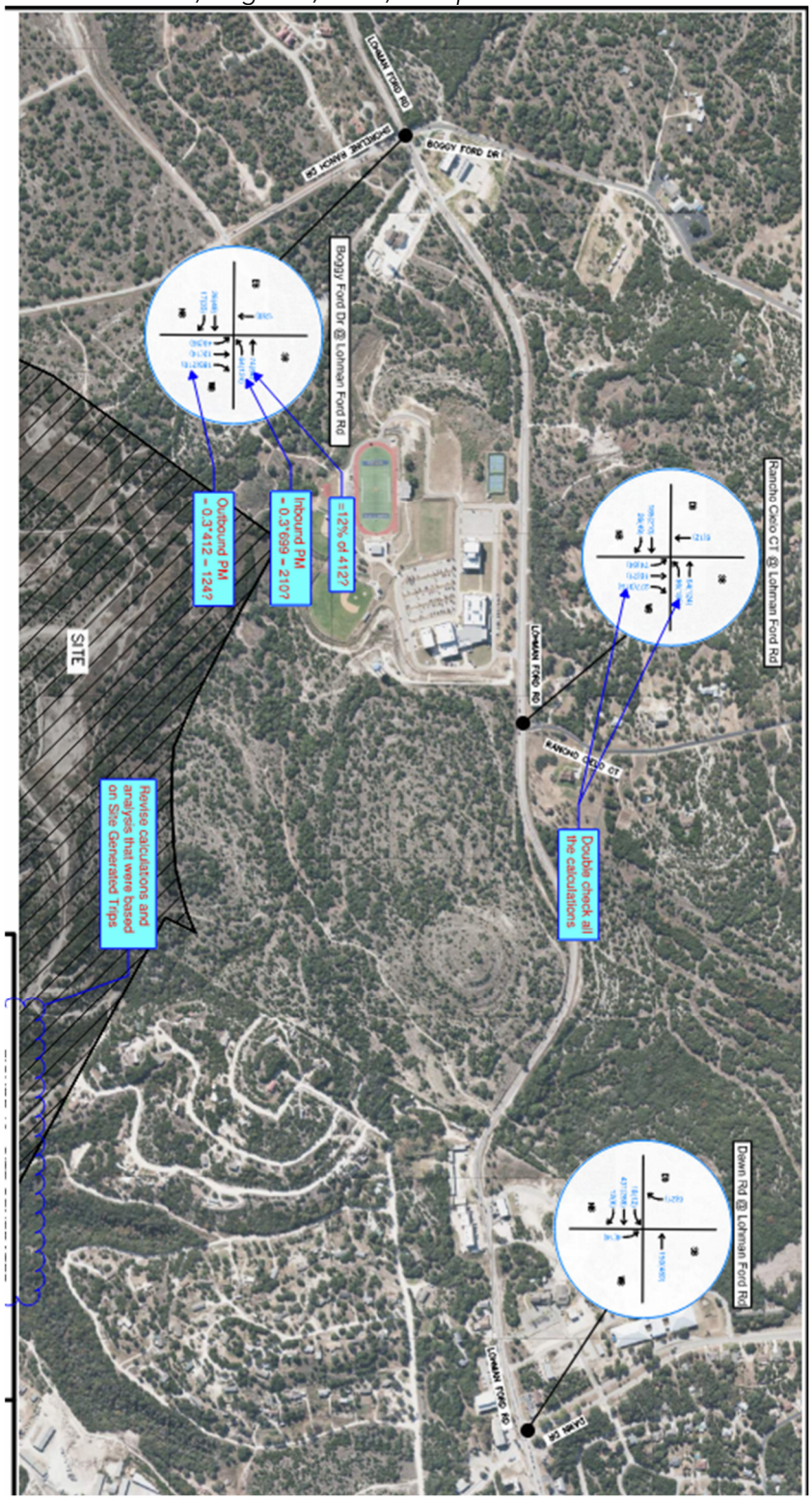
Site Generated Traffic for Lago Place Development

(Source: Lago Place TIA, May 2023)



Site Generated Traffic for Shoreline Ranch Development

(Source: TIA for Shoreline Ranch, August 4, 2022, all trips were recalculated based on the comments)

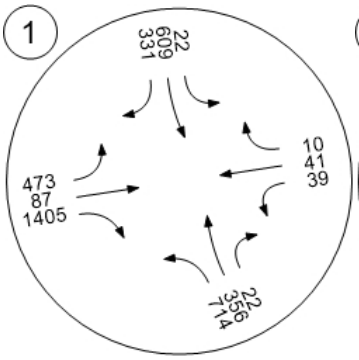


APPENDIX-C

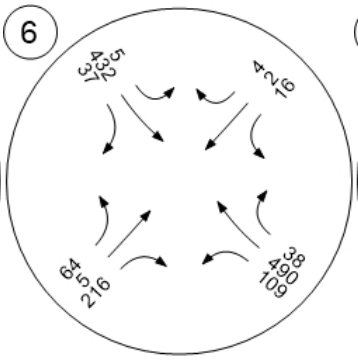
Forecasted Intersection Traffic Volumes (2033 AM and PM peak hours)

Traffic Volume - Future Total Volume

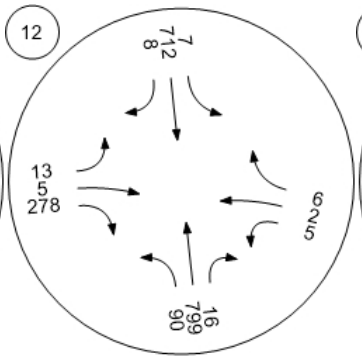
FM1431@Lohman Ford



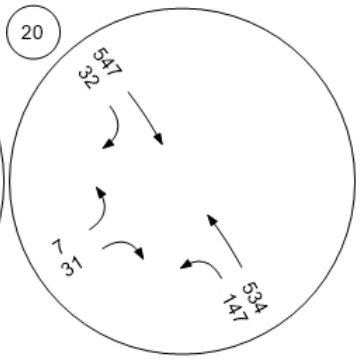
FM1431@ Bar K Ranch



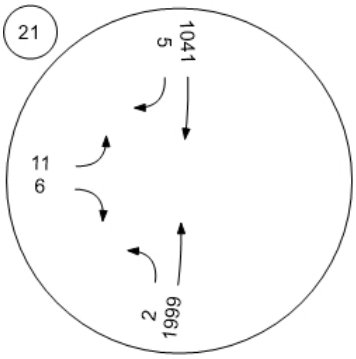
FM1431@Dodge Trl



FM1431@M School Dwy

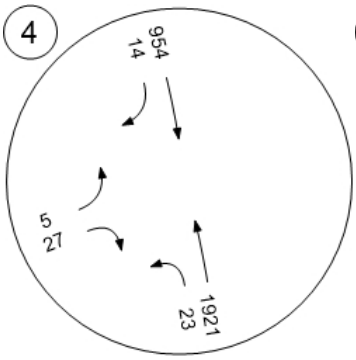


Lohman Ford@Northland

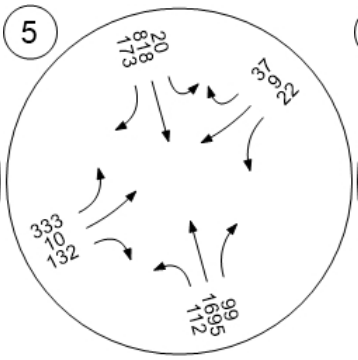


Traffic Volume - Future Total Volume

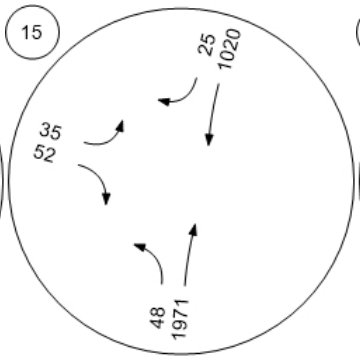
Lohman Ford@Travis



Lohman Ford@Dawn



Lohman Ford@Ridgeview



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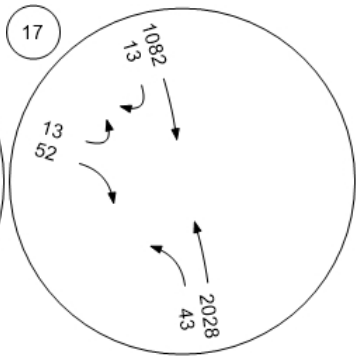

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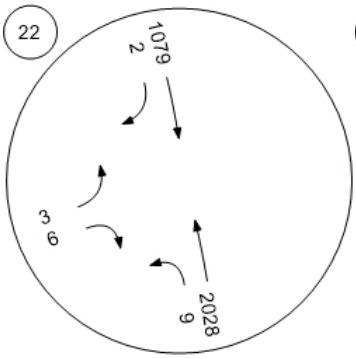

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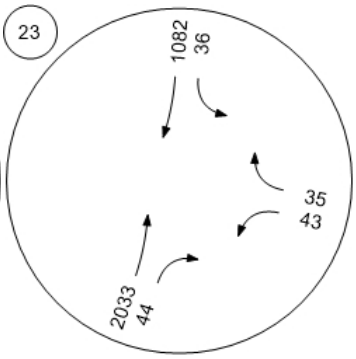
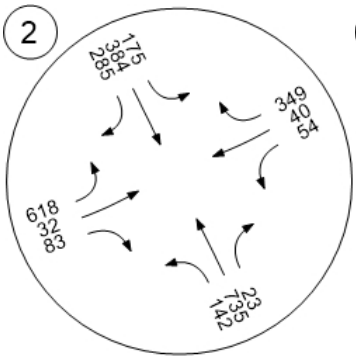
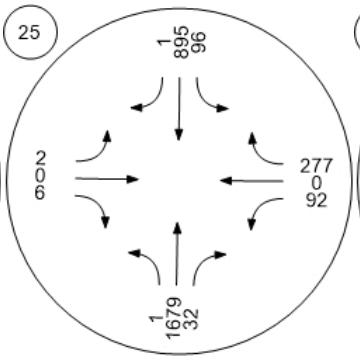


Traffic Volume - Future Total Volume

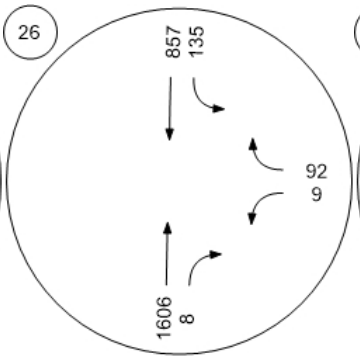
Lohman Ford@ Boggy Ford



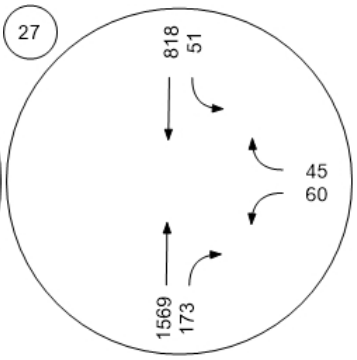
Lohman Ford@Rancho Cielo



Lohman Ford@H Sch N Dwy

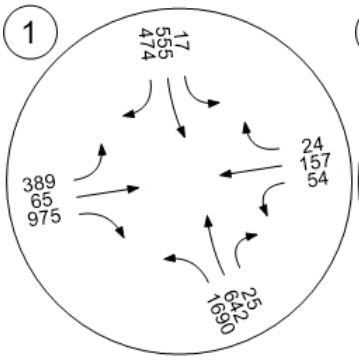


Lohman Ford@H Sch S Dwy

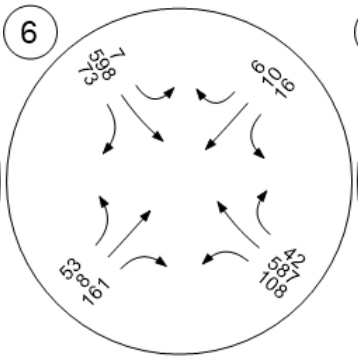


Traffic Volume - Future Total Volume

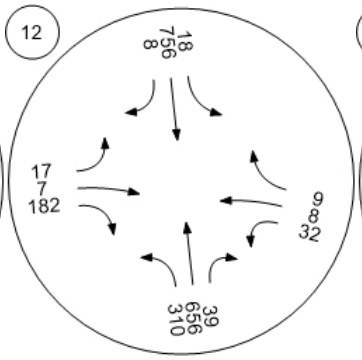
FM1431@Lohman Ford



FM1431@ Bar K Ranch



FM1431@Dodge Trl



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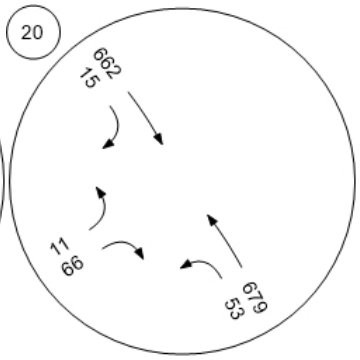
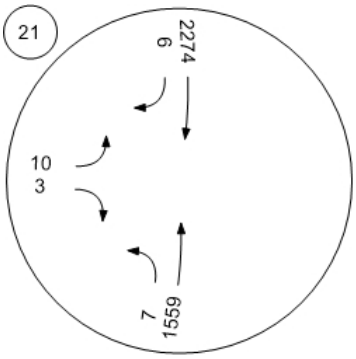
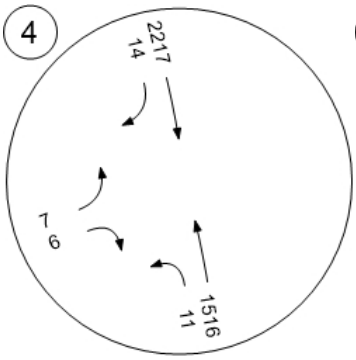


Lohman Ford@Northland

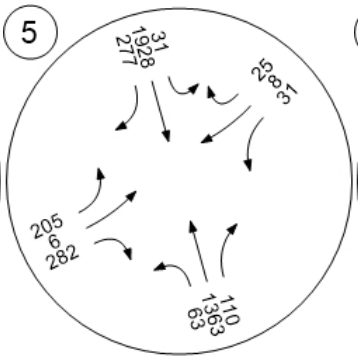


Traffic Volume - Future Total Volume

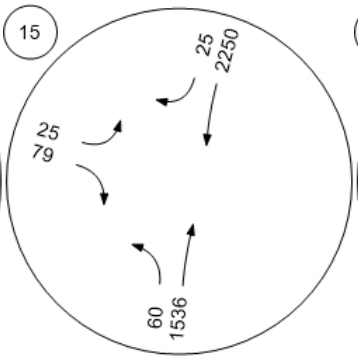
Lohman Ford@Travis



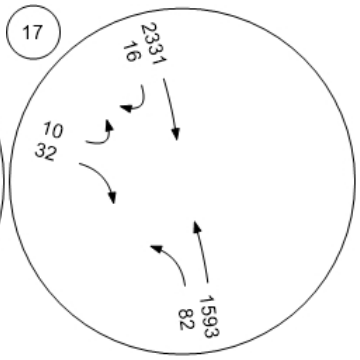
Lohman Ford@Dawn



Lohman Ford@Ridgeview



Lohman Ford@ Peseo De Va



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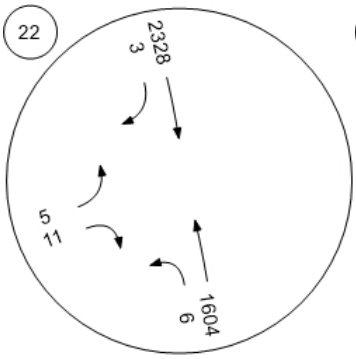

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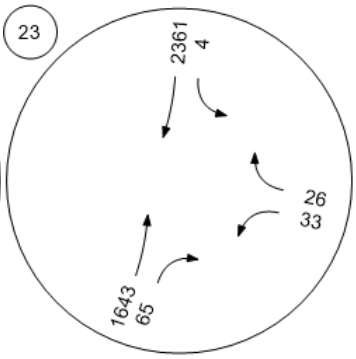
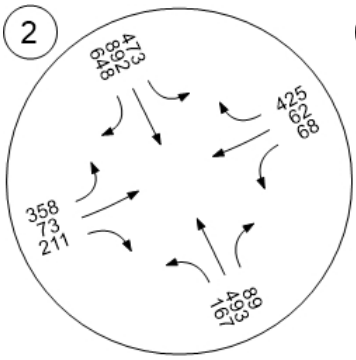
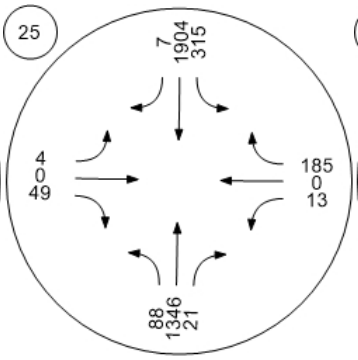


Traffic Volume - Future Total Volume

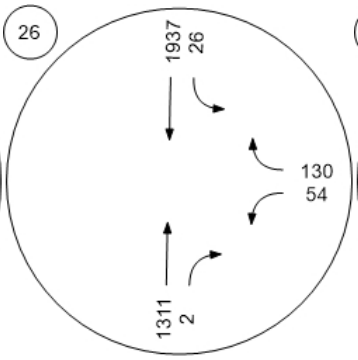
Lohman Ford@ Boggy Ford



Lohman Ford@Rancho Cielo



Lohman Ford@H Sch N Dwy



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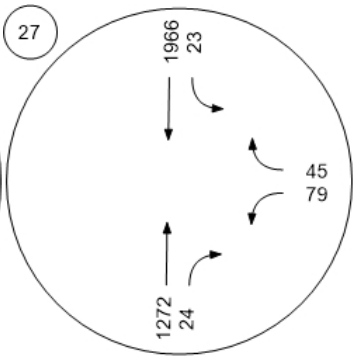

APPENDIX-D

Signal Warrant Analysis Reports

D1: FM 1431 @ Bar K Ranch Road
D2: Lohman Ford Road @ High School North Driveway and South Driveway

APPENDIX-D1

FM 1431 @ Bar K Ranch Road Signal Warrant Analysis Report

MEMORANDUM

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TO: Taylor Whichard, P.E.

CC: Sandip Faldu, P.E.

FROM: Kevin St. Jacques, P.E., PTOE, PTP

SUBJECT: Traffic Signal Warrant Analysis
FM 1431 @ Bar K Ranch Road, Lago Vista, Texas

DATE: December 20, 2023

PROJECT: Lago Vista Traffic Study

Purpose of the Study

The purpose of this memorandum is to document the analysis, findings and recommendations for traffic signal warrant analysis at the intersection of FM 1431 and Bar K Ranch Road located in the City of Lago Vista, Texas as shown in Figure 1.

Figure 1. Location Map showing Intersection of FM 1431 and Bar K Ranch Road, Lago Vista, Texas

Existing Conditions

Due to the unique location of the City of Lago Vista, FM 1431 is the only major roadway that connects the city to the wider region. FM 1431 is an undivided minor arterial with two travel lanes in each direction. The section near Bar K Ranch Road provides a center two-way left-turn lane (TWLTL). Bar K Ranch Road is a local connector with one lane in each direction.

The study intersection is a two-way-stop-controlled intersection with stop control on Bar K Ranch approaches. On FM 1431, two through lanes and a left turn lane are provided on both northbound and southbound approaches. On Bar K Ranch Road, a single lane is provided for shared through, left, and right turn on both eastbound and westbound approaches. The existing configuration near the intersection is shown in Figure 2.

Figure 2. Existing Conditions at the Intersection of FM 1431 @ Bar K Ranch Rd

Traffic Counts

Traffic counts were collected at the study intersection on Wednesday March 29, 2023, to capture typical weekday traffic conditions. The counts were collected for a 12-hour period (7 AM to 7 PM). All counts include 15-minute turning movement counts for all approaches including vehicle classification data. The detailed traffic count data is included in Appendix A. The signal warrant analysis presented in this memo utilizes the weekday traffic counts as base condition analysis.

Signal Warrant Assessment

The traffic signal warrant analysis was conducted based on the methodologies of Texas Manual on Uniform Traffic Control Devices (TMUTCD). The traffic signal warrant analysis was conducted using version 10 of Trafficware Warrants Software.

The TMUTCD includes nine warrants that can be evaluated; all of which may not apply to every location. Application of one or more of these warrants depends on several factors including but not limited to the location, and availability of data. The following volume-based signal warrants were analyzed for the study intersection.

- *Warrant 1: Eight-Hour Vehicular Volume*
- *Warrant 2: Four-Hour Vehicular Volume, and*
- *Warrant 3: Peak Hour*

The assessment of these warrants is described in the following sections. Detailed warrant reports are included in Appendix B.

Volume Thresholds for Warrants

Travel Speeds:
One of the criteria that sets the traffic volume thresholds used in the signal warrants is the travel speed on the major roadway. The travel speed criteria are defined in the TMUTCD as the 85th percentile speed along the roadway. Lower traffic volume thresholds can be used if the major roadway travel speed is greater than 40 mph. Since the posted speed limit along FM 1431 is 50 mph, lower volume thresholds would be used for this warrant analysis.

Community Population:
The other criterion that sets the traffic volume thresholds used in the signal warrants is the population of the community where the intersection is located. Lower traffic volume thresholds can be used if the intersection is in an isolated community with a population of less than 10,000. Since the intersection is in the City of Lago Vista with a population exceeding 10,000, this criterion was not applied.

WARRANT 1: EIGHT-HOUR VEHICULAR VOLUME

There are two conditions under this warrant that determine whether the warrant is met. The thresholds for Conditions A and B are shown in Table 1, and the applicable rows and columns are identified.

- Condition A: Minimum Vehicular Volume - intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- Condition B: Interruption of Continuous Traffic - intended for application at locations where Condition A is not satisfed and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

If either Condition A or Condition B is satisfied, then Warrant 1 is satisfied. This warrant may also be satisfied by meeting the combination of both Conditions A and B at 80 percent of the prescribed volume levels of Conditions A and B.

Table 1. Eight-Hour Warrant Volume Thresholds (source: TMUTCD)

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

RESULT: Based on the warrant analysis, five hours of volume data meet Condition A (eight required), and four hours of volume data meet Condition B (eight required). Therefore, **Warrant 1 is not satisfised for this intersection.** See Appendix B for detailed results.

WARRANT 2. FOUR HOUR VEHICULAR VOLUME

This warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The need for a traffic control signal shall be considered if, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) fall above the applicable curve in Figure 4C-2 from the TMUTCD for the existing combination of approach lanes.

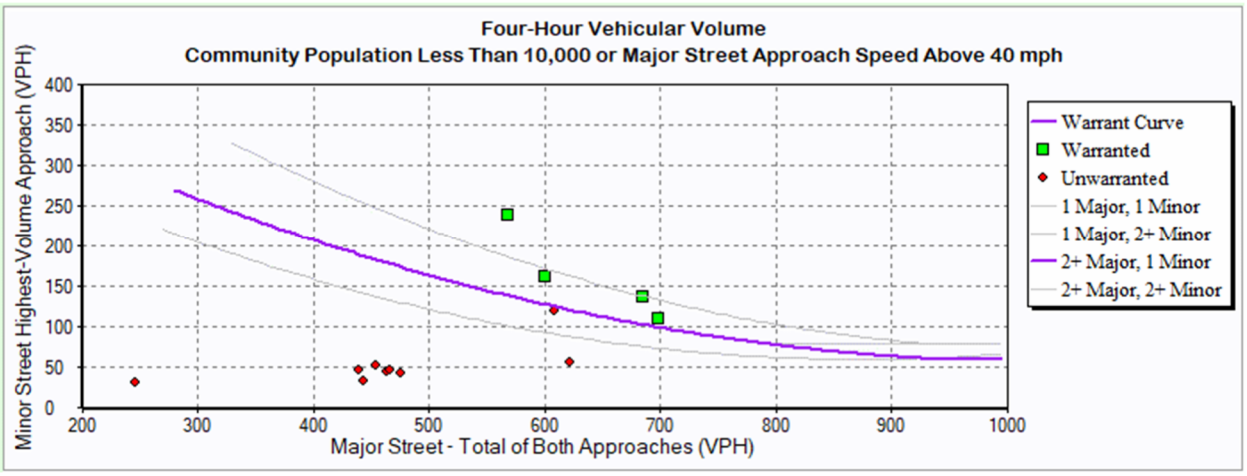


Figure 3. Four-Hour Warrant Thresholds and Traffic Volume Data Points for FM 1431 @ Bar K Ranch Rd

RESULT: The hourly traffic volume data was plotted onto the curves in TMUTCD Figure 4C-2 for the weekday data as shown in Figure 3. As shown in the figure, four data points plotted above the applicable curve (four required). Therefore, **Warrant 2 is satisfised for this intersection**.

WARRANT 3. PEAK HOUR WARRANT

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. There is a middle school and an intermidiate school located just to the southwest of the intersection. While the peak hour warrant is not critical for this intersection, it was evaluted to captue the potential peak hour activity due to the schools.

As per the TMUTCD, the need for a traffic control signal shall be considered if, any hour of the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) fall above the applicable curve in Figure 4C-4 from the TMUTCD for the existing combination of approach lanes.

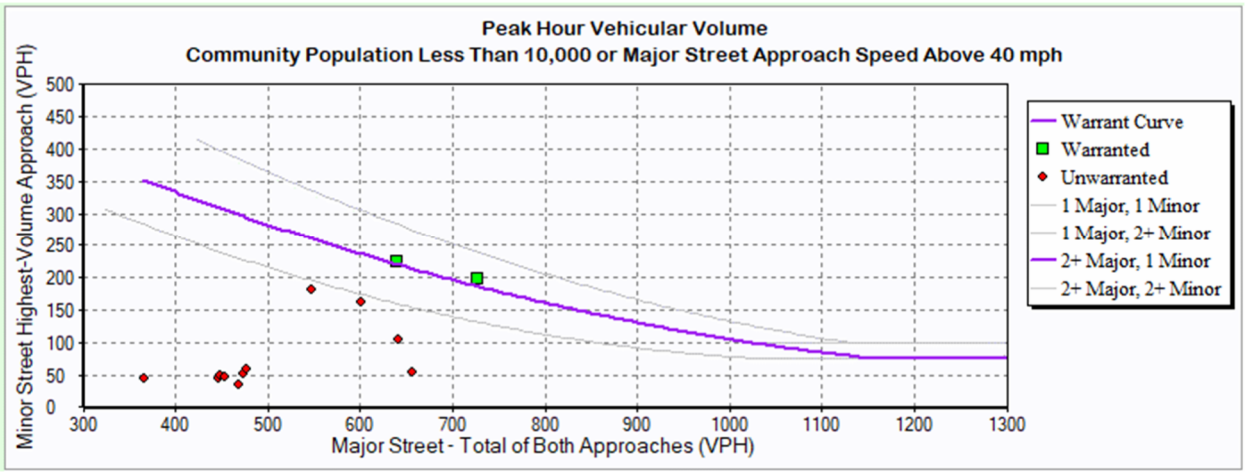


Figure 4. Peak Hour Warrant Thresholds and Traffic Volume Data Points for FM 1431 @ Bar K Ranch Rd

RESULT: The traffic data was plotted onto the curves in MUTCD Figure 4C-4 for the weekday data shown in Figure 4. As shown in the figure, two data points plotted just above the applicable curve (one required) for condition B. Therefore, **Warrant 3 is satisfised for this intersection**.

Summary

Based on the current intersection geometry, and utilizing the existing weekday traffic data collected, the intersection of FM 1431 and Bar K Ranch Road meets the criteria for the two volume-based warrants (four-hour, and peak hour) of the TMUTCD for consideration of traffic signal control. Therefore, installation of a traffic signal at the intersection is justified based on volumes.

APPENDIX A

Intersection Turning Movement Counts

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	2	48	1	0	51	2	0	1	0	3	11	35	4	0	50	0	0	3	0	3	107
07:15 AM	1	70	3	0	74	1	1	0	0	2	44	50	3	0	97	1	1	56	0	58	231
07:30 AM	3	65	8	0	76	1	0	1	0	2	45	48	8	0	101	12	0	62	0	74	253
07:45 AM	1	59	3	0	63	5	1	1	0	7	15	64	10	0	89	2	0	25	0	27	186
Total	7	242	15	0	264	9	2	3	0	14	115	197	25	0	337	15	1	146	0	162	777
08:00 AM	0	61	3	0	64	4	0	0	0	4	11	57	7	0	75	4	2	60	0	66	209
08:15 AM	0	76	7	0	83	6	1	2	0	9	19	43	6	0	68	10	3	69	0	82	242
08:30 AM	0	57	2	0	59	5	0	2	0	7	11	70	5	0	86	9	2	62	0	73	225
08:45 AM	2	54	0	0	56	2	1	3	0	6	7	63	8	0	78	3	2	13	0	18	158
Total	2	248	12	0	262	17	2	7	0	26	48	233	26	0	307	26	9	204	0	239	834
09:00 AM	1	52	0	0	53	5	2	2	0	9	3	55	6	0	64	2	0	7	0	9	135
09:15 AM	0	48	1	0	49	7	1	2	0	10	7	50	7	0	64	0	5	7	0	12	135
09:30 AM	2	50	2	0	54	6	0	0	0	6	1	45	2	0	48	1	4	7	0	12	120
09:45 AM	3	47	3	0	53	3	3	1	0	7	10	64	5	0	79	3	2	7	0	12	151
Total	6	197	6	0	209	21	6	5	0	32	21	214	20	0	255	6	11	28	0	45	541
10:00 AM	1	41	1	0	43	3	1	0	0	4	3	55	6	0	64	1	2	8	0	11	122
10:15 AM	1	59	2	0	62	0	2	2	0	4	7	50	7	0	64	1	0	9	0	10	140
10:30 AM	1	48	2	0	51	6	1	0	0	7	1	45	2	0	48	3	3	8	0	14	120
10:45 AM	1	50	4	0	55	8	2	1	0	11	10	65	5	0	80	3	0	9	0	12	158
Total	4	198	9	0	211	17	6	3	0	26	21	215	20	0	256	8	5	34	0	47	540
11:00 AM	0	51	1	0	52	1	0	2	0	3	9	47	5	0	61	1	1	13	0	15	131
11:15 AM	2	59	0	0	61	5	0	2	0	7	6	40	3	0	49	1	1	8	0	10	127
11:30 AM	1	52	0	0	53	3	1	2	0	6	5	41	8	0	54	1	1	8	0	10	123
11:45 AM	0	54	2	0	56	7	0	1	0	8	13	35	5	0	53	1	2	9	0	12	129
Total	3	216	3	0	222	16	1	7	0	24	33	163	21	0	217	4	5	38	0	47	510
12:00 PM	1	55	1	0	57	6	3	0	0	9	8	44	12	0	64	0	3	9	0	12	142
12:15 PM	2	55	1	0	58	6	0	0	0	6	6	51	2	0	59	1	2	13	0	16	139
12:30 PM	1	42	1	0	44	7	0	3	0	10	4	52	3	0	59	1	0	9	0	10	123
12:45 PM	1	34	2	0	37	2	1	0	0	3	12	57	7	0	76	4	2	8	0	14	130
Total	5	186	5	0	196	21	4	3	0	28	30	204	24	0	258	6	7	39	0	52	534
01:00 PM	0	49	2	0	51	4	1	1	0	6	6	51	7	0	64	0	0	10	0	10	131
01:15 PM	2	58	0	0	60	2	2	2	0	6	5	41	6	0	52	2	2	7	0	11	129
01:30 PM	0	54	1	0	55	1	3	1	0	5	5	47	11	0	63	2	0	4	0	6	129
01:45 PM	1	42	0	0	43	2	4	2	0	8	6	44	6	0	56	0	0	7	0	7	114
Total	3	203	3	0	209	9	10	6	0	25	22	183	30	0	235	4	2	28	0	34	503
02:00 PM	2	66	5	0	73	2	2	1	0	5	11	48	8	0	67	0	4	6	0	10	155
02:15 PM	2	48	2	0	52	5	1	3	0	9	5	51	4	0	60	1	1	3	0	5	126
02:30 PM	1	54	1	0	56	2	1	2	0	5	13	49	6	0	68	2	4	11	0	17	146
02:45 PM	1	42	6	0	49	3	1	1	0	5	15	31	5	0	51	2	0	10	0	12	117
Total	6	210	14	0	230	12	5	7	0	24	44	179	23	0	246	5	9	30	0	44	544
03:00 PM	2	58	0	0	60	2	0	2	0	4	20	51	10	0	81	3	0	23	0	26	171
03:15 PM	0	60	1	0	61	1	0	0	0	1	19	51	8	0	78	2	2	65	0	69	209
03:30 PM	0	75	3	0	78	6	3	0	0	9	10	65	3	0	78	1	3	14	0	18	183
03:45 PM	3	68	5	0	76	2	5	0	0	7	22	70	5	0	97	1	0	6	0	7	187
Total	5	261	9	0	275	11	8	2	0	21	71	237	26	0	334	7	5	108	0	120	750

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:00 PM	0	59	3	0	62	6	1	0	0	7	44	62	5	0	111	1	1	8	0	10	190
04:15 PM	1	62	6	0	69	4	3	0	0	7	40	66	8	0	114	13	0	89	0	102	292
04:30 PM	1	63	6	0	70	2	0	4	0	6	16	77	13	0	106	7	2	32	0	41	223
04:45 PM	2	79	4	0	85	5	4	2	0	11	15	70	7	0	92	5	4	28	0	37	225
Total	4	263	19	0	286	17	8	6	0	31	115	275	33	0	423	26	7	157	0	190	930
05:00 PM	2	60	12	0	74	5	3	0	0	8	18	92	7	0	117	5	2	12	0	19	218
05:15 PM	2	57	11	0	70	2	0	1	0	3	21	57	6	0	84	2	0	11	0	13	170
05:30 PM	1	65	4	0	70	7	0	2	0	9	19	73	6	0	98	1	3	10	0	14	191
05:45 PM	0	69	3	0	72	6	2	0	0	8	23	82	7	0	112	2	1	17	0	20	212
Total	5	251	30	0	286	20	5	3	0	28	81	304	26	0	411	10	6	50	0	66	791
06:00 PM	1	64	9	0	74	6	3	2	0	11	6	62	8	0	76	1	2	5	0	8	169
06:15 PM	1	51	1	0	53	8	0	0	0	8	11	50	6	0	67	1	0	13	0	14	142
06:30 PM	2	57	5	0	64	1	0	2	0	3	12	42	7	0	61	4	1	5	0	10	138
06:45 PM	0	58	5	0	63	6	0	1	0	7	9	41	8	0	58	9	1	11	0	21	149
Total	4	230	20	0	254	21	3	5	0	29	38	195	29	0	262	15	4	34	0	53	598
Grand Total	54	2705	145	0	2904	191	60	57	0	308	639	2599	303	0	3541	132	71	896	0	1099	7852
Apprch %	1.9	93.1	5	0		62	19.5	18.5	0		18	73.4	8.6	0		12	6.5	81.5	0		
Total %	0.7	34.4	1.8	0	37	2.4	0.8	0.7	0	3.9	8.1	33.1	3.9	0	45.1	1.7	0.9	11.4	0	14	
Vehicles	54	2599										2502									
% Vehicles	100	96.1	96.6	0	96.2	97.9	100	98.2	0	98.4	93.4	96.3	98	0	95.9	97.7	97.2	95.6	0	96	96.1
Heavy Vehicles																					
% Heavy Vehicles	0	3.9	3.4	0	3.8	2.1	0	1.8	0	1.6	6.6	3.7	2	0	4.1	2.3	2.8	4.4	0	4	3.9

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	62	6	0	69	4	3	0	0	7	**40**	66	8	0	114	**13**	0	**89**	0	**102**	**292**
04:30 PM	1	63	6	0	70	2	0	**4**	0	6	16	77	**13**	0	106	7	2	32	0	41	223
04:45 PM	**2**	**79**	4	0	**85**	**5**	**4**	2	0	**11**	15	70	7	0	92	5	**4**	28	0	37	225
05:00 PM	2	60	**12**	0	74	5	3	0	0	8	18	**92**	7	0	**117**	5	2	12	0	19	218
Total Volume	6	264	28	0	298	16	10	6	0	32	89	305	35	0	429	30	8	161	0	199	958
% App. Total	2	88.6	9.4	0		50	31.2	18.8	0		20.7	71.1	8.2	0		15.1	4	80.9	0		
PHF	.750	.835	.583	.000	.876	.800	.625	.375	.000	.727	.556	.829	.673	.000	.917	.577	.500	.452	.000	.488	.820
Vehicles	6	258	28	0	292	16	10	6	0	32	85	303	35	0	423	29	8	160	0	197	944
% Vehicles		97.7	100	0	98.0	100	100	100	0	100	95.5	99.3	100	0	98.6	96.7	100	99.4	0	99.0	98.5
Heavy Vehicles																					
% Heavy Vehicles	0	2.3	0	0	2.0	0	0	0	0	0	4.5	0.7	0	0	1.4	3.3	0	0.6	0	1.0	1.5

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 3

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					05:30 PM					04:15 PM					07:30 AM					
+0 mins.	1	63	6	0	70	7	0	**2**	0	9	**40**	66	8	0	114	**12**	0	62	0	74	
+15 mins.	**2**	**79**	4	0	**85**	6	2	0	0	8	16	77	**13**	0	106	2	0	25	0	27	
+30 mins.	2	60	**12**	0	74	6	**3**	2	0	**11**	15	70	7	0	92	4	2	60	0	66	
+45 mins.	2	57	11	0	70	**8**	0	0	0	8	18	**92**	7	0	**117**	10	**3**	**69**	0	**82**	
Total Volume	7	259	33	0	299	27	5	4	0	36	89	305	35	0	429	28	5	216	0	249	
% App. Total	2.3	86.6	11	0		75	13.9	11.1	0		20.7	71.1	8.2	0		11.2	2	86.7	0		
PHF	.875	.820	.688	.000	.879	.844	.417	.500	.000	.818	.556	.829	.673	.000	.917	.583	.417	.783	.000	.759	
Vehicles	7	256	33	0	296	27	5	4	0	36	85	303	35	0	423	28	5	212	0	245	
% Vehicles																					
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	4	2	0	0	6	0	0	4	0	4	
% Heavy Vehicles	0	1.2	0	0	1	0	0	0	0	0	4.5	0.7	0	0	1.4	0	0	1.9	0	1.6	

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 4

Groups Printed- Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	2	47	0	0	49	2	0	1	0	3	11	35	4	0	50	0	0	3	0	3	105
07:15 AM	1	70	3	0	74	1	1	0	0	2	43	47	2	0	92	1	1	54	0	56	224
07:30 AM	3	64	8	0	75	1	0	1	0	2	45	45	8	0	98	12	0	61	0	73	248
07:45 AM	1	59	3	0	63	4	1	1	0	6	15	63	10	0	88	2	0	25	0	27	184
Total	7	240	14	0	261	8	2	3	0	13	114	190	24	0	328	15	1	143	0	159	761
08:00 AM	0	57	2	0	59	4	0	0	0	4	9	54	7	0	70	4	2	58	0	64	197
08:15 AM	0	74	6	0	80	6	1	2	0	9	17	39	5	0	61	10	3	68	0	81	231
08:30 AM	0	56	2	0	58	5	0	2	0	7	7	67	5	0	79	9	2	60	0	71	215
08:45 AM	2	51	0	0	53	2	1	3	0	6	7	60	8	0	75	3	2	12	0	17	151
Total	2	238	10	0	250	17	2	7	0	26	40	220	25	0	285	26	9	198	0	233	794
09:00 AM	1	48	0	0	49	5	2	2	0	9	3	53	5	0	61	2	0	5	0	7	126
09:15 AM	0	46	1	0	47	5	1	2	0	8	6	46	7	0	59	0	5	6	0	11	125
09:30 AM	2	46	2	0	50	6	0	0	0	6	1	40	2	0	43	1	4	6	0	11	110
09:45 AM	3	46	3	0	52	3	3	1	0	7	9	60	5	0	74	3	2	7	0	12	145
Total	6	186	6	0	198	19	6	5	0	30	19	199	19	0	237	6	11	24	0	41	506
10:00 AM	1	38	1	0	40	3	1	0	0	4	3	53	5	0	61	1	2	6	0	9	114
10:15 AM	1	56	1	0	58	0	2	2	0	4	6	46	7	0	59	1	0	8	0	9	130
10:30 AM	1	45	1	0	47	6	1	0	0	7	1	41	2	0	44	2	3	8	0	13	111
10:45 AM	1	49	4	0	54	8	2	1	0	11	9	61	5	0	75	2	0	8	0	10	150
Total	4	188	7	0	199	17	6	3	0	26	19	201	19	0	239	6	5	30	0	41	505
11:00 AM	0	49	1	0	50	1	0	2	0	3	8	44	4	0	56	1	1	13	0	15	124
11:15 AM	2	57	0	0	59	5	0	1	0	6	6	37	3	0	46	1	1	7	0	9	120
11:30 AM	1	49	0	0	50	3	1	2	0	6	5	41	8	0	54	1	1	7	0	9	119
11:45 AM	0	52	2	0	54	7	0	1	0	8	11	30	5	0	46	1	2	9	0	12	120
Total	3	207	3	0	213	16	1	6	0	23	30	152	20	0	202	4	5	36	0	45	483
12:00 PM	1	52	1	0	54	6	3	0	0	9	6	41	12	0	59	0	3	8	0	11	133
12:15 PM	2	47	1	0	50	6	0	0	0	6	6	49	2	0	57	1	2	12	0	15	128
12:30 PM	1	41	1	0	43	7	0	3	0	10	4	48	3	0	55	1	0	7	0	8	116
12:45 PM	1	33	2	0	36	2	1	0	0	3	10	52	7	0	69	4	2	8	0	14	122
Total	5	173	5	0	183	21	4	3	0	28	26	190	24	0	240	6	7	35	0	48	499
01:00 PM	0	44	2	0	46	4	1	1	0	6	5	48	7	0	60	0	0	8	0	8	120
01:15 PM	2	55	0	0	57	2	2	2	0	6	4	39	6	0	49	2	2	5	0	9	121
01:30 PM	0	52	1	0	53	1	3	1	0	5	5	45	11	0	61	2	0	4	0	6	125
01:45 PM	1	40	0	0	41	2	4	2	0	8	6	42	6	0	54	0	0	7	0	7	110
Total	3	191	3	0	197	9	10	6	0	25	20	174	30	0	224	4	2	24	0	30	476
02:00 PM	2	59	5	0	66	2	2	1	0	5	9	47	7	0	63	0	4	6	0	10	144
02:15 PM	2	45	2	0	49	4	1	3	0	8	5	48	4	0	57	1	0	3	0	4	118
02:30 PM	1	53	1	0	55	2	1	2	0	5	13	48	6	0	67	2	4	9	0	15	142
02:45 PM	1	39	6	0	46	3	1	1	0	5	15	29	5	0	49	2	0	9	0	11	111
Total	6	196	14	0	216	11	5	7	0	23	42	172	22	0	236	5	8	27	0	40	515
03:00 PM	2	53	0	0	55	2	0	2	0	4	20	50	10	0	80	3	0	16	0	19	158
03:15 PM	0	57	1	0	58	1	0	0	0	1	16	50	8	0	74	2	2	65	0	69	202
03:30 PM	0	73	3	0	76	6	3	0	0	9	10	64	3	0	77	1	2	14	0	17	179
03:45 PM	3	66	5	0	74	2	5	0	0	7	22	70	5	0	97	1	0	5	0	6	184
Total	5	249	9	0	263	11	8	2	0	21	68	234	26	0	328	7	4	100	0	111	723
04:00 PM	0	57	3	0	60	6	1	0	0	7	44	62	5	0	111	1	1	8	0	10	188
04:15 PM	1	58	6	0	65	4	3	0	0	7	38	66	8	0	112	13	0	89	0	102	286

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 5

Groups Printed- Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	1	62	6	0	69	2	0	4	0	6	16	77	13	0	106	7	2	31	0	40	221
04:45 PM	2	78	4	0	84	5	4	2	0	11	13	70	7	0	90	4	4	28	0	36	221
Total	4	255	19	0	278	17	8	6	0	31	111	275	33	0	419	25	7	156	0	188	916
05:00 PM	2	60	12	0	74	5	3	0	0	8	18	90	7	0	115	5	2	12	0	19	216
05:15 PM	2	56	11	0	69	2	0	1	0	3	16	57	6	0	79	2	0	11	0	13	164
05:30 PM	1	64	4	0	69	7	0	2	0	9	17	73	6	0	96	1	3	10	0	14	188
05:45 PM	0	69	3	0	72	6	2	0	0	8	22	82	7	0	111	2	1	17	0	20	211
Total	5	249	30	0	284	20	5	3	0	28	73	302	26	0	401	10	6	50	0	66	779
06:00 PM	1	63	9	0	73	6	3	2	0	11	6	62	8	0	76	1	2	5	0	8	168
06:15 PM	1	50	1	0	52	8	0	0	0	8	11	49	6	0	66	1	0	13	0	14	140
06:30 PM	2	57	5	0	64	1	0	2	0	3	10	41	7	0	58	4	1	5	0	10	135
06:45 PM	0	57	5	0	62	6	0	1	0	7	8	41	8	0	57	9	1	11	0	21	147
Total	4	227	20	0	251	21	3	5	0	29	35	193	29	0	257	15	4	34	0	53	590
Grand Total	54	2599	140	0	2793	187	60	56	0	303	597	2502	297	0	3396	129	69	857	0	1055	7547
Apprch %	1.9	93.1	5	0		61.7	19.8	18.5	0		17.6	73.7	8.7	0		12.2	6.5	81.2	0		
Total %	0.7	34.4	1.9	0	37	2.5	0.8	0.7	0	4	7.9	33.2	3.9	0	45	1.7	0.9	11.4	0	14	

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	58	6	0	65	4	3	0	0	7	**38**	66	8	0	112	**13**	0	**89**	0	**102**	**286**
04:30 PM	1	62	6	0	69	2	0	**4**	0	6	16	77	**13**	0	106	7	2	31	0	40	221
04:45 PM	**2**	**78**	4	0	**84**	**5**	**4**	2	0	**11**	13	70	7	0	90	4	**4**	28	0	36	221
05:00 PM	2	60	**12**	0	74	5	3	0	0	8	18	**90**	7	0	**115**	5	2	12	0	19	216
Total Volume	6	258	28	0	292	16	10	6	0	32	85	303	35	0	423	29	8	160	0	197	944
% App. Total	2.1	88.4	9.6	0		50	31.2	18.8	0		20.1	71.6	8.3	0		14.7	4.1	81.2	0		
PHF	.750	.827	.583	.000	.869	.800	.625	.375	.000	.727	.559	.842	.673	.000	.920	.558	.500	.449	.000	.483	.825

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					05:30 PM					03:45 PM					07:30 AM				
+0 mins.	1	62	6	0	69	7	0	**2**	0	9	22	70	5	0	97	**12**	0	61	0	73
+15 mins.	**2**	**78**	4	0	**84**	6	2	0	0	8	**44**	62	5	0	111	2	0	25	0	27
+30 mins.	2	60	**12**	0	74	6	**3**	2	0	**11**	38	66	8	0	**112**	4	2	58	0	64
+45 mins.	2	56	11	0	69	**8**	0	0	0	8	16	**77**	**13**	0	106	10	**3**	**68**	0	**81**
Total Volume	7	256	33	0	296	27	5	4	0	36	120	275	31	0	426	28	5	212	0	245
% App. Total	2.4	86.5	11.1	0		75	13.9	11.1	0		28.2	64.6	7.3	0		11.4	2	86.5	0	
PHF	.875	.821	.688	.000	.881	.844	.417	.500	.000	.818	.682	.893	.596	.000	.951	.583	.417	.779	.000	.756

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 6

Groups Printed- Heavy Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	3	1	0	5	0	0	2	0	2	7
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	1	0	3	1	0	0	0	1	1	7	1	0	9	0	0	3	0	3	16
08:00 AM	0	4	1	0	5	0	0	0	0	0	2	3	0	0	5	0	0	2	0	2	12
08:15 AM	0	2	1	0	3	0	0	0	0	0	2	4	1	0	7	0	0	1	0	1	11
08:30 AM	0	1	0	0	1	0	0	0	0	0	4	3	0	0	7	0	0	2	0	2	10
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
Total	0	10	2	0	12	0	0	0	0	0	8	13	1	0	22	0	0	6	0	6	40
09:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	9
09:15 AM	0	2	0	0	2	2	0	0	0	2	1	4	0	0	5	0	0	1	0	1	10
09:30 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	10
09:45 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
Total	0	11	0	0	11	2	0	0	0	2	2	15	1	0	18	0	0	4	0	4	35
10:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	8
10:15 AM	0	3	1	0	4	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	10
10:30 AM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
10:45 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	8
Total	0	10	2	0	12	0	0	0	0	0	2	14	1	0	17	2	0	4	0	6	35
11:00 AM	0	2	0	0	2	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	7
11:15 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	7
11:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
11:45 AM	0	2	0	0	2	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	9
Total	0	9	0	0	9	0	0	1	0	1	3	11	1	0	15	0	0	2	0	2	27
12:00 PM	0	3	0	0	3	0	0	0	0	0	2	3	0	0	5	0	0	1	0	1	9
12:15 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	11
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	7
12:45 PM	0	1	0	0	1	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	8
Total	0	13	0	0	13	0	0	0	0	0	4	14	0	0	18	0	0	4	0	4	35
01:00 PM	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	11
01:15 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	8
01:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	12	0	0	12	0	0	0	0	0	2	9	0	0	11	0	0	4	0	4	27
02:00 PM	0	7	0	0	7	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	11
02:15 PM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	8
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
Total	0	14	0	0	14	1	0	0	0	1	2	7	1	0	10	0	1	3	0	4	29
03:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	7	0	7	13
03:15 PM	0	3	0	0	3	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	7
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	12	0	0	12	0	0	0	0	0	3	3	0	0	6	0	1	8	0	9	27
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 7

Groups Printed- Heavy Vehicles

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	4
Total	0	8	0	0	8	0	0	0	0	0	4	0	0	0	4	1	0	1	0	2	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
05:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	8	2	0	0	10	0	0	0	0	0	12
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
06:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	8
Grand Total	0	106	5	0	111	4	0	1	0	5	42	97	6	0	145	3	2	39	0	44	305
Apprch %	0	95.5	4.5	0		80	0	20	0		29	66.9	4.1	0		6.8	4.5	88.6	0		
Total %	0	34.8	1.6	0	36.4	1.3	0	0.3	0	1.6	13.8	31.8	2	0	47.5	1	0.7	12.8	0	14.4	

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**4**	**1**	0	**5**	0	0	0	0	0	2	3	0	0	5	0	0	**2**	0	**2**	**12**
08:15 AM	0	2	1	0	3	0	0	0	0	0	2	**4**	**1**	0	**7**	0	0	1	0	1	11
08:30 AM	0	1	0	0	1	0	0	0	0	0	**4**	3	0	0	7	0	0	2	0	2	10
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
Total Volume	0	10	2	0	12	0	0	0	0	0	8	13	1	0	22	0	0	6	0	6	40
% App. Total	0	83.3	16.7	0		0	0	0	0		36.4	59.1	4.5	0		0	0	100	0		
PHF	.000	.625	.500	.000	.600	.000	.000	.000	.000	.000	.500	.813	.250	.000	.786	.000	.000	.750	.000	.750	.833

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM					08:30 AM					08:00 AM					02:15 PM				
+0 mins.	0	3	0	0	3	0	0	0	0	0	2	3	0	0	5	0	**1**	0	0	1
+15 mins.	0	2	0	0	2	0	0	0	0	0	2	**4**	**1**	0	**7**	0	0	2	0	2
+30 mins.	0	3	0	0	3	0	0	0	0	0	**4**	3	0	0	7	0	0	1	0	1
+45 mins.	0	**8**	0	0	**8**	**2**	0	0	0	**2**	0	3	0	0	3	0	0	**7**	0	**7**
Total Volume	0	16	0	0	16	2	0	0	0	2	8	13	1	0	22	0	1	10	0	11
% App. Total	0	100	0	0		100	0	0	0		36.4	59.1	4.5	0		0	9.1	90.9	0	
PHF	.000	.500	.000	.000	.500	.250	.000	.000	.000	.250	.500	.813	.250	.000	.786	.000	.250	.357	.000	.393

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 8

Groups Printed- Pedestrians

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 1 - FM 1431 & Bar K Ranch Rd
Site Code : 1_____
Start Date : 3/29/2023
Page No : 9

Groups Printed- Pedestrians

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	FM 1431 Southbound					Bar K Ranch Rd Westbound					FM 1431 Northbound					Bar K Ranch Rd Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000

APPENDIX B

Traffic Signal Warrant Analysis Results

Warrants Summary Report

3: 1431@BKR

Intersection Information:

	Major Street	Minor Street
Street Name	FM 1431	BKR
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	50	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	5 Hours met (8 required)
Condition A and B Met?	No	5 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	Yes	4 Hours met (4 required)
Warrant 3, Peak Hour		
	Yes	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	Yes	2 Hours met (1 required)

Warrant 1: Eight-hour Vehicular Volume

3: 1431@BKR

Intersection Information:

Major Street Name:	FM 1431
Major Street Direction:	NB/SB
Minor Street Direction:	EB/WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	5 Hours met (8 required) at 70%
Condition B Met?	No	4 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
07:00 to 08:00	**601**		**162**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:15 to 08:15	**639**		**225**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:30 to 08:30	**619**		**249**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:45 to 08:45	**587**		**248**		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	569		239		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	547		182		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:30 to 09:30	509		112		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	466		51		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

09:00 to 10:00	464		45		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

09:15 to 10:15	454		47		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

09:30 to 10:30	467		45		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

09:45 to 10:45	464		47		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

10:00 to 11:00	467		47		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

10:15 to 11:15	473		51		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

10:30 to 11:30	457		51		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

10:45 to 11:45	465		47		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

11:00 to 12:00	439		47		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

11:15 to 12:15	447		44		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

11:30 to 12:30	454		50		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

11:45 to 12:45	450		50		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

12:00 to 13:00	454		52		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

12:15 to 13:15	448		50		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

12:30 to 13:30	443		45		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

12:45 to 13:45	458		41		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

13:00 to 14:00	444		34		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

13:15 to 14:15	469		34		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

13:30 to 14:30	469		28		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

13:45 to 14:45	475		39		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

14:00 to 15:00	476		44		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

14:15 to 15:15	477		60		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

14:30 to 15:30	504		124		Yes*	No	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

14:45 to 15:45	536		125		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:00 to 16:00	609		120		Yes	No	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:15 to 16:15	641		104		No	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:30 to 16:30	**685**		**137**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:45 to 16:45	**705**		**160**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**709**		**190**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**727**		**199**		Yes	Yes*	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**698**		**110**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**690**		**83**		No	Yes	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:00 to 18:00	697		66		No	Yes	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:15 to 18:15	656		55		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:30 to 18:30	622		56		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

17:45 to 18:45	579		52		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:00 to 19:00	516		53		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

18:15 to 19:15	366		45		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	Yes				

18:30 to 19:30	**246**		**31**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

18:45 to 19:45	**121**		**21**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

3: 1431@BKR

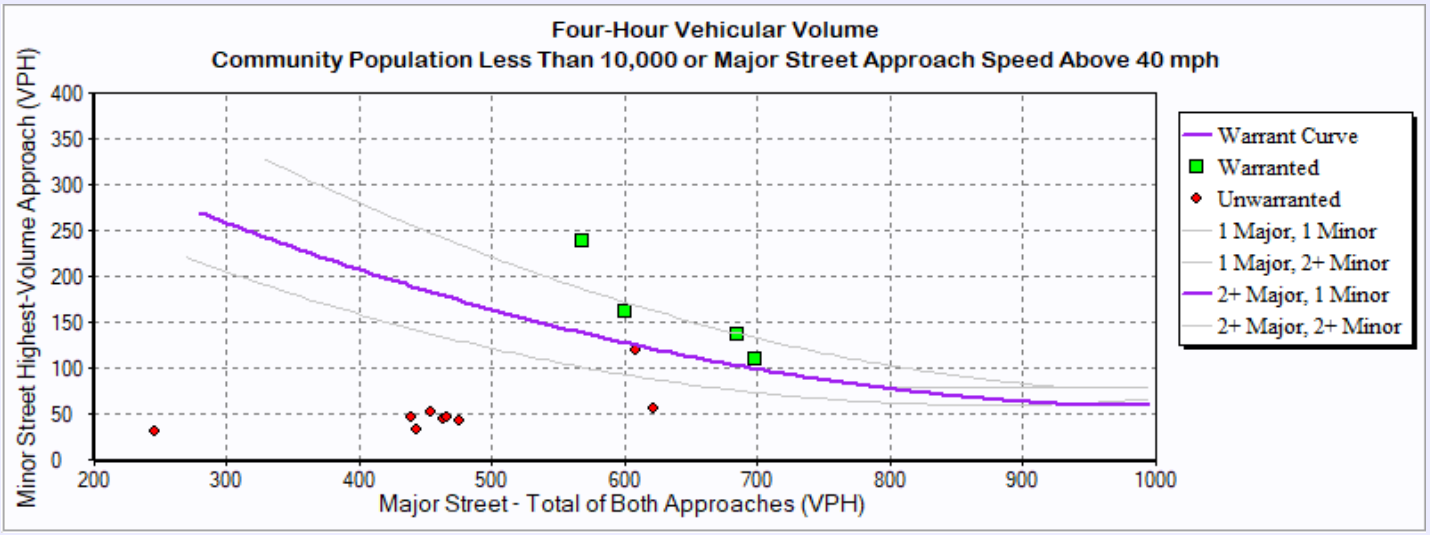
Intersection Information:

	Major Street	Minor Street
Street Name	FM 1431	BKR
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	50	30

Warrant 2 Met? Yes

Details:

Notes	4 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0.00	0.00
01:00:00 - 02:00:00	0.00	0.00
02:00:00 - 03:00:00	0.00	0.00
03:00:00 - 04:00:00	0.00	0.00
04:00:00 - 05:00:00	0.00	0.00
05:00:00 - 06:00:00	0.00	0.00
06:00:00 - 07:00:00	0.00	0.00
07:00:00 - 08:00:00	601.00	162.00
08:00:00 - 09:00:00	569.00	239.00
09:00:00 - 10:00:00	464.00	45.00
10:00:00 - 11:00:00	467.00	47.00
11:00:00 - 12:00:00	439.00	47.00
12:00:00 - 13:00:00	454.00	52.00
13:00:00 - 14:00:00	444.00	34.00
14:00:00 - 15:00:00	476.00	44.00
15:00:00 - 16:00:00	609.00	120.00
16:00:00 - 17:00:00	709.00	190.00
17:00:00 - 18:00:00	697.00	66.00
18:00:00 - 19:00:00	516.00	53.00
19:00:00 - 20:00:00	0.00	0.00
20:00:00 - 21:00:00	0.00	0.00
21:00:00 - 22:00:00	0.00	0.00
22:00:00 - 23:00:00	0.00	0.00
23:00:00 - 00:00:00	0.00	0.00

Warranted Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
07:00:00 - 08:00:00	601.00	162.00
08:00:00 - 09:00:00	569.00	239.00
15:30:00 - 16:30:00	685.00	137.00
16:30:00 - 17:30:00	698.00	110.00

Warrant 3: Peak Hour

3: 1431@BKR

Intersection Information:

	Major Street	Minor Street
Street Name	FM 1431	BKR
Direction	NB/SB	EB/WB
Number of Lanes	2	1
Approach Speed	50	30

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

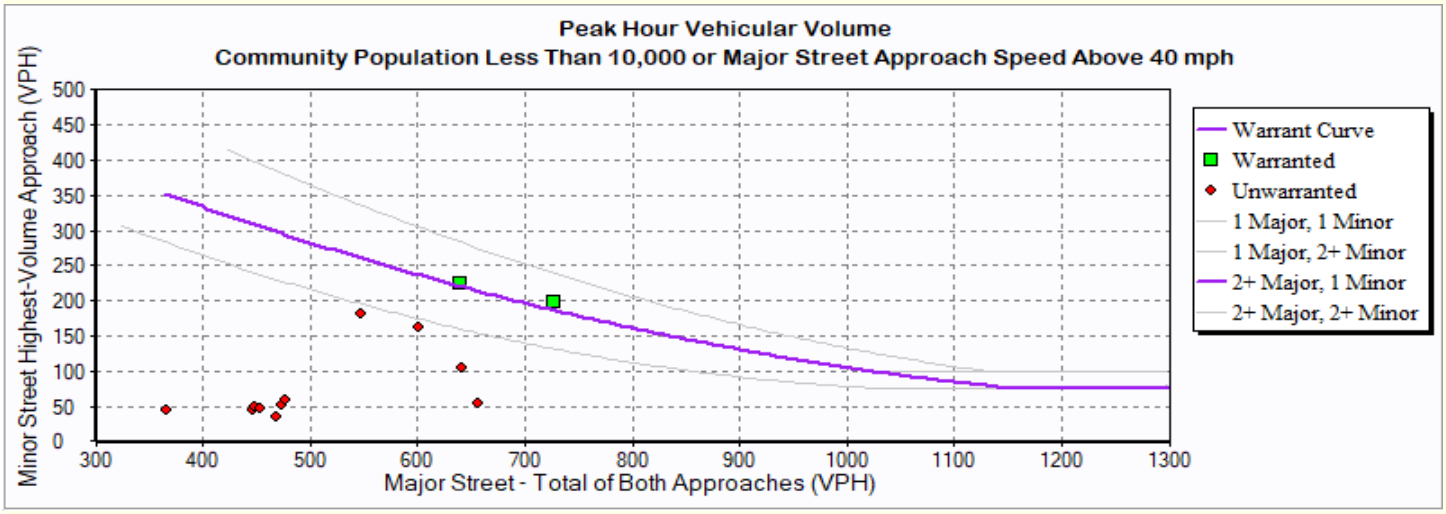
Condition B Met? Yes

Notes 2 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:00	601	162
7:15	639	225
8:15	547	182
9:15	454	47
10:15	473	51
11:15	447	44
12:15	448	50
13:15	469	34
14:15	477	60
15:15	641	104
16:15	727	199
17:15	656	55
18:15	366	45

APPENDIX-D2

Lohman Ford Road @ High School North Driveway and South Driveway Warrant Analysis Report

MEMORANDUM

FREESE AND NICHOLS

Innovative approaches
Practical results
Outstanding service

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TO: Taylor Whichard, P.E.

CC: Sandip Faldu, P.E.

FROM: Kevin St. Jacques, P.E., PTOE, PTP

SUBJECT: Traffic Signal Warrant Analysis
Lohman Ford Road @ High School North Driveway, and
Lohman Ford Road @ High School South Driveway, Lago Vista, Texas

DATE: April 12, 2024

PROJECT: Lago Vista Traffic Study

Purpose of the Study

The purpose of this memorandum is to document the analysis, findings and recommendations for traffic signal warrant analysis along Lohman Ford Road at the High School North and South Driveways in the City of Lago Vista, Texas as shown in Figure 1.

Figure 1. Location Map showing Intersections of Lohman Ford Rd and High School Driveways, Lago Vista, Texas

Existing Conditions

Lohman Ford Road is a major collector that provides north-south mobility through the city. Lohman Ford Road is a 2-lane undivided roadway near the high school. It serves as the primary and the only access connection to the High School via the North Driveway and the South Driveway.

Lohman Ford Road @ North Driveway

The study intersection at the North Driveway is a two-way-stop-controlled intersection. On Lohman Ford Road one through lane and a dedicated left turn lane are provided on the southbound approach, and one through lane and a dedicated right turn lane on the northbound approach. The driveway has a dedicated right turn lane, a dedicated left turn lane and one inbound lane. The existing configuration at the intersection is shown in Figure 2.

Figure 2. Existing Conditions at the Intersection of Lohman Ford Rd @ North Driveway to High School

Lohman Ford Road @ South Driveway

The study intersection at the South Driveway is also a two-way-stop-controlled intersection. On Lohman Ford Road one through lane and a dedicated left turn lane are provided on the southbound approach, and one through lane and a dedicated right turn lane are provided on the northbound approach. The South Driveway provides a single lane for shared left and right turns and one inbound lane. The existing configuration at the intersection is shown in Figure 4.

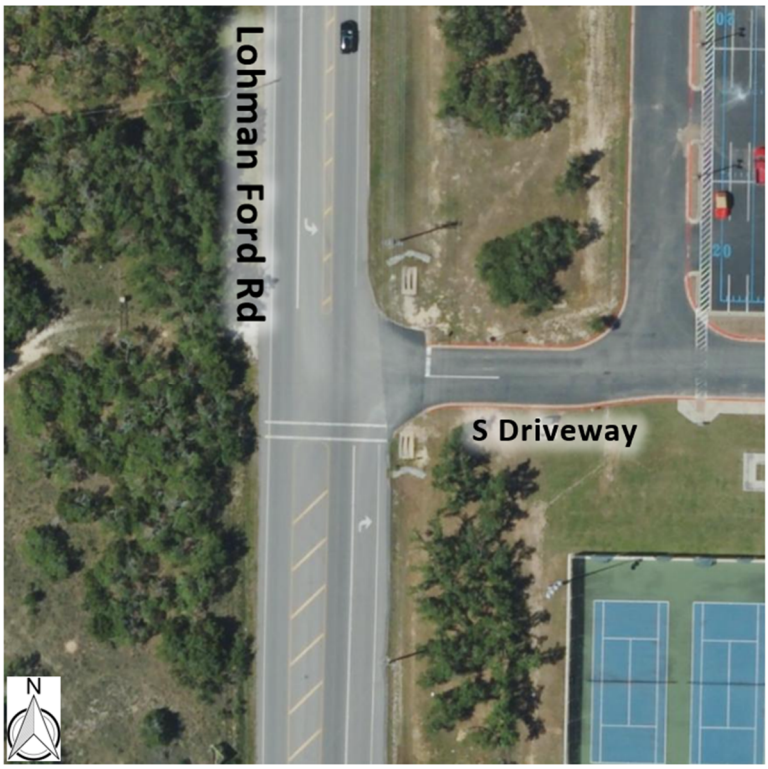

Figure 3. Existing Conditions at the Intersection of Lohman Ford Rd @ South Driveway to High School

Traffic Counts

Traffic counts were collected at the two study intersections on Thursday, April 6, 2023, to capture typical weekday traffic conditions. The counts were collected for a 12-hour period (7 AM to 7 PM). All counts include 15-minute turning movement counts for all approaches including vehicle classification data. The detailed traffic count data is included in Appendix A. The signal warrant analysis presented in this memo utilizes the existing weekday traffic counts for analysis.

Signal Warrant Assessment

The traffic signal warrant analysis was conducted based on the methodologies of Texas Manual on Uniform Traffic Control Devices (TMUTCD). The traffic signal warrant analysis was conducted using version 10 of Trafficware Warrants Software.

The TMUTCD includes nine warrants that can be evaluated; all of which may not apply to every location. Application of one or more of these warrants depends on several factors including but not limited to the

location, and availability of data. The following volume-based signal warrants were analyzed for the study intersection.

- *Warrant 1: Eight-Hour Vehicular Volume*
- *Warrant 2: Four-Hour Vehicular Volume, and*
- *Warrant 3: Peak Hour*

The assessment of these warrants is described in the following sections. Detailed warrant reports are included in Appendix B.

Volume Thresholds for Warrants

Travel Speeds:
One of the criteria that sets the traffic volume thresholds used in the signal warrants is the travel speed on the major roadway. The travel speed criteria are defined in the TMUTCD as the 85th percentile speed along the roadway. Lower traffic volume thresholds can be used if the major roadway travel speed is greater than 40 mph. The posted speed limit along Lohman Ford Road is 55 mph. Therefore, lower volume thresholds would be used for this warrant analysis.

The posted school zone speed limit near the high school is 35 mph. However, the speed data collected near the school show the 85th percentile speed of about 47-48 mph on Lohman Ford Road during school arrival and dismissal periods. Thus, the use of lower volume thresholds is justified in the warrant analysis.

Community Population:
The other criterion that sets the traffic volume thresholds used in the signal warrants is the population of the community where the intersection is located. Lower traffic volume thresholds can be used if the intersection is in an isolated community with a population of less than 10,000. Since the intersection is in the City of Lago Vista with a population exceeding 10,000, use of lower volume thresholds is not applicable based on community population.

Lohman Ford Road @ North Driveway

WARRANT 1: EIGHT-HOUR VEHICULAR VOLUME

There are two conditions under this warrant that determine whether the warrant is met. The thresholds for Conditions A and B are shown in Table 1, and the applicable rows and columns are identified.

- Condition A: Minimum Vehicular Volume - intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- Condition B: Interruption of Continuous Traffic - intended for application at locations where Condition A is not satisfed and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

If either Condition A or Condition B is satisfied, then Warrant 1 is satisfied. This warrant may also be satisfied by meeting the combination of both Conditions A and B at 80 percent of the prescribed volume levels of Conditions A and B.

Table 1. Eight-Hour Warrant Volume Thresholds (source: TMUTCD)

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

RESULT: Based on the warrant analysis, only one hour of volume data meets Condition A (eight required), and three hours of volume data meet Condition B (eight required). Therefore, **Warrant 1 is not satisfised for this intersection.** See Appendix B for detailed results.

WARRANT 2. FOUR HOUR VEHICULAR VOLUME

This warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The need for a traffic control signal shall be considered if, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) fall above the applicable curve in Figure 4C-2 from the TMUTCD for the existing combination of approach lanes.

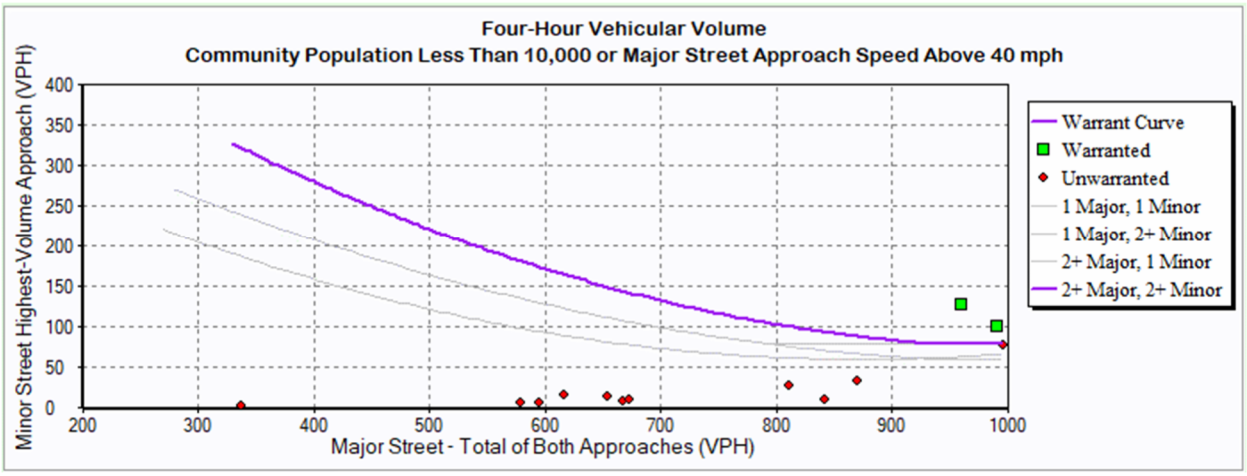

Figure 4. Four-Hour Warrant Thresholds and Traffic Volume Data Points for Lohman Ford Rd @ High School N Driveway

RESULT: The hourly traffic volume data was plotted onto the curves in TMUTCD Figure 4C-2 for the weekday data as shown in Figure 4. As shown in the figure, two data points plotted above the applicable curve (four required). Therefore, **Warrant 2 is not satisfised for this intersection**.

WARRANT 3. PEAK HOUR WARRANT

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. Since the driveway is dedicated to high school, which attracts and discharges large number of vehicles in a short time around the school start and dismissal periods, the peak hour warrant is relevent for this intersection, and was evaluted to captue the potential peak hour activity due to the school.

As per the TMUTCD, the need for a traffic control signal shall be considered if, any hour of the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) fall above the applicable curve in Figure 4C-4 from the TMUTCD for the existing combination of approach lanes.

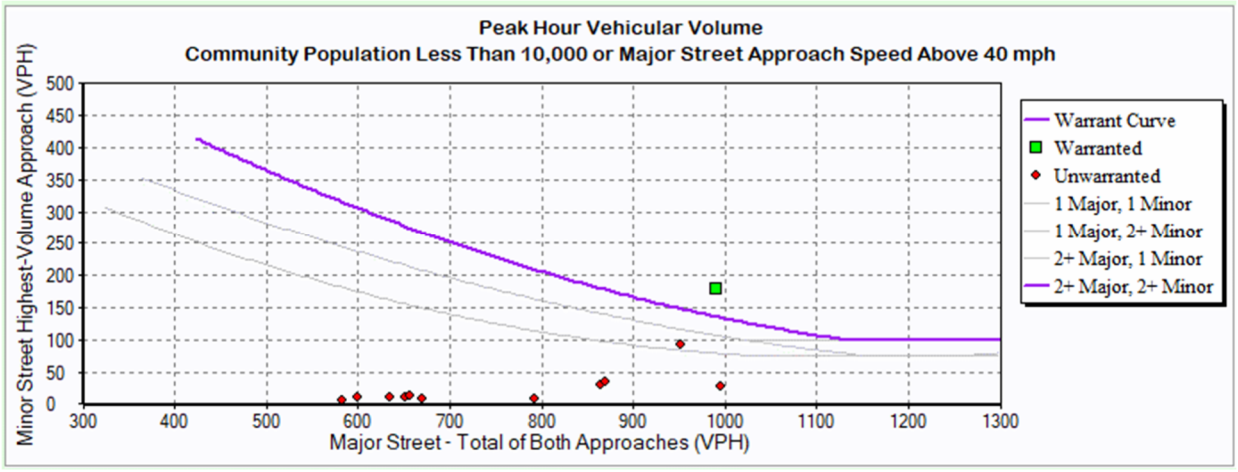

Figure 5. Peak Hour Warrant Thresholds and Traffic Volume Data Points for Lohman Ford Rd @ High School N Driveway

RESULT: The traffic data was plotted onto the curves in MUTCD Figure 4C-4 for the weekday data shown in Figure 5. As shown in the figure, one data points plotted above the applicable curve (one required) for condition B. Therefore, **Warrant 3 is satisfised for this intersection**.

Lohman Ford Road @ South Driveway

WARRANT 1: EIGHT-HOUR VEHICULAR VOLUME

There are two conditions under this warrant that determine whether the warrant is met. The thresholds for Conditions A and B are shown in Table 2, and the applicable rows and columns are identified.

- Condition A: Minimum Vehicular Volume - intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- Condition B: Interruption of Continuous Traffic - intended for application at locations where Condition A is not satisfed and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

If either Condition A or Condition B is satisfied, then Warrant 1 is satisfied. This warrant may also be satisfied by meeting the combination of both Conditions A and B at 80 percent of the prescribed volume levels of Conditions A and B.

Table 2. Eight-Hour Warrant Volume Thresholds (source: TMUTCD)

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

RESULT: Based on the warrant analysis, two hours of volume data meet Condition A (eight required), and four hours of volume data meet Condition B (eight required). Therefore, **Warrant 1 is not satisfised for this intersection.** See Appendix B for detailed results.

WARRANT 2. FOUR HOUR VEHICULAR VOLUME

This warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The need for a traffic control signal shall be considered if, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) fall above the applicable curve in Figure 4C-2 from the TMUTCD for the existing combination of approach lanes.

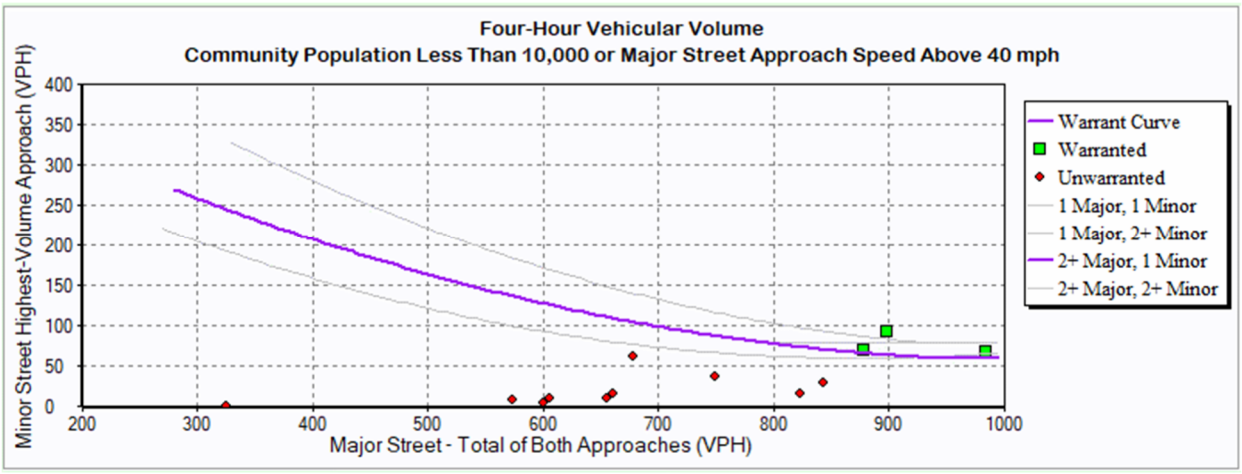

Figure 6. Four-Hour Warrant Thresholds and Traffic Volume Data Points for Lohman Ford Rd @ High School S Driveway

RESULT: The hourly traffic volume data was plotted onto the curves in TMUTCD Figure 4C-2 for the weekday data as shown in Figure 6. As shown in the figure, three data points plotted above the applicable curve (four required). Therefore, **Warrant 2 is not satisfised for this intersection**.

WARRANT 3. PEAK HOUR WARRANT

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. Since the driveway is dedicated to high school, which attracts and discharges large number of vehicles in a short time around the school start and dismissal periods, the peak hour warrant is relevent for this intersection, and was evaluted to captue the potential peak hour activity due to the school.

As per the TMUTCD, the need for a traffic control signal shall be considered if, any hour of the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) fall above the applicable curve in Figure 4C-4 from the TMUTCD for the existing combination of approach lanes.

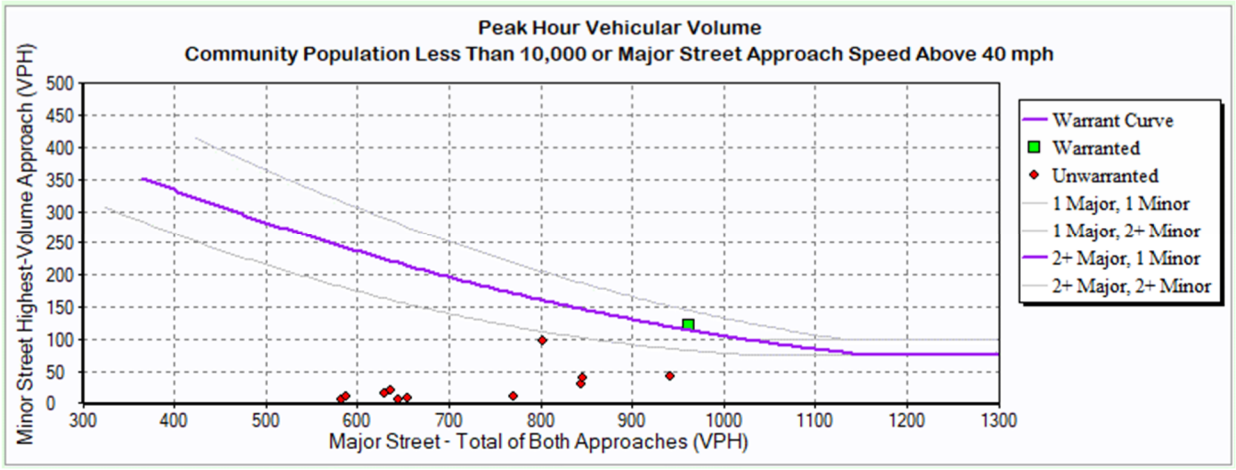

Figure 7. Peak Hour Warrant Thresholds and Traffic Volume Data Points for Lohman Ford Rd @ High School S Driveway

RESULT: The traffic data was plotted onto the curves in MUTCD Figure 4C-4 for the weekday data shown in Figure 7. As shown in the figure, one data points plotted just above the applicable curve (one required) for condition B. Therefore, **Warrant 3 is satisfised for this intersection**.

Summary

Based on the current intersection geometry, and utilizing the existing weekday traffic data collected, both the intersections of Lohman Ford Road at the high school North Driveway and South Driveway meet the criteria for the peak hour volume-based warrant of the TMUTCD for consideration of a traffic signal control. Therefore, installation of traffic signal at both intersections of Lohman Ford Road at High School North and South Driveways is justified based on volumes.

APPENDIX A

Intersection Turning Movement Counts

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	28	0	0	28	0	0	1	0	1	0	131	0	0	131	0	0	0	0	0	160
07:15 AM	4	59	0	0	63	0	0	6	0	6	0	156	1	0	157	0	0	0	0	0	226
07:30 AM	15	101	0	0	116	0	0	12	0	12	0	154	1	0	155	0	0	0	0	0	283
07:45 AM	13	89	0	0	102	1	0	14	0	15	0	120	1	0	121	0	0	0	0	0	238
Total	32	277	0	0	309	1	0	33	0	34	0	561	3	0	564	0	0	0	0	0	907
08:00 AM	18	57	0	0	75	0	0	11	0	11	0	124	2	0	126	0	0	0	0	0	212
08:15 AM	52	87	0	0	139	2	0	33	0	35	0	157	3	0	160	0	0	0	0	0	334
08:30 AM	52	82	0	0	134	6	0	34	0	40	0	140	2	0	142	0	0	0	0	0	316
08:45 AM	4	67	0	0	71	1	0	5	0	6	0	112	0	0	112	0	0	0	0	0	189
Total	126	293	0	0	419	9	0	83	0	92	0	533	7	0	540	0	0	0	0	0	1051
09:00 AM	4	54	0	0	58	1	0	3	0	4	0	92	1	0	93	0	0	0	0	0	155
09:15 AM	2	64	0	0	66	1	0	2	0	3	0	97	0	0	97	0	0	0	0	0	166
09:30 AM	2	71	0	0	73	0	0	2	0	2	0	85	1	0	86	0	0	0	0	0	161
09:45 AM	2	53	0	0	55	0	0	1	0	1	0	109	0	0	109	0	0	0	0	0	165
Total	10	242	0	0	252	2	0	8	0	10	0	383	2	0	385	0	0	0	0	0	647
10:00 AM	2	64	0	0	66	0	0	1	0	1	0	122	1	0	123	0	0	0	0	0	190
10:15 AM	1	63	0	0	64	0	0	5	0	5	0	87	1	0	88	0	0	0	0	0	157
10:30 AM	3	72	0	0	75	0	0	3	0	3	0	95	0	0	95	0	0	0	0	0	173
10:45 AM	1	58	0	0	59	0	0	1	0	1	0	83	0	0	83	0	0	0	0	0	143
Total	7	257	0	0	264	0	0	10	0	10	0	387	2	0	389	0	0	0	0	0	663
11:00 AM	2	57	0	0	59	1	0	1	0	2	0	88	0	0	88	0	0	0	0	0	149
11:15 AM	3	62	0	0	65	1	0	2	0	3	0	79	0	0	79	0	0	0	0	0	147
11:30 AM	2	70	0	0	72	0	0	1	0	1	0	74	0	0	74	0	0	0	0	0	147
11:45 AM	1	68	0	0	69	0	0	1	0	1	0	76	0	0	76	0	0	0	0	0	146
Total	8	257	0	0	265	2	0	5	0	7	0	317	0	0	317	0	0	0	0	0	589
12:00 PM	3	65	0	0	68	1	0	3	0	4	0	83	0	0	83	0	0	0	0	0	155
12:15 PM	0	59	0	0	59	0	0	1	0	1	0	81	0	0	81	0	0	0	0	0	141
12:30 PM	2	78	0	0	80	1	0	0	0	1	0	79	0	0	79	0	0	0	0	0	160
12:45 PM	4	70	0	0	74	3	0	2	0	5	0	75	0	0	75	0	0	0	0	0	154
Total	9	272	0	0	281	5	0	6	0	11	0	318	0	0	318	0	0	0	0	0	610
01:00 PM	2	73	0	0	75	0	0	1	0	1	0	83	0	0	83	0	0	0	0	0	159
01:15 PM	2	73	0	1	76	0	0	7	0	7	0	84	0	0	84	0	0	0	0	0	167
01:30 PM	1	75	0	0	76	1	0	2	0	3	0	75	0	0	75	0	0	0	0	0	154
01:45 PM	1	100	0	0	101	0	0	3	0	3	0	88	0	0	88	0	0	0	0	0	192
Total	6	321	0	1	328	1	0	13	0	14	0	330	0	0	330	0	0	0	0	0	672
02:00 PM	1	87	0	0	88	0	0	3	0	3	0	73	0	0	73	0	0	0	0	0	164
02:15 PM	0	92	0	0	92	1	0	1	0	2	0	73	0	0	73	0	0	0	0	0	167
02:30 PM	1	84	0	0	85	1	0	0	0	1	0	68	0	0	68	0	0	0	0	0	154
02:45 PM	2	102	0	0	104	0	0	2	0	2	0	87	0	0	87	0	0	0	0	0	193
Total	4	365	0	0	369	2	0	6	0	8	0	301	0	0	301	0	0	0	0	0	678
03:00 PM	1	94	0	0	95	1	0	2	0	3	0	85	1	0	86	0	0	0	0	0	184
03:15 PM	2	101	0	0	103	3	0	15	0	18	0	108	1	0	109	0	0	0	0	0	230
03:30 PM	4	152	0	0	156	2	0	2	0	4	0	73	0	0	73	0	0	0	0	0	233
03:45 PM	15	130	0	0	145	0	0	4	0	4	0	99	0	0	99	0	0	0	0	0	248
Total	22	477	0	0	499	6	0	23	0	29	0	365	2	0	367	0	0	0	0	0	895

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:00 PM	17	147	0	0	164	0	0	5	0	5	0	93	2	0	95	0	0	0	0	0	264
04:15 PM	7	130	0	0	137	36	0	78	0	114	0	93	2	0	95	0	0	0	0	0	346
04:30 PM	10	166	0	0	176	18	0	38	0	56	0	84	0	0	84	0	0	0	0	0	316
04:45 PM	5	141	0	0	146	0	0	9	0	9	0	100	0	0	100	0	0	0	0	0	255
Total	39	584	0	0	623	54	0	130	0	184	0	370	4	0	374	0	0	0	0	0	1181
05:00 PM	4	161	0	0	165	0	0	5	0	5	0	90	0	0	90	0	0	0	0	0	260
05:15 PM	10	152	0	0	162	1	0	7	0	8	0	100	0	0	100	0	0	0	0	0	270
05:30 PM	2	144	0	0	146	0	0	5	0	5	0	86	0	0	86	0	0	0	0	0	237
05:45 PM	2	124	0	0	126	0	0	2	0	2	0	70	0	0	70	0	0	0	0	0	198
Total	18	581	0	0	599	1	0	19	0	20	0	346	0	0	346	0	0	0	0	0	965
06:00 PM	1	129	0	0	130	0	0	3	0	3	0	63	0	0	63	0	0	0	0	0	196
06:15 PM	1	134	0	0	135	1	0	0	0	1	0	86	0	0	86	0	0	0	0	0	222
06:30 PM	0	117	0	0	117	0	0	2	0	2	0	65	0	0	65	0	0	0	0	0	184
06:45 PM	1	88	0	0	89	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	156
Total	3	468	0	0	471	1	0	5	0	6	0	281	0	0	281	0	0	0	0	0	758
Grand Total	284	4394	0	1	4679	84	0	341	0	425	0	4492	20	0	4512	0	0	0	0	0	9616
Apprch %	6.1	93.9	0	0		19.8	0	80.2	0		0	99.6	0.4	0		0	0	0	0		
Total %	3	45.7	0	0	48.7	0.9	0	3.5	0	4.4	0	46.7	0.2	0	46.9	0	0	0	0	0	
Vehicles	279	4291										4393									
% Vehicles	98.2	97.7	0	100	97.7	91.7	0	95	0	94.4	0	97.8	90	0	97.8	0	0	0	0	0	97.6
Heavy Vehicles																					
% Heavy Vehicles	1.8	2.3	0	0	2.3	8.3	0	5	0	5.6	0	2.2	10	0	2.2	0	0	0	0	0	2.4

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**17**	147	0	0	164	0	0	5	0	5	0	93	**2**	0	95	0	0	0	0	0	264
04:15 PM	7	130	0	0	137	**36**	0	**78**	0	**114**	0	93	2	0	95	0	0	0	0	0	**346**
04:30 PM	10	**166**	0	0	**176**	18	0	38	0	56	0	84	0	0	84	0	0	0	0	0	316
04:45 PM	5	141	0	0	146	0	0	9	0	9	0	**100**	0	0	**100**	0	0	0	0	0	255
Total Volume	39	584	0	0	623	54	0	130	0	184	0	370	4	0	374	0	0	0	0	0	1181
% App. Total	6.3	93.7	0	0		29.3	0	70.7	0		0	98.9	1.1	0		0	0	0	0		
PHF	.574	.880	.000	.000	.885	.375	.000	.417	.000	.404	.000	.925	.500	.000	.935	.000	.000	.000	.000	.000	.853
Vehicles	39	574	0	0	613	53	0	124	0	177	0	357	4	0	361	0	0	0	0	0	1151
% Vehicles		98.3	0	0	98.4	98.1	0	95.4	0	96.2	0	96.5	100	0	96.5	0	0	0	0	0	97.5
Heavy Vehicles																					
% Heavy Vehicles	0	1.7	0	0	1.6	1.9	0	4.6	0	3.8	0	3.5	0	0	3.5	0	0	0	0	0	2.5

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 3

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					07:00 AM					07:00 AM					
+0 mins.	**10**	**166**	0	0	**176**	0	0	5	0	5	0	131	0	0	131	0	0	0	0	0	
+15 mins.	5	141	0	0	146	**36**	0	**78**	0	**114**	0	**156**	**1**	0	**157**	0	0	0	0	0	
+30 mins.	4	161	0	0	165	18	0	38	0	56	0	154	1	0	155	0	0	0	0	0	
+45 mins.	10	152	0	0	162	0	0	9	0	9	0	120	1	0	121	0	0	0	0	0	
Total Volume	29	620	0	0	649	54	0	130	0	184	0	561	3	0	564	0	0	0	0	0	
% App. Total	4.5	95.5	0	0		29.3	0	70.7	0		0	99.5	0.5	0		0	0	0	0		
PHF	.725	.934	.000	.000	.922	.375	.000	.417	.000	.404	.000	.899	.750	.000	.898	.000	.000	.000	.000	.000	
Vehicles	29	611	0	0	640	53	0	124	0	177	0	556	1	0	557	0	0	0	0	0	
% Vehicles																					
Heavy Vehicles	0	9	0	0	9	1	0	6	0	7	0	5	2	0	7	0	0	0	0	0	
% Heavy Vehicles	0	1.5	0	0	1.4	1.9	0	4.6	0	3.8	0	0.9	66.7	0	1.2	0	0	0	0	0	

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	26	0	0	26	0	0	1	0	1	0	128	0	0	128	0	0	0	0	0	155
07:15 AM	4	55	0	0	59	0	0	6	0	6	0	156	0	0	156	0	0	0	0	0	221
07:30 AM	15	96	0	0	111	0	0	12	0	12	0	153	1	0	154	0	0	0	0	0	277
07:45 AM	13	86	0	0	99	0	0	14	0	14	0	119	0	0	119	0	0	0	0	0	232
Total	32	263	0	0	295	0	0	33	0	33	0	556	1	0	557	0	0	0	0	0	885
08:00 AM	18	54	0	0	72	0	0	9	0	9	0	121	2	0	123	0	0	0	0	0	204
08:15 AM	51	84	0	0	135	1	0	30	0	31	0	157	3	0	160	0	0	0	0	0	326
08:30 AM	52	79	0	0	131	5	0	33	0	38	0	137	2	0	139	0	0	0	0	0	308
08:45 AM	4	65	0	0	69	1	0	4	0	5	0	111	0	0	111	0	0	0	0	0	185
Total	125	282	0	0	407	7	0	76	0	83	0	526	7	0	533	0	0	0	0	0	1023
09:00 AM	4	52	0	0	56	1	0	3	0	4	0	91	1	0	92	0	0	0	0	0	152
09:15 AM	2	60	0	0	62	1	0	2	0	3	0	94	0	0	94	0	0	0	0	0	159
09:30 AM	2	71	0	0	73	0	0	2	0	2	0	84	1	0	85	0	0	0	0	0	160
09:45 AM	2	52	0	0	54	0	0	1	0	1	0	105	0	0	105	0	0	0	0	0	160
Total	10	235	0	0	245	2	0	8	0	10	0	374	2	0	376	0	0	0	0	0	631
10:00 AM	2	60	0	0	62	0	0	1	0	1	0	121	1	0	122	0	0	0	0	0	185
10:15 AM	1	60	0	0	61	0	0	5	0	5	0	84	1	0	85	0	0	0	0	0	151
10:30 AM	3	68	0	0	71	0	0	3	0	3	0	92	0	0	92	0	0	0	0	0	166
10:45 AM	0	56	0	0	56	0	0	1	0	1	0	79	0	0	79	0	0	0	0	0	136
Total	6	244	0	0	250	0	0	10	0	10	0	376	2	0	378	0	0	0	0	0	638
11:00 AM	1	57	0	0	58	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	145
11:15 AM	1	60	0	0	61	0	0	2	0	2	0	78	0	0	78	0	0	0	0	0	141
11:30 AM	2	68	0	0	70	0	0	1	0	1	0	73	0	0	73	0	0	0	0	0	144
11:45 AM	1	66	0	0	67	0	0	1	0	1	0	73	0	0	73	0	0	0	0	0	141
Total	5	251	0	0	256	0	0	4	0	4	0	311	0	0	311	0	0	0	0	0	571
12:00 PM	3	64	0	0	67	1	0	3	0	4	0	80	0	0	80	0	0	0	0	0	151
12:15 PM	0	58	0	0	58	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	137
12:30 PM	2	76	0	0	78	1	0	0	0	1	0	76	0	0	76	0	0	0	0	0	155
12:45 PM	4	69	0	0	73	3	0	2	0	5	0	75	0	0	75	0	0	0	0	0	153
Total	9	267	0	0	276	5	0	5	0	10	0	310	0	0	310	0	0	0	0	0	596
01:00 PM	2	70	0	0	72	0	0	1	0	1	0	82	0	0	82	0	0	0	0	0	155
01:15 PM	2	72	0	1	75	0	0	7	0	7	0	82	0	0	82	0	0	0	0	0	164
01:30 PM	1	72	0	0	73	1	0	2	0	3	0	71	0	0	71	0	0	0	0	0	147
01:45 PM	1	95	0	0	96	0	0	3	0	3	0	85	0	0	85	0	0	0	0	0	184
Total	6	309	0	1	316	1	0	13	0	14	0	320	0	0	320	0	0	0	0	0	650
02:00 PM	1	85	0	0	86	0	0	3	0	3	0	68	0	0	68	0	0	0	0	0	157
02:15 PM	0	88	0	0	88	1	0	1	0	2	0	72	0	0	72	0	0	0	0	0	162
02:30 PM	1	83	0	0	84	1	0	0	0	1	0	64	0	0	64	0	0	0	0	0	149
02:45 PM	2	100	0	0	102	0	0	2	0	2	0	83	0	0	83	0	0	0	0	0	187
Total	4	356	0	0	360	2	0	6	0	8	0	287	0	0	287	0	0	0	0	0	655
03:00 PM	1	92	0	0	93	1	0	2	0	3	0	83	1	0	84	0	0	0	0	0	180
03:15 PM	2	100	0	0	102	3	0	15	0	18	0	105	1	0	106	0	0	0	0	0	226
03:30 PM	4	146	0	0	150	1	0	2	0	3	0	72	0	0	72	0	0	0	0	0	225
03:45 PM	15	130	0	0	145	0	0	4	0	4	0	97	0	0	97	0	0	0	0	0	246
Total	22	468	0	0	490	5	0	23	0	28	0	357	2	0	359	0	0	0	0	0	877
04:00 PM	17	143	0	0	160	0	0	5	0	5	0	90	2	0	92	0	0	0	0	0	257
04:15 PM	7	130	0	0	137	36	0	74	0	110	0	89	2	0	91	0	0	0	0	0	338

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 5

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	10	160	0	0	170	17	0	37	0	54	0	81	0	0	81	0	0	0	0	0	305
04:45 PM	5	141	0	0	146	0	0	8	0	8	0	97	0	0	97	0	0	0	0	0	251
Total	39	574	0	0	613	53	0	124	0	177	0	357	4	0	361	0	0	0	0	0	1151
05:00 PM	4	159	0	0	163	0	0	4	0	4	0	88	0	0	88	0	0	0	0	0	255
05:15 PM	10	151	0	0	161	1	0	7	0	8	0	97	0	0	97	0	0	0	0	0	266
05:30 PM	2	143	0	0	145	0	0	5	0	5	0	84	0	0	84	0	0	0	0	0	234
05:45 PM	2	123	0	0	125	0	0	2	0	2	0	70	0	0	70	0	0	0	0	0	197
Total	18	576	0	0	594	1	0	18	0	19	0	339	0	0	339	0	0	0	0	0	952
06:00 PM	1	128	0	0	129	0	0	3	0	3	0	62	0	0	62	0	0	0	0	0	194
06:15 PM	1	133	0	0	134	1	0	0	0	1	0	86	0	0	86	0	0	0	0	0	221
06:30 PM	0	117	0	0	117	0	0	1	0	1	0	65	0	0	65	0	0	0	0	0	183
06:45 PM	1	88	0	0	89	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	156
Total	3	466	0	0	469	1	0	4	0	5	0	280	0	0	280	0	0	0	0	0	754
Grand Total	279	4291	0	1	4571	77	0	324	0	401	0	4393	18	0	4411	0	0	0	0	0	9383
Apprch %	6.1	93.9	0	0		19.2	0	80.8	0		0	99.6	0.4	0		0	0	0	0		
Total %	3	45.7	0	0	48.7	0.8	0	3.5	0	4.3	0	46.8	0.2	0	47	0	0	0	0	0	

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**17**	143	0	0	160	0	0	5	0	5	0	90	**2**	0	92	0	0	0	0	0	257
04:15 PM	7	130	0	0	137	**36**	0	**74**	0	**110**	0	89	2	0	91	0	0	0	0	0	**338**
04:30 PM	10	**160**	0	0	**170**	17	0	37	0	54	0	81	0	0	81	0	0	0	0	0	305
04:45 PM	5	141	0	0	146	0	0	8	0	8	0	**97**	0	0	**97**	0	0	0	0	0	251
Total Volume	39	574	0	0	613	53	0	124	0	177	0	357	4	0	361	0	0	0	0	0	1151
% App. Total	6.4	93.6	0	0		29.9	0	70.1	0		0	98.9	1.1	0		0	0	0	0		
PHF	.574	.897	.000	.000	.901	.368	.000	.419	.000	.402	.000	.920	.500	.000	.930	.000	.000	.000	.000	.000	.851

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					07:00 AM					07:00 AM				
+0 mins.	**10**	**160**	0	0	**170**	0	0	5	0	5	0	128	0	0	128	0	0	0	0	0
+15 mins.	5	141	0	0	146	**36**	0	**74**	0	**110**	0	**156**	0	0	**156**	0	0	0	0	0
+30 mins.	4	159	0	0	163	17	0	37	0	54	0	153	**1**	0	154	0	0	0	0	0
+45 mins.	10	151	0	0	161	0	0	8	0	8	0	119	0	0	119	0	0	0	0	0
Total Volume	29	611	0	0	640	53	0	124	0	177	0	556	1	0	557	0	0	0	0	0
% App. Total	4.5	95.5	0	0		29.9	0	70.1	0		0	99.8	0.2	0		0	0	0	0	
PHF	.725	.955	.000	.000	.941	.368	.000	.419	.000	.402	.000	.891	.250	.000	.893	.000	.000	.000	.000	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 6

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
07:30 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	6
Total	0	14	0	0	14	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	22
08:00 AM	0	3	0	0	3	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	8
08:15 AM	1	3	0	0	4	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	3	0	0	3	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	8
08:45 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	1	11	0	0	12	2	0	7	0	9	0	7	0	0	7	0	0	0	0	0	28
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
10:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
10:45 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	1	13	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	25
11:00 AM	1	0	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4
11:15 AM	2	2	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	3	6	0	0	9	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	18
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	14
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
01:45 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
Total	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
02:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
02:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	23
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
03:30 PM	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	8
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	9	0	0	9	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	18
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	4	0	4	0	4	0	0	4	0	0	0	0	0	8

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 7

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	6	0	0	6	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	11
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
Total	0	10	0	0	10	1	0	6	0	7	0	13	0	0	13	0	0	0	0	0	30
05:00 PM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	13
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
Grand Total	5	103	0	0	108	7	0	17	0	24	0	99	2	0	101	0	0	0	0	0	233
Apprch %	4.6	95.4	0	0		29.2	0	70.8	0		0	98	2	0		0	0	0	0		
Total %	2.1	44.2	0	0	46.4	3	0	7.3	0	10.3	0	42.5	0.9	0	43.3	0	0	0	0	0	

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total		Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	**3**	0	0	3	**1**	0	0	0	1	0	1	**1**	0	2	0	0	0	0	0	6
08:00 AM	0	3	0	0	3	0	0	2	0	2	0	**3**	0	0	**3**	0	0	0	0	0	**8**
08:15 AM	**1**	3	0	0	**4**	1	0	**3**	0	**4**	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	3	0	0	3	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	8
Total Volume	1	12	0	0	13	3	0	6	0	9	0	7	1	0	8	0	0	0	0	0	30
% App. Total	7.7	92.3	0	0		33.3	0	66.7	0		0	87.5	12.5	0		0	0	0	0		
PHF	.250	1.00	.000	.000	.813	.750	.000	.500	.000	.563	.000	.583	.250	.000	.667	.000	.000	.000	.000	.000	.938

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					01:15 PM					07:00 AM				
+0 mins.	0	4	0	0	4	**1**	0	0	0	1	0	2	0	0	2	0	0	0	0	0
+15 mins.	0	**5**	0	0	**5**	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0
+30 mins.	0	3	0	0	3	1	0	**3**	0	**4**	0	3	0	0	3	0	0	0	0	0
+45 mins.	0	3	0	0	3	1	0	1	0	2	0	**5**	0	0	**5**	0	0	0	0	0
Total Volume	0	15	0	0	15	3	0	6	0	9	0	14	0	0	14	0	0	0	0	0
% App. Total	0	100	0	0		33.3	0	66.7	0		0	100	0	0		0	0	0	0	
PHF	.000	.750	.000	.000	.750	.750	.000	.500	.000	.563	.000	.700	.000	.000	.700	.000	.000	.000	.000	.000

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 8

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting

3751 FM 1105
Gerogetown, TX 78626
512- 832-8650

File Name : Site 20 - Lohman Ford Rd & High School Driveway (North)
Site Code : 20_____
Start Date : 4/6/2023
Page No : 9

Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					High School Driveway (North) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000	.00 0	.00 0	.00 0	.00 0	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	30	0	0	30	0	0	0	0	0	0	126	3	0	129	0	0	0	0	0	159
07:15	6	61	0	0	67	3	0	2	0	5	0	175	10	0	185	0	0	0	0	0	257
07:30	11	92	0	0	103	9	0	2	0	11	0	150	23	0	173	0	0	0	0	0	287
07:45	11	71	0	0	82	11	0	3	0	14	0	111	26	0	137	0	0	0	0	0	233
Total	28	254	0	0	282	23	0	7	0	30	0	562	62	0	624	0	0	0	0	0	936
08:00	11	55	0	0	66	9	0	8	0	17	0	136	45	0	181	0	0	0	0	0	264
08:15	19	69	0	0	88	16	0	13	0	29	0	143	51	0	194	0	0	0	0	0	311
08:30	10	81	0	0	91	24	0	21	0	45	0	114	51	0	165	0	0	0	0	0	301
08:45	0	63	0	0	63	3	0	3	0	6	0	102	6	0	108	0	0	0	0	0	177
Total	40	268	0	0	308	52	0	45	0	97	0	495	153	0	648	0	0	0	0	0	1053
09:00	3	46	0	0	49	3	0	2	0	5	0	82	6	0	88	0	0	0	0	0	142
09:15	18	50	0	0	68	4	0	2	0	6	0	109	23	0	132	0	0	0	0	0	206
09:30	6	78	0	0	84	1	0	2	0	3	0	81	14	0	95	0	0	0	0	0	182
09:45	2	39	0	0	41	0	0	1	0	1	0	115	0	0	115	0	0	0	0	0	157
Total	29	213	0	0	242	8	0	7	0	15	0	387	43	0	430	0	0	0	0	0	687
10:00	0	66	0	0	66	1	0	3	0	4	0	107	0	0	107	0	0	0	0	0	177
10:15	1	64	0	0	65	1	0	1	0	2	0	97	1	0	98	0	0	0	0	0	165
10:30	0	69	0	0	69	0	0	1	0	1	0	90	0	0	90	0	0	0	0	0	160
10:45	1	61	0	0	62	0	0	0	0	0	0	88	4	0	92	0	0	0	0	0	154
Total	2	260	0	0	262	2	0	5	0	7	0	382	5	0	387	0	0	0	0	0	656
11:00	0	55	0	0	55	0	0	1	0	1	0	82	0	0	82	0	0	0	0	0	138
11:15	1	71	0	0	72	1	0	1	0	2	0	83	0	0	83	0	0	0	0	0	157
11:30	3	63	0	0	66	1	0	1	0	2	0	76	1	0	77	0	0	0	0	0	145
11:45	1	72	0	0	73	2	0	3	0	5	0	81	1	0	82	0	0	0	0	0	160
Total	5	261	0	0	266	4	0	6	0	10	0	322	2	0	324	0	0	0	0	0	600
12:00	0	57	0	0	57	0	0	0	0	0	0	73	2	0	75	0	0	0	0	0	132
12:15	1	66	0	0	67	2	0	0	0	2	0	81	0	0	81	0	0	0	0	0	150
12:30	1	74	0	0	75	0	0	1	0	1	0	88	2	0	90	0	0	0	0	0	166
12:45	0	73	0	0	73	1	0	2	0	3	0	69	2	0	71	0	0	0	0	0	147
Total	2	270	0	0	272	3	0	3	0	6	0	311	6	0	317	0	0	0	0	0	595
13:00	1	65	0	0	66	0	0	3	0	3	0	76	1	0	77	0	0	0	0	0	146
13:15	1	76	0	0	77	2	0	1	0	3	0	82	2	0	84	0	0	0	0	0	164
13:30	2	79	0	0	81	2	0	1	0	3	0	78	4	0	82	0	0	0	0	0	166
13:45	2	94	0	0	96	7	0	4	0	11	0	81	3	0	84	0	0	0	0	0	191
Total	6	314	0	0	320	11	0	9	0	20	0	317	10	0	327	0	0	0	0	0	667
14:00	0	93	0	0	93	0	0	0	0	0	0	75	1	0	76	0	0	0	0	0	169
14:15	0	87	0	0	87	2	0	0	0	2	0	70	0	0	70	0	0	0	0	0	159
14:30	0	83	0	0	83	4	0	0	0	4	0	65	0	0	65	0	0	0	0	0	152
14:45	0	96	0	0	96	1	0	1	0	2	0	86	1	0	87	0	0	0	0	0	185
Total	0	359	0	0	359	7	0	1	0	8	0	296	2	0	298	0	0	0	0	0	665
15:00	0	98	0	0	98	1	0	1	0	2	0	88	4	0	92	0	0	0	0	0	192
15:15	5	131	0	0	136	18	0	12	0	30	0	98	2	0	100	0	0	0	0	0	266

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 2

Groups Printed- Vehicles - Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:30	0	130	0	0	130	4	0	3	0	7	0	73	3	0	76	0	0	0	0	0	213
15:45	7	123	0	0	130	0	0	1	0	1	0	93	5	0	98	0	0	0	0	0	229
Total	12	482	0	0	494	23	0	17	0	40	0	352	14	0	366	0	0	0	0	0	900
16:00	23	129	0	0	152	6	0	5	0	11	0	91	34	0	125	0	0	0	0	0	288
16:15	10	158	0	0	168	47	0	28	0	75	0	61	16	0	77	0	0	0	0	0	320
16:30	7	177	0	0	184	27	0	8	0	35	0	83	3	0	86	0	0	0	0	0	305
16:45	3	145	0	0	148	2	0	4	0	6	0	86	5	0	91	0	0	0	0	0	245
Total	43	609	0	0	652	82	0	45	0	127	0	321	58	0	379	0	0	0	0	0	1158
17:00	3	147	0	0	150	3	0	5	0	8	0	98	0	0	98	0	0	0	0	0	256
17:15	4	150	0	0	154	9	0	10	0	19	0	81	10	0	91	0	0	0	0	0	264
17:30	5	140	0	0	145	5	0	3	0	8	0	80	2	0	82	0	0	0	0	0	235
17:45	1	125	0	0	126	2	0	3	0	5	0	67	3	0	70	0	0	0	0	0	201
Total	13	562	0	0	575	19	0	21	0	40	0	326	15	0	341	0	0	0	0	0	956
18:00	0	130	0	0	130	2	0	1	0	3	0	59	1	0	60	0	0	0	0	0	193
18:15	1	130	0	0	131	1	0	0	0	1	0	86	2	0	88	0	0	0	0	0	220
18:30	1	110	0	0	111	0	0	1	0	1	0	61	1	0	62	0	0	0	0	0	174
18:45	0	88	0	0	88	0	0	0	0	0	0	65	1	0	66	0	0	0	0	0	154
Total	2	458	0	0	460	3	0	2	0	5	0	271	5	0	276	0	0	0	0	0	741
Grand Total	182	4310	0	0	4492	237	0	168	0	405	0	4342	375	0	4717	0	0	0	0	0	9614
Apprch %	4.1	95.9	0	0		58.5	0	41.5	0		0	92.1	7.9	0		0	0	0	0		
Total %	1.9	44.8	0	0	46.7	2.5	0	1.7	0	4.2	0	45.2	3.9	0	49.1	0	0	0	0	0	
Vehicles	169	4209	0	0	4378	235	0	167	0	402	0	4244	366	0	4610	0	0	0	0	0	9390
% Vehicles	92.9	97.7	0	0	97.5	99.2	0	99.4	0	99.3	0	97.7	97.6	0	97.7	0	0	0	0	0	97.7
Heavy Vehicles	13	101	0	0	114	2	0	1	0	3	0	98	9	0	107	0	0	0	0	0	224
% Heavy Vehicles	7.1	2.3	0	0	2.5	0.8	0	0.6	0	0.7	0	2.3	2.4	0	2.3	0	0	0	0	0	2.3

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	**23**	129	0	0	152	6	0	5	0	11	0	**91**	**34**	0	**125**	0	0	0	0	0	288
16:15	10	158	0	0	168	**47**	0	**28**	0	**75**	0	61	16	0	77	0	0	0	0	0	**320**
16:30	7	**177**	0	0	**184**	27	0	8	0	35	0	83	3	0	86	0	0	0	0	0	305
16:45	3	145	0	0	148	2	0	4	0	6	0	86	5	0	91	0	0	0	0	0	245
Total Volume	43	609	0	0	652	82	0	45	0	127	0	321	58	0	379	0	0	0	0	0	1158
% App. Total	6.6	93.4	0	0		64.6	0	35.4	0		0	84.7	15.3	0		0	0	0	0		
PHF	.467	.860	.000	.000	.886	.436	.000	.402	.000	.423	.000	.882	.426	.000	.758	.000	.000	.000	.000	.000	.905
Vehicles	38	603	0	0	641	81	0	44	0	125	0	313	55	0	368	0	0	0	0	0	1134
% Vehicles	88.4	99.0	0	0	98.3	98.8	0	97.8	0	98.4	0	97.5	94.8	0	97.1	0	0	0	0	0	97.9
Heavy Vehicles	5	6	0	0	11	1	0	1	0	2	0	8	3	0	11	0	0	0	0	0	24
% Heavy Vehicles	11.6	1.0	0	0	1.7	1.2	0	2.2	0	1.6	0	2.5	5.2	0	2.9	0	0	0	0	0	2.1

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 3

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					07:30					07:00					
+0 mins.	**23**	129	0	0	152	6	0	5	0	11	0	**150**	23	0	173	0	0	0	0	0	
+15 mins.	10	158	0	0	168	**47**	0	**28**	0	**75**	0	111	26	0	137	0	0	0	0	0	
+30 mins.	7	**177**	0	0	**184**	27	0	8	0	35	0	136	45	0	181	0	0	0	0	0	
+45 mins.	3	145	0	0	148	2	0	4	0	6	0	143	**51**	0	**194**	0	0	0	0	0	
Total Volume	43	609	0	0	652	82	0	45	0	127	0	540	145	0	685	0	0	0	0	0	
% App. Total	6.6	93.4	0	0		64.6	0	35.4	0		0	78.8	21.2	0		0	0	0	0		
PHF	.467	.860	.000	.000	.886	.436	.000	.402	.000	.423	.000	.900	.711	.000	.883	.000	.000	.000	.000	.000	
Vehicles	38	603	0	0	641	81	0	44	0	125	0	535	141	0	676	0	0	0	0	0	
% Vehicles	88.4	99	0	0	98.3	98.8	0	97.8	0	98.4	0	99.1	97.2	0	98.7	0	0	0	0	0	
Heavy Vehicles	5	6	0	0	11	1	0	1	0	2	0	5	4	0	9	0	0	0	0	0	
% Heavy Vehicles	11.6	1	0	0	1.7	1.2	0	2.2	0	1.6	0	0.9	2.8	0	1.3	0	0	0	0	0	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 4

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	28	0	0	28	0	0	0	0	0	0	125	3	0	128	0	0	0	0	0	156
07:15	6	56	0	0	62	2	0	2	0	4	0	174	10	0	184	0	0	0	0	0	250
07:30	11	88	0	0	99	9	0	2	0	11	0	148	23	0	171	0	0	0	0	0	281
07:45	11	67	0	0	78	11	0	3	0	14	0	109	26	0	135	0	0	0	0	0	227
Total	28	239	0	0	267	22	0	7	0	29	0	556	62	0	618	0	0	0	0	0	914
08:00	9	53	0	0	62	9	0	8	0	17	0	135	43	0	178	0	0	0	0	0	257
08:15	18	68	0	0	86	16	0	13	0	29	0	143	49	0	192	0	0	0	0	0	307
08:30	10	79	0	0	89	24	0	21	0	45	0	113	50	0	163	0	0	0	0	0	297
08:45	0	61	0	0	61	3	0	3	0	6	0	101	6	0	107	0	0	0	0	0	174
Total	37	261	0	0	298	52	0	45	0	97	0	492	148	0	640	0	0	0	0	0	1035
09:00	3	45	0	0	48	3	0	2	0	5	0	81	6	0	87	0	0	0	0	0	140
09:15	18	46	0	0	64	4	0	2	0	6	0	106	23	0	129	0	0	0	0	0	199
09:30	6	78	0	0	84	1	0	2	0	3	0	79	14	0	93	0	0	0	0	0	180
09:45	2	38	0	0	40	0	0	1	0	1	0	112	0	0	112	0	0	0	0	0	153
Total	29	207	0	0	236	8	0	7	0	15	0	378	43	0	421	0	0	0	0	0	672
10:00	0	60	0	0	60	1	0	3	0	4	0	105	0	0	105	0	0	0	0	0	169
10:15	1	59	0	0	60	1	0	1	0	2	0	94	1	0	95	0	0	0	0	0	157
10:30	0	64	0	0	64	0	0	1	0	1	0	85	0	0	85	0	0	0	0	0	150
10:45	0	60	0	0	60	0	0	0	0	0	0	85	4	0	89	0	0	0	0	0	149
Total	1	243	0	0	244	2	0	5	0	7	0	369	5	0	374	0	0	0	0	0	625
11:00	0	54	0	0	54	0	0	1	0	1	0	78	0	0	78	0	0	0	0	0	133
11:15	1	68	0	0	69	1	0	1	0	2	0	83	0	0	83	0	0	0	0	0	154
11:30	3	61	0	0	64	1	0	1	0	2	0	73	1	0	74	0	0	0	0	0	140
11:45	1	70	0	0	71	2	0	3	0	5	0	77	1	0	78	0	0	0	0	0	154
Total	5	253	0	0	258	4	0	6	0	10	0	311	2	0	313	0	0	0	0	0	581
12:00	0	56	0	0	56	0	0	0	0	0	0	72	2	0	74	0	0	0	0	0	130
12:15	0	66	0	0	66	2	0	0	0	2	0	79	0	0	79	0	0	0	0	0	147
12:30	1	70	0	0	71	0	0	1	0	1	0	84	2	0	86	0	0	0	0	0	158
12:45	0	73	0	0	73	1	0	2	0	3	0	68	2	0	70	0	0	0	0	0	146
Total	1	265	0	0	266	3	0	3	0	6	0	303	6	0	309	0	0	0	0	0	581
13:00	1	62	0	0	63	0	0	3	0	3	0	75	1	0	76	0	0	0	0	0	142
13:15	0	75	0	0	75	2	0	1	0	3	0	81	2	0	83	0	0	0	0	0	161
13:30	2	77	0	0	79	2	0	1	0	3	0	74	4	0	78	0	0	0	0	0	160
13:45	2	90	0	0	92	7	0	4	0	11	0	78	3	0	81	0	0	0	0	0	184
Total	5	304	0	0	309	11	0	9	0	20	0	308	10	0	318	0	0	0	0	0	647
14:00	0	89	0	0	89	0	0	0	0	0	0	69	1	0	70	0	0	0	0	0	159
14:15	0	84	0	0	84	2	0	0	0	2	0	68	0	0	68	0	0	0	0	0	154
14:30	0	81	0	0	81	4	0	0	0	4	0	63	0	0	63	0	0	0	0	0	148
14:45	0	95	0	0	95	1	0	1	0	2	0	81	1	0	82	0	0	0	0	0	179
Total	0	349	0	0	349	7	0	1	0	8	0	281	2	0	283	0	0	0	0	0	640
15:00	0	96	0	0	96	1	0	1	0	2	0	87	4	0	91	0	0	0	0	0	189
15:15	4	128	0	0	132	18	0	12	0	30	0	95	2	0	97	0	0	0	0	0	259
15:30	0	126	0	0	126	4	0	3	0	7	0	71	3	0	74	0	0	0	0	0	207
15:45	7	122	0	0	129	0	0	1	0	1	0	91	4	0	95	0	0	0	0	0	225
Total	11	472	0	0	483	23	0	17	0	40	0	344	13	0	357	0	0	0	0	0	880

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 5

Groups Printed- Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	21	127	0	0	148	5	0	4	0	9	0	91	33	0	124	0	0	0	0	0	281
16:15	9	158	0	0	167	47	0	28	0	75	0	58	14	0	72	0	0	0	0	0	314
16:30	5	173	0	0	178	27	0	8	0	35	0	81	3	0	84	0	0	0	0	0	297
16:45	3	145	0	0	148	2	0	4	0	6	0	83	5	0	88	0	0	0	0	0	242
Total	38	603	0	0	641	81	0	44	0	125	0	313	55	0	368	0	0	0	0	0	1134
17:00	3	145	0	0	148	3	0	5	0	8	0	96	0	0	96	0	0	0	0	0	252
17:15	3	148	0	0	151	9	0	10	0	19	0	77	10	0	87	0	0	0	0	0	257
17:30	5	139	0	0	144	5	0	3	0	8	0	79	2	0	81	0	0	0	0	0	233
17:45	1	124	0	0	125	2	0	3	0	5	0	67	3	0	70	0	0	0	0	0	200
Total	12	556	0	0	568	19	0	21	0	40	0	319	15	0	334	0	0	0	0	0	942
18:00	0	129	0	0	129	2	0	1	0	3	0	58	1	0	59	0	0	0	0	0	191
18:15	1	130	0	0	131	1	0	0	0	1	0	86	2	0	88	0	0	0	0	0	220
18:30	1	110	0	0	111	0	0	1	0	1	0	61	1	0	62	0	0	0	0	0	174
18:45	0	88	0	0	88	0	0	0	0	0	0	65	1	0	66	0	0	0	0	0	154
Total	2	457	0	0	459	3	0	2	0	5	0	270	5	0	275	0	0	0	0	0	739
Grand Total	169	4209	0	0	4378	235	0	167	0	402	0	4244	366	0	4610	0	0	0	0	0	9390
Apprch %	3.9	96.1	0	0		58.5	0	41.5	0		0	92.1	7.9	0		0	0	0	0		
Total %	1.8	44.8	0	0	46.6	2.5	0	1.8	0	4.3	0	45.2	3.9	0	49.1	0	0	0	0	0	

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	**21**	127	0	0	148	5	0	4	0	9	0	**91**	**33**	0	**124**	0	0	0	0	0	281
16:15	9	158	0	0	167	**47**	0	**28**	0	**75**	0	58	14	0	72	0	0	0	0	0	**314**
16:30	5	**173**	0	0	**178**	27	0	8	0	35	0	81	3	0	84	0	0	0	0	0	297
16:45	3	145	0	0	148	2	0	4	0	6	0	83	5	0	88	0	0	0	0	0	242
Total Volume	38	603	0	0	641	81	0	44	0	125	0	313	55	0	368	0	0	0	0	0	1134
% App. Total	5.9	94.1	0	0		64.8	0	35.2	0		0	85.1	14.9	0		0	0	0	0		
PHF	.452	.871	.000	.000	.900	.431	.000	.393	.000	.417	.000	.860	.417	.000	.742	.000	.000	.000	.000	.000	.903

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 6

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					07:30					07:00					
+0 mins.	**21**	127	0	0	148	5	0	4	0	9	0	**148**	23	0	171	0	0	0	0	0	
+15 mins.	9	158	0	0	167	**47**	0	**28**	0	**75**	0	109	26	0	135	0	0	0	0	0	
+30 mins.	5	**173**	0	0	**178**	27	0	8	0	35	0	135	43	0	178	0	0	0	0	0	
+45 mins.	3	145	0	0	148	2	0	4	0	6	0	143	**49**	0	**192**	0	0	0	0	0	
Total Volume	38	603	0	0	641	81	0	44	0	125	0	535	141	0	676	0	0	0	0	0	
% App. Total	5.9	94.1	0	0		64.8	0	35.2	0		0	79.1	20.9	0		0	0	0	0		
PHF	.452	.871	.000	.000	.900	.431	.000	.393	.000	.417	.000	.904	.719	.000	.880	.000	.000	.000	.000	.000	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 7

Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:15	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
07:30	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
07:45	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	15	0	0	15	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	22
08:00	2	2	0	0	4	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	7
08:15	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
08:30	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
08:45	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	3	7	0	0	10	0	0	0	0	0	0	3	5	0	8	0	0	0	0	0	18
09:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:15	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
10:00	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
10:15	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
10:30	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
10:45	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	1	17	0	0	18	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31
11:00	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
11:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
11:45	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	19
12:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:30	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
13:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
13:15	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
13:30	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
13:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	1	10	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20
14:00	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
14:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
14:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
14:45	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	25
15:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
15:15	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
15:30	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
15:45	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
Total	1	10	0	0	11	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	20

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
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Groups Printed- Heavy Vehicles

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	2	2	0	0	4	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	7
16:15	1	0	0	0	1	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	6
16:30	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	5	6	0	0	11	1	0	1	0	2	0	8	3	0	11	0	0	0	0	0	24
17:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:15	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	13	101	0	0	114	2	0	1	0	3	0	98	9	0	107	0	0	0	0	0	224
Apprch %	11.4	88.6	0	0		66.7	0	33.3	0		0	91.6	8.4	0		0	0	0	0		
Total %	5.8	45.1	0	0	50.9	0.9	0	0.4	0	1.3	0	43.8	4	0	47.8	0	0	0	0	0	

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00																					
10:00	0	**6**	0	0	**6**	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
10:15	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
10:30	0	5	0	0	5	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	**10**
10:45	**1**	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total Volume	1	17	0	0	18	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31
% App. Total	5.6	94.4	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.250	.708	.000	.000	.750	.000	.000	.000	.000	.000	.000	.650	.000	.000	.650	.000	.000	.000	.000	.000	.775

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
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	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00					15:15					10:15					07:00					
+0 mins.	0	**6**	0	0	**6**	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+15 mins.	0	5	0	0	5	0	0	0	0	0	0	**5**	0	0	**5**	0	0	0	0	0	
+30 mins.	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+45 mins.	**1**	1	0	0	2	**1**	0	**1**	0	**2**	0	4	0	0	4	0	0	0	0	0	
Total Volume	1	17	0	0	18	1	0	1	0	2	0	15	0	0	15	0	0	0	0	0	
% App. Total	5.6	94.4	0	0		50	0	50	0		0	100	0	0		0	0	0	0		
PHF	.250	.708	.000	.000	.750	.250	.000	.250	.000	.250	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
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Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
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Groups Printed- Pedestrians

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

GRAM Traffic Counting, inc.

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650

File Name : Site 21 - Lohman Ford Rd & High School Driveway (South)
Site Code : 21_____
Start Date : 4/6/2023
Page No : 12

	Lohman Ford Rd Southbound					High School Driveway (South) Westbound					Lohman Ford Rd Northbound					Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:00					07:00					07:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

APPENDIX B

Traffic Signal Warrant Analysis Results

Warrants Summary Report

1: HighSchool@N Dwy

Intersection Information:

	Major Street	Minor Street
Street Name	Lohman Ford Rd	North Dwy
Direction	NB/SB	WB
Number of Lanes	2	2
Approach Speed	50	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	3 Hours met (8 required)
Condition A and B Met?	No	1 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	2 Hours met (4 required)
Warrant 3, Peak Hour		
	Yes	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	Yes	1 Hours met (1 required)

Warrant 1: Eight-hour Vehicular Volume

1: HighSchool@N Dwy

Intersection Information:

Major Street Name:	Lohman Ford Rd
Major Street Direction:	NB/SB
Minor Street Direction:	WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	1 Hours met (8 required) at 70%
Condition B Met?	No	3 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
07:00 to 08:00	**870**		**34**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				
07:15 to 08:15	**910**		**44**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				
07:30 to 08:30	**987**		**73**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				
07:45 to 08:45	**991**		**101**		No	Yes	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

08:00 to 09:00	952		92		No	Yes	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

08:15 to 09:15	903		85		No	Yes	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

08:30 to 09:30	770		53		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

08:45 to 09:45	654		15		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

09:00 to 10:00	635		10		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

09:15 to 10:15	673		7		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

09:30 to 10:30	661		9		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

09:45 to 10:45	673		10		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

10:00 to 11:00	651		10		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

10:15 to 11:15	610		11		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

10:30 to 11:30	603		9		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

10:45 to 11:45	579		7		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

11:00 to 12:00	582		7		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

11:15 to 12:15	586		9		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

11:30 to 12:30	582		7		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

11:45 to 12:45	595		7		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

12:00 to 13:00	599		11		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

12:15 to 13:15	606		8		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

12:30 to 13:30	625		14		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

12:45 to 13:45	617		16		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

13:00 to 14:00	657		14		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

13:15 to 14:15	660		16		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

13:30 to 14:30	666		11		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

13:45 to 14:45	668		9		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

14:00 to 15:00	670		8		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

14:15 to 15:15	689		8		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

14:30 to 15:30	735		24		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

14:45 to 15:45	811		27		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

15:00 to 16:00	864		29		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

15:15 to 16:15	941		31		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

15:30 to 16:30	960		127		No	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

15:45 to 16:45	991		179		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

16:00 to 17:00	993		184		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

16:15 to 17:15	991		184		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

16:30 to 17:30	1,023		78		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	Yes				

16:45 to 17:45	995		27		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

17:00 to 18:00	945		20		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

17:15 to 18:15	883		18		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

17:30 to 18:30	842		11		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

17:45 to 18:45	792		8		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

18:00 to 19:00	752		6		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

18:15 to 19:15	559		3		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (56)?**	No				

18:30 to 19:30	338		2		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	No				

18:45 to 19:45	156		0		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (140)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (112)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (70)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (56)?**	No				

Warrant 2: Four-hour Vehicular Volume

1: HighSchool@N Dwy

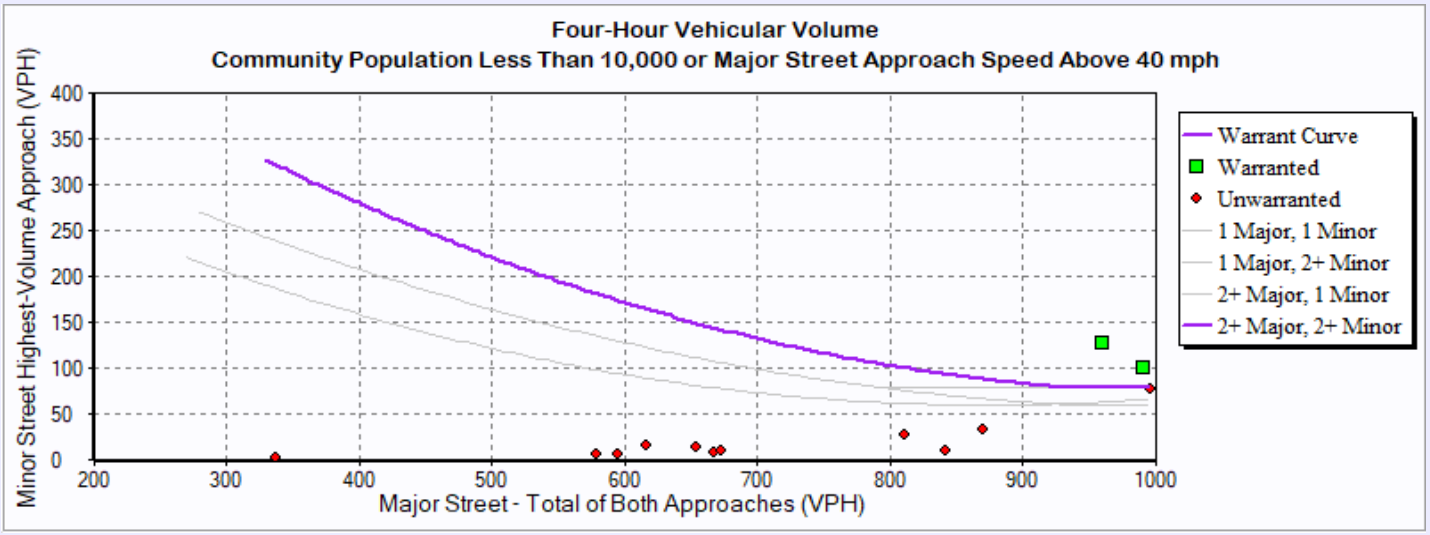
Intersection Information:

	Major Street	Minor Street
Street Name	Lohman Ford Rd	North Dwy
Direction	NB/SB	WB
Number of Lanes	2	2
Approach Speed	50	30

Warrant 2 Met? No

Details:

Notes	2 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0.00	0.00
01:00:00 - 02:00:00	0.00	0.00
02:00:00 - 03:00:00	0.00	0.00
03:00:00 - 04:00:00	0.00	0.00
04:00:00 - 05:00:00	0.00	0.00
05:00:00 - 06:00:00	0.00	0.00
06:00:00 - 07:00:00	0.00	0.00
07:00:00 - 08:00:00	870.00	34.00
08:00:00 - 09:00:00	952.00	92.00
09:00:00 - 10:00:00	635.00	10.00
10:00:00 - 11:00:00	651.00	10.00
11:00:00 - 12:00:00	582.00	7.00
12:00:00 - 13:00:00	599.00	11.00
13:00:00 - 14:00:00	657.00	14.00
14:00:00 - 15:00:00	670.00	8.00
15:00:00 - 16:00:00	864.00	29.00
16:00:00 - 17:00:00	993.00	184.00
17:00:00 - 18:00:00	945.00	20.00
18:00:00 - 19:00:00	752.00	6.00
19:00:00 - 20:00:00	0.00	0.00
20:00:00 - 21:00:00	0.00	0.00
21:00:00 - 22:00:00	0.00	0.00
22:00:00 - 23:00:00	0.00	0.00
23:00:00 - 00:00:00	0.00	0.00

Warranted Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
07:45:00 - 08:45:00	991.00	101.00
15:30:00 - 16:30:00	960.00	127.00

Warrant 3: Peak Hour

1: HighSchool@N Dwy

Intersection Information:

	Major Street	Minor Street
Street Name	Lohman Ford Rd	North Dwy
Direction	NB/SB	WB
Number of Lanes	2	2
Approach Speed	50	30

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

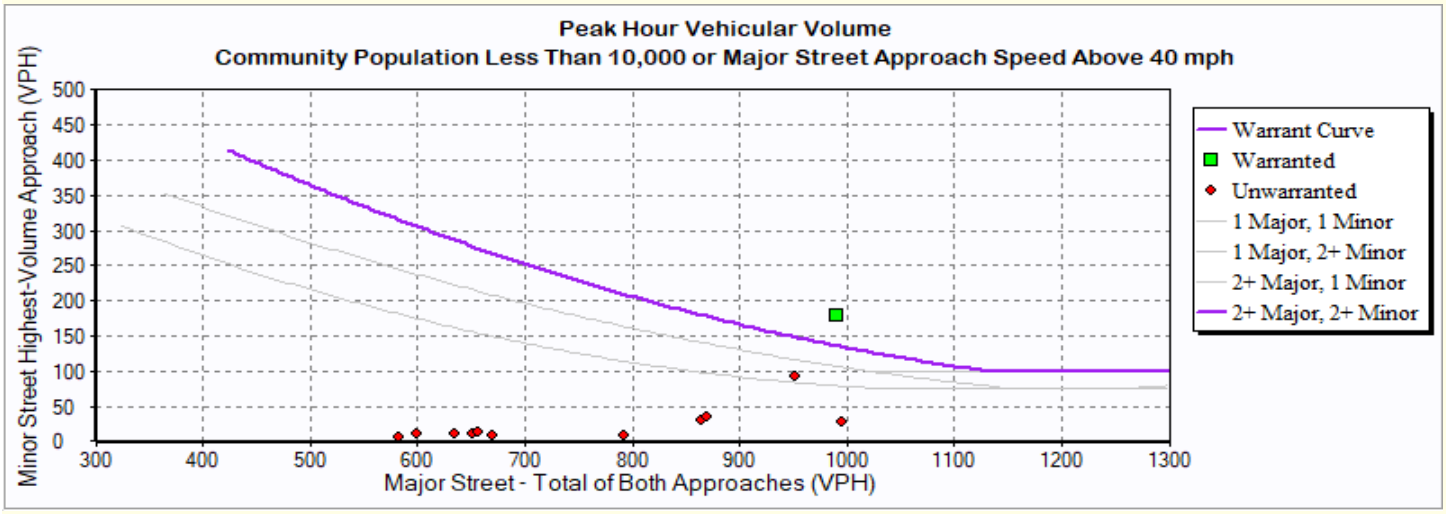
Condition B Met? Yes

Notes 1 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:00	870	34
8:00	952	92
9:00	635	10
10:00	651	10
11:00	582	7
12:00	599	11
13:00	657	14
14:00	670	8
15:00	864	29
15:45	991	179
16:45	995	27
17:45	792	8
18:45	156	0

Warrants Summary Report

2: HighSchool@S Dwy

Intersection Information:

	Major Street	Minor Street
Street Name	Lohman Ford Rd	S Dwy
Direction	NB/SB	WB
Number of Lanes	2	1
Approach Speed	50	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	4 Hours met (8 required)
Condition A and B Met?	No	2 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	3 Hours met (4 required)
Warrant 3, Peak Hour		
	Yes	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	Yes	1 Hours met (1 required)

Warrant 1: Eight-hour Vehicular Volume

2: HighSchool@S Dwy

Intersection Information:

Major Street Name:	Lohman Ford Rd
Major Street Direction:	NB/SB
Minor Street Direction:	WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	2 Hours met (8 required) at 70%
Condition B Met?	No	4 Hours met (8 required) at 70%

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		70% Standard Met? Cond. A OR Cond. B		56% Standard Met? Cond. A AND Cond. B	
					Condition A 70% Column	Condition B 70% Column	Condition A 56% Column	Condition B 56% Column
07:00 to 08:00	**844**		**30**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				
07:15 to 08:15	**890**		**47**		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:30 to 08:30	**879**		**71**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
07:45 to 08:45	**831**		**105**		Yes*	Yes	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:00 to 09:00	803		97		No	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:15 to 09:15	732		85		No	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:30 to 09:30	678		62		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

08:45 to 09:45	638		20		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

09:00 to 10:00	629		15		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

09:15 to 10:15	671		14		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

09:30 to 10:30	656		10		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

09:45 to 10:45	650		8		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

10:00 to 11:00	644		7		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

10:15 to 11:15	608		4		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

10:30 to 11:30	601		4		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

10:45 to 11:45	584		5		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

11:00 to 12:00	588		10		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

11:15 to 12:15	581		9		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

11:30 to 12:30	574		9		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

11:45 to 12:45	595		8		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

12:00 to 13:00	583		6		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

12:15 to 13:15	595		9		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

12:30 to 13:30	606		10		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

12:45 to 13:45	602		12		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

13:00 to 14:00	637		20		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

13:15 to 14:15	663		17		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

13:30 to 14:30	661		16		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

13:45 to 14:45	650		17		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

14:00 to 15:00	655		8		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

14:15 to 15:15	673		10		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

14:30 to 15:30	750		38		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

14:45 to 15:45	805		41		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

15:00 to 16:00	846		40		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

15:15 to 16:15	903		49		No	No	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				

15:30 to 16:30	**898**		**94**		No	Yes*	Yes*	Yes*
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
15:45 to 16:45	**962**		**122**		Yes*	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:00 to 17:00	**973**		**127**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:15 to 17:15	**978**		**124**		Yes	Yes	Yes	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	Yes				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	Yes				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:30 to 17:30	**984**		**68**		No	Yes*	No	Yes
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	Yes				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	Yes				
16:45 to 17:45	**942**		**41**		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

17:00 to 18:00	901		40		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

17:15 to 18:15	842		35		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

17:30 to 18:30	824		17		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

17:45 to 18:45	771		10		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

18:00 to 19:00	731		5		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	Yes	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

18:15 to 19:15	542		2		No	No	No	No
Condition A	Volume >= 70% column (420)?	Yes	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	Yes	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	Yes	**Volume >= 56% column (42)?**	No				

18:30 to 19:30	**325**		**1**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

18:45 to 19:45	**153**		**0**		No	No	No	No
Condition A	Volume >= 70% column (420)?	No	Volume >= 70% column (105)?	No				
	Volume >= 56% column (336)?	No	Volume >= 56% column (84)?	No				
Condition B	**Volume >= 70% column (630)?**	No	**Volume >= 70% column (53)?**	No				
	Volume >= 56% column (504)?	No	**Volume >= 56% column (42)?**	No				

Warrant 2: Four-hour Vehicular Volume

2: HighSchool@S Dwy

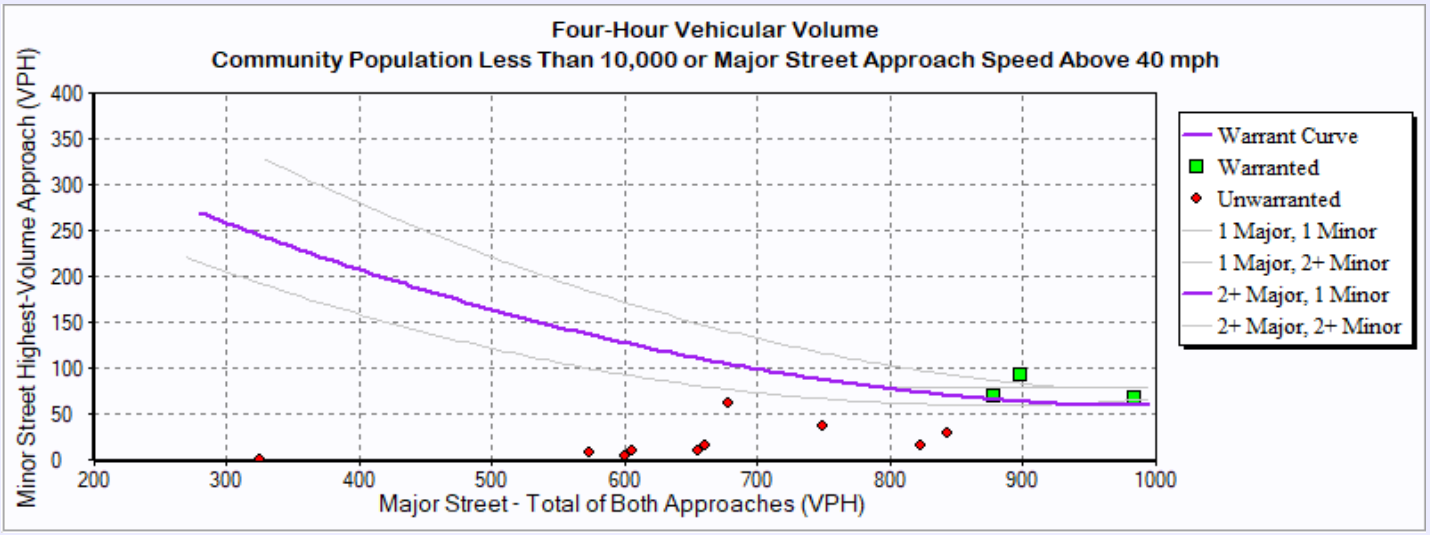
Intersection Information:

	Major Street	Minor Street
Street Name	Lohman Ford Rd	S Dwy
Direction	NB/SB	WB
Number of Lanes	2	1
Approach Speed	50	30

Warrant 2 Met? **No**

Details:

Notes	3 Hours met (4 required)
Low population?	No



Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0.00	0.00
01:00:00 - 02:00:00	0.00	0.00
02:00:00 - 03:00:00	0.00	0.00
03:00:00 - 04:00:00	0.00	0.00
04:00:00 - 05:00:00	0.00	0.00
05:00:00 - 06:00:00	0.00	0.00
06:00:00 - 07:00:00	0.00	0.00
07:00:00 - 08:00:00	844.00	30.00
08:00:00 - 09:00:00	803.00	97.00
09:00:00 - 10:00:00	629.00	15.00
10:00:00 - 11:00:00	644.00	7.00
11:00:00 - 12:00:00	588.00	10.00
12:00:00 - 13:00:00	583.00	6.00
13:00:00 - 14:00:00	637.00	20.00
14:00:00 - 15:00:00	655.00	8.00
15:00:00 - 16:00:00	846.00	40.00
16:00:00 - 17:00:00	973.00	127.00
17:00:00 - 18:00:00	901.00	40.00
18:00:00 - 19:00:00	731.00	5.00
19:00:00 - 20:00:00	0.00	0.00
20:00:00 - 21:00:00	0.00	0.00
21:00:00 - 22:00:00	0.00	0.00
22:00:00 - 23:00:00	0.00	0.00
23:00:00 - 00:00:00	0.00	0.00

Warranted Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
07:30:00 - 08:30:00	879.00	71.00
15:30:00 - 16:30:00	898.00	94.00
16:30:00 - 17:30:00	984.00	68.00

Warrant 3: Peak Hour

2: HighSchool@S Dwy

Intersection Information:

	Major Street	Minor Street
Street Name	Lohman Ford Rd	S Dwy
Direction	NB/SB	WB
Number of Lanes	2	1
Approach Speed	50	30

Warrant 3 Met? Yes

Details

Low Population? No

Condition A Met? No

Notes 0 Hours met (1 required)

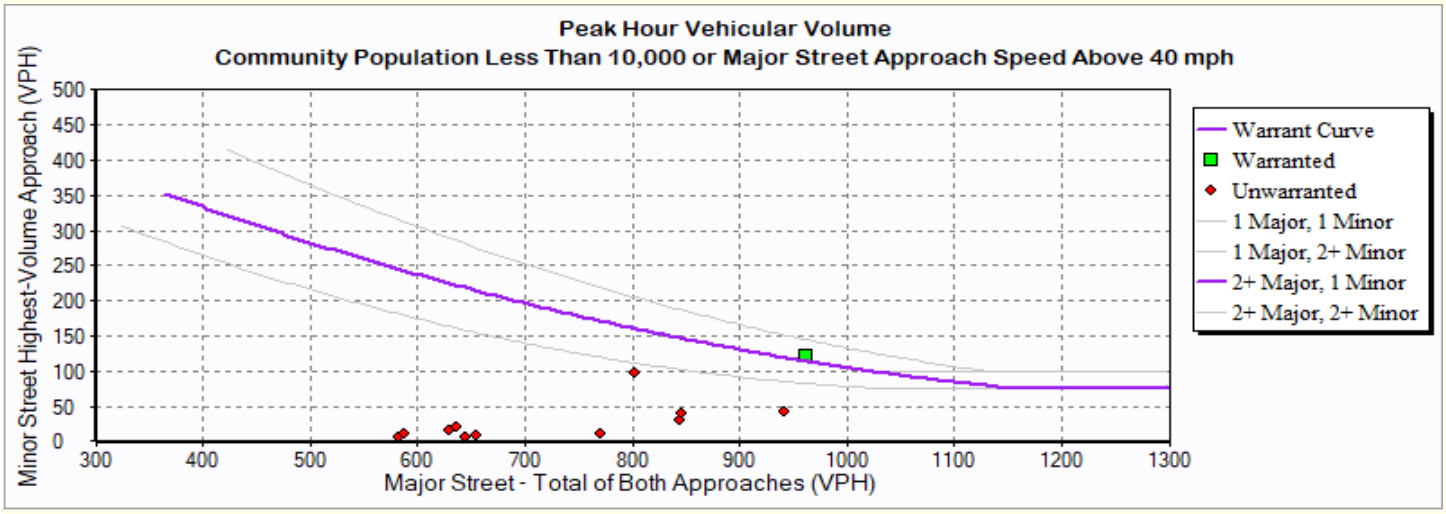
Condition B Met? Yes

Notes 1 Hours met (1 required)

Minor Approach Time Delay Condition Met? Not Met

Minor Approach Volume Condition Met? Met

Total Entering Intersection Volume Condition Met? Not Met



Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:00	844	30
8:00	803	97
9:00	629	15
10:00	644	7
11:00	588	10
12:00	583	6
13:00	637	20
14:00	655	8
15:00	846	40
15:45	962	122
16:45	942	41
17:45	771	10
18:45	153	0