



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

NORTHEAST BURNET COUNTY TRANSPORTATION STUDY



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1 Introduction

The purpose of the Northeast Burnet County Study is to build on previous planning work by identifying current and future transportation needs in northeast Burnet County. The partnership between CAMPO and Burnet County in conducting this study, along with coordination with TxDOT, prepares the recommendations from this study for inclusion in CAMPO's long-range Regional Transportation Plan (RTP) and for future funding consideration in CAMPO's Transportation Improvement Program (TIP).

This report and recommendations present the results of the study including public outreach efforts, analyses of corridors within the study area, analysis of key intersections, a safety analysis, a review of environmental constraints, and identification of short and long-term transportation improvements within the study area.

With the immense growth within CAMPO's six-county region, the recommendations in this study supplement existing corridor studies and improvement projects throughout Burnet County. The study area is presented in Figure 1.

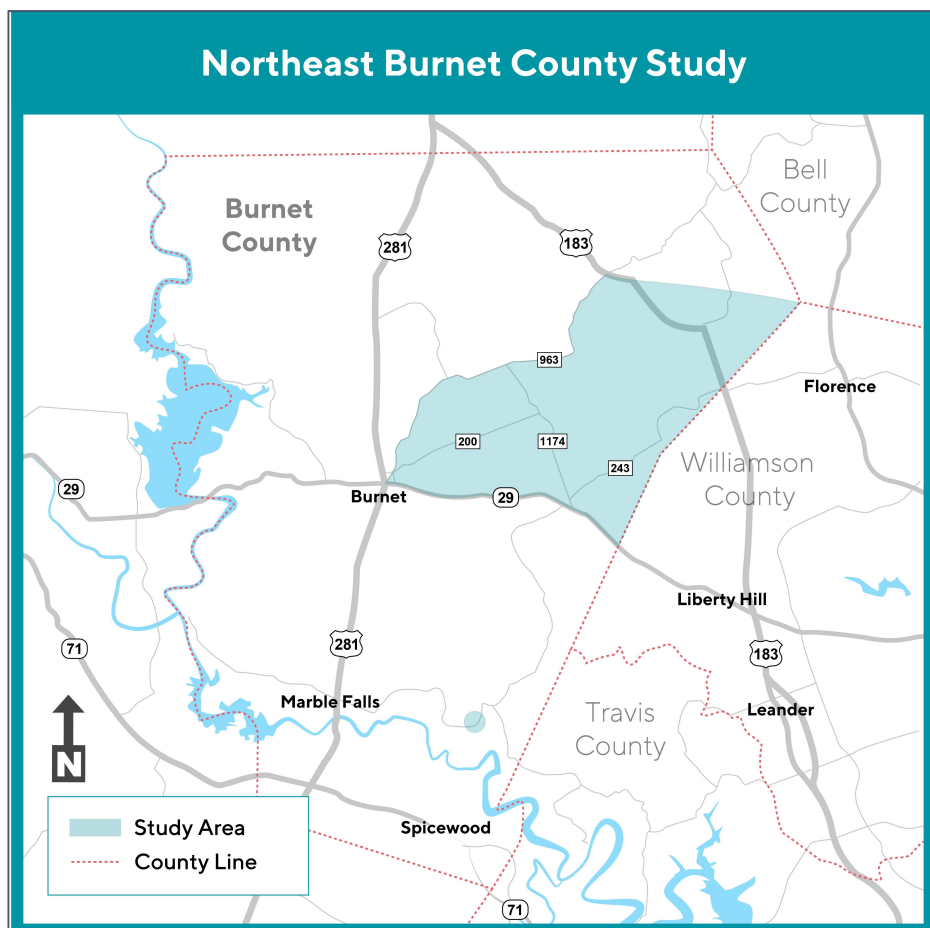


Figure 1 – Study Area

2 Public Outreach

CAMPO and Burnet County invited the public to participate in the Northeast Burnet County Transportation Study and provide input on existing conditions and transportation needs. Public outreach was conducted through meetings with property owners and open houses held both online and in-person.

The first phase of public outreach included an online open house and open comment period held from Friday, July 28, 2023, to Friday, September 1, 2023, with a public open house at the Bertram Library on July 29, 2023. The open house included an overview of the study, a map of environmental features and constraints within the study area, a survey to gather feedback on the community's transportation needs and challenges in the study area, and an interactive map to mark environmental and other features at specific locations.

The study team also met with property owners located along CR 278, CR 276, and FM 243, which was identified as a potential location of an extension of Williamson County's Corridor I-2 into Burnet County. Study staff also presented at a community open house requested and hosted by property owners within the study area. This community open house, held in Joppa, was well attended and provided an additional opportunity for the public to learn more about the study, voice their needs and concerns, ask questions, and provide written comments.

The second round of community outreach included an online open house and comment period held from Tuesday, May 28, 2024, to Monday, July 8, 2024, with an in-person open house held at the Bertram Library on June 6, 2024. Extensive property owner meetings and a presentation to the Bertam Chamber of Commerce was also done in the second round of community outreach.

Information presented during the second round of outreach included an overview of the study, the findings from the first round of community outreach, and proposed long-term and short-term improvements. A short survey solicited input on the draft recommendations. In addition to the in-person open houses, all of the information, surveys, and interactive maps were available online and available to request by mail.

Community Outreach – Round 1

Social Media

Information on participation opportunities were distributed through CAMPO's Twitter, Facebook, and Instagram in both English and Spanish. Posts were boosted using paid advertising to geographically target those in northeast Burnet County.

SOCIAL MEDIA POSTS August 1 – August 29, 2023	
Platform	# of Posts
Twitter	4
Facebook	1
Instagram	2
TOTAL	7

Media Outreach

A media release was distributed to media contacts at local publications on August 8, 2023.

Print Advertisements

Print advertisements notifying the public of the online open house ran in *the Burnet Bulletin* on August 9, 2023 and in *The Highlander* on August 11, 2023.



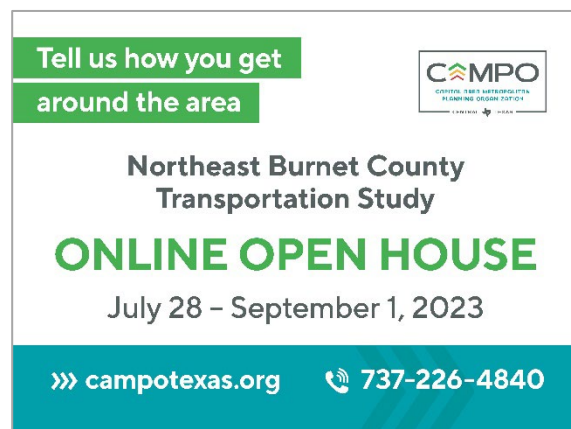
Additional Outreach

The outreach team coordinated with local stakeholders and community partners to share information about the study with their contacts. Push cards were distributed to businesses and organizations in high-traffic areas. Additionally, yard signs were placed throughout the study area and included the deadline for comments and study contact information.

Community Outreach Round 1: What We Heard

Key themes from input received:

- Improvements to FM 2657 are needed to address lack of capacity, lack of shoulders, lane width, poor sight distance, and lack of turn lanes
- Intersection improvements are needed at US 183 and SH 138
- Improvements to various county roads are needed to address poor pavement condition, blind corners, and poor sight distance



Project yard signs were placed throughout study area.

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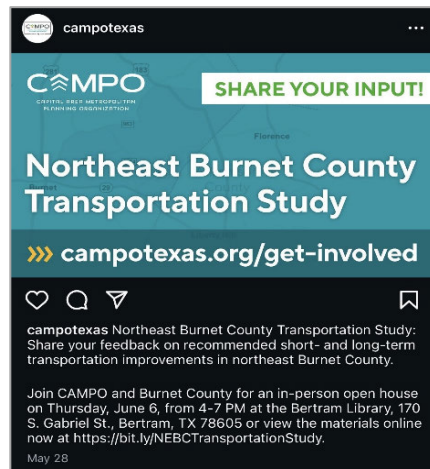
- Improvements to SH 29 are needed to address speeding, enforcement, and the lack of capacity, turn lanes, and shoulders
- Improvements to FM 243 are needed to address the narrow lane width, sharp curves, poor pavement conditions, and the lack of capacity, shoulders, and turn lanes

Community Outreach – Round 2

Social Media

CAMPO shared details about ways to participate via their social media accounts on Facebook and Instagram.

SOCIAL MEDIA POSTS May 28 – June 25, 2024	
Platform	# of Posts
Facebook	3
Instagram	3
TOTAL	6



Six posts were shared across social media platforms to inform the public about input opportunities

Print Advertisement

A print advertisement notifying the public of the online open house ran in *the Burnet Bulletin* on May 29, 2024, and in *The Highlander* on May 31, 2024.

Postal Mail

Printed English and Spanish postcards were sent on Wednesday, May 9, 2024 to adjacent property owners notifying them about in-person and online open house.

Northeast Burnet County Transportation Study

IN-PERSON OPEN HOUSE

Thursday, June 6, 2024
 4 – 7 p.m.
Bertram Library
 170 S Gabriel St.
 Bertram, TX 78605

VIRTUAL OPEN HOUSE

May 28 – July 8, 2024
 To access the online materials please visit
bit.ly/NEBCTransportationStudy

CAMPO and Burnet County are working together to identify transportation needs and develop recommendations for improvements to roadways in northeast Burnet County. The project team is hosting an open house to share recommendations for potential transportation improvements for community review and feedback.

Comments from the public regarding the potential transportation improvements are requested and may be submitted by any of the methods below. All comments must be received or postmarked by **July 8, 2024**. Printed open house materials can be requested by calling **512-651-3964**. A postage paid envelope is included to return the survey by mail.

(512) 651-3964
 kheath@cdandp.com
 campotexas.org/get-involved
 Northeast Burnet County Transportation Study c/o CD&P
 P.O. Box 5459, Austin, Texas 78763

Scan now to visit the project webpage

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NORTHEAST BURNET COUNTY TRANSPORTATION STUDY

The Capital Area Metropolitan Planning Organization (CAMPO) and Burnet County are working together to identify transportation needs and develop recommendations for improvements to roadways in northeast Burnet County. The project team is hosting an open house to share recommendations for potential transportation improvements for community review and feedback. The open house will include both in-person and virtual options to participate.

CAMPO y el Condado de Burnet están trabajando juntos para identificar las necesidades de transporte y desarrollar recomendaciones para mejorar las carreteras en el noreste del Condado de Burnet. El equipo del proyecto está organizando una reunión pública para compartir las recomendaciones de posibles mejoras de transporte para la revisión y los comentarios de la comunidad. La reunión pública incluirá opciones tanto presenciales como virtuales para participar.

IN-PERSON OPEN HOUSE

 **Thursday, June 6, 2024**
5 – 7 p.m.
 **Bertram Library**
170 S Gabriel St., Bertram, TX 78605

REUNIÓN PÚBLICA EN PERSONA

 **Jueves, 6 de junio de 2024**
5 – 7 p.m.
 **Bertram Library**
170 S Gabriel St., Bertram, TX 78605

VIRTUAL OPEN HOUSE

 **May 28, 2024 – July 8, 2024**
 Visit bit.ly/NEBCTransportationStudy
or scan the QR code

REUNIÓN PÚBLICA DE PUERTAS ABIERTAS VIRTUAL

 **Martes 28 de mayo – Lunes 8 de julio de 2024**
 Visita bit.ly/NEBCTransportationStudy
o escanea el código QR



Email Outreach

An email was sent to 98 stakeholders in the area on June 21 and July 1, 2024.

Media Outreach

A media release was distributed to media contacts at local publications on May 28, 2024.

Additional Outreach

The outreach team expanded the study's reach through push card distribution to businesses and organizations, targeted outreach calls to stakeholders and community partners, and yard sign placement across the study area. The yard signs included the deadline for comments and study contact information.

Community Outreach Round 2: What We Heard

Key themes from input received:

- Short-term measures may not address the increased population, traffic, and related issues, such as longer travel times and higher crash rates.
- Several long-term improvements are considered essential, and clarity is needed on their implementation schedule.
- Emphasis on the necessity of a loop around Burnet using existing county roads to redirect growing traffic volumes.
- Improving safety on SH 29, especially between Burnet and Liberty Hill, is critical; left-turn hazards, like those at CR 333, pose a significant risk to residents.

3 Corridor Analysis

The study area includes two multilane roads that serve as rural arterial highways and five two-lane highways that serve as rural collectors.

Rural Arterials

SH 29 is primarily a four-lane, undivided facility with two five-lane sections, one west of Bertram and one through Bertram. It runs east and west connecting the cities of Burnet, Bertram, Liberty Hill, and Georgetown. The 2020 Burnet County Transportation Plan proposes SH 29 to be a six-lane, divided highway as a long-term improvement.

US 183 is primarily a four-lane, undivided facility with a three-lane section through Briggs. It runs north and south connecting the cities of Lampasas, Briggs, Liberty Hill, and Leander. The 2020 Burnet County Transportation Plan proposes US 183 to be a four-lane, divided highway as a long-term improvement.

Rural Collectors

Because the 2020 Burnet County Transportation Plan already identifies the long-term cross sections for SH 29 and US 183, the primary focus for the corridor analysis for this study is the internal network of two-lane rural highways that serve as the primary network for travelers to connect within the study area and to the surrounding TxDOT rural arterial network. Table 1 presents typical existing conditions of the rural collector network within the study area. For RM 963, the “W” designates the segment to the west of RM 2340 leading to Burnet, the “C” designates the center segment from RM 2340 to RM 1174, and the “E” designates the segment east from RM 1174 to US 183.

Table 1 – Rural Collector Existing Conditions

Highway	Posted Speed (mph)	Existing Daily Volume	Lane Width (ft)	Shoulder Width (ft)	Estimated ROW Width (ft)	Centerline & Shoulder Rumble Strips
RM 963 W	65	1,862	12	3	80	Y
RM 963 C	65	954	12	0	80	N
RM 963 E	65	384	12	3	80	N
RM 1174	60	543	11	0	80	N
RM 243	60	2,336	11	3	80	Y
CR 200	60	342	10	0	50	N
FM 2657	55	3,062	11	2	80	Y

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Most of the corridors have generally narrow pavement cross sections, all but CR 200 have an estimated 80 feet of right-of-way (ROW), and the majority do not have rumble strips.

Projected Demand

The CAMPO 2045 travel demand model was used to estimate forecasted demand on the segments in the study corridor. Only one modification was made which was to include the segment of CR 200 from RM 1174 to US 183. In December 2022, TxDOT developed new safety-driven criteria for lane and shoulder widths for rural two-lane highways based on ranges of daily volumes which are in Table 3-8 of the Roadway Design Manual (RDM). The ranges of forecasted demand for the study corridors are shown in Figure 2.

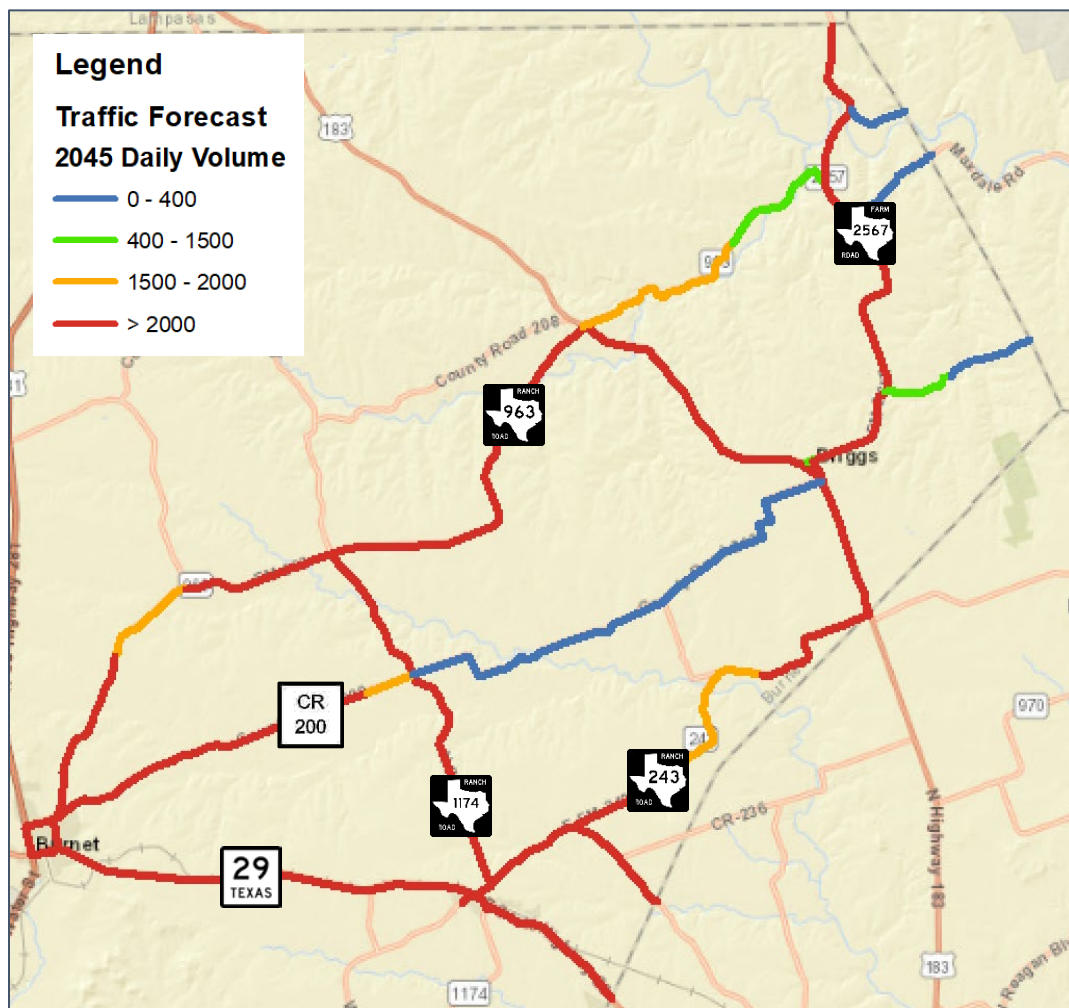


Figure 2 – Projected Demand

Most corridors have above 2,000 vehicles per day (VPD), which the RDM states should be designed with 12-foot lanes with 10-foot shoulders. Given that the segments with 1,500 to 2,000 VPD, shown in orange, are smaller and in between segments with over

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2,000 VPD, it is recommended to maintain the 2,000 VPD typical section through these small segments. One segment with less than 400 VPD is CR 200 from RM 1174 to US 183, which the RDM states should be designed to have 11-foot lanes with 2-foot shoulders. The RDM states any overlay or widening projects should include center and edge rumble strips for all rural, high-speed, two-lane highways. Rumble strips can also be a short-term safety mitigation.

Regional Connection

In October 2009, Williamson County approved an alignment for Corridor I-2 as part of their Long Range Transportation Plan, and the western terminus of their study is the Burnet and Williamson County Line. To accommodate Corridor I-2 traffic traveling into Burnet County, a new location roadway with two lanes in each direction with a two-way center turn lane is proposed to connect from the proposed Corridor I-2 to RM 243. This segment would serve as a way to transition the proposed controlled access typical section of Corridor I-2, to the existing network of two-lane roadways in this portion of Burnet County. The proposed Corridor I-2 alignment and tie-in into Burnet County are shown in Appendix F.

4 Intersection Analyses

This study also included an analysis of four key intersections within the study area: US 281 and RM 963, US 281 and SH 29, SH 29 and RM 243, and SH 29 and RM 1174. Turning movement counts were collected on May 24, 2023, and the detailed reports are provided in Appendix B. The intersection locations and aeries of existing conditions and intersection geometry are presented in Figures 3 and 4.



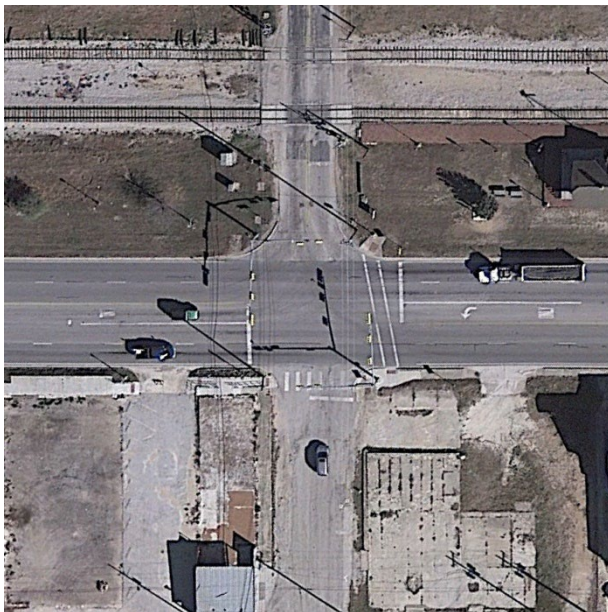
Figure 3 – Study Intersection Locations



US 281 and RM 963



US 281 and SH 29



SH 29 and RM 243



SH 29 and RM 1174

Figure 4 – Existing Intersection Geometries

Intersection capacity analyses are defined in terms of Level of Service (LOS) based on the Highway Capacity Manual (HCM). LOS is a qualitative measure used to describe the traffic conditions and delays that a driver will experience while traveling along a particular roadway within a specified time interval. LOS is graded on a letter scale from "A" to "F." "A" represents little to no delay while "F" relates to long delays. Acceptable levels of service are "A" through "D."

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Table 2 shows the level of service definitions for intersections according to the HCM. For two-way stop control, the LOS is based on the approach with a stop sign that has the highest delay.

Table 2 – Intersection Level-of-Service Definitions

Level-of-Service	Unsignalized Intersection Delay (seconds)	Signalized Intersection Delay (seconds)
A	less than 10	less than 10
B	10 - 15	10 - 20
C	15 - 25	20 - 35
D	25 - 35	35 - 55
E	35 - 50	55 - 80
F	over 50	over 80

For the intersection analysis, both the AM and PM peak periods were analyzed, and the analysis also included both existing and projected 2030 volume conditions. The 2030 forecasted demand was created using a four percent growth rate which was based on two nearby TxDOT count stations. For intersections in which the 2030 volumes created LOS E or F conditions, improvements were identified to bring the intersection traffic control to LOS D or better. The intersection analysis was performed using Synchro 12 software, and the results are presented in Table 3. The full set of Synchro reports can be found in Appendix C.

Table 3 – Intersection Analysis Results LOS(Delay in Seconds)

Intersection	Existing 2023 AM	Projected 2030 AM No Build	Projected 2030 AM Build	Existing 2023 PM	Projected 2030 PM No Build	Projected 2030 PM Build
US 281 and RM 963	C (25)	D (45)	NA	B (20)	C (30)	NA
US 281 and SH 29	D (40)	E (74)	D (50)	D (37)	E (74)	D (49)
SH 29 and RM 243	C (20)	C (33)	NA	B (16)	C (23)	NA
SH 29 and RM 1174	F (60)	F (424)	C (23)	E (37)	F (196)	B (11)

The proposed intersection improvements are:

US 281 and SH 29 – Constructing northbound and southbound right turn bays to reduce delay through the intersection. Constructing curbed median and consolidate driveways if feasible, to manage access near the intersection to improve safety.

SH 29 and RM 1174 – Conducting a traffic signal warrant study to determine if a warrant is met or to estimate the year it will be needed if it does not currently meet warrants.

5 Safety Analysis

A safety analysis was conducted for the study area which included the collection of 2018-2022 crash data from the Crash Records Information System (CRIS) maintained by TxDOT. There were 943 crashes in the five-year range of data, and the full set of data is provided in Appendix D. A comparison of crash rates per 100 million vehicle-miles-traveled (100M VMT) on the study corridors as compared to the statewide average crash rates for a similar facility is presented in Table 4.

Table 4 – Corridor and Statewide Crash Rates

Highway	Corridor Crash Rate (100M VMT)	Statewide Crash Rate (100M VMT)
SH 29	89	100
US 183	86	100
RM 963	64	95
RM 1174	89	95
RM 243	98	95
CR 200	238	Not Available
FM 2657	250	95

Most of the study corridors have crash rates below the statewide average crash rates for similar facilities. The two exceptions are RM 243 which is slightly above and FM 2657 which is significantly above. Although the crash rate for CR 200 appears high, it is primarily a function of the very low vehicle volume currently using the road. Table 5 presents a summary of the percentages of crashes by crash severity.

Table 5 – Distribution of Crash Severity

Crash Severity	Number of Crashes	Distribution Percentage
U - UNKNOWN	29	3%
N - NOT INJURED	621	66%
A - SUSPECTED SERIOUS INJURY	58	6%
B - SUSPECTED MINOR INJURY	121	13%
C - POSSIBLE INJURY	99	10%
K - FATAL INJURY	15	2%

A heat map of the crashes is presented in Figure 5.

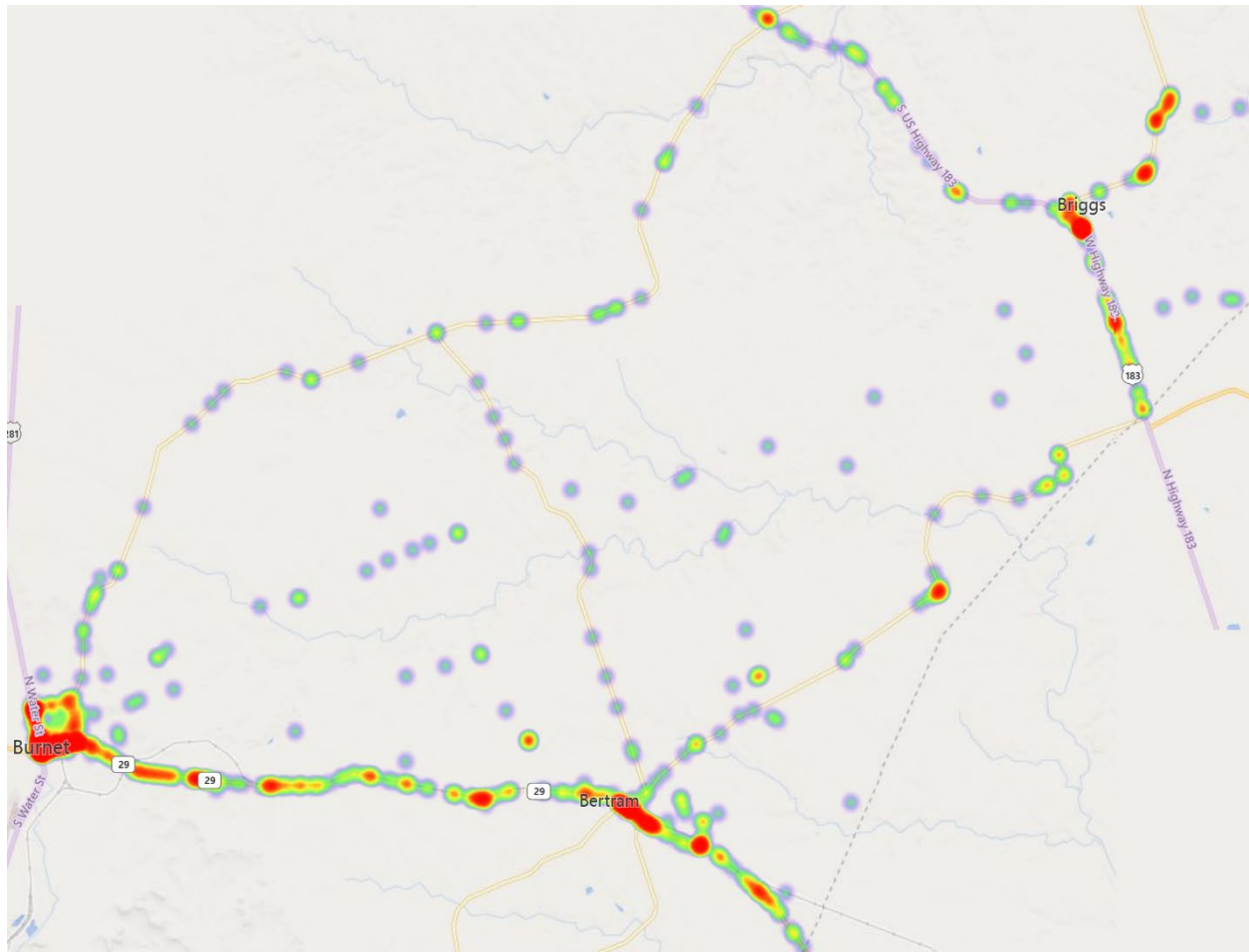


Figure 5 – Heat Map of Crashes 2018-2022

SH 29 has the highest volume of crashes in the study area which will be addressed by the proposed widening project included in the 2020 Burnet County Transportation Plan. Other opportunities for improvement include the hot spot on US 183 near Briggs and the intersection of US 281 and SH 29. Recommendations that address these spots include improvements to the intersections of US 183 and CR 210/218 and SL 308 and improvements to the intersection of US 281 and SH 29 using curbed median and driveway consolidation. The final hot spot areas worth noting are the higher crash areas that are along the short radius, 90-degree curves on RM 243.

6 Environmental Resources

Potential environmental constraints from existing and readily available datasets were reviewed for the study area to identify any resources that are known or that would warrant further study. Cities and towns within the study area include Burnet, Joppa, Briggs, Watson, Bertram, and Mahomet. A map of the identified environmental constraints can be found in Appendix E. The regulatory framework was outlined to identify applicable federal and state regulations for protected resources such as surface waters, species, groundwater, and cultural. Although the current set of identified improvements as part of this initial study are all Categorical Exclusion projects within existing ROW, one goal of the environmental analysis was to provide an early look at constraints so that these resources can be incorporated into potential future studies that evaluate improvements such as realigning or widening existing corridors or the layout of potential greenfield arterial networks.

By assessing resources early in the process, impacts to environmental constraints can be avoided and minimized. Additionally, the environmental constraints map was presented during public involvement for comment. Numerous previously unknown constraints, such as an unmarked cemetery, were added to the constraints map as part of the public involvement process. In Table 6, the environmental review is organized by the regulating entity, with a general description of the applicable regulations and a high-level description of the next steps for any major widening or new alignment corridor projects.

Table 6 – Environmental Resources Within the Study Area

Resource (Regulating Entity)	Applicable Regulations Summary	Potential Next Steps
Jurisdictional Waters of the United States (U.S. Army Corps of Engineers [USACE])	<p>Regulation: Section 404 of the Clean Water Act regulates activities in jurisdictional waters of the U.S.</p> <p>Database Findings:</p> <ul style="list-style-type: none"> Digital files from the United States Geological Survey (USGS) and National Hydrography Dataset (NHD) were reviewed and included several water features and waterbodies. Major streams include Russel Fork, San Gabriel River, Bear Creek, Allen Branch, Oliver Branch, and Williams Branch. The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) online wetland mapper was reviewed, and over 1,900 wetland features were identified. 	As the study progresses, a jurisdictional determination is recommended to determine if the waters of the US occur within improvement areas. Permitting with USACE could be necessary.
Federally Protected Birds (USFWS)	<p>Regulation: The Endangered Species Act (ESA) regulates threatened & endangered bird species and associated habitat.</p> <p>Database Findings:</p> <ul style="list-style-type: none"> Review of the USFWS Information for Planning and Consultation (IPaC) indicated that there is no critical habitat within the study area. However, the Golden-cheeked Warbler (GCWA) is known to nest within the county. 	As the study progresses, an assessment of species habitat is recommended to determine if species, such as the GCWA occur within improvement areas. Permitting with TPWD or USFWS could be necessary.

Resource (Regulating Entity)	Applicable Regulations Summary	Potential Next Steps
Migratory Birds (USFWS)	<p>Regulation: The Migratory Bird Treaty Act (MBTA) states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance with the Act's policies and regulations.</p> <p>Database Findings: Review of current and past aerial photography indicates that the study area is mostly rural.</p>	As the study progresses, an assessment for nests is recommended to ensure compliance with the MBTA. Beneficial Management Practices can be determined at that time.
State Protected Species (Texas Parks & Wildlife Department [TPWD])	<p>Regulations: Laws and regulations pertaining to state-listed threatened and endangered species are contained in Chapter 68 of the Texas Parks and Wildlife Code (PWC) and Sections 65.171 to 65.176 of Title 31 of the Texas Administrative Code (TAC). Laws and regulations pertaining to threatened and endangered plant species are contained in Chapter 88 of the Texas PWC and Sections 69.01 to 69.9 of the TAC.</p> <p>Database Findings:</p> <ul style="list-style-type: none"> • The TPWD Annotated County Lists of Rare Species for Burnet County was reviewed and includes 69 threatened, endangered, or rare species, many of which are also included on the USFWS IPaC list. These include two endangered species, seven threatened species, and 60 rare species. • Review of aerial photography confirmed the study area is mostly rural, likely to contain state-listed threatened and endangered species. 	As the study progresses, an assessment of species is recommended to ensure compliance with TPWD. BMPs can be determined at that time.

Resource (Regulating Entity)	Applicable Regulations Summary	Potential Next Steps
Hazardous Materials (Environmental Protection Agency [EPA] and Texas Commission on Environmental Quality [TCEQ])	Regulation: TCEQ regulates hazardous materials and maintains a database of records of known hazardous material sites. Database Findings: A preliminary search of the TCEQ database of registered sites indicated that there are numerous sites recorded within the study area including records from the Leaking Petroleum Storage Tank, Industrial Hazardous Waste, and Superfund databases.	As the study progresses, an assessment of hazardous materials is recommended.
Waters of the State (TPWD)	Regulation: Chapter 86 of the Texas Parks and Wildlife Code, Title 31 Chapter 69 of the TAC, and Chapters 51 and 61 of the Texas Natural Resources Code regulate activities that disturb the bed and substrate of any waterbodies determined to be public waters of the State of Texas. Database Findings: The proposed project area is interested by the waters of the State.	Assessment of waters is recommended for any future improvement areas. Permitting with TPWD could be necessary.
Construction Stormwater Pollution (TCEQ)	Regulation: Under the Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit, construction activities are regulated to protect water quality. Database Findings: Portions of the study area are within the boundaries of a regulated Municipal Separate Storm Sewer System (MS4). Other areas are outside of the MS4.	Preparation of a Storm Water Pollution Prevention Plan (SW3P) could be required for proposed improvements.

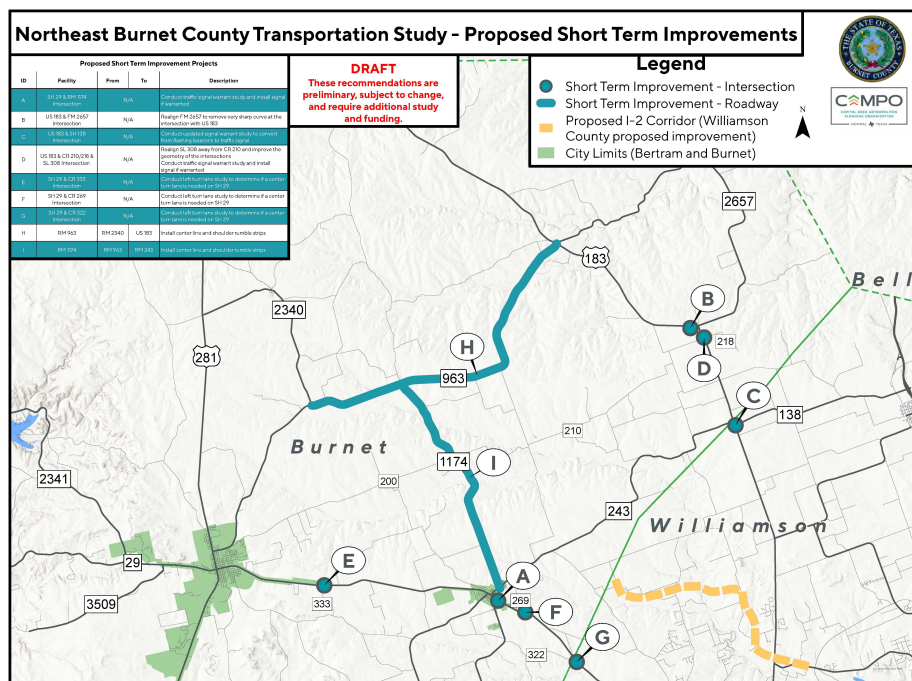
Resource (Regulating Entity)	Applicable Regulations Summary	Potential Next Steps
Edwards Aquifer Protection Program (TCEQ)	<p>Regulation: TCEQ administers the Edwards Aquifer Protection Program (EAPP), which serves to regulate activities that have the potential to pollute the Edwards Aquifer.</p> <p>Database Findings: TCEQ Edwards Aquifer digital files were reviewed. The study area is adjacent to the Edwards Aquifer Contributing Zone.</p>	<p>As improvements are identified, a geologic assessment and a Water Pollution Abatement Plan (WPAP) could be required.</p> <p>Coordination with TCEQ could be necessary.</p>
Cultural Resources/ Antiquities Code of Texas and Section 106 of the National Register of Historic Properties. (Texas Historical Commission [THC])	<p>Regulation: Political subdivisions of the State must comply with the Antiquities Code of Texas and the Rules of Practice and Procedure for the Antiquities Code of Texas. Impacts to waters of the US trigger compliance with Section 106 of the National Register of Historic Properties.</p> <p>Database Findings: Review of the Texas Archeological Sites Atlas identified numerous cemeteries, historic markers, and known archeological sites.</p>	<p>As improvements are identified, further assessment of known cultural resources would be necessary. Studies, permits, surveys, and coordination with the THC could be required.</p>

Resource (Regulating Entity)	Applicable Regulations Summary	Potential Next Steps
Protected Lands (TPWD)	<p>Regulation: Chapter 26 of the Texas Parks and Wildlife Code regulates the taking of public parks and recreational lands. Any governing body, before approving the use or taking of a public park or recreational land, must determine that there is no feasible and prudent alternative, and all reasonable measures have been taken to minimize harm.</p> <p>Database Findings: Burnet County databases were reviewed to identify any Chapter 26 protected lands that occur within the study area. Several public parks were identified.</p>	As improvements are identified, impacts to Chapter 26 properties will need to be assessed further. Coordination with TPWD could be necessary.

7 Recommendations

Based on the corridor, intersection, and safety analyses, the following tables and figures outline the list of proposed short and long-term improvements. These maps are also provided in Appendix F.

Figure 6 - Proposed Short-Term Improvement Projects (0 - 5 Years)



Proposed Short Term Improvement Projects				
ID	Facility	From	To	Description
A	SH 29 & RM 1174 Intersection	N/A		Conduct traffic signal warrant study and install signal if warranted
B	US 183 & FM 2657 Intersection	N/A		Realign FM 2657 to remove very sharp curve at the intersection with US 183
C	US 183 & SH 138 Intersection	N/A		Conduct updated signal warrant study to convert from flashing beacons to traffic signal
D	US 183 & CR 210/218 & SL 308 Intersection	N/A		Realign SL 308 away from CR 210 and improve the geometry of the intersections Conduct traffic signal warrant study and install signal if warranted
E	SH 29 & CR 333 Intersection	N/A		Conduct left turn lane study to determine if a center turn lane is needed on SH 29
F	SH 29 & CR 269 Intersection	N/A		Conduct left turn lane study to determine if a center turn lane is needed on SH 29
G	SH 29 & CR 322 Intersection	N/A		Conduct left turn lane study to determine if a center turn lane is needed on SH 29
H	RM 963	RM 2340	US 183	Install center line and shoulder rumble strips
I	RM 1174	RM 963	RM 243	Install center line and shoulder rumble strips

Northeast Burnet County Transportation Study - Proposed Long Term Improvements

DRAFT

These recommendations are preliminary, subject to change, and require additional study and funding.

ID	Facility	From	To	Description
1	SR 97	Williamson County Line	US 80	Widen to 12 lanes divided plus 2000 Burnet County Transportation Plan
2	US 183	Lampasas County Line	US 80	Widen to 12 lanes, divided (From 2020 Burnet County Transportation Plan)
3	RH 963	SR 97	SR 100	Widen to 12 lanes and 10 ft shoulders with realignment for daily access
4	RH 104	RH 963	RH 243	Widen to 12 ft lanes and 10 ft shoulders
5	RH 124	SR 100	US 80	Widen to 12 lanes and 10 ft shoulders with realignment for daily access
6	CR 200	RH 963	RH 104	Widen to 12 lanes and 10 ft shoulders
7	CR 200 / CR 20	RH 104	US 80	Widen to 12 lanes and 10 ft shoulders
8	RH 267	US 80	Lampasas County Line	Widen to 12 lanes and 10 ft shoulders with realignment for chag curves
9	US 281 & SR 97 Intersection	N/A	N/A	Intersection improvements including roundabout, turn lanes, and comfortable driveway connections
10	Consider 12 Extension	Williamson County Line	RH 243	Construct new location roadway with 2 lanes in each direction and a continuous left turn lane

Legend

- Long Term Improvement - Intersection
- Long Term Improvement - Roadway
- Proposed I-2 Corridor (Williamson County proposed improvement)
- City Limits (Bertram and Burnet)

Table 8 - Proposed Long-Term Improvement Projects (5+ Years)

Proposed Long Term Improvement Projects				
ID	Facility	From	To	Description
1	SH 29	US 281	Williamson County Line	Widen to 6 lanes, divided (From 2020 Burnet County Transportation Plan)
2	US 183	Williamson County Line	Lampasas County Line	Widen to 4 lanes, divided (From 2020 Burnet County Transportation Plan)
3	RM 963	CR 200	FM 2657	Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves
4	RM 1174	RM 963	RM 243	Widen to 12 ft lanes and 10 ft shoulders
5	RM 243	SH 29	US 183	Widen to 4 lanes with a continuous left turn lane and realignment for sharp curves
6	CR 200	RM 963	RM 1174	Widen to 12 ft lanes and 10 ft shoulders
7	CR 200 / CR 210	RM 1174	US 183	Widen to 11 ft lanes and 2 ft shoulders
8	FM 2657	US 183	Lampasas County Line	Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves
9	US 281 & SH 29 Intersection	N/A		Construct northbound and southbound right turn bays, curbed median, and consolidate driveways, where feasible
10	Corridor I2 Extension	Williamson County Line	RM 243	Construct new location roadway with 2 lanes in each direction and a continuous left turn lane

Appendix A

Public Comments



Appendix

Emailed Responses to Survey (3 comments received)

Participants were invited to email their responses to the project team

From: [Craig Daniel](#)
To: [Cheyenne Miles](#)
Subject: Re: Friendly Reminder: Northeast Burnet County Transportation Study Comment Period Ends July 8
Date: Monday, June 24, 2024 8:25:38 AM

I have lived in Briggs for 65yrs. These plans are not even a bandaid for the problems in this area. Also the time-line is a joke. We need action yesterday. If our local elected officials cared about us at all. We would have had something done on our side of the county. Instead our officials got an unnecessary Bridge on the other side of the county. Hope their rich friends enjoy it while we are being killed on this side of the county. I have some ideas that might help right now.

From: [Craig Daniel](#)
To: [Cheyenne Miles](#)
Subject: Re: Northeast Burnet County Transportation Study Open House 2
Date: Thursday, June 13, 2024 5:00:40 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image003.png](#)

I have lived in Briggs for 65 yrs. We have no support from our elected officials. Things should have been done here years ago. The bridge on the other side of the county is no help to us. Could you please give me the amount of wrecks and deaths in the Briggs area for the last 30years? Then give me the amount of wrecks and deaths in the new Wirtz bridge location. TxDot does nothing here either. Put in a useless left turn lane in Briggs. It is mostly used for passing. How can we get something done now as compared to this band aid you are wanting to do way in the future? Our lives are just as important as the rich people that are getting a bridge.

From: [GLYNN WILLIAMS](#)
To: [Kendall Heath](#)
Subject: FW: Northeast Burnet County Transportation Study Comment
Date: Friday, July 5, 2024 5:42:36 AM

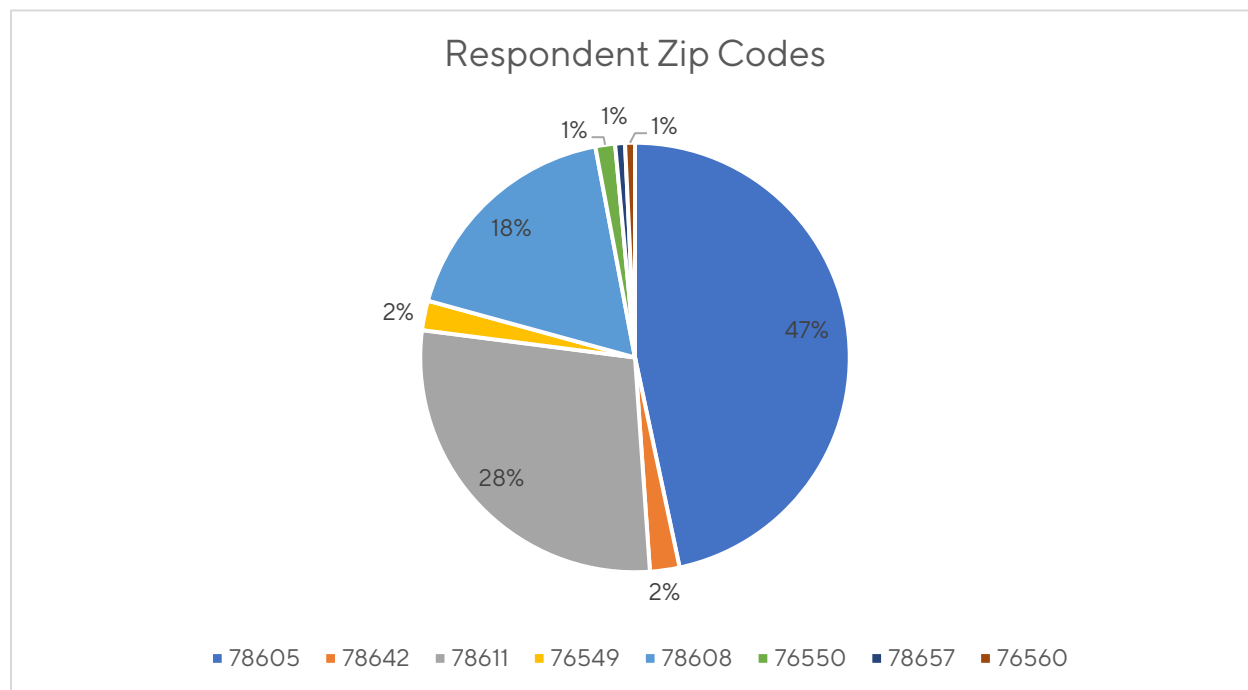
I totally agree with my uncle below. The speed limit for these heavily loaded trucks needs to be reduced and enforced forcefully. By not enforcing speed, and load, limits the speed limits is whatever these truckers want it to be.

We travel FM243 a lot but all Farm to Market roads are in need of repairs and safety issues addressed. It shouldn't take someone's death to get the local government agencies to act to make improvements.

E. Glynn Williams
5620 FM 243

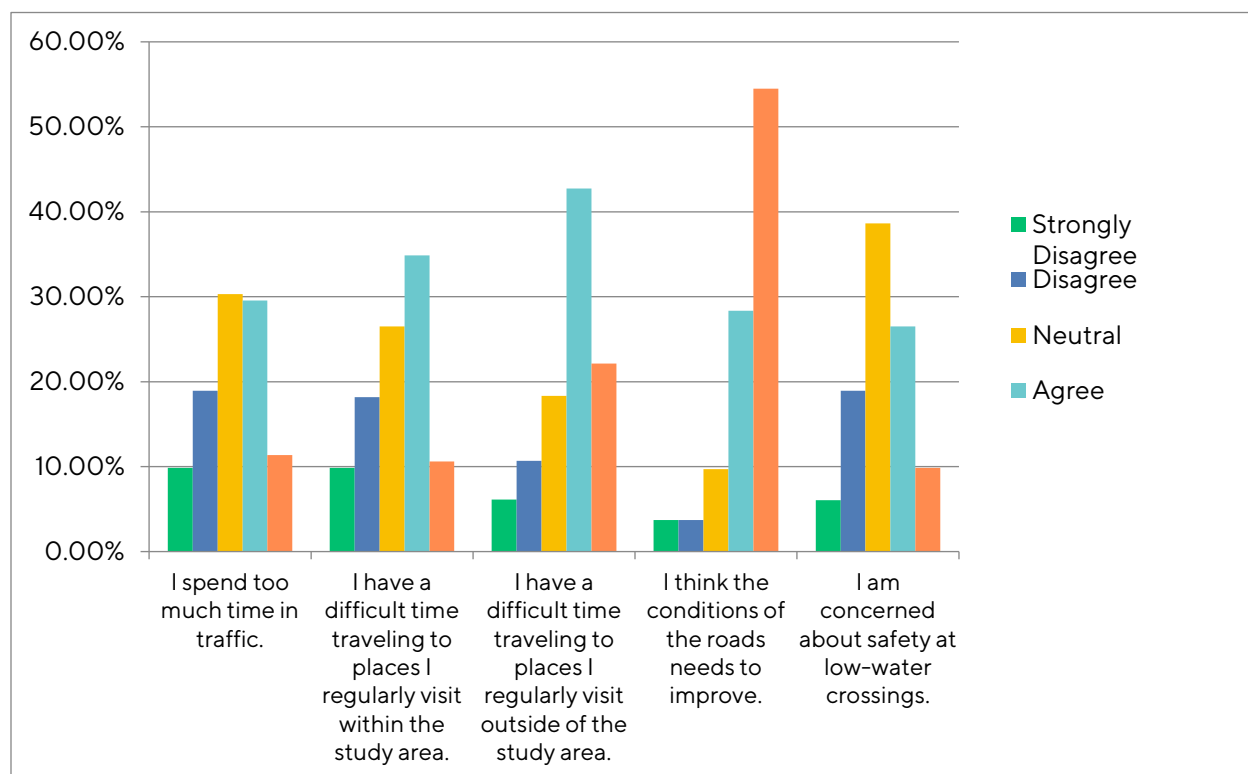
Question 1: What zip code do you live in?

(135 responses)



Question 2: Based on your travel in the last year, please share information about your experiences traveling within the study area:

(134 responses)



Question 3: Please list any specific roadways or intersections within the study area with safety concerns. Please elaborate on your concerns. (For example: Blind corners, poor pavement condition, lack of shoulders, narrow shoulders)

(106 responses)

Key themes from written comments:

- Add turn lanes, shoulders, and signals from Burnet to Liberty Hill to address high traffic, truck volume, and frequent accidents.
- Widen lanes, add shoulders, and improve visibility on this busy commuter route with sharp curves and outdated bridges.
- Key areas like US 183 & SH 138 and Briggs Loop need redesign to address traffic, poor visibility, and reckless driving.
- Lack of enforcement on FM 243 and similar roads cause daily safety concerns.
- Rapid development demands traffic counts, infrastructure upgrades, and growth limits to manage strained resources.

Question 4: Please list any specific roadways or intersections within the study area that need to be improved. Please elaborate on your concerns. (For example: Add through or turn lanes, improve pavement condition, add shoulders, widen shoulders)

(88 responses)

Key themes from written comments:

- SH 29 needs a turn lane
- Consider a turn lane on FM 243
- Blind curve on FM 2657

Question 5: Additional Comments

(39 responses)

Key themes from written comments:

- FM 2657 has a high number of accidents
- SH 29 is dangerous, needs speed management and a turn lane
- All county roads in the area are suffering
- Concerns about environmental impacts
- Speed management needs to be addressed
- Too much traffic in the area for roads to handle

Optional Demographics Questions

Optional demographic questions were also included in the survey to help the outreach team gauge the distribution of participants across various demographics.

Age

(125 responses)

- 17 or younger – 0%
- 18 to 34 – 4.8%
- 35 to 44 – 19.2%
- 45 to 65 – 59.2%
- 66+ – 16%
- Prefer not to say – 1.6%

Primary Language Spoken in the Home

(126 responses)

- English – 98.41%
- Spanish – 1.59%
- Prefer not to say – 1.59%
- Other – 0%

Race/Ethnicity

(119 responses)

- American Indian or Alaska Native – 2.52%
- Asian – 0.84%
- Black or African American – 0.84%
- Hispanic, Latino, or Spanish Origin – 4.2%
- Middle Eastern or North African – 0.84%
- Native Hawaiian or Other Pacific Islander – 0.84%
- White – 97.48%
- Some other race or ethnicity – 1.68%

Interactive Map Exercise

(5 comments received)

Participants were invited to indicate on the map any locations of interest or concern.

Key themes from mapped comments:

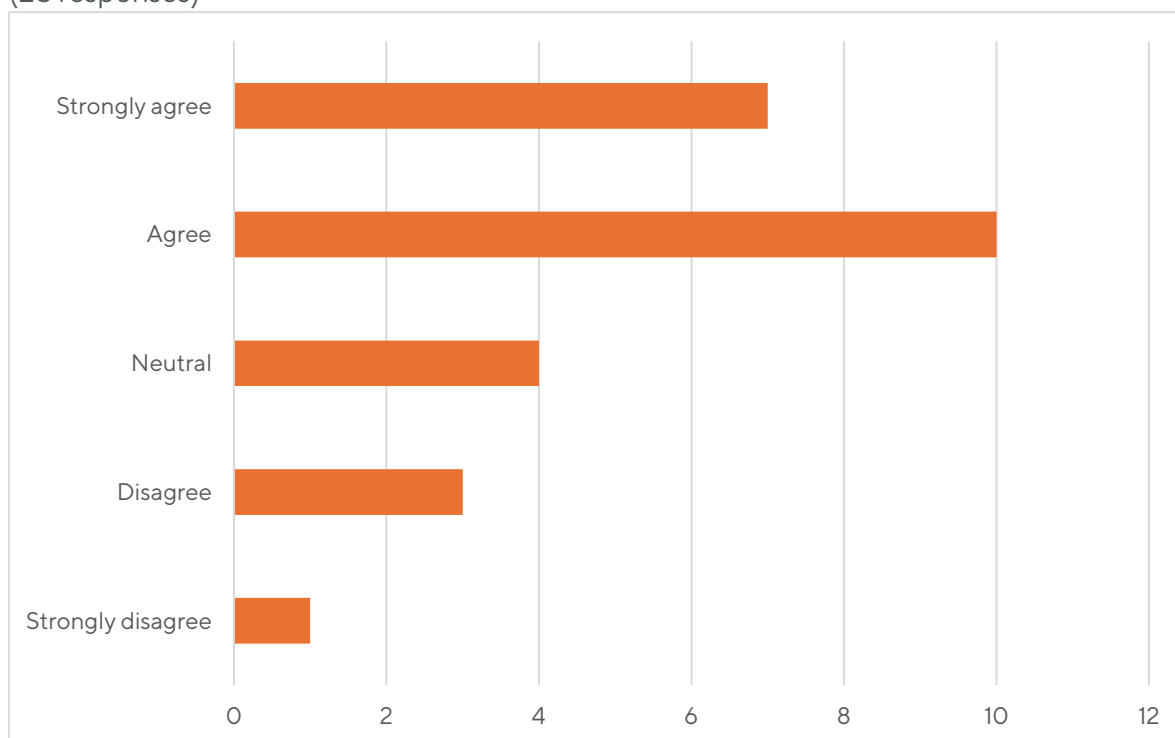
- SH 29 needs a turn lane
- Dangerous low water crossing, and signage is hard to see
- This study feels premature

Comment #	Comment
1	Please install turn lane a from Burnet to Bertram on highway 29 east this road is so dangerous and very difficult to turn off of. I have witnessed so many accidents and fatalities due to rear end collisions. The traffic needs to be slowed down with traffic lights and the major county roads.
2	Recommend returning the US 183 and loop 308 back to a 4 lane with turn lane and adding a traffic light. There have been many major accidents at that location, with area growth coming this intersection will become more dangerous. As a first responder working accidents here is unsafe for fire and EMS as there is limited lanes and room to work along with there being no street lights to help us be seen.
3	Recommend this be a four lane with a turning lane from Williamson County line to FM 963. Recommend NO toll lanes
4	This study is irresponsible and premature. Until a complete analysis of existing groundwater and the introduction of legislation allowing County Commissioners courts to effectively regulate development any exercises of this nature are a waste of time and taxpayer monies.
5	This study is premature and irresponsible. Until their is existing legislation that would allow County Commissioners courts to manage development, this is a waste of time and taxpayer monies. Burnet Co. currently is in stage 4 sever drought; i.e. there's no WATER for additional development/population. Don't put the cart before the horse.
6	I cannot understand the need for this study at this time. Burnet County is currently in a stage 4 extreme drought and therefore there is no water for additional population. Until there is legislation passed to control growth in relation to water availability, this is a waste of money and time.
7	The intersection of Highways 29 and 281 is already overburdened, especially during morning rush hours. It will need additional lanes for right turns at the southeast, northeast and southwest corners at minimum. I hope the population does not nearly double as you project.
8	This stretch of Hwy 29 reminds me of TX71 at Bee Cave 15 years ago. Like that highway there will be a dramatic increase in fatalities with the area growth. This main corridor needs priority.
9	New homes on CR 212 have increased dramatically and this road is degrading rapidly. The heavy trucks used in construction are breaking down the road surface so improvements are needed.
10	I own a business on Hwy 281 in Burnet and my clients can't even turn into my business half the time. A bypass or overpass is necessary.
11	I live in Burnet County, just inside the Burnet county line on CR 322. This road is a shortcut to many large subdivisions west of Hwy 29. Hwy 29 is very dangerous and many has been killed or injured in accidents at this turnoff. I live about one mile west of Hwy 29 and this is our only outlet and only a stop sign at Hwy 29 . About 400 to 500 feet from the stop sign is Williamson County then turns into Burnet County. The area across the Hwy 29 is the same way. No turn lanes no caution lights or red lights and Rio Ancho subdivision is right at this spot and the Revenue from property tax Burnet County receives is a very large amount, give us some relief and get us turn lanes, caution lights or red lights at HWY 29 and CR 322 Burnet County.
12	Poor road surface

13	Unsafe Bridge due to width
14	Unsafe curve
15	Low Water Crossing (location estimated) can be very dangerous - my daughter lost the underside of her car here and we have seen similar damage to other vehicles in this spot. It happens fast and in dark hard to see and to turn around safely.
16	Low Water crossing here is dangerous - happens fast and especially at night you're upon it before you know, even with sign. Difficult to turn around. More than one car has lost pieces of underneath, including our daughter.

Question 1: To what extent do you agree the draft recommendations meet the goals and objectives of the Study?

(25 responses)



Additional Comments:

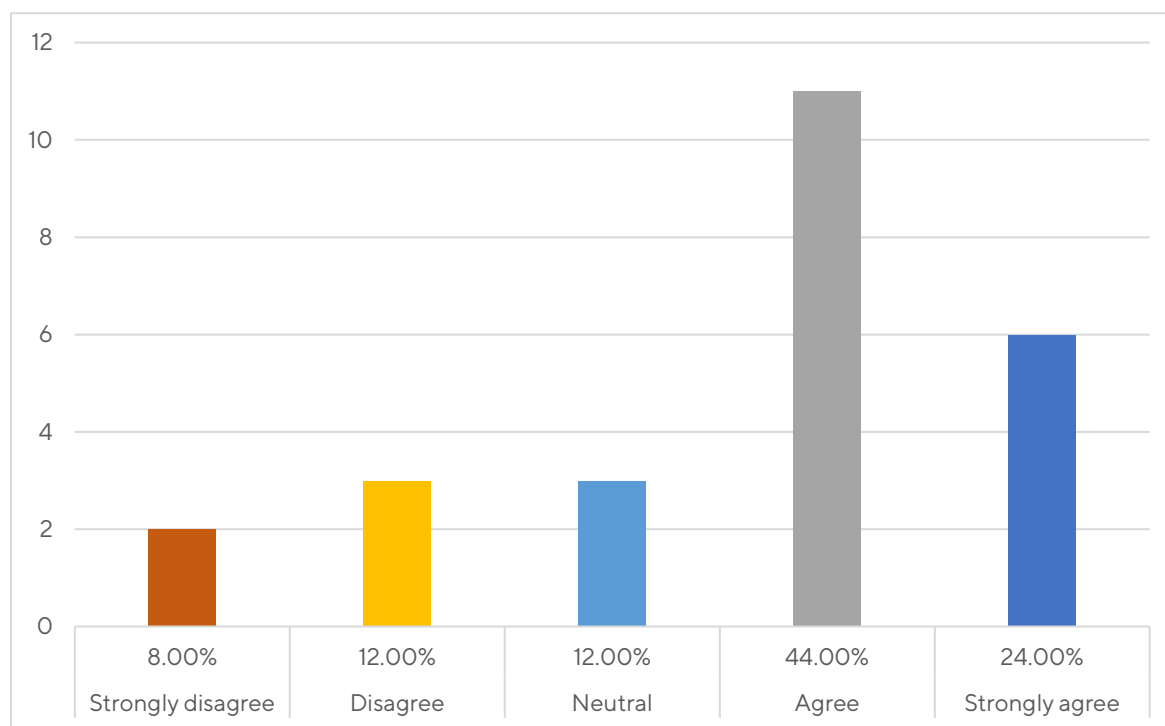
(9 responses)

Key themes:

- SH 29 should be a top priority.
- The intersection of CR 333 and SH 29 is dangerous.
- The railroad intersection in Burnet going towards Liberty Hills needs work.

Question 2: To what extent do you agree that the draft recommendations address needed improvements and safety concerns in Northeast Burnet County?

(25 responses)



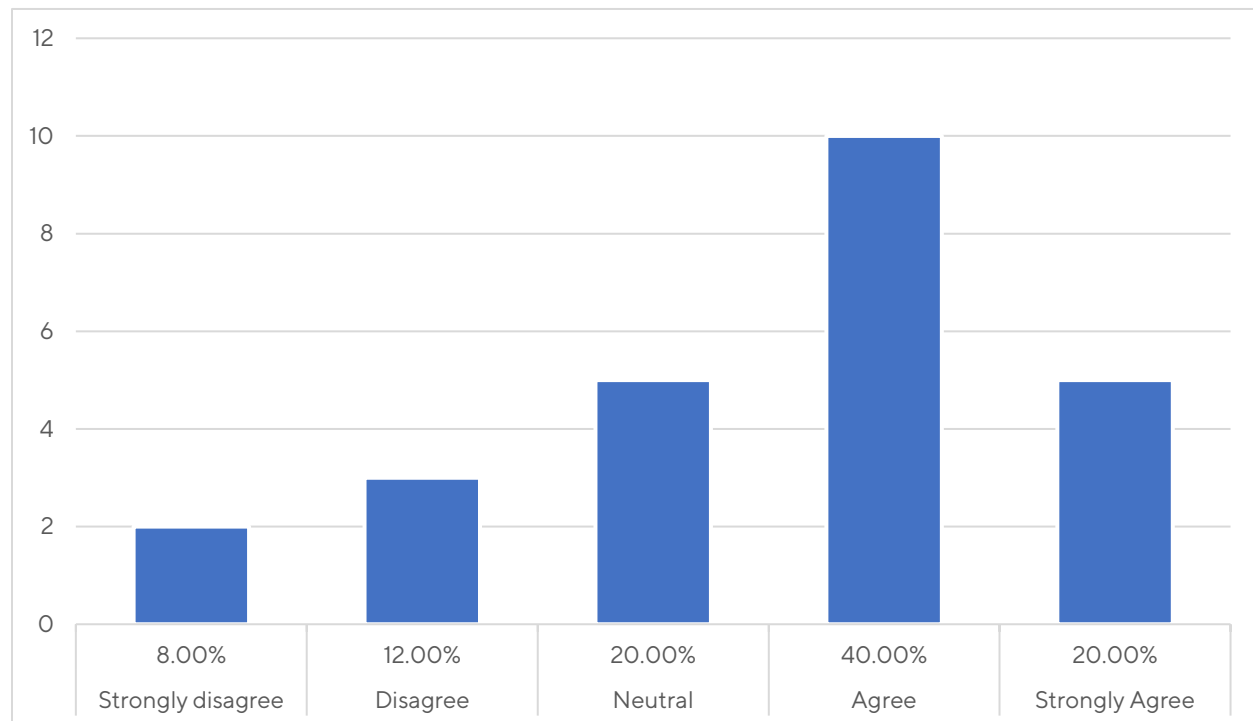
Additional Comments:

(11 responses)

- FM 2657 has the third highest AADT of the entire study area (3rd to US 183 & SH 29).
- The intersection of US 183 and SH 138 needs to be addressed.
- Add a red light at intersection US 183.
- The curvy roads are dangerous.
- Need to have right turn lanes to access new building developments.
- Add a center turn lane on FM 2657
- Intersection CR 200 and FM 963 needs to be addressed.

Question 3: To what extent do you agree the draft recommendations meet your transportation and mobility needs?

(25 responses)



Additional Comments

(10 responses)

- Wider lanes and more lanes on SH 29 to US 281.
- FM 1174 needs to be addressed as it is becoming a residential road.
- Worried privacy and noise will be taken away with proposed 12-foot lanes and 10-foot shoulders.
- Address FM 2657 by including an intersection with US 183.
- CR 260 roads are too narrow to pass.
- Include a turn lane on SH 29.

Question 4: Do you have any thoughts in how the draft recommendations should change?

(12 responses)

- Need for improvements to SH 29.
- Railroad transportation needs to be added to surrounding cities.
- Add proposed traffic lights to CR 333 and SH 29.
- Does not want proposed FM 1174 to be made as this is a residential area and does not want new development in the area.

- Improvements to US 183/ FM 2657 and safety concerns need to be moved to short-term recommendations instead of long-term.
- Traffic moves fast on CR 112 and FM 963, and needs a traffic light to reduce crashes.

Question 9: Please share any additional comments on the Northeast Burnet County Transportation Study

(14 responses)

- Wanted paved trail parallel to the Giddings-to-Llano railroad.
- The community wants to be informed and included in transportation study.
- Turn lanes need to be added to county roads and SH 29.
- Speed limits need to be improved and enforced.

Question 11: Please tell us your age group

(25 responses)

Age

(125 responses)

- 17 or younger – 0%
- 18 to 34 – 0%
- 35 to 44 – 28%
- 45 to 65 – 44%
- 66+ – 24%
- Prefer not to say – 4%

Question 12: What languages are spoken in your home?

(25 responses)

- English – 100%
- Spanish – 0%
- Prefer not to say – 0%
- Other – 0%

Question 13: What category best describes you?

(24 responses)

- American Indian or Alaska Native – 0%
- Asian – 0%
- Black or African American – 0%
- Hispanic, Latino, or Spanish Origin – 0%
- Middle Eastern or North African – 0%
- Native Hawaiian or Other Pacific Islander – 4%
- White – 88%
- Some other race or ethnicity – 8%

Postcard



NORTHEAST BURNET COUNTY TRANSPORTATION STUDY

The Capital Area Metropolitan Planning Organization (CAMPO) and Burnet County are working together to identify transportation needs and develop recommendations for improvements to roadways in northeast Burnet County. The project team is hosting an open house to share recommendations for potential transportation improvements for community review and feedback. The open house will include both in-person and virtual options to participate.

CAMPO y el Condado de Burnet están trabajando juntos para identificar las necesidades de transporte y desarrollar recomendaciones para mejorar las carreteras en el noreste del Condado de Burnet. El equipo del proyecto está organizando una reunión pública para compartir las recomendaciones de posibles mejoras de transporte para la revisión y los comentarios de la comunidad. La reunión pública incluirá opciones tanto presenciales como virtuales para participar.

IN-PERSON OPEN HOUSE

 **Thursday, June 6, 2024**
5 – 7 p.m.
 **Bertram Library**
170 S Gabriel St., Bertram, TX 78605

REUNIÓN PÚBLICA EN PERSONA

 **Jueves, 6 de junio de 2024**
5 – 7 p.m.
 **Bertram Library**
170 S Gabriel St., Bertram, TX 78605

VIRTUAL OPEN HOUSE

 **May 28, 2024 – July 8, 2024**
 Visit bit.ly/NEBCTransportationStudy
or scan the QR code

REUNIÓN PÚBLICA DE PUERTAS ABIERTAS VIRTUAL

 **Martes 28 de mayo – Lunes 8 de julio de 2024**
 Visita bit.ly/NEBCTransportationStudy
o escanea el código QR



Share your input!

NORTHEAST BURNET COUNTY TRANSPORTATION STUDY

Questions or comments? Please contact:

**Northeast Burnet County Transportation
Study Project Team**

 (512) 651-3964
 kheath@cdandp.com

Printed open house materials can be requested by calling **512-651-3964**. A postage paid envelope is included to return the survey by mail.

*Se pueden solicitar materiales impresos para reuniones públicas llamando al **512-651-3964**. Se incluye un sobre con franqueo pagado para devolver la encuesta por correo.*

Northeast Burnet County
Transportation Study, c/o
CD&P P.O. Box 5459
Austin, TX 78763

Media Release



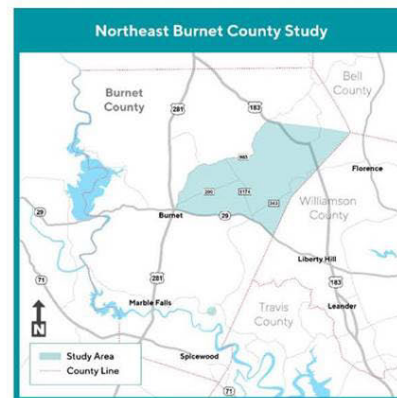
FOR IMMEDIATE RELEASE

Doise Miers, Community Outreach Manager
(737) 226-4840 | Doise.Miers@campotexas.org

CAMPO, BURNET COUNTY COLLECTING FEEDBACK ON POTENTIAL TRANSPORTATION IMPROVEMENTS FOR NORTHEAST BURNET COUNTY TRANSPORTATION STUDY

BURNET COUNTY, TEXAS, May 2024 – The Capital Area Metropolitan Planning Organization (CAMPO), in partnership with Burnet County, is hosting an open house for the Northeast Burnet County Transportation Study. This is the second open house for the Study and an opportunity for the public to review and provide input on draft recommendations for future transportation improvements in Northeast Burnet County. The open house will include options to participate in-person, online, and by mail.

Goals of the study include identifying needed safety improvements, enhancing mobility in the study area, and developing community-supported recommendations for future improvements. Final recommendations could be used to inform future roadway projects.



The online open house and online commenting opportunities will be available through July 8, 2024, at <https://bit.ly/NEBCTransportationStudy>. Participants can share their feedback through a survey and interactive map.

In-Person Open House

When: 4 – 7 p.m. Thursday, June 6, 2024

Where: The Bertram Library, 170 S. Gabriel St., Bertram, TX 78605

Format: Open house style meeting; Attendees may come and go at their convenience.

Virtual Open House

When: Tuesday, May 28 – Monday, July 8, 2024

Where: campotexas.org/get-involved

Format: All materials from the in-person open house will be available online during the time frame above.

Printed open-house materials can be requested by calling 512-651-3964. A postage-paid envelope will be included for participants to return the survey by mail. For questions and information about the study or open house, please contact the project team by phone at 737-226-4840 or email Doise.Miers@campotexas.org.

As the regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, CAMPO is committed to improving mobility—and ultimately, quality of life—within the six-county region and ensuring the benefits of the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.

Email Outreach

Subject: Friendly Reminder: Northeast Burnet County Transportation Study Comment Period Ends July 8
Date: Friday, June 21, 2024, 9:19:00 AM

Online Open House

May 28 – July 8, 2024

To access the online materials please visit
<https://bit.ly/NEBCTransportationStudy>

CAMPO and Burnet County are working together to identify transportation needs and develop recommendations for improvements to roadways in northeast Burnet County. The project team is asking the community to share feedback on the draft recommendations for potential transportation improvements.

Review open house materials and share your input through Monday, July 8, 2024.

Share your input

View the Open House
Displays

Printed open-house materials can be requested by calling 512-651-3964. A postage-paid envelope will be included for participants to return the survey by mail. For questions and information about the study or open house, please contact the project team by phone at 512-651-3964 or email kheath@cdandp.com.

Cheyenne Miles
Northeast Burnet County Transportation Study
Community Engagement Representative

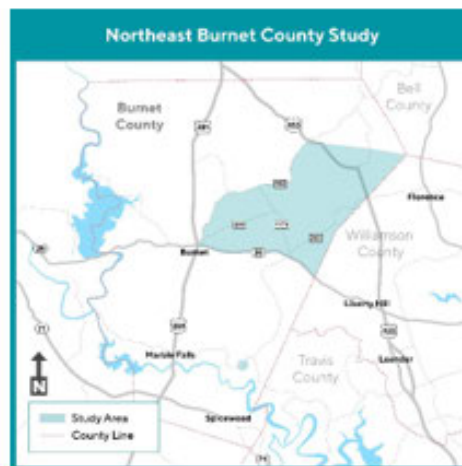
Email Outreach

Subject: Reminder – Northeast Burnet County Transportation Study Comment Period Ends July 8
Date: Monday, July 1, 2024 3:31:00 PM

Northeast Burnet County Transportation Study ONLINE OPEN HOUSE May 28 – July 8, 2024

<https://bit.ly/NEBCTransportationStudy>

There's still time to provide input on potential transportation improvements to local roadways in northeast Burnet County! Visit campotexas.org/get-involved by Monday, July 8 to review open house displays, provide input through a quick survey, and leave comments on an interactive map



Share your input

View the Open House
Displays

Printed open house materials can be requested by calling 512-651-3964. A postage paid envelope will be included for participants to return the survey by mail. For questions and information about the study or open house, please contact the project team by phone at 512-651-3964 or email kheath@cdandp.com.

Cheyenne Miles
Northeast Burnet County Transportation Study
Community Engagement Representative

Tear Sheets

Promotional ads for the open house were published in the Highlander and Burnet Bulletin.

Burnet Bulletin

Page 1B

Burnet Bulletin

Wednesday, May 29, 2024

Sports



Burnet top Dawgs in 24-4A awards

Wayne Craig
From the Dawg House

Burnet to host SQT

On Thursday the final school bells sounded sending kids of all ages out school, home doors, and into summer. There are numerous summer activities planned and it will be easy to keep the "I'm bored" comments at bay if you check out some of the fun camps being hosted by BJHS.

You can find a complete list on the Burnet CISD website along with registration information. Sports camps begin yesterday for volleyball and baseball. Next week will feature boys' basketball and softball.

If football is what you crave you won't have far to travel to get a sneak peek of the Bulldogs. Burnet is the site for an upcoming 7 on 7 state qualifying tournament which is slated for Saturday, June 1 at Bulldog Stadium.

In addition to the Bulldogs, teams from Marble Falls, Troy, Davenport, Llano, Taylor, Lago Vista, and Academy will be competing for just one spot at the 7 on 7 state tournament. Eight team tournaments are allowed to qualify just the overall champion for state.

The tournament will begin at 9:00 a.m. with pool play.

Pool A will feature Llano, Taylor, Lago Vista, and Academy. Pool B will feature Burnet, Marble Falls, Troy, and Davenport.

You can see the Bulldogs on the field at 9:00 a.m. versus Davenport, at 10:30 versus Troy, and again at 12:00 p.m. against Marble Falls.

The championship game which will feature

Dawg House see Page 2B



Desh Denton,
24-4A Pitcher of the Year



Colt Stanford,
Second Team



Alex Cantrell,
Honorable Mention



Gilbert Valdez,
Second Team



Khris Kasper,
Honorable Mention



Noah Crawford,
First Team



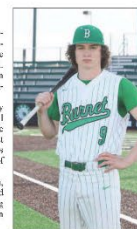
Trenton Park,
First Team



Troy Morrow,
24-4A Offensive MVP



Kade Shaw,
First Team



Will Johnson,
First Team



Cason O'Hair,
Honorable Mention

Photos by Wayne Craig/Clear Memories

By Wayne Craig
Bulletin Sports
The Baseball 24-4A All-District awards were recently released and Burnet claimed more spots than any team in the district. The Dawgs, who finished first in 24-4A, garnered 12 selections including three superlatives.

Burnet junior slugger, Troy Morrow, was awarded the overall district offensive MVP award. He was joined on the superlative list by senior Desh Denton who was selected as the 24-4A Pitcher of the Year.

The Bulldogs' head coach, Russell Houston, was named Coach of the Year after leading his Dawgs to a first place finish in 24-4A.

Burnet's athletes earned four first team selections. Those players include Noah Crawford, short stop, junior; Kade Shaw, pitcher, senior; Will Johnson, first base, senior; and Trenton Park, center field, senior.

The Bulldog baseball team went 30-6 for the 2024 season and won a District Championship, Bi-District Championship, and Area Championship, before

went to Cason O'Hair, Khris Kasper, and Alex Cantrell.

The Bulldog baseball team went 30-6 for the 2024 season and won a District Championship, Bi-District Championship, and Area Championship, before

falling short to highly ranked Chino Spring in the Regional Quarterfinals. The Bulldogs went 13-2 in 24-4A play. Their 2024 season is the second best season produced by a Bulldog baseball team and no baseball team had

played in a Regional Quarterfinal game since 2010.

The Dawgs are graduating six seniors from this year's team including Kade Shaw, Trent Park, Desh Denton, Colby Zinn, Gilbert Valdez, and Will Johnson.

Join Us For Our
Grand Opening!
Friday, May 31st
3PM-5PM
Ribbon cutting at 3:30

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Infrared Sauna • Cold Plunge
Leg Compression • Red Light Therapy
Halo Salt Therapy • BrainTap

830-220-5220
217 Avenue N, Marble Falls, TX 78654
www.fireandicewellness.tx.com

Northeast Burnet County Transportation Study

IN-PERSON OPEN HOUSE **VIRTUAL OPEN HOUSE**

Thursday, June 6, 2024 **May 28 - July 8, 2024**
4-7 p.m.

Bertram Library
170 S. Garbrie St.
Bertram, TX 78605

To access the online materials please visit
bit.ly/NEBCTransportationStudy

CAPMO and Burnet County are working together to identify transportation needs and develop recommendations for improvements to roadways in northeast Burnet County. The project team is hosting an open house to share recommendations for potential transportation improvements for community review and feedback.

Comments from the public regarding the potential transportation improvements are requested and may be submitted by any of the methods below. All comments must be received or postmarked by July 8, 2024. Printed open house materials can be requested by calling 817-431-3964. A postage paid envelope is included to return the survey by mail.

(512) 651-3944
kheath@cdando.com
camptexas.org/get-involved
Northeast Burnet County Transportation Study c/o CDSP
P.O. Box 5459, Austin, Texas 78763

The Highlander

Marble Falls, Texas

The Highlander

Friday, May 31, 2024 Page 5

News

Granite Shoals eyeing discolored water mystery

By Phil Reynolds
Staff Writer

Granite Shoals is still plagued by remnants of a water main break that resulted in a boil-water notice and shut down of much of the city's water supply May 5.

City council members heard complaints at their regular meeting May 28 about water discoloration and odors in homes. Utilities Director Joshua Hisey told the council, "We are still working with dirty water in isolated areas."

The break took city crews most of a day to fix, and was blamed on the failure of a gasket at a water main connection. He told the council earlier that the break exposed the city's need for

better equipment to handle major breaks and gear to work under water. "It's not coming from the plant," Hisey said Tuesday. "I brought a sample from a house that we went out today for water in the tub. We

went straight out to a spigot and got the most crystal clear water you could find. Yes, it does smell like chlorine, but it is clear and safe to drink and bathe in and feed your dogs with, wash your clothes. It is safe for consumption."

While crews continue to track down sources of discolored water, Hisey noted that, "There are only so many hours in a day."

"We're doing the best we can," he said.

Hazard

From Page 1

interpretation by city officials instead of defining matters specifically. "I think we can do a better ordinance," Mayor Ron Munos said.

Council members were urged to take a look at the ordinance from another angle by a public speaker who talked before the agenda item came up for discussion. "There's some lots that have been there for 10, 20 years," said resident Bob Ruff. "They have cacti on them. They have granite on them. They have live wildlife that uses those for protection. How are we going to diversify having them cleaned up versus a regular lot, you know? Those could be the ones that the livens hide out in for, you know, so they could grow up to be

big deer or the raccoons or the possums, rather than our homes. "So I think we got to look and see what we do to diversify," he continued. "How we specify, maybe a wildlife parcel versus a one that's quite obvious."

The council didn't set a timeline for getting the committee into operation. Because it's an advisory committee and won't make policy decisions, and it's not subject to the Texas Open Meetings Law and won't be required to post agendas or open meetings to the public. However, because the council seeks public input, the committee is expected to be transparent.

The city also is wrestling with a rewrite of its ordinance governing drought management. That came before the council Tuesday, May 21, but has run into snags be-

LlanoCo

From Page 1

raphy, in the 1980 and 1990s, he worked for communities in San Bernardino, Orange and Riverside counties in California in the area of civil engineering. In April 1993 Richards went to work for a private engineering consulting firm as a senior project engineer. He was then promoted to vice-president in 1996 and became di-

rectly responsible for civil and traffic engineering projects ranging from \$5,000,000 to \$25,000,000 with direct contact with the developers from all over California and north Texas. He retired in October 2009 and 21 days later he and his wife came to Llano. In July 2010 they moved into a new home built in Buchanan Dam but then sold it in September 2021 and moved to Kingsland.

SBOE

From Page 1

the counties of Bell, the majority of Williamson, and portions

of Travis County on the Interstate-35 corridor and reached to Freestone County on the northeast corner. Walter County on the southeast corner and Burnet County on the west end.

On the campaign trail, Bone challenged Maynard by touting his political graduation requirements. The SBOE sets policies and standards for Texas school districts, which includes reviewing and adopting curriculum and setting graduation requirements.

House

From Page 1

involved in the ministry. The original vision for a place to serve the needs of single women with children in the community came from Lead Pastor Scott Freckling's wife, Sarah, almost 14 years ago. Today, God has raised up a board that includes Sara Steffan, Britney Cowan and Stennis Shotts to carry the vision forward.

Church attendance is encouraged, along with educational classes offered through Hill Country Fellowship and the Pregnancy and Life Center in Marble Falls, especially parenting courses. The effort is a community project that seeks to partner with churches and individuals to provide life skills and stability to single moms in a safe and nurturing environment.

Help in securing new career options may include helping with childcare for women who want to continue their education.

The program partners with each woman to create a personal development plan based on her skills and aspirations. Free childcare will be provided for all children living in



Continued photojournalism by Sarah Steffan

Sarah's House has all the amenities needed to assist young women with children, offering a place to live and play while working towards independence. 1202 S. Water (U.S. 281) in Burnet. For more information on how you can help with the work of Sarah's House, visit www.sarahs-house.org.



Sarah's House in Burnet welcomes young mothers, who need a place to stay while working through life's challenges.

BurnetCo

From Page 1

Homer Will by a vote of 400 to 288. During the election, Collier and Will made the election about roads. As the runoff campaign kicked off, both candidates offered statements to the media and on social media. On the campaign trail,

Collier discussed precinct budgets. "Precinct 4 has a budget of \$1.45 million. Precinct 3 (the position in which he was elected) has a budget of \$1.3 million. That's a \$150,000 difference," he shared with voters on May 15. "Also, precinct 3 has 92 miles of roads. Precinct 4 has 52 miles of roads. That's 40 miles difference, and they

have a higher budget. "It's my job as a commissioner to look for more revenue, to generate more revenue without an increase in taxes and get these roads maintained and up to par," Collier added. Both primary winners do not have opposition in the upcoming general election in the fall, so they will be sworn in Jan. 1, 2025 to the positions.

Northeast Burnet County Transportation Study

IN-PERSON OPEN HOUSE Thursday, June 6, 2024 6-7 p.m. **Bertram Library** 170 S. Glorice St. Bertram, TX 78605

VIRTUAL OPEN HOUSE May 28 - July 8, 2024 To access the online materials please visit bit.ly/NEBCTransportationStudy

CAMPPO and Burnet County are working together to identify transportation needs and develop recommendations for improvements to roadways in northeast Burnet County. The project team is hosting an open house to share recommendations for potential transportation improvements for community review and feedback.

Comments from the public regarding the potential transportation improvements are requested and may be submitted by any of the methods below. All comments must be received or postmarked by July 8, 2024. Printed open house materials can be requested by calling 512-651-3964. A postage paid envelope is included to return the survey by mail.

(512) 651-3964
kheath@cdanop.com
campotexas.org/get-involved
Northeast Burnet County Transportation Study c/o CD&P P.O. Box 5459, Austin, Texas 78763



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Builder of Dream Homes

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Affidavits

Promotional ads for the open house were published in the Highlander and Burnet Bulletin.

The Burnet Bulletin

Highland Lakes Newspaper

The Highlander **B** *Burnet*
Bulletin

905 3rd St. P.O. Box 1000
Marble Falls, Tx. 78654
(830) 693-4367

Publisher's Affidavit

County of Burnet

Before me, the undersigned authority, on this day personally appeared

Jeff Shabram

(name)

who being by me sworn, deposes and says that

(s)he is a bona fide representative of the Burnet Bulletin

(name of newspaper)

that said newspaper is published in Burnet County and generally circulated in

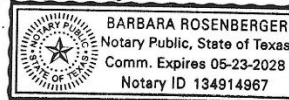
Burnet County, Texas, and that the attached public notice was published in said

newspaper on the following date(s), to wit: 5/29/2024

and that the attached is a true copy of said notice.

[Signature]
Newspaper Representative's Signature

Subscribed and sworn to before me this 20 day of June 2024, to certify which witness my
hand and seal of office.



Notary Public in and for the State of Texas

Barbara Rosenberger

Print or Type Name of Notary Public

5/23/2028

My Commission Expires:

The Highlander

Highland Lakes Newspaper

The Highlander **B** *Burnet Bulletin*

905 3rd St. P.O. Box 1000
Marble Falls, Tx. 78654
(830) 693-4367

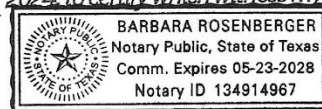
Publisher's Affidavit

County of Burnet

Before me, the undersigned authority, on this day personally appeared
Jeff Shabram *who being by me sworn, deposes and says that*
(s)he is a bona fide representative of the The Highlander *;*
that said newspaper is published in Burnet *County and generally circulated in*
Burnet *County, Texas, and that the attached public notice was published in said*
newspaper on the following date(s), to wit: 5/31/2024
and that the attached is a true copy of said notice.

Newspaper Representative's Signature

Subscribed and sworn to before me this 20 *day of* June *2024 to certify which witness my*
hand and seal of office.



Notary Public in and for the State of Texas

Barbara Rosenberger
Print or Type Name of Notary Public

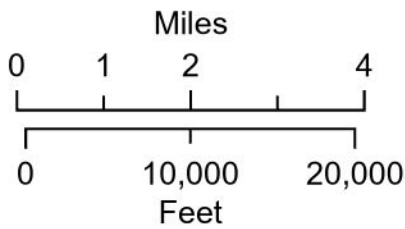
5/23/2028
My Commission Expires:

Northeast Burnet County Transportation Study Comment Location Map



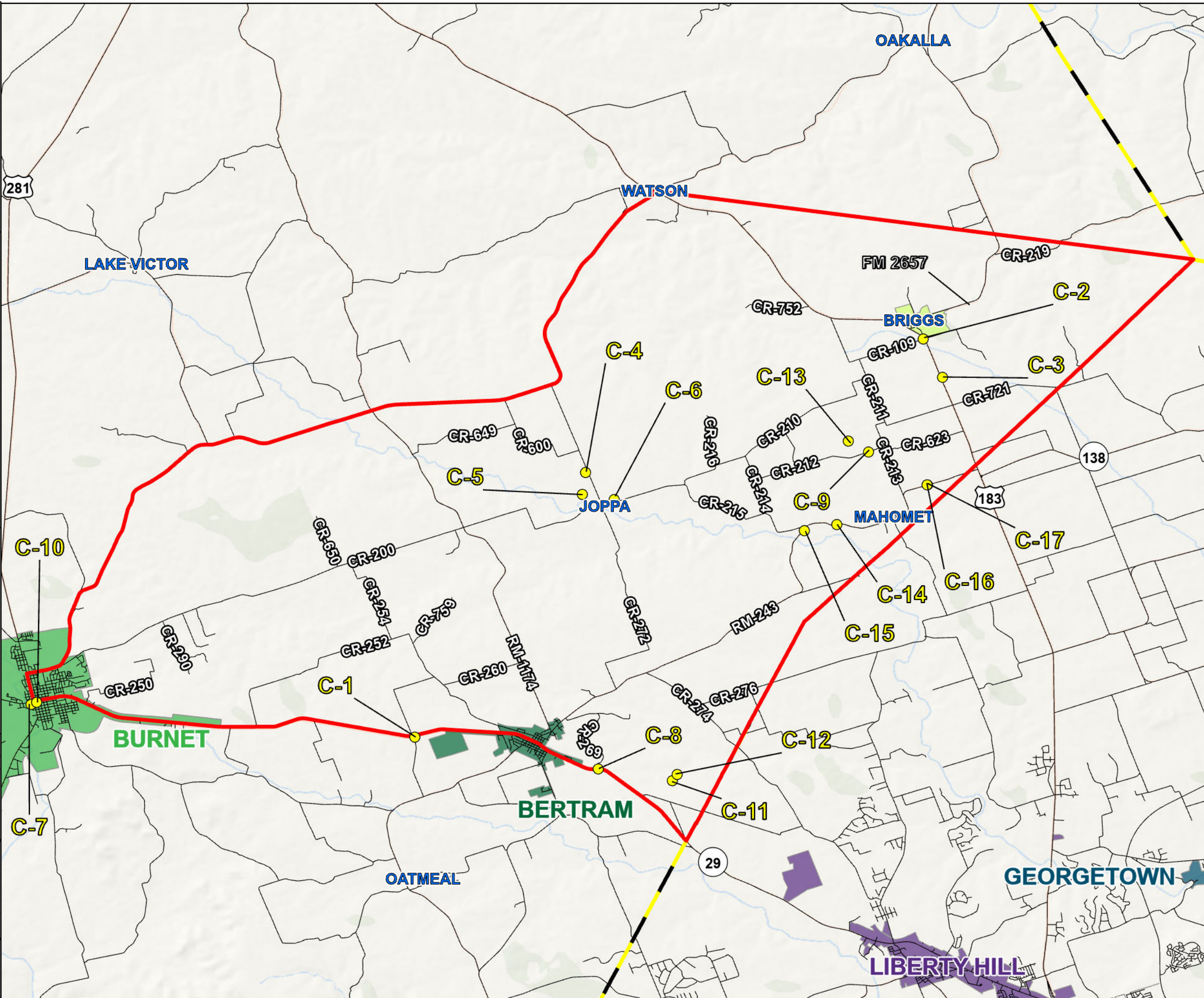
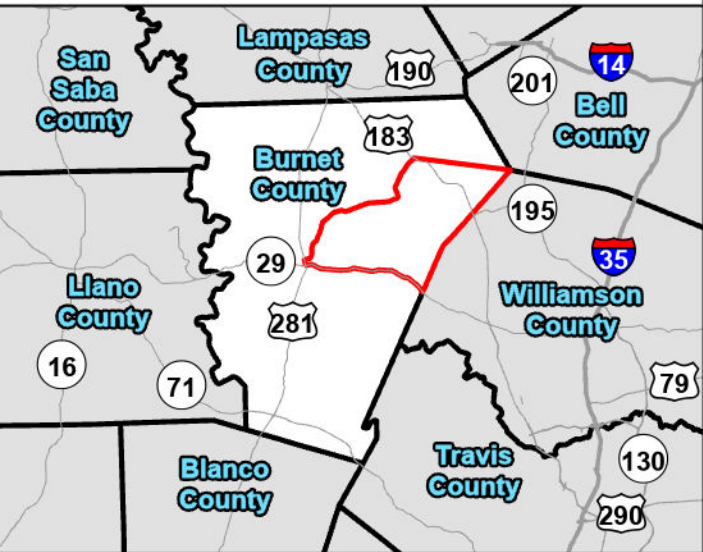
Legend

- Study Area
- Briggs Community Limit (USCB)
- Bertram City Limit (CAPCOG)
- Burnet City Limit (CAPCOG)
- Liberty Hill City Limit (CAPCOG)
- Georgetown City Limit (CAPCOG)
- County Line (State of Texas)
- NEBCTS Comments
- Roadway (TxDOT)



Map Date: August 2023
Aerial Source: Nearmap 2023
Data Sources: FEMA 2023, NHD 2023, NWI 2023, TxDOT 2023, USFWS 2023

Scale: 1:140,037

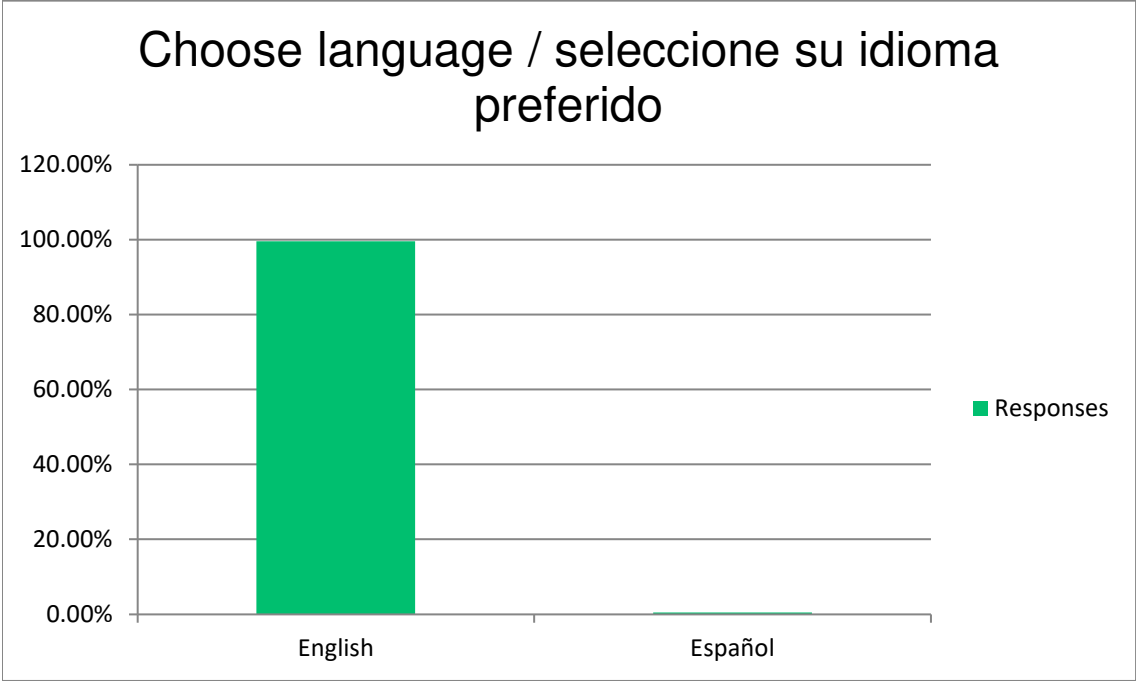


	Northeast Burnet County Transportation Study Public Comments						
	Via-Online GIS Application Source 9/11/2023-10/05/2023						
	Comment ID	Name	Email	Phone Number	Property Address	Mailing Address	Comment
	C-1	Matt Holland	[REDACTED]	[REDACTED]	[REDACTED]		Please install turn lane a from Burnet to Bertram on highway 29 east this road is so dangerous and very difficult to turn off of. I have witnessed so many accidents and fatalities due to rear end collisions. The traffic needs to be slowed down with traffic lights and the major county roads.
	C-2	Clayton Potter	[REDACTED]				Recommend returning the US 183 and loop 308 back to a 4 lane with turn lane and adding a traffic light. There have been many major accidents at that location, with area growth coming this intersection will become more dangerous. As a first responder working accidents here is unsafe for fire and EMS as there is limited lanes and room to work along with there being no street lights to help us be seen.
	C-3						Recommend this be a four lane with a turning lane from Williamson County line to FM 963. Recommend NO toll lanes
	C-4	Paul Norris	[REDACTED]	[REDACTED]		[REDACTED]	This study is irresponsible and premature. Until a complete analysis of existing groundwater and the introduction of legislation allowing County Commissioners courts to effectively regulate development any exercises of this nature are a waste of time and taxpayer monies.
	C-5	Paul Norris	[REDACTED]	[REDACTED]		[REDACTED]	This study is premature and irresponsible. Until their is existing legislation that would allow County Commissioners courts to manage development, this is a waste of time and taxpayer monies. Burnet Co. currently is in stage 4 sever drought; i.e. there's no WATER for additional development/population. Don't put the cart before the horse.
	C-6	Stan Hywet	[REDACTED]				I cannot understand the need for this study at this time. Burnet County is currently in a stage 4 extreme drought and therefore there is no water for additional population. Until there is legislation passed to control growth in relation to water availability, this is a waste of money and time.
	C-7	Robert Erchinger	[REDACTED]				The intersection of Highways 29 and 281 is already overburdened, especially during morning rush hours. It will need additional lanes for right turns at the southeast, northeast and southwest corners at minimum. I hope the population does not nearly double as you project.

	C-8						This stretch of Hwy 29 reminds me of TX71 at Bee Cave 15 years ago. Like that highway there will be a dramatic increase in fatalities with the area growth. This main corridor needs priority.	
	C-9	Steve Loranger					New homes on CR 212 have increased dramatically and this road is degrading rapidly. The heavy trucks used in construction are breaking down the road surface so improvements are needed.	
	C-10	Angela Smith					I own a business on Hwy 281 in Burnet and my clients can't even turn into my business half the time. A bypass or overpass is necessary.	
	C-11						I live in Burnet County, just inside the Burnet county line on CR 322. This road is a shortcut to many large subdivisions west of Hwy 29. Hwy 29 is very dangerous and many has been killed or injured in accidents at this turnoff. I live about one mile west of Hwy 29 and this is our only outlet and only a stop sign at Hwy 29. About 400 to 500 feet from the stop sign is Williamson County then turns into Burnet County. The area across the Hwy 29 is the same way. No turn lanes no caution lights or red lights.	
	C-12						Continued - No turn lanes, caution light or red lights and Rio Ancho subdivision is right at this spot and the Revenue from property tax Burnet County receives is a very large amount, give us some relief and get us turn lanes, caution lights or red lights at HWY 29 and CR 322 Burnet County.	
	C-13	Heather Frank					Poor road surface	
	C-14	Heather Frank					Unsafe Bridge due to width	
	C-15	Heather Frank					Unsafe curve	
	C-16	Annelise Turner					Low Water Crossing (location estimated) can be very dangerous - my daughter lost the underside of her car here and we have seen similar damage to other vehicles in this spot. It happens fast and in dark hard to see and to turn around safely.	
	C-17	Annelise Turner					Low Water crossing here is dangerous - happens fast and especially at night you're upon it before you know, even with sign. Difficult to turn around. More than one car has lost pieces of underneath, including our daughter.	

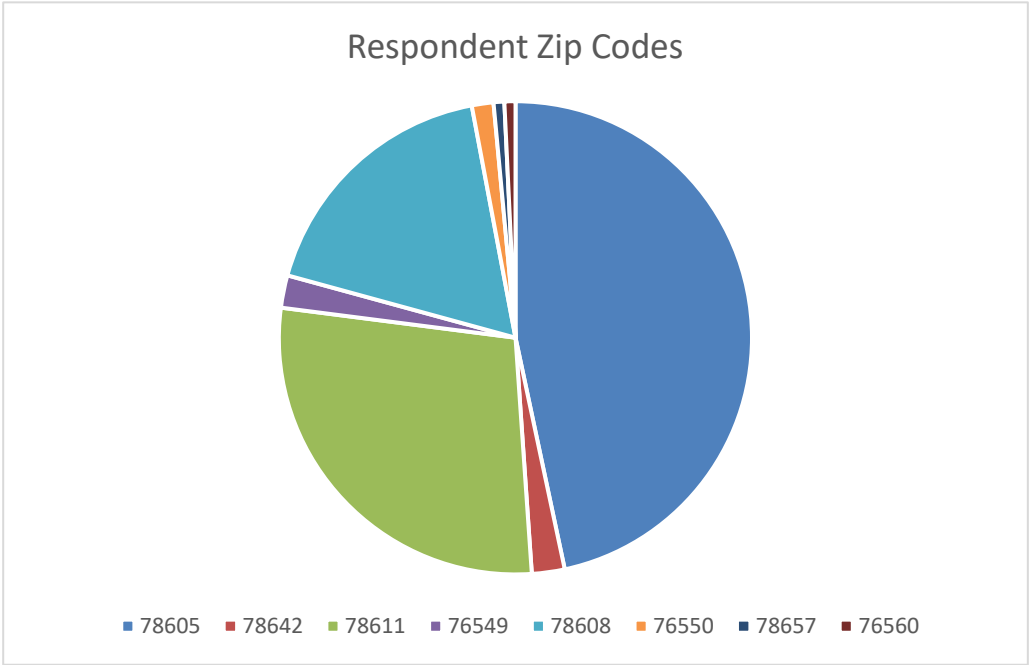
Northeast Burnet County Transportation Study
Choose language / seleccion su idioma preferido

Answer Choices	Responses	
English	99.56%	228
Español	0.44%	1
Answered		229
Skipped		0



Northeast Burnet County Transportation Study
What zip code do you live in?

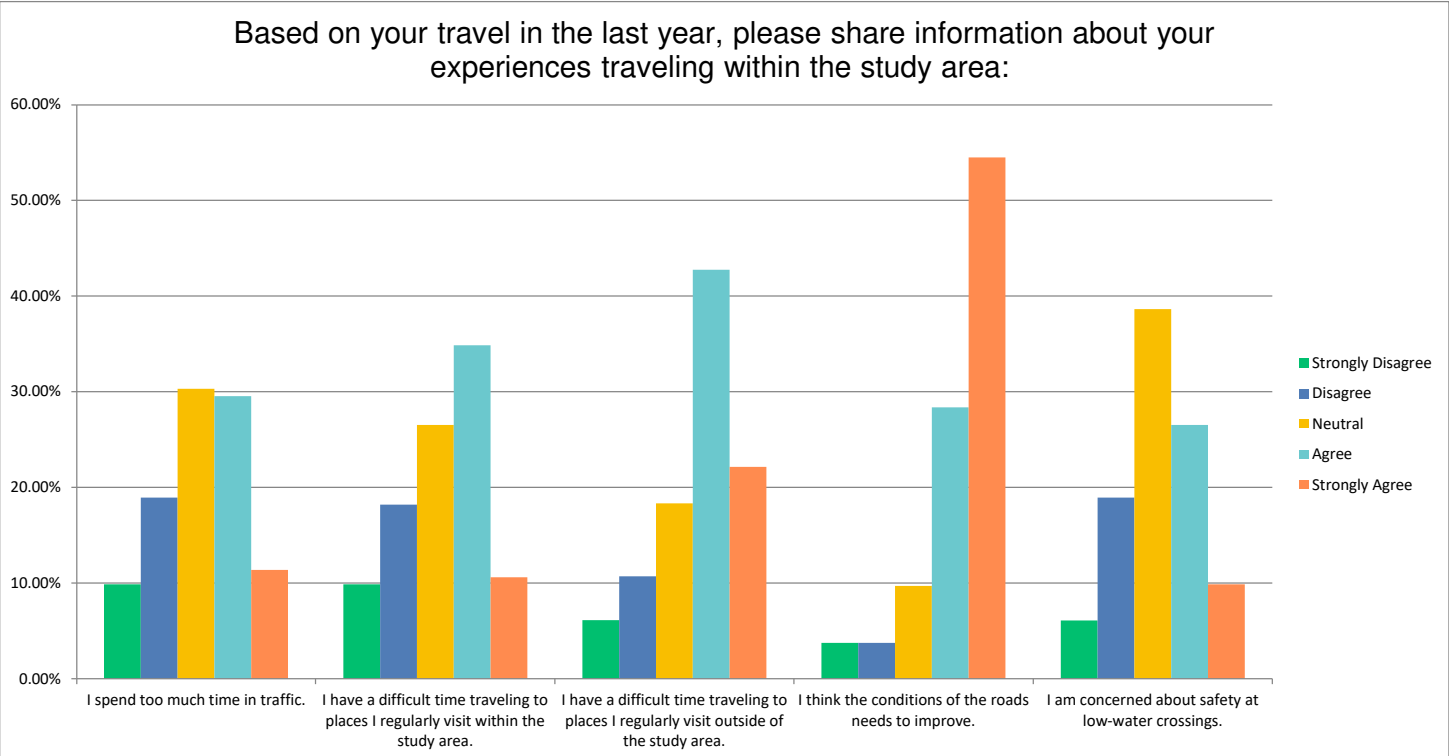
Answered 135
Skipped 94



Northeast Burnet County Transportation Study

Based on your travel in the last year, please share information about your experiences traveling within the study area:

	Strongly Disagree		Disagree		Neutral		Agree		Strongly Agree		Total
I spend too much time in traffic.	9.85%	13	18.94%	25	30.30%	40	29.55%	39	11.36%	15	132
I have a difficult time traveling to places I regularly visit within the study area.	9.85%	13	18.18%	24	26.52%	35	34.85%	46	10.61%	14	132
I have a difficult time traveling to places I regularly visit outside of the study area.	6.11%	8	10.69%	14	18.32%	24	42.75%	56	22.14%	29	131
I think the conditions of the roads needs to improve.	3.73%	5	3.73%	5	9.70%	13	28.36%	38	54.48%	73	134
I am concerned about safety at low-water crossings.	6.06%	8	18.94%	25	38.64%	51	26.52%	35	9.85%	13	132
Answered										134	
Skipped										95	



Northeast Burnet County Transportation Study			
			Please list any specific roadways or intersections within the study area with safety concerns. Please elaborate on your concerns. (For example: Blind corners, poor pavement condition, lack of shoulders, narrow shoulders)
Answered	106		
Skipped	123		
Respondent ID	Survey Method	Response Date	Responses
114403896035	Online	Sep 03 2023 08:53 PM	The traffic on FM 243 has increased significantly in recent years. More pass through traffic with emphasis on 18 wheelers, gravel haulers and over size loads All of these are too wide for the current roads with most of them traveling with their front tire over the center line. This road is very narrow and winding with onl two (2) places to safely pass. The bridge at Bear Creek and San Gabriel River are not wide enough and the low water crossings at Mahomet and the one between CR 213 and Hwy 183 over flow with minimal rain fall. The road is a dangerous stretch of roadway with the increase of larger trucks. I live off of CR 213 and time to travel to Bertram has increased by about 10 minutes due to traffic. There are blind corners and lack of shoulders on this narrow road. The pavement is excellent on this road.
114402386218	Online	Aug 31 2023 09:20 PM	Tx hwy 138 & US hwy 183 needs a traffic light not a flashing yellow.
114402248116	Online	Aug 31 2023 05:39 PM	Liberty Hill/US 29 needs a speed reduction FM 2657 - ever increasing traffic
114402137755	Online	Aug 31 2023 03:22 PM	FM 2657 needs improvement for growth - we have subdivisions being added to fm 2657 & we already have so much traffic enter Briggs at Loop 308 & fm 265
114401898919	Online	Aug 31 2023 10:50 AM	The traffic on FM2657 is creating a huge community impact. TxDOT traffic count presently indicates 3250 ADT at the southern terminus of the FM road in Briggs. We feel this volume of traffic is being generated by shortcut commuters/service industry between Ft. Hood & Austin. With I14 soon to expand around Copperas Cove on the north side and the 183A Toll approaching from the south, we anticipate traffic will soon outpace the outdated FM2657 corridor. Please study the improvement needs for FM2657. All you need to do is copy & paste in Question #5 of the survey. Not even mentioning the ground water issues this will bring.
114401331850	Online	Aug 30 2023 04:53 PM	1. E. FM 243 - too much commercial/heavy truck usage: huge semi-flat trailer trucks hauling huge rocks, commercial utility vehicles, etc., are using this two-lane road (with NO shoulders, NO turning lane and having narrow BRIDGES and sharp, blind TURNS) as a cut-through from US Hwy 183 to SH 29. At HIGH SPEEDS. Barely enough room to pass. COMMERCIAL TRAFFIC NEEDS TO BE RE-ROUTED.
114399957005	Online	Aug 29 2023 06:37 AM	2. IOW WATER XING, E. FM 243 toward US Hwy 183 - dangerous, took off bottom of my daughter's car within minutes.
114398648996	Online	Aug 27 2023 06:15 AM	3. SH 29: From Liberty Hill through Bertram and Burnet: needs TURNING LANE, WIDER SHOULDERS. LOTS of accidents, injuries, deaths.
114397352397	Online	Aug 24 2023 09:02 PM	183 &243 lots of accidents, 183 near briggs potential for accidents pulling out around curve
114396290102	Online	Aug 23 2023 02:29 PM	Hwg 29 needs a turning lane Low water crossing Fm 234 and cr 213 blind turn at stop sign
114396283865	Online	Aug 23 2023 02:28 PM	FM 243 is awful. There are many 18 wheelers driving this road and the shoulders of this are crumbling. County roads 210, 211, and 212 are rough crumbling
114395943923	Online	Aug 23 2023 07:11 AM	Speeding is a problem everywhere!!! Highway 29 needs to have full turn lane all the way from 183 to lake buchanan with shoulders.
114395303367	Online	Aug 22 2023 12:16 PM	Turn off from hwy 29 onto cr 333 is INCREDIBLY DANGEROUS. Needs a turn lane where neighborhoods are being developed without question.
114395299723	Online	Aug 22 2023 12:12 PM	Need turn lanes on 29 in between Burnet/Bertram. CR 333 onto 29 is extremely dangerous, and even more so at night
114395268305	Online	Aug 22 2023 11:33 AM	No sidewalks at all in a town with a lot elderly or disabled Low Water Crossing E. FM 243
114394915496	Online	Aug 22 2023 01:59 AM	Lack of turning lane Hwy 29, Liberty Hill to Burnet
114394802596	Online	Aug 21 2023 09:20 PM	Pulling onto highway 29 needs to have a center lane. Also big dip along county road 305 and hwy 29 after road construction
114394793966	Online	Aug 21 2023 09:03 PM	29 between Burnet and Bertram needs a turn lane
114394698456	Online	Aug 21 2023 05:55 PM	Highway 29 the speed of travel and no turn lane in middle
114394612528	Online	Aug 21 2023 03:33 PM	1174 has a lot of blind corners and the road itself is in terrible condition.
114394523495	Online	Aug 21 2023 01:42 PM	Fm 243 to much traffic and speeding. Large truck traffic

114394526506	Online	Aug 21 2023 01:41 PM	No divider or center turn lane in Bertram and out east to WILCO line. This will be a multi fatality zone until improved or better patrolled for speeders
114394493581	Online	Aug 21 2023 01:08 PM	210&211 people don't yield coming off 211 because of how 210 curves they think they have right of way even though they have a yield sign and if going from 210 to 211 there is no yield for those coming on 210. Corner of 212 and 214 needs trimming n corner hard to see. 210 curve before low water crossing headi
114393866467	Online	Aug 20 2023 08:02 PM	east can't see around either curve due to brush
114393843559	Online	Aug 20 2023 06:48 PM	Hwy 29 at CR 269. Needs a turning lane.
114393811895	Online	Aug 20 2023 04:25 PM	There needs to be a continuous turn lane on Highway 29 between Burnet and Bertram
114393801296	Online	Aug 20 2023 03:46 PM	Hwy 29 needs center turn lane all the way from LH to Burnet.
			Highway 29 uncontrolled speeding. Big trucks staying in the left lane.
	Online	Aug 20 2023 01:47 PM	Intersection of SH 29 and CR322. Extremely dangerous for those driving west and turning right onto 322. There are more than 200 homes off of 322 just sou
114393772806	Online	Aug 20 2023 01:37 PM	of 29.
114393771127	Online	Aug 20 2023 01:20 PM	We need a turn lane all the way down 29 between burnet and Bertram. How many lives do we have to lose before this happens???
114393766776	Online	Aug 20 2023 01:18 PM	Cr219 potholes in the road and all on the side of the roadway
			Hwy 29 between Bertram & Burnet
114393766286	Online	Aug 20 2023 01:09 PM	Needs shoulders and turning lanes
114393764450	Online	Aug 20 2023 12:45 PM	Highway29
			CR 260 needs to be widened. It has had a significant increase in the amount of traffic due to new developments as well as cut through traffic. The current
114393756097	Online	Aug 20 2023 12:06 PM	roadway has some narrow areas that drop off into a ditch. These are problematic when passing a large vehicle. The road is also full of potholes.
114393746678	Online	Aug 20 2023 09:47 AM	Junction of 963 and 2657 - bad design. The curve to the stop sign is ridiculous. 18- wheelers are always going over the dividing line.
114393710404	Online	Aug 20 2023 09:03 AM	County road 200. No shoulders and people walking/running in street
114393698357	Online	Aug 20 2023 07:36 AM	272, 243 make sure the grass and weeds are cut more often to see traffic coming
114393674466	Online	Aug 19 2023 09:46 PM	Fieldlark drive is need of major repairs
			Hwy 29 and County Road 269, needs a turning lane. Speed limit changes at that light and most people are already speeding before they reach that interseco
114393548140	Online	Aug 19 2023 07:53 PM	Hwy 29 from Burnet to Liberty Hill needs continuous turn lane. Lack of shoulder, blind corners, new payment joints are rough and uneven,multiple enterances
			and the amount of growth in this area has drastically increased the volume of traffic.
114393519295	Online	Aug 19 2023 07:51 PM	Burnet Hwy 29 and 282 intersection during peak traffic hours, morning, lunch time and afternoon you can not get through town, traffic is backed up for blocks
			from the intersection. Trucks and 18 wheelers need an alternate route around town.
114393521717	Online	Aug 19 2023 06:57 PM	With all of the development occurring, large trucks are destroying the little county roads as well as creating a lot more traffic. County Road 254 comes to minc
			It's really narrow and wasn't really made for the growth we are experiencing.
			Highway 29 needs a turn lane from
114393510435	Online	Aug 19 2023 06:44 PM	Burnet to Liberty hill
114393506948	Online	Aug 19 2023 06:39 PM	Lack of shoulders and roads not wide enough.
114393506313	Online	Aug 19 2023 06:26 PM	243 needs better prep and longer lasting due to the high traffic including heavy trucks that are on the road regularly
114393503390	Online	Aug 19 2023 06:05 PM	Burnet county road 274/Williamson county road 201 is really narrow with blind corners and crumbling
			78605 Hwy 29 turn lane
114393499160	Online	Aug 19 2023 05:57 PM	CR 250 too narrow, blind turns; intersection 29 and 281 backs up making it unsafe; need turn lane length of 29 between Bertram and Burnet
114393497187	Online	Aug 19 2023 05:38 PM	Highway 29 is a death trap. There needs to be a turn lane from burnet to liberty hill. It is so so dangerous.
114393492843	Online	Aug 19 2023 05:10 PM	hwy 29 lack of shoulder, no center turn lane, lack of alt route toward Austin
114393486626	Online	Aug 19 2023 11:07 AM	The intersection of 210 and 183 is incredibly dangerous! People pass you in the turn lane there when you are trying to get off the highway. With firefly right
114393389417	Online	Aug 19 2023 09:13 AM	there it has become super dangerous and scary trying to get off of 183
			There is NO turn lane on Hwy 29 at the intersection of CR 322. This is a very dangerous situation. If you are heading West on 29 and you want to turn onto
			322....you are truly at risk. Few drivers stay in the outside lane as they should...therefore, they're cruising in the fast lane and aren't observant...the turning car
			is a "sitting duck"!...I have experienced this many times.
			CR322 is a much traveled access to 29....why can't there be a turn lane?
			I see turn lanes in areas that I question their purpose....on stretches of highway where there is no advantage.
			Is it because that is in an area on the "cusp" of two counties?.....funding controversy?.....
			My latest frustration was that 29 in that area has been resurfaced...big whoopy!....now I'll be scooped off a newly paved road when I'm creamed!
			Money poorly spent in my opinion
			My husband spent tireless hours waiting legislators and highway department supervisors to no avail.
114393347062	Online	Aug 19 2023 09:13 AM	This is not a good situation

114393275197	Online	Aug 19 2023 04:25 AM	Highway 29 from Burnet to Liberty Hill. It an insult that this highway continues to be ignored. Do better. You know the concerns - needs a turn lane and shoulders. It needs better traffic monitoring by law enforcement. It needs relief from the influx of people moving into our once beautiful home.
114393160441	Online	Aug 18 2023 09:01 PM	curve with dip on 963 (1.1miles north of FM 2340). My driveway is right there and when I slow down to turn in, vehicles often try to pass on the left on a blind turn. Two people have gone thru our fence in the last 3 years and the reflectors have been hit. The culvert is pretty steep at the dip/curve. Wish it would be leveled out some. Also the intersection in Okalla where 963 dead ends. That curve is unsafe.
114393099457	Online	Aug 18 2023 06:02 PM	Hwy 29 & 269 needs turn lane. Blind curves on each end.
114393048731	Online	Aug 18 2023 04:10 PM	CR 252 has very poor pavement and is too narrow. If you try to pull over to let a larger vehicle pass, you are very much in the rough with uneven road conditions and no pavement what so ever. The whole road from CR 260 to HWY 29 at the A-Afordable storage company is in very bad condition. With more housing coming in at Shin Oak, the traffic is only getting worse. Also the little 'S' curve at the Allen's property, just past Shin Oak is a bad blind curve/spot.
114393032020	Online	Aug 18 2023 03:32 PM	Blind intersection on county road 252, about 2 miles east of the burnet highway turnoff
114393007335	Online	Aug 18 2023 02:52 PM	Narrow shoulders on CR 200
114392988775	Online	Aug 18 2023 02:22 PM	HWY 29 From LH to Inks Lake
114392984649	Online	Aug 18 2023 02:11 PM	HWY 281 From Burnet to Lampasas
114392968033	Online	Aug 18 2023 01:49 PM	SH 29 needs to be expanded throughout the area. There have been numerous fatalities and it is unable to keep up with the traffic
114392838349	Online	Aug 18 2023 10:41 AM	Cr 213 and 212. The narrow roads are dangerous due to failing pavement edges. There are mailboxes too far out in r.o.w.
			Curve on 183 between Briggs and Watson. Hwy 29 safety.
			183/138 intersection is still dangerous
			183 and 2657/308 in Briggs is very dangerous on weekends esp Fri nights
114392530202	Online	Aug 18 2023 12:54 AM	Illegal passing and speeding on 183 in Briggs one lane section
114392473431	Online	Aug 17 2023 10:17 PM	Turn off 2657 onto 219
114392456506	Online	Aug 17 2023 09:21 PM	The intersection at US 183 S. and Loop 308
			183 X 138
114392427938	Online	Aug 17 2023 08:29 PM	183 X Briggs Loop
114392379473	Online	Aug 17 2023 06:46 PM	Hard to see. Large amount of traffic on 183. , therefore it is difficult to pull out into traffic.
114392380730	Online	Aug 17 2023 06:43 PM	The 5 way in Briggs is not safe!!!
114392378043	Online	Aug 17 2023 06:37 PM	2657 too many accidents. Too hard to see traffic coming out of Cloudwood.
			E FM 243 and the sharp curves. More homes being built. Increase in traffic. 2657 and 183. Increase in traffic and accidents
114392377010	Online	Aug 17 2023 06:36 PM	Hey 183 and loop 308
			Briggs tx
114392361734	Online	Aug 17 2023 06:22 PM	Intersection of hwy 183,Co rds 218,210 and loop 308. This has been a dangerous and deadly place for at least 60yrs or more. Then the county let Firefly rockets build on county road 210 which made it worse. Then TxDot came in and turned our 4 lane road to a 2 lane with a fake left turn lane with numerous right turns so people continuously pass in left turn lane. The intersection of hwy 183 and 963. It is on a hill no visibility. All of 2657 needs to be widened dangerous curves and hills. These should have been considered years ago by our CAMPO board member James Oakley but he just wants his bridge.
114392350408	Online	Aug 17 2023 05:42 PM	FM243 and 183
114392350740	Online	Aug 17 2023 05:42 PM	Briggs and Fire Fly entrance.
			N US 183 and Tx 138 intersection - bad sightlines, no traffic light - multiple serious accidents weekly.
			N US 183 and CR 243 - traffic to/from 138 and 243 (including 18 wheelers and dump trucks) fly across lanes to turn from one to another.
			N US 183 at CR 217 (n of 138) near wrecks from inattentive drivers to cars turning.
114392324947	Online	Aug 17 2023 05:05 PM	N US 183 just S of Briggs - the road narrows abruptly and cars jump into the turn lane to pass - has caused multiple serious wrecks, some fatal - the road to Firefly Aerospace is there and it has heavier traffic including delivery trucks so that section of 183 desperately Needs to be widened so it's two full lanes each direction, with turn lane.
114392292364	Online	Aug 17 2023 04:10 PM	fm 243 poor pavement condtion, shoulders are very rough. not meant to carry the large trucks that drive on it. 213 and 212 county roads are falling apart. ca drive way too fast.
114392295115	Online	Aug 17 2023 04:07 PM	CR 224 and 225 extremely poor pavement
114392286716	Online	Aug 17 2023 03:57 PM	Excessive speed on FM 2657
			FM 2657 from Briggs toward Copperas Cove.
114392282886	Online	Aug 17 2023 03:53 PM	US 183 intersections in Briggs.
			US 183 and SH 138 intersection.

114392208278	Online	Aug 17 2023 03:33 PM	<p>FM2657 between Briggs & Copperas Cove. This has become a commuter route between Ft Hood & Austin. The amount of traffic is staggering during rush hour periods. They drive too fast for a FM road & don't obey the warning signs, i.e. pass on yellow lines. seriously exceeding speed limit, tailgate. The road is too narrow and the shoulders are almost nonexistent. There are 2 bridges on this route; Lampasas River & Mill Creek. They are both functionally obsolete per TxDOT standards. There are several long S curves that have limited sight distances. All of the County Roads that intersect FM2657 have trees right up to the TxDOT ROW which creates limited visibility when entering the FM road. New subdivisions are already beginning to pop up along the route and "turning" traffic (especially left turns) is becoming terrifying during peak traffic periods.</p> <p>The intersection of US183, LP308, CR218 & CR210 in Briggs. This intersection probably experiences the most MVCs in the area. It is known locally as 5 Way because traffic enters the intersection from 5 different directions not to mention that it is in a sharp curve also. Firefly Aerospace uses CR210 as the entrance to their space rocket plant. As their space business grows, so does traffic at the intersection. Rocket engine testing occurs right next to this intersection and creates additional fear for passersby unfamiliar with the loud noise a rocket test engine creates. Recently, TxDOT added some turn lanes (a north bound right turn and N/S center left turns). Those lanes create more confusion than they remedied because the pass through traffic doesn't understand why someone is stopped in the middle of 5 Way, in a curve, that has a yellow blinking light. Too many stupid people can't handle this much confusion at 60 MPH. Accidents occur regularly.</p>
114392049319	Online	Aug 17 2023 11:00 AM	Intersection 183 & 210 & road to Briggs - poor driver attention, not much can be done about that but on my commute, that is the one place I have extra caution
114391103146	Online	Aug 16 2023 09:13 AM	29 from Bertram to Wilco. There needs to be turn lanes the whole way along with a shoulder on each side. Constant wrecks. 29 is the only good way to get to Wilco so if it's shut down, I can't get where I need to go without it taking multiple hours instead of 45 min. Safety issues.
114390367063	Online	Aug 15 2023 01:13 PM	<p>You need to do traffic counts on 1174, 243, and 963 now! All need shoulders and more law enforcement. Theft and vandalism and litter from workers is rampant. We moved here almost 20 years ago to get away from Austin development. You need to read the article in the monthly news paper magazine put out on highland lakes population explosion/big changes and limit development as to water and transportation. This site should not be in Spanish in any way!</p> <p>The intersection at 183 and 138 needs a light badly! The line of sight for people on 138 is horrible, north or south. Traffic on weekday mornings/afternoons is very dangerous for everyone that drives in that area. People coming from 138 get impatient and turn unsafely. I have nearly been hit on more than one occasion. People from 138 wanting to go north onto 183 have to haul *** to make sure they don't get out in front of someone already heading north that's going 90. There are lots of big trucks, and lots of other people that need to immediately turn left onto 243 after coming out onto 183 north. I've seen the aftermath of dozens of accidents there and have probably missed seeing twice that over the years.</p> <p>People heading south on 183 that want to turn left on 970 need a turn lane. Invariably, someone turning left on 970 slams on their brakes when they realize that's their turn, because there's not enough warning signs that it's coming up.</p>
114389393989	Online	Aug 14 2023 11:00 AM	
114389169979	Online	Aug 14 2023 04:21 AM	CR 213: traffic from CR 212 to CR243/183 has increased so intersection safety is becoming a concern.
114388648777	Online	Aug 12 2023 08:23 PM	Hwy 243 is fine today, but if the county population doubles as you project, it will probably need to be updated to prevent traffic jams and collisions. Maybe only one extra lane (suicide lane) would suffice.
114388485896	Online	Aug 12 2023 09:42 AM	HWY 183 & Loop 308 is very dangerous. There needs to be a traffic light. The turning lane is very dangerous. (Near the store and 3225 US 183) I nearly get hit head on weekly with people using it to pass others while I am using it to turn.
114388469525	Online	Aug 12 2023 09:03 AM	N/A
114388462014	Online	Aug 12 2023 08:40 AM	none
114388262268	Online	Aug 11 2023 07:52 PM	Hwy183 cntyrd211 hwy183 intersection cord310,218,loop308 intersection loop 308 and 2657 also roadway2657 is narrow and very dangerous hwy 183 and 963
114387920226	Online	Aug 11 2023 10:15 AM	CR 220--Several blind corners, very poor pavement condition, lack of shoulders, too much truck traffic. This road is a cut through from 195 to 2657
114387888507	Online	Aug 11 2023 09:29 AM	US 183 and LOOP 308 intersection, needs to be returned to a 4 lane and have a traffic light. there are a lot of accidents at this location and with area growth already coming it will get more congested. Dangerous for first responders working accidents at that location and poor line of sight coming off of Loop 308 on to HWY 183
114387557972	Online	Aug 10 2023 09:35 PM	Highway 29. We need a turn lane. I have almost died multiple times from people driving in the left lane and coming up behind me while I'm trying to turn

114387542592	Online	Aug 10 2023 09:17 PM	FM 2657 has become heavily traveled by commuters traveling to and from Copperas Cove and Austin. The number of accidents has increased tremendously over the past 40 years that I have lived in Oakalla. There have been numerous times when encountering someone wanting to pass in a no pass zone. Not sure why this study is only addressing a small portion of 2657 nearer to Briggs when the entire road should be considered. For example, there's an entryway to an RV park on the crest of the hill in Oakalla where you can't see someone pulling out with a trailer until you're right on it. Why this was approved by the county makes no sense. I travel this road every day going to Cove for work, and this stretch should be looked at too.
114387508288	Online	Aug 10 2023 07:55 PM	PLEASE PLEASE PLEASE install a middle turning lane down HWY 29 from West Liberty Hill all the way to Burnet. There were 2 serious/deadly collisions JUST yesterday on this stretch of road! I live off 29 and W 243 in Bertram and have been nearly rear ended countless times trying to turn left! Installing a middle turning lane will save many many lives! I truly believe that this is the most important task that needs to be completed and prioritized.
114387484300	Online	Aug 10 2023 07:22 PM	29 and 332 needs a turn lane in both directions. Coming from liberty hill to Bertram is very dangerous in the left and right lanes. Around that corner where 332 you can't see that a car needs to turn left until you're around part of where the road curves. Those cars in the left lane braking last minute and swerving into the right lane to avoid rear ending the stopped car trying to turn left.
114387480299	Online	Aug 10 2023 07:01 PM	Roads simply need repair. Falling apart due to neglect.
114387450459	Online	Aug 10 2023 05:56 PM	State Highway 29 from Liberty Hill to Burnet is usually a wreck derby. Many have died on that stretch of road, possibly a turn lane would help? Reducing speed will do nothing as it will only make the wrecks less destructive but not less frequent. Many do not go the speed limit on that road anyway. Also, the condition of FM 963 from Burnet to Oakalla has never been really good. TxDOT had a contractor redo portions of the road but they did no good job. The road was never really leveled out (wavy road) and the new asphalt portions had to be repaired months later. By repair, I do not mean patches I mean sections of the road had to be redone.
114387425846	Online	Aug 10 2023 05:05 PM	FM 243 between 183 and 29 needs something done with the speeding semi trucks that come around the corners in the wrong lane. Happens daily.
114387134761	Online	Aug 10 2023 11:06 AM	Highway 29 between Burnet, Bertram and Liberty Hill desperately needs a turning lane and wider shoulders It has become so dangerous with the growth and traffic increase in that whole area. It's very unsafe with all the trucks and people turning off the highway. Many wrecks and many fatalities in last 5 years!!
114386215463	Online	Aug 09 2023 10:59 AM	My biggest concern is Highway 29 east between burnet and Bertram, specifically at 29 and CR 333. 29 needs a turn lane and breakdown shoulders from burnet to Bertram and then on to Liberty hill. That stretch on highway is dangerous and I'm witnessed several accidents and fatalities. I also think that traffic signals need to be installed at 333 and 304 to slow down traffic. It is so dangerous for someone to sit-stopped in the left lane waiting to turn left and risk getting rear ended.
114380978045	Online	Aug 02 2023 09:55 AM	Heavy truck traffic in burnet has become a bottleneck turning south at 281 and 29.
	Printed	7/29/2023	Highway 29 needs to be widened with a turn lane. It's a dangerous road to travel with high speeds, growth in population (subdivisions/communities) and distractions.
	Printed	7/29/2023	1 lane bridge on CR 252
	Printed	7/29/2023	CR 252 condition in general
	Printed	8/21/2023	Hwy 29 needs a turn lane (center) from Georgetown to Burnet!! All county roads need to be widened. 269 + 29 needs a stop light!!
	Printed	8/21/2023	CR 215 & 214 have low water crossing. Have been trying to get fixed for over 30 years. Blind curve @ CR 210 and CR 215.
	Printed	8/25/2023	No new shoulders
	Printed	8/29/2023	Refer to the enclosed map of the study area to find the intersection of FM 963 and County Road 112 indicated by the red 1 and circle. This is my mailing address and residence. This intersection has become increasingly dangerous over the last few years as multiple housing developments and single residences have been built. Bentley Ridge (red #2 on map) is the closest to us and has contributed to increased traffic at this intersection. Because of the geography of the two converging roads it is somewhat of a blind approach from both north and south on 963 and from County Rd 112. It has been my observation that most traffic entering 963 from the north on CR 112 do not stop at the intersection, even though there is a stop sign. Many of those approaching barely slow down as they think that can look toward 963 as they approach the intersection and zoom onto 963 because they don't see traffic. This is not safe. Furthermore, as 963 approaches the intersection from the south, it curves and renders oncoming traffic unviewable until very close to the turn onto 112. There is a slight rise on 963 (about 1/8 mile south of the intersection) that makes it impossible for fast-moving traffic from the rear to see anyone trying to turn left onto 112. There is no turn lane, no shoulder; so if I'm sitting there trying to turn onto 112 from 963, I'm basically a sitting duck if drivers going 65mph, coming over that little rise don't notice that I'm stopped. It's just very dangerous.
	Printed	8/31/2023	FM 963 - about a foot of shoulder has been added but is not enough
	Printed	9/6/2023	Texas 138 & 183; FM 243 & 183; FM 2657 & 183
	Printed	9/6/2023	FM 243 from 183 to Bertram

Northeast Burnet County Transportation Study			
			Please list any specific roadways or intersections within the study area that need to be improved. Please elaborate on your concerns. (For example: Add through or turn lanes, improve pavement condition, add shoulders, widen shoulders)
Answered	88		
Skipped	141		
Respondent ID	Survey Method	Response Date	Responses
114403896035	Online	Sep 03 2023 08:53 PM	The intersection of FM 243 at Hwy 183 needs a left turn lane. It is not unusual to see 5 or 6 vehicles lined up waiting to turn at that intersection. There needs to be a street light there as it is difficult to see to turn off of Hwy 183 onto FM 243 after dark. FM 243 needs to be widened.
			"The traffic on FM2657 is creating a huge community impact. TxDOT traffic count presently indicates 3250 ADT at the southern terminus of the FM road in Briggs. We feel this volume of traffic is being generated by shortcut commuters/service industry between Ft. Hood & Austin. With I14 soon to expand around Copperas Cove on the north side and the 183A Toll approaching from the south, we anticipate traffic will soon outpace the outdated FM2657 corridor. Please study the improvement needs for FM2657."
114402248116	Online	Aug 31 2023 05:39 PM	
114402137755	Online	Aug 31 2023 03:22 PM	FM 2657 - needs a loop around Briggs
114401331850	Online	Aug 30 2023 04:53 PM	See above comments.
114399957005	Online	Aug 29 2023 06:37 AM	210,212,212a improve pavement conditions, 243 widen road especially over bridges
114398648996	Online	Aug 27 2023 06:15 AM	Hwy 29 and cr 269 in Bertram needs a turning lane
114397352397	Online	Aug 24 2023 09:02 PM	Complete CR 200 work.
114396283865	Online	Aug 23 2023 02:28 PM	Intersection of 183 and CR 210 is dangerous! Many accidents have happened here.
114395303367	Online	Aug 22 2023 12:16 PM	Turn off from hwy 29 onto cr 333 is INCREDIBLY DANGEROUS. Needs a turn lane where neighborhoods are being developed without question.
114395299723	Online	Aug 22 2023 12:12 PM	Need turn lanes on 29 in between Burnet/Bertram. CR 333 onto 29 is extremely dangerous, and even more so at night
114395268305	Online	Aug 22 2023 11:33 AM	Major roadways need a sidewalk
			Add turn lane for all of Hwy 29
114394915496	Online	Aug 22 2023 01:59 AM	Improve Low Water Crossings on E. 243
114394793966	Online	Aug 21 2023 09:03 PM	29 between Burnet and Bertram needs a turn lane
114394612528	Online	Aug 21 2023 03:33 PM	Trim around blind corners and straighten roadways where possible
114394523495	Online	Aug 21 2023 01:42 PM	Need turning lanes on hwy 29 from Burnet County line East thru City of Burnet
			Turn lanes needed on hwy 29
114394493581	Online	Aug 21 2023 01:08 PM	Need to consider turn lane in some areas on E Fm 243 due to all the development that have gone in
114393866467	Online	Aug 20 2023 08:02 PM	Hwy 29 at CR 269 needs a turning lane.
			SH 29 @ CR 322, left turn lane needs to be added. Or at a minimum additional signage west bound on SH 29 warning of dangerous intersection
114393796412	Online	Aug 20 2023 03:23 PM	Highway 29 needs a continuous center turn lane between Burnet and Liberty Hill.
114393781878	Online	Aug 20 2023 02:25 PM	
114393772806	Online	Aug 20 2023 01:47 PM	We really NEED a turn lane.
114393771127	Online	Aug 20 2023 01:37 PM	Add turn lane between burnet & Bertram! This should be a priority
114393766286	Online	Aug 20 2023 01:18 PM	Tip if Burnrt Hill by Metal Mart is very dangerous

114393756097	Online	Aug 20 2023 12:45 PM	The turn lane that is being added to Hwy 29 from Burnet to Lehne Rd. needs to be extended to the Williamson County line. The growth in the area has made it unsafe to drive on Hwy 29. Too many people change lanes without warning when a vehicle in front of them is turning. These scenarios don't give the cars behind them enough warning that cars are turning in front of them. It's also an issue turning left onto 29 from side streets due to the increasing traffic.
114393746678	Online	Aug 20 2023 12:06 PM	CR 269 & Hwy 29 is an especially dangerous intersection. See above.
114393710365	Online	Aug 20 2023 09:47 AM	East St at the railroad tracks has a HUGE gap between the road and the cement buttress there. I'd hate to have a full car wheel on my vehicle slip down into this literal opening in the road/street.
114393698357	Online	Aug 20 2023 09:03 AM	272 improve pavement
114393548140	Online	Aug 19 2023 09:46 PM	Add turning lane at intersection of hwy 29 and county road 269. Maybe even remove the flashing light and add a full functional traffic light
114393519295	Online	Aug 19 2023 07:53 PM	Hwy 29, Burnet to Liberty Hill.
114393521717	Online	Aug 19 2023 07:51 PM	SH 29 needs a turn lane from Liberty Hill to Burnet. I know it's a state highway and that it's been approved and will happen eventually, but it's getting pretty dicey. There really should also be lights when a train is coming at all train crossings.
114393509064	Online	Aug 19 2023 06:58 PM	Turn lane needs to be added from beginning of Bertram to liberty Hill
114393510435	Online	Aug 19 2023 06:57 PM	Highway 29
114393506948	Online	Aug 19 2023 06:44 PM	CR274-hardly enough room for 2 cars.
114393504219	Online	Aug 19 2023 06:29 PM	Hwy 29 from liberty hill to burnet.
114393497187	Online	Aug 19 2023 05:57 PM	See above
114393492843	Online	Aug 19 2023 05:38 PM	There needs to be a turn lane on hwy 29 from burnet to liberty hill. Also, CR 330 is in bad need of repair. I used to go that way to avoid 29, but it's in such bad shape it was ruining my tires.
114393486626	Online	Aug 19 2023 05:10 PM	hwy 29 westbound, coming in to Bertram, speed limit reduction in awkward "s" curve; blind curve with intersection at flashing lights; needs center turn lane and straighten out curve.
114393389417	Online	Aug 19 2023 11:07 AM	We need a shoulder at 183 and 210 if it is going to stay a 2 lane road
114393347062	Online	Aug 19 2023 09:13 AM	See above Hwy29 @ CR 322
114393275197	Online	Aug 19 2023 04:25 AM	Highway 29 from Burnet to Liberty Hill needs shoulders and a turn lane. Ad nauseum.
114393160441	Online	Aug 18 2023 09:01 PM	A turn lane to turn onto 2340 from 963 would be nice because you cannot see very far in advance.
114393110797	Online	Aug 18 2023 06:28 PM	Turn lanes from burnet to liberty hill
114393099457	Online	Aug 18 2023 06:02 PM	Hwy 29 needs a turn lane at Cr 269 , Cr 304 and at the east Burnet County Line. I do fire department in Bertram and we have had numerous wrecks and deaths at these intersections.
114393048731	Online	Aug 18 2023 04:10 PM	CR 252, bad road conditions and blind spots, CR 260 road conditions are getting bad, 1174 has gutters/little drop offs very close to the road, so moving over is difficult.
114393007335	Online	Aug 18 2023 02:52 PM	Completely pave , stripe and widen shoulders CR200B
114392988775	Online	Aug 18 2023 02:22 PM	29 needs a turn lane from Williamson County line to Burnet county line towards Llano. HWY 281 needs resurfacing starting at Burnet City limits then continue for 5 miles.
114392984649	Online	Aug 18 2023 02:11 PM	SH29
114392968033	Online	Aug 18 2023 01:49 PM	Cr 213 and 212. Add shoulders and put center stripes on the blind corners and blind hills.
114392730911	Online	Aug 18 2023 08:16 AM	Turn lane between Burnet and Bertram. I drive this road daily, sometimes multiple times. Very dangerous. Have seen many accidents and near accidents. Too many big trucks turning left off the highway especially at McCoys rail yard. See #4 responses.
114392530202	Online	Aug 18 2023 12:54 AM	Also, large trucks' excessive speed on 243 makes turning into driveways dangerous.
114392473431	Online	Aug 17 2023 10:17 PM	Improve pavement condition. Widen 219
114392427938	Online	Aug 17 2023 08:29 PM	FM 2657 is a nightmare. Almost every car is speeding. Blind curve at FM 2657 and Burnet County Road 219.
114392379473	Online	Aug 17 2023 06:46 PM	5 way intersection in Briggs

114392364077	Online	Aug 17 2023 06:39 PM	Most of the county roads in the study area were laid out and constructed to handle ranches in the 100-500 acre range. In the last 30 years developers have subdivided these parcels and increased the road traffic without improving the roads. Road width, striping, ditch design, low water crossings, and sharp corners all contribute to the safety of these roads. As example, County Road 274 has two developments (Watson Place & the Pointe) which when filled out will add hundreds of cars daily to the road. As 274 crosses into Williamson County (CR201) another new developments is adding traffic to this same stretch of road. The road has seen constant deterioration due to construction traffic.
114392378043	Online	Aug 17 2023 06:37 PM	Center turn lanes on 183 and 29.
114392377010	Online	Aug 17 2023 06:36 PM	Hwy 183 and loop 308
114392361734	Online	Aug 17 2023 06:22 PM	Briggs
114392350408	Online	Aug 17 2023 05:42 PM	Need a real left turn lane from Williamson county line to 963.
			FM243 and 183
114392324947	Online	Aug 17 2023 05:05 PM	N US 183 and Tx 138 intersection - bad sightlines, no traffic light - multiple serious accidents weekly.
114392295115	Online	Aug 17 2023 04:07 PM	N US 183 and CR 243 - traffic to/from 138 and 243 (including 18 wheelers and dump trucks) fly across lanes to turn from one to another.
114392284821	Online	Aug 17 2023 03:54 PM	N US 183 at CR 217 (n of 138) near wrecks from inattentive drivers to cars turning.
114392282886	Online	Aug 17 2023 03:53 PM	N US 183 just S of Briggs - the road narrows abruptly and cars jump into the turn lane to pass - has caused multiple serious wrecks, some fatal - the road to Firefly Aerospace is there and it has heavier traffic including delivery trucks so that section of 183 desperately Needs to be widened so it's two full lanes each direction, with turn lane.
114392208278	Online	Aug 17 2023 03:33 PM	224 and 225 improve pavement
114392049319	Online	Aug 17 2023 11:00 AM	Hwy 29 between Liberty Hill and Burnet should have a protected left turn lane
114390367063	Online	Aug 15 2023 01:13 PM	Same as above.
114389393989	Online	Aug 14 2023 11:00 AM	Repeat all items listed in Question 4 above.
114389169979	Online	Aug 14 2023 04:21 AM	FM 963 from FM 1174 to 183 - shocking wear of road surface just repaved several years ago. Thought it would last longer.
114388648777	Online	Aug 12 2023 08:23 PM	1174 at 243, 243/1174 at 29, 1174 at 963
114388469525	Online	Aug 12 2023 09:03 AM	improve pavement on the smaller roads like 212. horrible
114388462014	Online	Aug 12 2023 08:40 AM	CR 212: New homes have increased and heavy truck traffic has degraded road surface substantially. Repaving and widening are needed.
			Add right-turn lanes at the intersection of Highways 29 and 281.
114388262268	Online	Aug 11 2023 07:52 PM	N/A
114387920226	Online	Aug 11 2023 10:15 AM	none
114387888507	Online	Aug 11 2023 09:29 AM	Need a left turn lane from Williamson County line through Briggs. Need our 4 lanes back at Briggs immediately. The fake left turn lane is used as a passing lane. Need a stop light at 183,loop308 and county road 218. Firefly and normal traffic have made this already dangerous road worse. 2657 is a dangerous road daily.
114387557972	Online	Aug 10 2023 09:35 PM	CR 220--Improved pavement, add shoulders. Road is too narrow for oncoming traffic to pass without one vehicle leaving the road. Bridges too narrow and in bad shape. Sight lines too short
114387542592	Online	Aug 10 2023 09:17 PM	A turn lane from williamson county line to FM 963 or at least just north of Briggs. Wider shoulders, at least 5 feet or more past fog line. no more chip seal, it is loud, wears tires, causes traction issues with loose rock.
114387508288	Online	Aug 10 2023 07:55 PM	Add turn lane on 29 between liberty hill and Burnet
114387484300	Online	Aug 10 2023 07:22 PM	The Mill Creek bridge/curve is a point of concern; the entry way to the RV park in Oakalla; there is no shoulder anywhere on 2657; lots of curves on this road which if you're not familiar with are dangerous.
114387470237	Online	Aug 10 2023 06:33 PM	Please also widen the shoulders on hwy 29 so that trucks have more room and this would prevent rollovers/road shutdowns.
114387450459	Online	Aug 10 2023 05:56 PM	Turn lane in the middle
			29 and 281 turning lane
			traffic is backed up trying to turn from 29 to 281 to marble falls
			Turn lanes on Hwy 29, complete redo of FM963 between Burnet and US 183.

114387425846	Online	Aug 10 2023 05:05 PM	CR 214 and CR 215 need repaved.
114387134761	Online	Aug 10 2023 11:06 AM	Highway 29 between Burnet, Bertram and Liberty Hill desperately needs turn lanes and wider shoulders. With all the growth it has gotten more dangerous and the wrecks will account for that!
114386215463	Online	Aug 09 2023 10:59 AM	Hwy 29 east and CR333- between burnet and Bertram. There is heavy traffic and zero turn lanes. McCoys distribution center, rock trucks create hazards and dangers all along the highway and waiting to turn into those establishments.
114380978045	Online	Aug 02 2023 09:55 AM	Highway 29 needs to be widened with a turn lane and shoulders.
	Printed	7/29/2023	turn lanes on Hiway 29
	Printed	7/29/2023	Indian Wells and All Streets + roads need to be paved due to high traffic.
	Printed	8/21/2023	Road CR 210 was reserved but it was to cold and did not adhere to gravel
	Printed	8/25/2023	Add turn lanes on ALL of Hwy 29
			<p>Again, due to increased developments all along FM 963, SH 29, County Road 200 (red #3 on map) (and probably every other county road in Burnet), traffic has increased dramatically. There are only intermittent center turn lanes (or none on 963 and various county roads) and very few (if any) right turn lanes on each side of the highways. This adds to the dangers lurking on our roads.</p> <p>I am also concerned about the developments in Briggs. Those roads there were never designed to handle the traffic they now endure every day. It will be necessary to similarly improve the roads in that area, for sure.</p> <p>(See red #5 on map) As you are probably aware, traffic in "downtown" Burnet at the intersection of SH29 and US 281 is almost always problematic. Construction trucks are EVERYWHERE, and with increased non-commercial traffic, the backups at the lights go on for blocks. Granted, this is not Austin traffic, but it a nightmare when I consider what it was here only 5 years ago.</p> <p>Although I know it requires obtaining the property to do so, construction of a loop around Burnet would be a great idea. It is obvious that drivers have already found such a loop: westbound travelers on SH29 frequently turn onto Hill Street in Burnet, go through the residential neighborhood to FM963, then north to CR 112 and travel on it over to US281. Likewise, travelers from Lampasas take the reverse route in order to bypass the traffic jam at the main intersection in downtown Burnet.</p>
	Printed	8/29/2023	
	Printed	9/6/2023	FM 243 needs to load zoned & enforced. Reduced speed limit in Mahomet.

Northeast Burnet County
Transportation Study
Additional comments:
Answered
Skipped

39
190

Respondent ID	Survey Method	Response Date	Responses
114403896035	Online	Sep 03 2023 08:53 PM	Don't know who is giving permits for all of the over size loads we are seeing. You come around a corner and have to pull off in the ditch so these loads can continue. They certainly are not going to move over for us. I travel to Bertram a couple a times a week and lately, every time I go there is an over size load. This has got to stop before some gets killed.
114402248116	Online	Aug 31 2023 05:39 PM	I am also concerned a that with the increase in traffic volume will come an increase in accidents and traffic violations.
114401331850	Online	Aug 30 2023 04:53 PM	WATER STUDY - needs to be COMPLETED before a transportation plan is recommended. We are running low or out of water here. Can't have huge neighborhoods with a house on 1/2 acre-1 acre on wells. Burnet County aquifers will not support that. Shouldn't build transportation and development for a higher number than water can support. Water=Life.
114400891985	Online	Aug 30 2023 06:56 AM	A bigger concern is the amount of traffic and the high number of accidents on FM 2657 between Briggs and the Lampasas County line. Also, CR 220 in Oakalla is a one-lane, crumbling asphalt road that has become a major cut-through between FM 2657 and Highway 195 in Killeen (via Maxdale Road in Bell County). Add to that the constant dump truck traffic Monday through Friday on CR 220 because of the property over the Bell County line where they are removing soil from the floodplain full time. These two roads are dangerous, heavily traveled, and badly need attention.
114395268305	Online	Aug 22 2023 11:33 AM	963 has no crosswalk stripes or sidewalks by churches. The schools etc. I have seen young children having to walk in the street on 963. This is a major concern and safety issue.
114394493581	Online	Aug 21 2023 01:08 PM	183 at 210 and loop needs something done too congested now for all the ways people can go there and very hard to get out with firefly traffic pulling onto 210
114393772806	Online	Aug 20 2023 01:47 PM	Many, many complaints have been lodged by neighbors regarding this intersection and no one cares.
114393771127	Online	Aug 20 2023 01:37 PM	People need to slow down on 29 between burnet and Bertram!
114393766286	Online	Aug 20 2023 01:18 PM	My family has had three near death encounter on HWY 29 within the last few weeks turn tkk on no turn lane & people driving too fast
114393764450	Online	Aug 20 2023 01:09 PM	Highway 29 needs to be widened and a turn lane put in all the way down it.
114393710365	Online	Aug 20 2023 09:47 AM	This has been a problem for years!
114393683911	Online	Aug 20 2023 08:13 AM	Only concern to me is the 281 traffic congestion through MF. It seems that it will become very problematic with 5 years
114393548140	Online	Aug 19 2023 09:46 PM	To many people have had accidents or have died at this intersection. It's time to find a solution to help keep everyone safe.
114393509064	Online	Aug 19 2023 06:58 PM	The bridge on 1174 north needs to be repaved. It's very rough when going over it. (The one by stickling cemetery) it was paved before but it is worn down now.
114393492843	Online	Aug 19 2023 05:38 PM	I've lived here all my life and there have been fatalities on hwy 29 between Bertram and burnet since at least 1977. It's ridiculous how dangerous that road is.
114393486626	Online	Aug 19 2023 05:10 PM	Hwy 29 Liberty Hill to Burnet, needs center turn lane; more separation between on-coming traffic; and needs shoulders
114393389417	Online	Aug 19 2023 11:07 AM	All of our county roads are suffering out here. Especially in front of firefly with all the truck traffic now and the entirty of 212
114393048731	Online	Aug 18 2023 04:10 PM	It was very dissapointing that during the paving of HWY 29 that a center turn lane was not put in. I was hit from behind on 29 at 269 and totaled my car. This spot is just one of the dangerous areas on HWY 29.
114393007335	Online	Aug 18 2023 02:52 PM	Potholes on secondary roads like CR 200B are very slow getting repaired and are simply filled with a shovel,or two of pacing material. Potholes return with. A month or two.
114392998170	Online	Aug 18 2023 02:34 PM	Just to much traffic for traffic especially in the towns
114392427938	Online	Aug 17 2023 08:29 PM	My mil said two things about these roads- Pray for me, I drive 183.
114392379473	Online	Aug 17 2023 06:46 PM	I drive 2657, I'll see you in heaven. Please budget for quieter not so loud surface.
114392364077	Online	Aug 17 2023 06:39 PM	1. It has been a terrible waste of money to repave highway 29 without making improvements at the same time. Wider shoulders and turn lanes at intersections should have been done as a minimum. 2. State highways like Hwy. 29 should not allow any new access. Liberty Hill is a perfect example of how uncontrolled development with individual access is dangerous and slows traffic flow. 3. By-pass routes around Liberty Hill and perhaps Bertram should be planned. These by-passes should have no access points accept on the ends.

114392361734	Online	Aug 17 2023 06:22 PM	This part of the county gets nothing done for us.
114392324947	Online	Aug 17 2023 05:05 PM	Do NOT try to implement "super 2" configuration. It is a disaster N of Briggs and dangerous to drivers due to constant reckless passing
114392208278	Online	Aug 17 2023 03:33 PM	FM2657 received zero interest in the last CAMPO survey AND the 2018 Burnet County Traffic Plan. With Toll 183A developing ever closer to Burnet County and the upcoming 2026 expansion of I 14 "around" Copperas Cove, the weak traffic link between Austin/ Ft Hood will be FM2657. I know these studies are intended to be looking to the future (like 2040+). I don't think improvements can wait that long. Please move it up in your timeline. I'd gladly meet with someone if it would help.
114392049319	Online	Aug 17 2023 11:00 AM	I don't have any traffic concerns other than the number of dump trucks travelling on 963 but I assume it is like that everywhere. Wish there were more signs about burn ban status or Don't mess with Texas trash signs.
114389393989	Online	Aug 14 2023 11:00 AM	All my tax money goes to schools and I don't have kids. spend mine on the roads and cut pay from people in office that do nothing all day. Time for DE-motions.
114388469525	Online	Aug 12 2023 09:03 AM	I cannot understand the need for this study at this time. Burnet County is currently in a stage 4 extreme drought and therefore there is no water for additional population. Until there is legislation passed to control growth in relation to water availability, this is a waste of money and time.
114388462014	Online	Aug 12 2023 08:40 AM	This study is premature and irresponsible. Until their is existing legislation that would allow County Commissioners courts to manage development, this is a waste of time and taxpayer monies. Burnet Co. currently is in stage 4 sever drought; i.e. there's no WATER for additional development/population. Don't put the cart before the horse.
114388262804	Online	Aug 11 2023 07:48 PM	I am principally concerned with the negative impact of new development on existing water resources. Ranchers oppose new residential housing developments in Northeast Burnet County. We need to know how CAMPO is evaluating long-term water reserves. Some studies indicate the area will run out water in 30 years! I want to see the studies that CAMPO regarding groundwater reserves in Northeast Burnet County.
114387888507	Online	Aug 11 2023 09:29 AM	No toll ways or express toll lanes should be constructed.
114387480299	Online	Aug 10 2023 07:01 PM	Our roads are debilitated due to unregulated construction traffic. Roads like 274 are no designed for 80k truck loads to roll in. We like our country roads but regulating load limits for construction traffic or building a proper road capable of that weight is the only solution.
114387134761	Online	Aug 10 2023 11:06 AM	The county and highway department have gone back and forth on this stretch of roadway for years and no major changes ever happen.
114386215463	Online	Aug 09 2023 10:59 AM	Please install turn lanes before more people are injured or killed.
	Printed	8/21/2023	In May of 1991 Road CR 215 & CR 215 were inpasable due to heavy rain (my wife had a stroke and I could not get her to hospital in time) have been try to get low water crossing fix ever since
	Printed	8/25/2023	I realize that the intersection at 1869 and 29 is not within the study area, but it needs to be addressed immediately
			It is my opinion that the recent improvements on 29 are just that: improvements. However, it was a short-sighted "fix" because traffic is already so heavy that those improvements are not going to solve traffic problems in the next two years, much less in the next 20 years.
			We believe every developer and commercial enterprise should be required to construct adequate turn lanes into entrances. There should be a continuous center turn lane on SH29. Within the next 10 years, maybe even 5, SH 29 will need to have at least 2 lanes east, 2 lanes west, a continuous center turn lane, and probably a continuous right turn lane on each side. It is preposterous to believe that we won't see the need for such improvements before 2045!
	Printed	8/29/2023	It is also of great concern that we will continue to lose gas tax revenue with the continued increase of EV sales. We need to be developing ways to pay for all of these improvements.
	Printed	9/6/2023	Include heavy truck & an area wide bypass study.

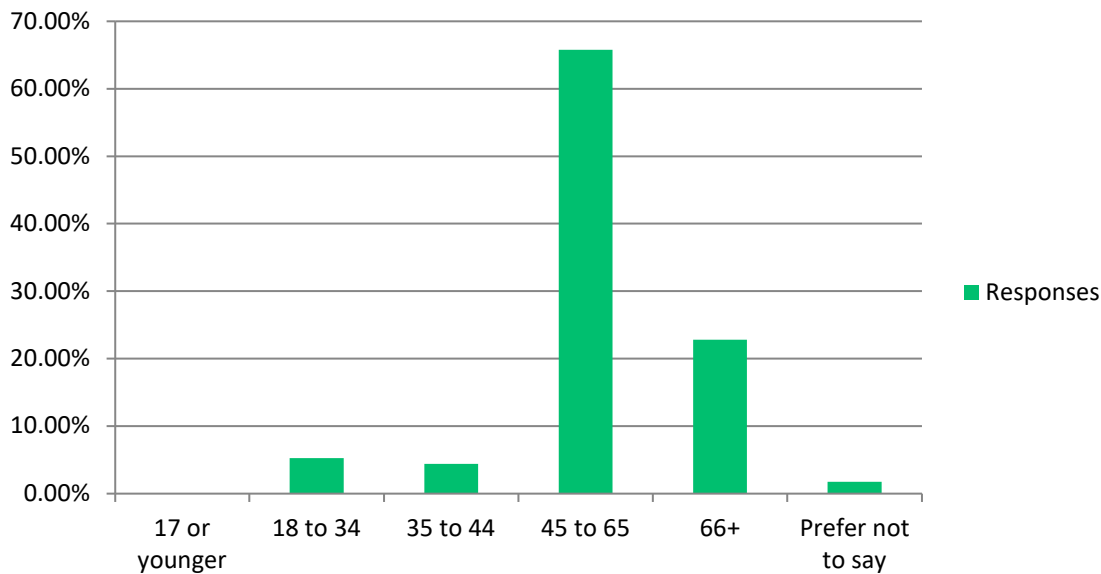
Northeast Burnet County Transportation Study

Please tell us your age group.

Answer Choices	Responses	
17 or younger	0.00%	0
18 to 34	5.26%	6
35 to 44	4.39%	5
45 to 65	65.79%	75
66+	22.81%	26
Prefer not to say	1.75%	2

Answered 114
Skipped 97

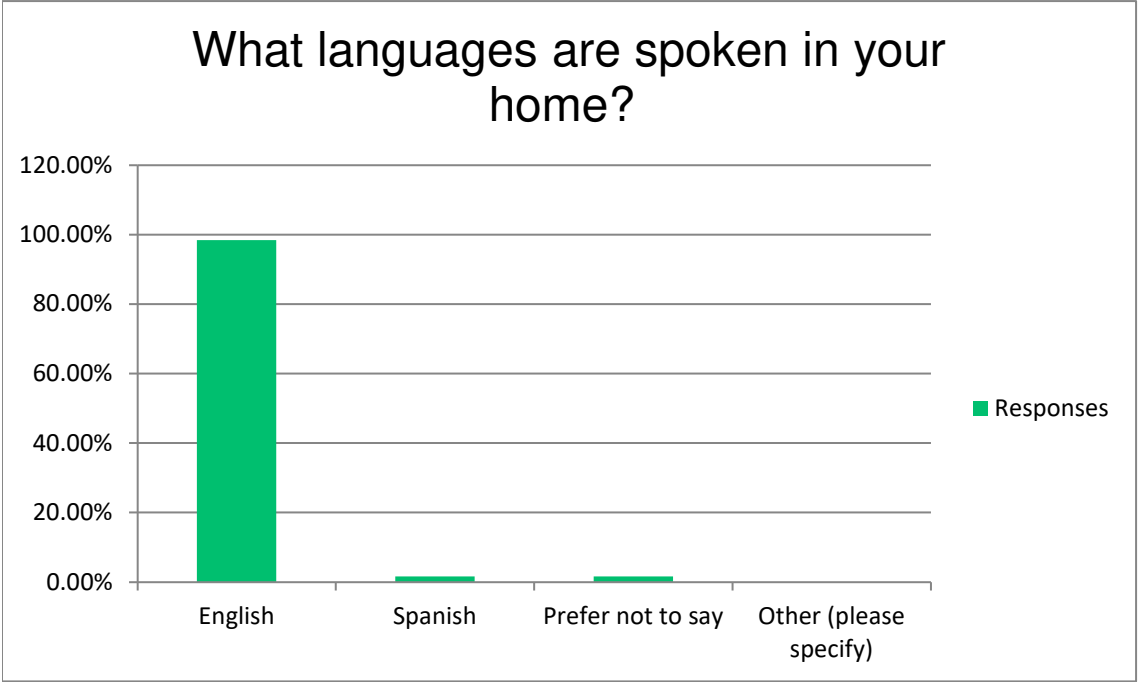
Please tell us your age group.



Northeast Burnet County Transportation Study

What languages are spoken in your home?

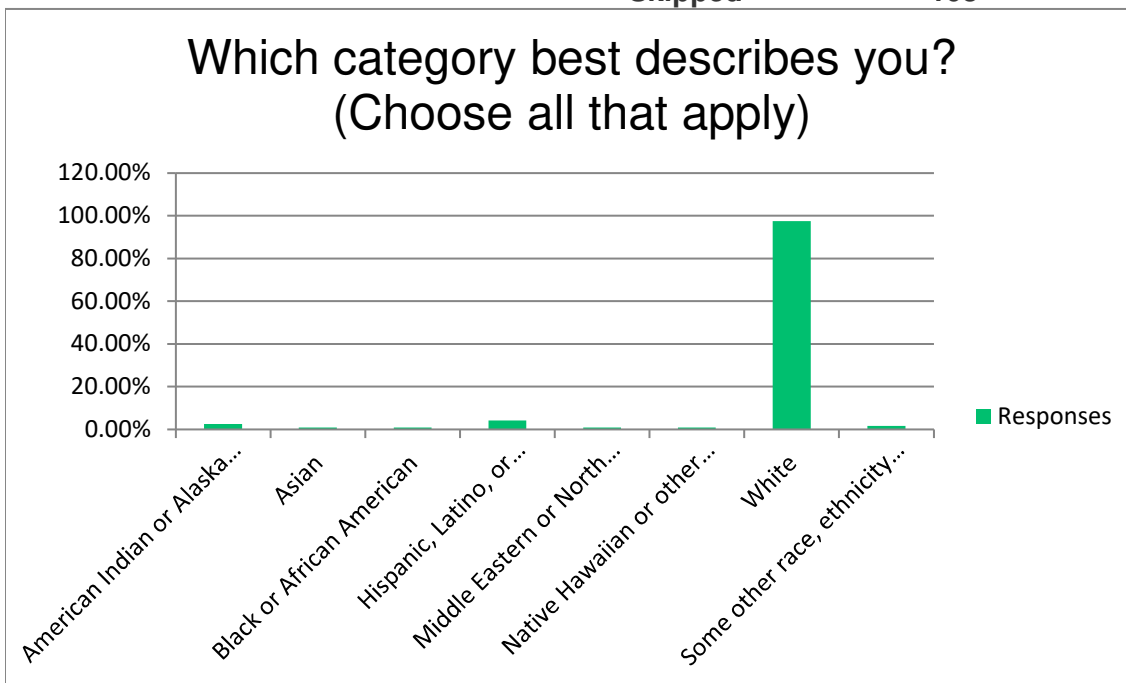
Answer Choices	Responses	
English	98.41%	131
Spanish	1.59%	2
Prefer not to say	1.59%	2
Other (please specify)	0.00%	0
Answered		135
Skipped		96



Northeast Burnet County Transportation Study

Which category best describes you? (Choose all that apply)

Answer Choices	Responses	
American Indian or Alaska Native	2.52%	3
Asian	0.84%	1
Black or African American	0.84%	1
Hispanic, Latino, or Spanish origin	4.20%	5
Middle Eastern or North African	0.84%	1
Native Hawaiian or other Pacific Islander	0.84%	1
White	97.48%	123
Some other race, ethnicity or origin	1.68%	2
Answered		137
Skipped		103



Appendix B

Turning Movement Counts



GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 1 - US 281 & RM 963 - AM

Site Code : 1

Start Date : 5/24/2023

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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	15	124	0	0	139	29	0	5	0	34	0	82	55	0	137	0	0	0	0	0	310
07:15	44	160	0	0	204	57	0	19	0	76	0	164	69	0	233	0	0	0	0	0	513
07:30	55	202	0	0	257	99	0	39	0	138	0	179	56	0	235	0	0	0	0	0	630
07:45	32	235	0	0	267	99	0	30	0	129	0	164	39	0	203	0	0	0	0	0	599
Total	146	721	0	0	867	284	0	93	0	377	0	589	219	0	808	0	0	0	0	0	2052
08:00	14	130	0	0	144	47	0	8	0	55	0	95	41	0	136	0	0	0	0	0	335
08:15	10	118	0	0	128	40	0	5	0	45	0	95	38	0	133	0	0	0	0	0	306
08:30	9	103	0	0	112	25	0	2	0	27	0	111	25	0	136	0	0	0	0	0	275
08:45	13	108	0	0	121	45	0	8	0	53	0	117	51	0	168	0	0	1	0	1	343
Total	46	459	0	0	505	157	0	23	0	180	0	418	155	0	573	0	0	1	0	1	1259
Grand Total	192	1180	0	0	1372	441	0	116	0	557	0	1007	374	0	1381	0	0	1	0	1	3311
Apprch %	14	86	0	0		79.2	0	20.8	0		0	72.9	27.1	0		0	0	100	0		
Total %	5.8	35.6	0	0	41.4	13.3	0	3.5	0	16.8	0	30.4	11.3	0	41.7	0	0	0	0	0	
Vehicles	177	1094	0	0	1271	428	0	115	0	543	0	942	362	0	1304	0	0	1	0	1	3119
% Vehicles	92.2	92.7	0	0	92.6	97.1	0	99.1	0	97.5	0	93.5	96.8	0	94.4	0	0	100	0	100	94.2
Heavy Vehicles	15	86	0	0	101	13	0	1	0	14	0	65	12	0	77	0	0	0	0	0	192
% Heavy Vehicles	7.8	7.3	0	0	7.4	2.9	0	0.9	0	2.5	0	6.5	3.2	0	5.6	0	0	0	0	0	5.8

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	44	160	0	0	204	57	0	19	0	76	0	164	69	0	233	0	0	0	0	0	513
07:30	55	202	0	0	257	99	0	39	0	138	0	179	56	0	235	0	0	0	0	0	630
07:45	32	235	0	0	267	99	0	30	0	129	0	164	39	0	203	0	0	0	0	0	599
08:00	14	130	0	0	144	47	0	8	0	55	0	95	41	0	136	0	0	0	0	0	335
Total Volume	145	727	0	0	872	302	0	96	0	398	0	602	205	0	807	0	0	0	0	0	2077
% App. Total	16.6	83.4	0	0		75.9	0	24.1	0		0	74.6	25.4	0		0	0	0	0		
PHF	.659	.773	.000	.000	.816	.763	.000	.615	.000	.721	.000	.841	.743	.000	.859	.000	.000	.000	.000	.000	.824
Vehicles	131	692	0	0	823	295	0	95	0	390	0	576	198	0	774	0	0	0	0	0	1987
% Vehicles																					
Heavy Vehicles	14	35	0	0	49	7	0	1	0	8	0	26	7	0	33	0	0	0	0	0	90
% Heavy Vehicles	9.7	4.8	0	0	5.6	2.3	0	1.0	0	2.0	0	4.3	3.4	0	4.1	0	0	0	0	0	4.3

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

Peak Hour for Each Approach Begins at:

	07:15					07:15					07:00					08:00				
+0 mins.	44	160	0	0	204	57	0	19	0	76	0	82	55	0	137	0	0	0	0	0
+15 mins.	55	202	0	0	257	99	0	39	0	138	0	164	69	0	233	0	0	0	0	0
+30 mins.	32	235	0	0	267	99	0	30	0	129	0	179	56	0	235	0	0	0	0	0
+45 mins.	14	130	0	0	144	47	0	8	0	55	0	164	39	0	203	0	0	1	0	1
Total Volume	145	727	0	0	872	302	0	96	0	398	0	589	219	0	808	0	0	1	0	1
% App. Total	16.6	83.4	0	0		75.9	0	24.1	0		0	72.9	27.1	0		0	0	100	0	
PHF	.659	.773	.000	.000	.816	.763	.000	.615	.000	.721	.000	.823	.793	.000	.860	.000	.000	.250	.000	.250
Vehicles	131	692	0	0	823	295	0	95	0	390	0	565	213	0	778	0	0	1	0	1
% Vehicles																				
Heavy Vehicles	14	35	0	0	49	7	0	1	0	8	0	24	6	0	30	0	0	0	0	0
% Heavy Vehicles	9.7	4.8	0	0	5.6	2.3	0	1	0	2	0	4.1	2.7	0	3.7	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 1 - US 281 & RM 963 - AM

Site Code : 1

Start Date : 5/24/2023

Page No : 2

Groups Printed- Vehicles

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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	14	115	0	0	129	28	0	5	0	33	0	77	53	0	130	0	0	0	0	0	292
07:15	43	154	0	0	197	54	0	18	0	72	0	155	68	0	223	0	0	0	0	0	492
07:30	48	194	0	0	242	97	0	39	0	136	0	178	56	0	234	0	0	0	0	0	612
07:45	26	225	0	0	251	98	0	30	0	128	0	155	36	0	191	0	0	0	0	0	570
Total	131	688	0	0	819	277	0	92	0	369	0	565	213	0	778	0	0	0	0	0	1966
08:00	14	119	0	0	133	46	0	8	0	54	0	88	38	0	126	0	0	0	0	0	313
08:15	10	102	0	0	112	39	0	5	0	44	0	87	38	0	125	0	0	0	0	0	281
08:30	9	87	0	0	96	24	0	2	0	26	0	95	22	0	117	0	0	0	0	0	239
08:45	13	98	0	0	111	42	0	8	0	50	0	107	51	0	158	0	0	1	0	1	320
Total	46	406	0	0	452	151	0	23	0	174	0	377	149	0	526	0	0	1	0	1	1153
Grand Total	177	1094	0	0	1271	428	0	115	0	543	0	942	362	0	1304	0	0	1	0	1	3119
Apprch %	13.9	86.1	0	0		78.8	0	21.2	0		0	72.2	27.8	0		0	0	100	0		
Total %	5.7	35.1	0	0	40.8	13.7	0	3.7	0	17.4	0	30.2	11.6	0	41.8	0	0	0	0	0	

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	43	154	0	0	197	54	0	18	0	72	0	155	68	0	223	0	0	0	0	0	492
07:30	48	194	0	0	242	97	0	39	0	136	0	178	56	0	234	0	0	0	0	0	612
07:45	26	225	0	0	251	98	0	30	0	128	0	155	36	0	191	0	0	0	0	0	570
08:00	14	119	0	0	133	46	0	8	0	54	0	88	38	0	126	0	0	0	0	0	313
Total Volume	131	692	0	0	823	295	0	95	0	390	0	576	198	0	774	0	0	0	0	0	1987
% App. Total	15.9	84.1	0	0		75.6	0	24.4	0		0	74.4	25.6	0		0	0	0	0		
PHF	.682	.769	.000	.000	.820	.753	.000	.609	.000	.717	.000	.809	.728	.000	.827	.000	.000	.000	.000	.000	.812

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

Peak Hour for Each Approach Begins at:

	07:15					07:15					07:00					08:00				
+0 mins.	43	154	0	0	197	54	0	18	0	72	0	77	53	0	130	0	0	0	0	0
+15 mins.	48	194	0	0	242	97	0	39	0	136	0	155	68	0	223	0	0	0	0	0
+30 mins.	26	225	0	0	251	98	0	30	0	128	0	178	56	0	234	0	0	0	0	0
+45 mins.	14	119	0	0	133	46	0	8	0	54	0	155	36	0	191	0	0	1	0	1
Total Volume	131	692	0	0	823	295	0	95	0	390	0	565	213	0	778	0	0	1	0	1
% App. Total	15.9	84.1	0	0		75.6	0	24.4	0		0	72.6	27.4	0		0	0	100	0	
PHF	.682	.769	.000	.000	.820	.753	.000	.609	.000	.717	.000	.794	.783	.000	.831	.000	.000	.250	.000	.250

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 1 - US 281 & RM 963 - AM

Site Code : 1

Start Date : 5/24/2023

Page No : 3

Groups Printed- Heavy Vehicles

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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	9	0	0	10	1	0	0	0	1	0	5	2	0	7	0	0	0	0	0	18
07:15	1	6	0	0	7	3	0	1	0	4	0	9	1	0	10	0	0	0	0	0	21
07:30	7	8	0	0	15	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	18
07:45	6	10	0	0	16	1	0	0	0	1	0	9	3	0	12	0	0	0	0	0	29
Total	15	33	0	0	48	7	0	1	0	8	0	24	6	0	30	0	0	0	0	0	86
08:00	0	11	0	0	11	1	0	0	0	1	0	7	3	0	10	0	0	0	0	0	22
08:15	0	16	0	0	16	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	25
08:30	0	16	0	0	16	1	0	0	0	1	0	16	3	0	19	0	0	0	0	0	36
08:45	0	10	0	0	10	3	0	0	0	3	0	10	0	0	10	0	0	0	0	0	23
Total	0	53	0	0	53	6	0	0	0	6	0	41	6	0	47	0	0	0	0	0	106
Grand Total	15	86	0	0	101	13	0	1	0	14	0	65	12	0	77	0	0	0	0	0	192
Apprch %	14.9	85.1	0	0		92.9	0	7.1	0		0	84.4	15.6	0		0	0	0	0		
Total %	7.8	44.8	0	0	52.6	6.8	0	0.5	0	7.3	0	33.9	6.2	0	40.1	0	0	0	0	0	

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	6	10	0	0	16	1	0	0	0	1	0	9	3	0	12	0	0	0	0	0	29
08:00	0	11	0	0	11	1	0	0	0	1	0	7	3	0	10	0	0	0	0	0	22
08:15	0	16	0	0	16	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	25
08:30	0	16	0	0	16	1	0	0	0	1	0	16	3	0	19	0	0	0	0	0	36
Total Volume	6	53	0	0	59	4	0	0	0	4	0	40	9	0	49	0	0	0	0	0	112
% App. Total	10.2	89.8	0	0		100	0	0	0		0	81.6	18.4	0		0	0	0	0		
PHF	.250	.828	.000	.000	.922	1.00	.000	.000	.000	1.00	.000	.625	.750	.000	.645	.000	.000	.000	.000	.000	.778

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

Peak Hour for Each Approach Begins at:

	07:45					07:00					07:45					07:00				
+0 mins.	6	10	0	0	16	1	0	0	0	1	0	9	3	0	12	0	0	0	0	0
+15 mins.	0	11	0	0	11	3	0	1	0	4	0	7	3	0	10	0	0	0	0	0
+30 mins.	0	16	0	0	16	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0
+45 mins.	0	16	0	0	16	1	0	0	0	1	0	16	3	0	19	0	0	0	0	0
Total Volume	6	53	0	0	59	7	0	1	0	8	0	40	9	0	49	0	0	0	0	0
% App. Total	10.2	89.8	0	0		87.5	0	12.5	0		0	81.6	18.4	0		0	0	0	0	
PHF	.250	.828	.000	.000	.922	.583	.000	.250	.000	.500	.000	.625	.750	.000	.645	.000	.000	.000	.000	.000

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - US 281 & RM 963 - AM

Site Code : 1

Start Date : 5/24/2023

Page No : 4

Groups Printed- Pedestrians

[illegible][illegible]

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

Peak Hour for Each Approach Begins at:

[illegible]

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 1 - US 281 & RM 963 - PM

Site Code : 1

Start Date : 5/24/2023

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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
15:00	13	96	0	0	109	25	0	10	0	35	1	106	50	0	157	0	0	0	0	0	301
15:15	15	103	0	0	118	36	0	13	0	49	0	135	58	0	193	0	0	0	0	0	360
15:30	14	138	0	0	152	74	0	35	0	109	1	194	56	0	251	0	0	0	0	0	512
15:45	38	252	0	0	290	80	0	16	0	96	1	124	37	0	162	0	0	0	0	0	548
Total	80	589	0	0	669	215	0	74	0	289	3	559	201	0	763	0	0	0	0	0	1721
16:00	9	145	0	0	154	60	0	11	0	71	0	145	28	0	173	0	0	0	0	0	398
16:15	3	107	0	0	110	48	0	10	0	58	0	137	34	0	171	0	0	0	0	0	339
16:30	9	99	0	0	108	30	0	8	0	38	0	126	37	0	163	0	0	0	0	0	309
16:45	3	121	0	0	124	25	0	9	0	34	0	138	31	0	169	0	0	0	0	0	327
Total	24	472	0	0	496	163	0	38	0	201	0	546	130	0	676	0	0	0	0	0	1373
17:00	8	119	0	0	127	23	0	12	0	35	1	181	45	0	227	0	0	0	0	0	389
17:15	10	124	0	0	134	34	0	9	0	43	0	201	29	0	230	0	0	0	0	0	407
17:30	7	121	0	0	128	28	0	7	0	35	0	120	34	0	154	0	0	0	0	0	317
17:45	9	118	0	0	127	31	0	9	0	40	0	133	36	0	169	0	0	0	0	0	336
Total	34	482	0	0	516	116	0	37	0	153	1	635	144	0	780	0	0	0	0	0	1449
Grand Total	138	1543	0	0	1681	494	0	149	0	643	4	1740	475	0	2219	0	0	0	0	0	4543
Apprch %	8.2	91.8	0	0		76.8	0	23.2	0		0.2	78.4	21.4	0		0	0	0	0	0	
Total %	3	34	0	0	37	10.9	0	3.3	0	14.2	0.1	38.3	10.5	0	48.8	0	0	0	0	0	
Vehicles	133	1460	0	0	1593	480	0	147	0	627	4	1685	468	0	2157	0	0	0	0	0	4377
% Vehicles	96.4	94.6	0	0	94.8	97.2	0	98.7	0	97.5	100	96.8	98.5	0	97.2	0	0	0	0	0	96.3
Heavy Vehicles	5	83	0	0	88	14	0	2	0	16	0	55	7	0	62	0	0	0	0	0	166
% Heavy Vehicles	3.6	5.4	0	0	5.2	2.8	0	1.3	0	2.5	0	3.2	1.5	0	2.8	0	0	0	0	0	3.7

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	15	103	0	0	118	36	0	13	0	49	0	135	58	0	193	0	0	0	0	0	360
15:30	14	138	0	0	152	74	0	35	0	109	1	194	56	0	251	0	0	0	0	0	512
15:45	38	252	0	0	290	80	0	16	0	96	1	124	37	0	162	0	0	0	0	0	548
16:00	9	145	0	0	154	60	0	11	0	71	0	145	28	0	173	0	0	0	0	0	398
Total Volume	76	638	0	0	714	250	0	75	0	325	2	598	179	0	779	0	0	0	0	0	1818
% App. Total	10.6	89.4	0	0		76.9	0	23.1	0		0.3	76.8	23	0		0	0	0	0	0	
PHF	.500	.633	.000	.000	.616	.781	.000	.536	.000	.745	.500	.771	.772	.000	.776	.000	.000	.000	.000	.000	.829
Vehicles	74	601	0	0	675	239	0	74	0	313	2	571	178	0	751	0	0	0	0	0	1739
% Vehicles																					
Heavy Vehicles	2	37	0	0	39	11	0	1	0	12	0	27	1	0	28	0	0	0	0	0	79
% Heavy Vehicles	2.6	5.8	0	0	5.5	4.4	0	1.3	0	3.7	0	4.5	0.6	0	3.6	0	0	0	0	0	4.3

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 1 - US 281 & RM 963 - PM

Site Code : 1

Start Date : 5/24/2023

Page No : 2

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:15					15:30					16:30					15:00				
+0 mins.	15	103	0	0	118	74	0	35	0	109	0	126	37	0	163	0	0	0	0	0
+15 mins.	14	138	0	0	152	80	0	16	0	96	0	138	31	0	169	0	0	0	0	0
+30 mins.	38	252	0	0	290	60	0	11	0	71	1	181	45	0	227	0	0	0	0	0
+45 mins.	9	145	0	0	154	48	0	10	0	58	0	201	29	0	230	0	0	0	0	0
Total Volume	76	638	0	0	714	262	0	72	0	334	1	646	142	0	789	0	0	0	0	0
% App. Total	10.6	89.4	0	0		78.4	0	21.6	0		0.1	81.9	18	0		0	0	0	0	
PHF	.500	.633	.000	.000	.616	.819	.000	.514	.000	.766	.250	.803	.789	.000	.858	.000	.000	.000	.000	.000
Vehicles	74	601	0	0	675	254	0	71	0	325	1	631	139	0	771	0	0	0	0	0
% Vehicles																				
Heavy Vehicles	2	37	0	0	39	8	0	1	0	9	0	15	3	0	18	0	0	0	0	0
% Heavy Vehicles	2.6	5.8	0	0	5.5	3.1	0	1.4	0	2.7	0	2.3	2.1	0	2.3	0	0	0	0	0

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 1 - US 281 & RM 963 - PM

Site Code : 1

Start Date : 5/24/2023

Page No : 3

Groups Printed- Vehicles

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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
15:00	12	86	0	0	98	23	0	10	0	33	1	104	49	0	154	0	0	0	0	0	285
15:15	14	95	0	0	109	33	0	13	0	46	0	127	57	0	184	0	0	0	0	0	339
15:30	13	127	0	0	140	71	0	34	0	105	1	187	56	0	244	0	0	0	0	0	489
15:45	38	244	0	0	282	78	0	16	0	94	1	120	37	0	158	0	0	0	0	0	534
Total	77	552	0	0	629	205	0	73	0	278	3	538	199	0	740	0	0	0	0	0	1647
16:00	9	135	0	0	144	57	0	11	0	68	0	137	28	0	165	0	0	0	0	0	377
16:15	2	103	0	0	105	48	0	10	0	58	0	133	34	0	167	0	0	0	0	0	330
16:30	9	94	0	0	103	30	0	7	0	37	0	124	35	0	159	0	0	0	0	0	299
16:45	3	112	0	0	115	25	0	9	0	34	0	132	31	0	163	0	0	0	0	0	312
Total	23	444	0	0	467	160	0	37	0	197	0	526	128	0	654	0	0	0	0	0	1318
17:00	8	113	0	0	121	23	0	12	0	35	1	178	45	0	224	0	0	0	0	0	380
17:15	9	119	0	0	128	33	0	9	0	42	0	197	28	0	225	0	0	0	0	0	395
17:30	7	119	0	0	126	28	0	7	0	35	0	118	33	0	151	0	0	0	0	0	312
17:45	9	113	0	0	122	31	0	9	0	40	0	128	35	0	163	0	0	0	0	0	325
Total	33	464	0	0	497	115	0	37	0	152	1	621	141	0	763	0	0	0	0	0	1412
Grand Total	133	1460	0	0	1593	480	0	147	0	627	4	1685	468	0	2157	0	0	0	0	0	4377
Apprch %	8.3	91.7	0	0		76.6	0	23.4	0		0.2	78.1	21.7	0		0	0	0	0		
Total %	3	33.4	0	0	36.4	11	0	3.4	0	14.3	0.1	38.5	10.7	0	49.3	0	0	0	0	0	

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	14	95	0	0	109	33	0	13	0	46	0	127	57	0	184	0	0	0	0	0	339
15:30	13	127	0	0	140	71	0	34	0	105	1	187	56	0	244	0	0	0	0	0	489
15:45	38	244	0	0	282	78	0	16	0	94	1	120	37	0	158	0	0	0	0	0	534
16:00	9	135	0	0	144	57	0	11	0	68	0	137	28	0	165	0	0	0	0	0	377
Total Volume	74	601	0	0	675	239	0	74	0	313	2	571	178	0	751	0	0	0	0	0	1739
% App. Total	11	89	0	0		76.4	0	23.6	0		0.3	76	23.7	0		0	0	0	0		
PHF	.487	.616	.000	.000	.598	.766	.000	.544	.000	.745	.500	.763	.781	.000	.769	.000	.000	.000	.000	.000	.814

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:15					15:30					16:30					15:00				
+0 mins.	14	95	0	0	109	71	0	34	0	105	0	124	35	0	159	0	0	0	0	0
+15 mins.	13	127	0	0	140	78	0	16	0	94	0	132	31	0	163	0	0	0	0	0
+30 mins.	38	244	0	0	282	57	0	11	0	68	1	178	45	0	224	0	0	0	0	0
+45 mins.	9	135	0	0	144	48	0	10	0	58	0	197	28	0	225	0	0	0	0	0
Total Volume	74	601	0	0	675	254	0	71	0	325	1	631	139	0	771	0	0	0	0	0
% App. Total	11	89	0	0		78.2	0	21.8	0		0.1	81.8	18	0		0	0	0	0	
PHF	.487	.616	.000	.000	.598	.814	.000	.522	.000	.774	.250	.801	.772	.000	.857	.000	.000	.000	.000	.000

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 1 - US 281 & RM 963 - PM

Site Code : 1

Start Date : 5/24/2023

Page No : 4

Groups Printed- Heavy Vehicles

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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
15:00	1	10	0	0	11	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	16
15:15	1	8	0	0	9	3	0	0	0	3	0	8	1	0	9	0	0	0	0	0	21
15:30	1	11	0	0	12	3	0	1	0	4	0	7	0	0	7	0	0	0	0	0	23
15:45	0	8	0	0	8	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	14
Total	3	37	0	0	40	10	0	1	0	11	0	21	2	0	23	0	0	0	0	0	74
16:00	0	10	0	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
16:15	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
16:30	0	5	0	0	5	0	0	1	0	1	0	2	2	0	4	0	0	0	0	0	10
16:45	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
Total	1	28	0	0	29	3	0	1	0	4	0	20	2	0	22	0	0	0	0	0	55
17:00	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
17:15	1	5	0	0	6	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	12
17:30	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
17:45	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	11
Total	1	18	0	0	19	1	0	0	0	1	0	14	3	0	17	0	0	0	0	0	37
Grand Total	5	83	0	0	88	14	0	2	0	16	0	55	7	0	62	0	0	0	0	0	166
Apprch %	5.7	94.3	0	0		87.5	0	12.5	0		0	88.7	11.3	0		0	0	0	0		
Total %	3	50	0	0	53	8.4	0	1.2	0	9.6	0	33.1	4.2	0	37.3	0	0	0	0	0	

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	1	8	0	0	9	3	0	0	0	3	0	8	1	0	9	0	0	0	0	0	21
15:30	1	11	0	0	12	3	0	1	0	4	0	7	0	0	7	0	0	0	0	0	23
15:45	0	8	0	0	8	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	14
16:00	0	10	0	0	10	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	21
Total Volume	2	37	0	0	39	11	0	1	0	12	0	27	1	0	28	0	0	0	0	0	79
% App. Total	5.1	94.9	0	0		91.7	0	8.3	0		0	96.4	3.6	0		0	0	0	0	0	
PHF	.500	.841	.000	.000	.813	.917	.000	.250	.000	.750	.000	.844	.250	.000	.778	.000	.000	.000	.000	.000	.859

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:00					15:15					15:15					15:00				
+0 mins.	1	10	0	0	11	3	0	0	0	3	0	8	1	0	9	0	0	0	0	0
+15 mins.	1	8	0	0	9	3	0	1	0	4	0	7	0	0	7	0	0	0	0	0
+30 mins.	1	11	0	0	12	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0
+45 mins.	0	8	0	0	8	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0
Total Volume	3	37	0	0	40	11	0	1	0	12	0	27	1	0	28	0	0	0	0	0
% App. Total	7.5	92.5	0	0		91.7	0	8.3	0		0	96.4	3.6	0		0	0	0	0	
PHF	.750	.841	.000	.000	.833	.917	.000	.250	.000	.750	.000	.844	.250	.000	.778	.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 1 - US 281 & RM 963 - PM

Site Code : 1

Start Date : 5/24/2023

Page No : 5

Groups Printed- Pedestrians

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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
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	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	2	0	0	2	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
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
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	33.3	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	66.7	0	0	66.7	

	US 281 Southbound					RM 963 Westbound					US 281 Northbound					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 15:00 to 17:45 - 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	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	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	3	0	0	3	5
% 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	.375	.000	.000	.375	.313

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:45					15:00					15:00					15:45				
+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	2														2				2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	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	.375	.000	.000	.375

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 2 - US 281 & SH 29 - AM

Site Code : 2

Start Date : 5/24/2023

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	38	92	21	0	151	49	39	40	0	128	10	45	41	0	96	56	72	23	0	151	526
07:15	44	110	33	0	187	66	52	40	0	158	16	88	34	0	138	78	75	31	0	184	667
07:30	60	166	36	0	262	64	88	43	0	195	27	89	34	0	150	86	91	36	0	213	820
07:45	59	167	61	0	287	66	71	37	0	174	26	77	15	0	118	64	92	32	0	188	767
Total	201	535	151	0	887	245	250	160	0	655	79	299	124	0	502	284	330	122	0	736	2780
08:00	48	146	26	0	220	60	72	32	0	164	24	67	54	0	145	30	59	42	0	131	660
08:15	33	109	20	0	162	50	74	28	0	152	24	90	46	0	160	29	62	32	0	123	597
08:30	28	107	28	0	163	60	65	29	0	154	30	84	43	0	157	40	69	29	0	138	612
08:45	31	82	29	0	142	54	65	31	0	150	33	93	37	0	163	47	73	36	0	156	611
Total	140	444	103	0	687	224	276	120	0	620	111	334	180	0	625	146	263	139	0	548	2480
Grand Total	341	979	254	0	1574	469	526	280	0	1275	190	633	304	0	1127	430	593	261	0	1284	5260
Apprch %	21.7	62.2	16.1	0		36.8	41.3	22	0		16.9	56.2	27	0		33.5	46.2	20.3	0		
Total %	6.5	18.6	4.8	0	29.9	8.9	10	5.3	0	24.2	3.6	12	5.8	0	21.4	8.2	11.3	5	0	24.4	
Vehicles	336	892	246	0	1474	404	504	271	0	1179	179	569	234	0	982	418	566	257	0	1241	4876
% Vehicles	98.5	91.1	96.9	0	93.6	86.1	95.8	96.8	0	92.5	94.2	89.9	77	0	87.1	97.2	95.4	98.5	0	96.7	92.7
Heavy Vehicles	5	87	8	0	100	65	22	9	0	96	11	64	70	0	145	12	27	4	0	43	384
% Heavy Vehicles	1.5	8.9	3.1	0	6.4	13.9	4.2	3.2	0	7.5	5.8	10.1	23	0	12.9	2.8	4.6	1.5	0	3.3	7.3

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	44	110	33	0	187	66	52	40	0	158	16	88	34	0	138	78	75	31	0	184	667
07:30	60	166	36	0	262	64	88	43	0	195	27	89	34	0	150	86	91	36	0	213	820
07:45	59	167	61	0	287	66	71	37	0	174	26	77	15	0	118	64	92	32	0	188	767
08:00	48	146	26	0	220	60	72	32	0	164	24	67	54	0	145	30	59	42	0	131	660
Total Volume	211	589	156	0	956	256	283	152	0	691	93	321	137	0	551	258	317	141	0	716	2914
% App. Total	22.1	61.6	16.3	0		37	41	22	0		16.9	58.3	24.9	0		36	44.3	19.7	0		
PHF	.879	.882	.639	.000	.833	.970	.804	.884	.000	.886	.861	.902	.634	.000	.918	.750	.861	.839	.000	.840	.888
Vehicles	211	546	155	0	912	228	273	148	0	649	86	298	107	0	491	251	309	140	0	700	2752
% Vehicles																					
Heavy Vehicles	0	43	1	0	44	28	10	4	0	42	7	23	30	0	60	7	8	1	0	16	162
% Heavy Vehicles	0	7.3	0.6	0	4.6	10.9	3.5	2.6	0	6.1	7.5	7.2	21.9	0	10.9	2.7	2.5	0.7	0	2.2	5.6

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

Peak Hour for Each Approach Begins at:

	07:15					07:15					08:00					07:00				
+0 mins.	44	110	33	0	187	66	52	40	0	158	24	67	54	0	145	56	72	23	0	151
+15 mins.	60	166	36	0	262	64	88	43	0	195	24	90	46	0	160	78	75	31	0	184
+30 mins.	59	167	61	0	287	66	71	37	0	174	30	84	43	0	157	86	91	36	0	213
+45 mins.	48	146	26	0	220	60	72	32	0	164	33	93	37	0	163	64	92	32	0	188
Total Volume	211	589	156	0	956	256	283	152	0	691	111	334	180	0	625	284	330	122	0	736
% App. Total	22.1	61.6	16.3	0		37	41	22	0		17.8	53.4	28.8	0		38.6	44.8	16.6	0	
PHF	.879	.882	.639	.000	.833	.970	.804	.884	.000	.886	.841	.898	.833	.000	.959	.826	.897	.847	.000	.864
Vehicles	211	546	155	0	912	228	273	148	0	649	105	290	135	0	530	277	319	121	0	717
% Vehicles																				
Heavy Vehicles	0	43	1	0	44	28	10	4	0	42	6	44	45	0	95	7	11	1	0	19
% Heavy Vehicles	0	7.3	0.6	0	4.6	10.9	3.5	2.6	0	6.1	5.4	13.2	25	0	15.2	2.5	3.3	0.8	0	2.6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 2 - US 281 & SH 29 - AM

Site Code : 2

Start Date : 5/24/2023

Page No : 2

Groups Printed- Vehicles

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	36	82	20	0	138	37	39	37	0	113	10	41	32	0	83	55	67	23	0	145	479
07:15	44	99	33	0	176	58	51	39	0	148	15	82	27	0	124	75	73	31	0	179	627
07:30	60	160	35	0	255	57	86	42	0	185	24	86	26	0	136	86	89	36	0	211	787
07:45	59	155	61	0	275	60	69	36	0	165	25	70	14	0	109	61	90	31	0	182	731
Total	199	496	149	0	844	212	245	154	0	611	74	279	99	0	452	277	319	121	0	717	2624
08:00	48	132	26	0	206	53	67	31	0	151	22	60	40	0	122	29	57	42	0	128	607
08:15	30	95	19	0	144	43	68	27	0	138	23	79	33	0	135	29	60	32	0	121	538
08:30	28	94	25	0	147	54	62	28	0	144	29	67	34	0	130	38	60	28	0	126	547
08:45	31	75	27	0	133	42	62	31	0	135	31	84	28	0	143	45	70	34	0	149	560
Total	137	396	97	0	630	192	259	117	0	568	105	290	135	0	530	141	247	136	0	524	2252
Grand Total	336	892	246	0	1474	404	504	271	0	1179	179	569	234	0	982	418	566	257	0	1241	4876
Apprch %	22.8	60.5	16.7	0		34.3	42.7	23	0		18.2	57.9	23.8	0		33.7	45.6	20.7	0		
Total %	6.9	18.3	5	0	30.2	8.3	10.3	5.6	0	24.2	3.7	11.7	4.8	0	20.1	8.6	11.6	5.3	0	25.5	

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	44	99	33	0	176	58	51	39	0	148	15	82	27	0	124	75	73	31	0	179	627
07:30	60	160	35	0	255	57	86	42	0	185	24	86	26	0	136	86	89	36	0	211	787
07:45	59	155	61	0	275	60	69	36	0	165	25	70	14	0	109	61	90	31	0	182	731
08:00	48	132	26	0	206	53	67	31	0	151	22	60	40	0	122	29	57	42	0	128	607
Total Volume	211	546	155	0	912	228	273	148	0	649	86	298	107	0	491	251	309	140	0	700	2752
% App. Total	23.1	59.9	17	0		35.1	42.1	22.8	0		17.5	60.7	21.8	0		35.9	44.1	20	0		
PHF	.879	.853	.635	.000	.829	.950	.794	.881	.000	.877	.860	.866	.669	.000	.903	.730	.858	.833	.000	.829	.874

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

Peak Hour for Each Approach Begins at:

	07:15					07:15					08:00					07:00				
+0 mins.	44	99	33	0	176	58	51	39	0	148	22	60	⁴⁰	0	122	55	67	23	0	145
+15 mins.	⁶⁰	¹⁶⁰	35	0	255	57	⁸⁶	42	0	185	23	79	33	0	135	75	73	31	0	179
+30 mins.	59	155	61	0	275	60	69	36	0	165	29	67	34	0	130	86	89	36	0	211
+45 mins.	48	132	26	0	206	53	67	31	0	151	31	84	28	0	143	61	90	31	0	182
Total Volume	211	546	155	0	912	228	273	148	0	649	105	290	135	0	530	277	319	121	0	717
% App. Total	23.1	59.9	17	0		35.1	42.1	22.8	0		19.8	54.7	25.5	0		38.6	44.5	16.9	0	
PHF	.879	.853	.635	.000	.829	.950	.794	.881	.000	.877	.847	.863	.844	.000	.927	.805	.886	.840	.000	.850

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 2 - US 281 & SH 29 - AM

Site Code : 2

Start Date : 5/24/2023

Page No : 3

Groups Printed- Heavy Vehicles

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	10	1	0	13	12	0	3	0	15	0	4	9	0	13	1	5	0	0	6	47
07:15	0	11	0	0	11	8	1	1	0	10	1	6	7	0	14	3	2	0	0	5	40
07:30	0	6	1	0	7	7	2	1	0	10	3	3	8	0	14	0	2	0	0	2	33
07:45	0	12	0	0	12	6	2	1	0	9	1	7	1	0	9	3	2	1	0	6	36
Total	2	39	2	0	43	33	5	6	0	44	5	20	25	0	50	7	11	1	0	19	156
08:00	0	14	0	0	14	7	5	1	0	13	2	7	14	0	23	1	2	0	0	3	53
08:15	3	14	1	0	18	7	6	1	0	14	1	11	13	0	25	0	2	0	0	2	59
08:30	0	13	3	0	16	6	3	1	0	10	1	17	9	0	27	2	9	1	0	12	65
08:45	0	7	2	0	9	12	3	0	0	15	2	9	9	0	20	2	3	2	0	7	51
Total	3	48	6	0	57	32	17	3	0	52	6	44	45	0	95	5	16	3	0	24	228
Grand Total	5	87	8	0	100	65	22	9	0	96	11	64	70	0	145	12	27	4	0	43	384
Apprch %	5	87	8	0		67.7	22.9	9.4	0		7.6	44.1	48.3	0		27.9	62.8	9.3	0		
Total %	1.3	22.7	2.1	0	26	16.9	5.7	2.3	0	25	2.9	16.7	18.2	0	37.8	3.1	7	1	0	11.2	

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	14	0	0	14	7	5	1	0	13	2	7	14	0	23	1	2	0	0	3	53
08:15	3	14	1	0	18	7	6	1	0	14	1	11	13	0	25	0	2	0	0	2	59
08:30	0	13	3	0	16	6	3	1	0	10	1	17	9	0	27	2	9	1	0	12	65
08:45	0	7	2	0	9	12	3	0	0	15	2	9	9	0	20	2	3	2	0	7	51
Total Volume	3	48	6	0	57	32	17	3	0	52	6	44	45	0	95	5	16	3	0	24	228
% App. Total	5.3	84.2	10.5	0		61.5	32.7	5.8	0		6.3	46.3	47.4	0		20.8	66.7	12.5	0		
PHF	.250	.857	.500	.000	.792	.667	.708	.750	.000	.867	.750	.647	.804	.000	.880	.625	.444	.375	.000	.500	.877

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

Peak Hour for Each Approach Begins at:

	07:45					08:00					08:00					08:00				
+0 mins.	0	12	0	0	12	7	5	1	0	13	2	7	14	0	23	1	2	0	0	3
+15 mins.	0	14	0	0	14	7	6	1	0	14	1	11	13	0	25	0	2	0	0	2
+30 mins.	3	14	1	0	18	6	3	1	0	10	1	17	9	0	27	2	9	1	0	12
+45 mins.	0	13	3	0	16	12	3	0	0	15	2	9	9	0	20	2	3	2	0	7
Total Volume	3	53	4	0	60	32	17	3	0	52	6	44	45	0	95	5	16	3	0	24
% App. Total	5	88.3	6.7	0		61.5	32.7	5.8	0		6.3	46.3	47.4	0		20.8	66.7	12.5	0	
PHF	.250	.946	.333	.000	.833	.667	.708	.750	.000	.867	.750	.647	.804	.000	.880	.625	.444	.375	.000	.500

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 2 - US 281 & SH 29 - AM

Site Code : 2

Start Date : 5/24/2023

Page No : 4

Groups Printed- Pedestrians

[illegible][illegible]

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

Peak Hour for Each Approach Begins at:

[illegible]

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 2 - US 281 & SH 29 - PM

Site Code : 2

Start Date : 5/24/2023

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	27	83	22	0	132	53	71	30	0	154	41	101	76	0	218	28	93	19	0	140	644
15:15	34	89	21	0	144	56	85	28	0	169	47	113	70	0	230	43	62	23	0	128	671
15:30	27	114	26	0	167	58	102	43	0	203	48	130	34	0	212	42	85	31	0	158	740
15:45	48	141	35	0	224	49	113	31	0	193	48	75	64	0	187	36	104	27	0	167	771
Total	136	427	104	0	667	216	371	132	0	719	184	419	244	0	847	149	344	100	0	593	2826
16:00	36	119	27	0	182	62	129	32	0	223	54	113	54	0	221	32	83	25	0	140	766
16:15	31	122	30	0	183	48	85	28	0	161	52	133	64	0	249	25	93	33	0	151	744
16:30	27	99	32	0	158	42	92	27	0	161	61	111	83	0	255	35	94	25	0	154	728
16:45	29	86	28	0	143	54	107	69	0	230	51	111	71	0	233	45	66	26	0	137	743
Total	123	426	117	0	666	206	413	156	0	775	218	468	272	0	958	137	336	109	0	582	2981
17:00	30	99	25	0	154	61	116	45	0	222	51	144	67	0	262	47	104	37	0	188	826
17:15	27	81	34	0	142	61	93	39	0	193	47	157	69	0	273	45	102	32	0	179	787
17:30	44	77	33	0	154	53	100	38	0	191	67	121	73	0	261	33	79	20	0	132	738
17:45	37	79	42	0	158	42	90	38	0	170	34	124	69	0	227	27	73	22	0	122	677
Total	138	336	134	0	608	217	399	160	0	776	199	546	278	0	1023	152	358	111	0	621	3028
Grand Total	397	1189	355	0	1941	639	1183	448	0	2270	601	1433	794	0	2828	438	1038	320	0	1796	8835
Apprch %	20.5	61.3	18.3	0		28.1	52.1	19.7	0		21.3	50.7	28.1	0		24.4	57.8	17.8	0		
Total %	4.5	13.5	4	0	22	7.2	13.4	5.1	0	25.7	6.8	16.2	9	0	32	5	11.7	3.6	0	20.3	
Vehicles	390	1121	345	0	1856	597	1161	445	0	2203	592	1369	722	0	2683	427	983	314	0	1724	8466
% Vehicles	98.2	94.3	97.2	0	95.6	93.4	98.1	99.3	0	97	98.5	95.5	90.9	0	94.9	97.5	94.7	98.1	0	96	95.8
Heavy Vehicles	7	68	10	0	85	42	22	3	0	67	9	64	72	0	145	11	55	6	0	72	369
% Heavy Vehicles	1.8	5.7	2.8	0	4.4	6.6	1.9	0.7	0	3	1.5	4.5	9.1	0	5.1	2.5	5.3	1.9	0	4	4.2

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	29	86	28	0	143	54	107	69	0	230	51	111	71	0	233	45	66	26	0	137	743
17:00	30	99	25	0	154	61	116	45	0	222	51	144	67	0	262	47	104	37	0	188	826
17:15	27	81	34	0	142	61	93	39	0	193	47	157	69	0	273	45	102	32	0	179	787
17:30	44	77	33	0	154	53	100	38	0	191	67	121	73	0	261	33	79	20	0	132	738
Total Volume	130	343	120	0	593	229	416	191	0	836	216	533	280	0	1029	170	351	115	0	636	3094
% App. Total	21.9	57.8	20.2	0		27.4	49.8	22.8	0		21	51.8	27.2	0		26.7	55.2	18.1	0		
PHF	.739	.866	.882	.000	.963	.939	.897	.692	.000	.909	.806	.849	.959	.000	.942	.904	.844	.777	.000	.846	.936
Vehicles	129	327	116	0	572	223	407	191	0	821	214	519	263	0	996	167	325	115	0	607	2996
% Vehicles																					
Heavy Vehicles	1	16	4	0	21	6	9	0	0	15	2	14	17	0	33	3	26	0	0	29	98
% Heavy Vehicles	0.8	4.7	3.3	0	3.5	2.6	2.2	0	0	1.8	0.9	2.6	6.1	0	3.2	1.8	7.4	0	0	4.6	3.2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 2 - US 281 & SH 29 - PM

Site Code : 2

Start Date : 5/24/2023

Page No : 2

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:30					16:45					16:45					16:30				
+0 mins.	27	114	26	0	167	54	107	69	0	230	51	111	71	0	233	35	94	25	0	154
+15 mins.	48	141	35	0	224	61	116	45	0	222	51	144	67	0	262	45	66	26	0	137
+30 mins.	36	119	27	0	182	61	93	39	0	193	47	157	69	0	273	47	104	37	0	188
+45 mins.	31	122	30	0	183	53	100	38	0	191	67	121	73	0	261	45	102	32	0	179
Total Volume	142	496	118	0	756	229	416	191	0	836	216	533	280	0	1029	172	366	120	0	658
% App. Total	18.8	65.6	15.6	0		27.4	49.8	22.8	0		21	51.8	27.2	0		26.1	55.6	18.2	0	
PHF	.740	.879	.843	.000	.844	.939	.897	.692	.000	.909	.806	.849	.959	.000	.942	.915	.880	.811	.000	.875
Vehicles	141	469	113	0	723	223	407	191	0	821	214	519	263	0	996	169	340	120	0	629
% Vehicles																				
Heavy Vehicles	1	27	5	0	33	6	9	0	0	15	2	14	17	0	33	3	26	0	0	29
% Heavy Vehicles	0.7	5.4	4.2	0	4.4	2.6	2.2	0	0	1.8	0.9	2.6	6.1	0	3.2	1.7	7.1	0	0	4.4

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 2 - US 281 & SH 29 - PM

Site Code : 2

Start Date : 5/24/2023

Page No : 3

Groups Printed- Vehicles

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	26	76	22	0	124	49	71	30	0	150	41	98	63	0	202	28	86	19	0	133	609
15:15	33	78	21	0	132	47	83	27	0	157	45	103	59	0	207	42	60	21	0	123	619
15:30	27	105	25	0	157	53	101	43	0	197	48	120	31	0	199	42	80	31	0	153	706
15:45	47	135	35	0	217	47	111	31	0	189	45	71	58	0	174	35	101	24	0	160	740
Total	133	394	103	0	630	196	366	131	0	693	179	392	211	0	782	147	327	95	0	569	2674
16:00	36	112	24	0	172	59	127	32	0	218	54	106	49	0	209	30	79	24	0	133	732
16:15	31	117	29	0	177	44	82	28	0	154	51	126	58	0	235	25	90	33	0	148	714
16:30	24	98	31	0	153	36	89	26	0	151	60	107	77	0	244	34	91	25	0	150	698
16:45	29	81	26	0	136	54	103	69	0	226	50	106	66	0	222	45	63	26	0	134	718
Total	120	408	110	0	638	193	401	155	0	749	215	445	250	0	910	134	323	108	0	565	2862
17:00	29	95	25	0	149	59	113	45	0	217	51	142	59	0	252	46	95	37	0	178	796
17:15	27	77	32	0	136	59	92	39	0	190	47	155	67	0	269	44	91	32	0	167	762
17:30	44	74	33	0	151	51	99	38	0	188	66	116	71	0	253	32	76	20	0	128	720
17:45	37	73	42	0	152	39	90	37	0	166	34	119	64	0	217	24	71	22	0	117	652
Total	137	319	132	0	588	208	394	159	0	761	198	532	261	0	991	146	333	111	0	590	2930
Grand Total	390	1121	345	0	1856	597	1161	445	0	2203	592	1369	722	0	2683	427	983	314	0	1724	8466
Apprch %	21	60.4	18.6	0		27.1	52.7	20.2	0		22.1	51	26.9	0		24.8	57	18.2	0		
Total %	4.6	13.2	4.1	0	21.9	7.1	13.7	5.3	0	26	7	16.2	8.5	0	31.7	5	11.6	3.7	0	20.4	

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	29	81	26	0	136	54	103	69	0	226	50	106	66	0	222	45	63	26	0	134	718
17:00	29	95	25	0	149	59	113	45	0	217	51	142	59	0	252	46	95	37	0	178	796
17:15	27	77	32	0	136	59	92	39	0	190	47	155	67	0	269	44	91	32	0	167	762
17:30	44	74	33	0	151	51	99	38	0	188	66	116	71	0	253	32	76	20	0	128	720
Total Volume	129	327	116	0	572	223	407	191	0	821	214	519	263	0	996	167	325	115	0	607	2996
% App. Total	22.6	57.2	20.3	0		27.2	49.6	23.3	0		21.5	52.1	26.4	0		27.5	53.5	18.9	0		
PHF	.733	.861	.879	.000	.947	.945	.900	.692	.000	.908	.811	.837	.926	.000	.926	.908	.855	.777	.000	.853	.941

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:30					16:45					16:45					16:30				
+0 mins.	27	105	25	0	157	54	103	⁶⁹	0	²²⁶	50	106	66	0	222	34	91	25	0	150
+15 mins.	⁴⁷	¹³⁵	35	0	217	59	113	45	0	217	51	142	59	0	252	45	63	26	0	134
+30 mins.	36	112	24	0	172	59	92	39	0	190	47	155	67	0	269	46	95	37	0	178
+45 mins.	31	117	29	0	177	51	99	38	0	188	66	116	71	0	253	44	91	32	0	167
Total Volume	141	469	113	0	723	223	407	191	0	821	214	519	263	0	996	169	340	120	0	629
% App. Total	19.5	64.9	15.6	0		27.2	49.6	23.3	0		21.5	52.1	26.4	0		26.9	54.1	19.1	0	
PHF	.750	.869	.807	.000	.833	.945	.900	.692	.000	.908	.811	.837	.926	.000	.926	.918	.895	.811	.000	.883

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 2 - US 281 & SH 29 - PM

Site Code : 2

Start Date : 5/24/2023

Page No : 4

Groups Printed- Heavy Vehicles

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	1	7	0	0	8	4	0	0	0	4	0	3	13	0	16	0	7	0	0	7	35
15:15	1	11	0	0	12	9	2	1	0	12	2	10	11	0	23	1	2	2	0	5	52
15:30	0	9	1	0	10	5	1	0	0	6	0	10	3	0	13	0	5	0	0	5	34
15:45	1	6	0	0	7	2	2	0	0	4	3	4	6	0	13	1	3	3	0	7	31
Total	3	33	1	0	37	20	5	1	0	26	5	27	33	0	65	2	17	5	0	24	152
16:00	0	7	3	0	10	3	2	0	0	5	0	7	5	0	12	2	4	1	0	7	34
16:15	0	5	1	0	6	4	3	0	0	7	1	7	6	0	14	0	3	0	0	3	30
16:30	3	1	1	0	5	6	3	1	0	10	1	4	6	0	11	1	3	0	0	4	30
16:45	0	5	2	0	7	0	4	0	0	4	1	5	5	0	11	0	3	0	0	3	25
Total	3	18	7	0	28	13	12	1	0	26	3	23	22	0	48	3	13	1	0	17	119
17:00	1	4	0	0	5	2	3	0	0	5	0	2	8	0	10	1	9	0	0	10	30
17:15	0	4	2	0	6	2	1	0	0	3	0	2	2	0	4	1	11	0	0	12	25
17:30	0	3	0	0	3	2	1	0	0	3	1	5	2	0	8	1	3	0	0	4	18
17:45	0	6	0	0	6	3	0	1	0	4	0	5	5	0	10	3	2	0	0	5	25
Total	1	17	2	0	20	9	5	1	0	15	1	14	17	0	32	6	25	0	0	31	98
Grand Total	7	68	10	0	85	42	22	3	0	67	9	64	72	0	145	11	55	6	0	72	369
Apprch %	8.2	80	11.8	0		62.7	32.8	4.5	0		6.2	44.1	49.7	0		15.3	76.4	8.3	0		
Total %	1.9	18.4	2.7	0	23	11.4	6	0.8	0	18.2	2.4	17.3	19.5	0	39.3	3	14.9	1.6	0	19.5	

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	1	7	0	0	8	4	0	0	0	4	0	3	13	0	16	0	7	0	0	7	35
15:15	1	11	0	0	12	9	2	1	0	12	2	10	11	0	23	1	2	2	0	5	52
15:30	0	9	1	0	10	5	1	0	0	6	0	10	3	0	13	0	5	0	0	5	34
15:45	1	6	0	0	7	2	2	0	0	4	3	4	6	0	13	1	3	3	0	7	31
Total Volume	3	33	1	0	37	20	5	1	0	26	5	27	33	0	65	2	17	5	0	24	152
% App. Total	8.1	89.2	2.7	0		76.9	19.2	3.8	0		7.7	41.5	50.8	0		8.3	70.8	20.8	0		
PHF	.750	.750	.250	.000	.771	.556	.625	.250	.000	.542	.417	.675	.635	.000	.707	.500	.607	.417	.000	.857	.731

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:15					15:15					15:00					17:00				
+0 mins.	1	11	0	0	12	9	2	1	0	12	0	3	13	0	16	1	9	0	0	10
+15 mins.	0	9	1	0	10	5	1	0	0	6	2	10	11	0	23	1	11	0	0	12
+30 mins.	1	6	0	0	7	2	2	0	0	4	0	10	3	0	13	1	3	0	0	4
+45 mins.	0	7	3	0	10	3	2	0	0	5	3	4	6	0	13	3	2	0	0	5
Total Volume	2	33	4	0	39	19	7	1	0	27	5	27	33	0	65	6	25	0	0	31
% App. Total	5.1	84.6	10.3	0		70.4	25.9	3.7	0		7.7	41.5	50.8	0		19.4	80.6	0	0	
PHF	.500	.750	.333	.000	.813	.528	.875	.250	.000	.563	.417	.675	.635	.000	.707	.500	.568	.000	.000	.646

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 2 - US 281 & SH 29 - PM

Site Code : 2

Start Date : 5/24/2023

Page No : 5

Groups Printed- Pedestrians

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	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
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
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 %																					

	US 281 Southbound					SH 29 Westbound					US 281 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - 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	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 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:00	15:00	15:00	15:00
+0 mins.	0	0	0	0
+15 mins.	0	0	0	0
+30 mins.	0	0	0	0
+45 mins.	0	0	0	0
Total Volume	0	0	0	0
% App. Total	0	0	0	0
PHF	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 3 - SH 29 & RM 243 (East) - AM

Site Code : 3

Start Date : 5/24/2023

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	43	0	30	0	73	0	96	19	0	115	3	9	3	0	15	32	136	0	0	168	371
07:15	35	5	45	0	85	0	146	31	0	177	2	13	2	0	17	47	124	1	0	172	451
07:30	45	5	40	0	90	2	145	21	0	168	5	6	2	0	13	31	125	2	0	158	429
07:45	33	5	19	0	57	0	114	20	0	134	1	3	0	0	4	15	151	0	0	166	361
Total	156	15	134	0	305	2	501	91	0	594	11	31	7	0	49	125	536	3	0	664	1612
08:00	11	5	29	0	45	0	108	20	0	128	2	0	2	0	4	16	112	3	0	131	308
08:15	17	3	10	0	30	1	121	16	0	138	5	2	0	0	7	15	124	0	0	139	314
08:30	20	0	21	0	41	2	92	15	0	109	0	1	1	0	2	17	119	1	0	137	289
08:45	12	1	23	0	36	2	120	13	0	135	2	3	0	0	5	12	105	0	0	117	293
Total	60	9	83	0	152	5	441	64	0	510	9	6	3	0	18	60	460	4	0	524	1204
Grand Total	216	24	217	0	457	7	942	155	0	1104	20	37	10	0	67	185	996	7	0	1188	2816
Apprch %	47.3	5.3	47.5	0		0.6	85.3	14	0		29.9	55.2	14.9	0		15.6	83.8	0.6	0		
Total %	7.7	0.9	7.7	0	16.2	0.2	33.5	5.5	0	39.2	0.7	1.3	0.4	0	2.4	6.6	35.4	0.2	0	42.2	
Vehicles	213	24	206	0	443	6	827	142	0	975	18	36	9	0	63	174	894	7	0	1075	2556
% Vehicles	98.6	100	94.9	0	96.9	85.7	87.8	91.6	0	88.3	90	97.3	90	0	94	94.1	89.8	100	0	90.5	90.8
Heavy Vehicles	3	0	11	0	14	1	115	13	0	129	2	1	1	0	4	11	102	0	0	113	260
% Heavy Vehicles	1.4	0	5.1	0	3.1	14.3	12.2	8.4	0	11.7	10	2.7	10	0	6	5.9	10.2	0	0	9.5	9.2

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	43	0	30	0	73	0	96	19	0	115	3	9	3	0	15	32	136	0	0	168	371
07:15	35	5	45	0	85	0	146	31	0	177	2	13	2	0	17	47	124	1	0	172	451
07:30	45	5	40	0	90	2	145	21	0	168	5	6	2	0	13	31	125	2	0	158	429
07:45	33	5	19	0	57	0	114	20	0	134	1	3	0	0	4	15	151	0	0	166	361
Total Volume	156	15	134	0	305	2	501	91	0	594	11	31	7	0	49	125	536	3	0	664	1612
% App. Total	51.1	4.9	43.9	0		0.3	84.3	15.3	0		22.4	63.3	14.3	0		18.8	80.7	0.5	0		
PHF	.867	.750	.744	.000	.847	.250	.858	.734	.000	.839	.550	.596	.583	.000	.721	.665	.887	.375	.000	.965	.894
Vehicles	156	15	128	0	299	1	441	84	0	526	9	30	6	0	45	123	500	3	0	626	1496
% Vehicles																					
Heavy Vehicles	0	0	6	0	6	1	60	7	0	68	2	1	1	0	4	2	36	0	0	38	116
% Heavy Vehicles	0	0	4.5	0	2.0	50.0	12.0	7.7	0	11.4	18.2	3.2	14.3	0	8.2	1.6	6.7	0	0	5.7	7.2

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

Peak Hour for Each Approach Begins at:

	07:00					07:15					07:00					07:00				
+0 mins.	43	0	30	0	73	0	146	31	0	177	3	9	3	0	15	32	136	0	0	168
+15 mins.	35	5	45	0	85	2	145	21	0	168	2	13	2	0	17	47	124	1	0	172
+30 mins.	45	5	40	0	90	0	114	20	0	134	5	6	2	0	13	31	125	2	0	158
+45 mins.	33	5	19	0	57	0	108	20	0	128	1	3	0	0	4	15	151	0	0	166
Total Volume	156	15	134	0	305	2	513	92	0	607	11	31	7	0	49	125	536	3	0	664
% App. Total	51.1	4.9	43.9	0		0.3	84.5	15.2	0		22.4	63.3	14.3	0		18.8	80.7	0.5	0	
PHF	.867	.750	.744	.000	.847	.250	.878	.742	.000	.857	.550	.596	.583	.000	.721	.665	.887	.375	.000	.965
Vehicles	156	15	128	0	299	1	458	83	0	542	9	30	6	0	45	123	500	3	0	626
% Vehicles																				
Heavy Vehicles	0	0	6	0	6	1	55	9	0	65	2	1	1	0	4	2	36	0	0	38
% Heavy Vehicles	0	0	4.5	0	2	50	10.7	9.8	0	10.7	18.2	3.2	14.3	0	8.2	1.6	6.7	0	0	5.7

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 3 - SH 29 & RM 243 (East) - AM

Site Code : 3

Start Date : 5/24/2023

Page No : 2

Groups Printed- Vehicles

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	43	0	28	0	71	0	78	19	0	97	2	8	3	0	13	32	127	0	0	159	340
07:15	35	5	43	0	83	0	133	29	0	162	2	13	1	0	16	45	117	1	0	163	424
07:30	45	5	39	0	89	1	128	20	0	149	4	6	2	0	12	31	119	2	0	152	402
07:45	33	5	18	0	56	0	102	16	0	118	1	3	0	0	4	15	137	0	0	152	330
Total	156	15	128	0	299	1	441	84	0	526	9	30	6	0	45	123	500	3	0	626	1496
08:00	10	5	26	0	41	0	95	18	0	113	2	0	2	0	4	13	95	3	0	111	269
08:15	16	3	8	0	27	1	105	16	0	122	5	2	0	0	7	13	108	0	0	121	277
08:30	19	0	21	0	40	2	84	11	0	97	0	1	1	0	2	14	105	1	0	120	259
08:45	12	1	23	0	36	2	102	13	0	117	2	3	0	0	5	11	86	0	0	97	255
Total	57	9	78	0	144	5	386	58	0	449	9	6	3	0	18	51	394	4	0	449	1060
Grand Total	213	24	206	0	443	6	827	142	0	975	18	36	9	0	63	174	894	7	0	1075	2556
Apprch %	48.1	5.4	46.5	0		0.6	84.8	14.6	0		28.6	57.1	14.3	0		16.2	83.2	0.7	0		
Total %	8.3	0.9	8.1	0	17.3	0.2	32.4	5.6	0	38.1	0.7	1.4	0.4	0	2.5	6.8	35	0.3	0	42.1	

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	43	0	28	0	71	0	78	19	0	97	2	8	3	0	13	32	127	0	0	159	340
07:15	35	5	43	0	83	0	133	29	0	162	2	13	1	0	16	45	117	1	0	163	424
07:30	45	5	39	0	89	1	128	20	0	149	4	6	2	0	12	31	119	2	0	152	402
07:45	33	5	18	0	56	0	102	16	0	118	1	3	0	0	4	15	137	0	0	152	330
Total Volume	156	15	128	0	299	1	441	84	0	526	9	30	6	0	45	123	500	3	0	626	1496
% App. Total	52.2	5	42.8	0		0.2	83.8	16	0		20	66.7	13.3	0		19.6	79.9	0.5	0		
PHF	.867	.750	.744	.000	.840	.250	.829	.724	.000	.812	.563	.577	.500	.000	.703	.683	.912	.375	.000	.960	.882

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

Peak Hour for Each Approach Begins at:

	07:00					07:15					07:00					07:00				
+0 mins.	43	0	28	0	71	0	133	29	0	162	2	8	3	0	13	32	127	0	0	159
+15 mins.	35	5	43	0	83	1	128	20	0	149	2	13	1	0	16	45	117	1	0	163
+30 mins.	45	5	39	0	89	0	102	16	0	118	4	6	2	0	12	31	119	2	0	152
+45 mins.	33	5	18	0	56	0	95	18	0	113	1	3	0	0	4	15	137	0	0	152
Total Volume	156	15	128	0	299	1	458	83	0	542	9	30	6	0	45	123	500	3	0	626
% App. Total	52.2	5	42.8	0		0.2	84.5	15.3	0		20	66.7	13.3	0		19.6	79.9	0.5	0	
PHF	.867	.750	.744	.000	.840	.250	.861	.716	.000	.836	.563	.577	.500	.000	.703	.683	.912	.375	.000	.960

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 3 - SH 29 & RM 243 (East) - AM

Site Code : 3

Start Date : 5/24/2023

Page No : 3

Groups Printed- Heavy Vehicles

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	18	0	0	18	1	1	0	0	2	0	9	0	0	9	31
07:15	0	0	2	0	2	0	13	2	0	15	0	0	1	0	1	2	7	0	0	9	27
07:30	0	0	1	0	1	1	17	1	0	19	1	0	0	0	1	0	6	0	0	6	27
07:45	0	0	1	0	1	0	12	4	0	16	0	0	0	0	0	0	14	0	0	14	31
Total	0	0	6	0	6	1	60	7	0	68	2	1	1	0	4	2	36	0	0	38	116
08:00	1	0	3	0	4	0	13	2	0	15	0	0	0	0	0	3	17	0	0	20	39
08:15	1	0	2	0	3	0	16	0	0	16	0	0	0	0	0	2	16	0	0	18	37
08:30	1	0	0	0	1	0	8	4	0	12	0	0	0	0	0	3	14	0	0	17	30
08:45	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	1	19	0	0	20	38
Total	3	0	5	0	8	0	55	6	0	61	0	0	0	0	0	9	66	0	0	75	144
Grand Total	3	0	11	0	14	1	115	13	0	129	2	1	1	0	4	11	102	0	0	113	260
Apprch %	21.4	0	78.6	0		0.8	89.1	10.1	0		50	25	25	0		9.7	90.3	0	0		
Total %	1.2	0	4.2	0	5.4	0.4	44.2	5	0	49.6	0.8	0.4	0.4	0	1.5	4.2	39.2	0	0	43.5	

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	1	0	3	0	4	0	13	2	0	15	0	0	0	0	0	3	17	0	0	20	39
08:15	1	0	2	0	3	0	16	0	0	16	0	0	0	0	0	2	16	0	0	18	37
08:30	1	0	0	0	1	0	8	4	0	12	0	0	0	0	0	3	14	0	0	17	30
08:45	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	1	19	0	0	20	38
Total Volume	3	0	5	0	8	0	55	6	0	61	0	0	0	0	0	9	66	0	0	75	144
% App. Total	37.5	0	62.5	0		0	90.2	9.8	0		0	0	0	0		12	88	0	0		
PHF	.750	.000	.417	.000	.500	.000	.764	.375	.000	.847	.000	.000	.000	.000	.000	.750	.868	.000	.000	.938	.923

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

Peak Hour for Each Approach Begins at:

	07:30					07:00					07:00					08:00				
+0 mins.	0	0	1	0	1	0	18	0	0	18	1	1	0	0	2	3	17	0	0	20
+15 mins.	0	0	1	0	1	0	13	2	0	15	0	0	1	0	1	2	16	0	0	18
+30 mins.	1	0	3	0	4	1	17	1	0	19	1	0	0	0	1	3	14	0	0	17
+45 mins.	1	0	2	0	3	0	12	4	0	16	0	0	0	0	0	1	19	0	0	20
Total Volume	2	0	7	0	9	1	60	7	0	68	2	1	1	0	4	9	66	0	0	75
% App. Total	22.2	0	77.8	0		1.5	88.2	10.3	0		50	25	25	0		12	88	0	0	
PHF	.500	.000	.583	.000	.563	.250	.833	.438	.000	.895	.500	.250	.250	.000	.500	.750	.868	.000	.000	.938

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Page No : 4

[illegible][illegible]

Peak Hour for Each Approach Begins at:

[illegible]

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 3 - SH 29 & RM 243 (East) - PM

Site Code : 3

Start Date : 5/24/2023

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	16	2	14	0	32	3	120	32	0	155	4	3	0	0	7	29	108	2	0	139	333
15:15	30	5	29	0	64	1	148	32	0	181	0	9	1	0	10	31	101	2	0	134	389
15:30	29	6	25	0	60	3	142	34	0	179	2	6	2	0	10	25	108	1	0	134	383
15:45	19	0	27	0	46	2	121	29	0	152	6	7	0	0	13	20	114	0	0	134	345
Total	94	13	95	0	202	9	531	127	0	667	12	25	3	0	40	105	431	5	0	541	1450
16:00	24	2	19	0	45	2	118	30	0	150	4	3	0	0	7	36	119	0	0	155	357
16:15	23	3	17	0	43	1	122	36	0	159	3	7	0	0	10	25	117	2	0	144	356
16:30	27	4	25	0	56	1	148	29	0	178	2	4	4	0	10	31	115	2	0	148	392
16:45	32	5	21	0	58	3	145	34	0	182	5	3	1	0	9	27	120	0	0	147	396
Total	106	14	82	0	202	7	533	129	0	669	14	17	5	0	36	119	471	4	0	594	1501
17:00	26	4	16	0	46	1	166	38	0	205	8	7	5	0	20	34	129	2	0	165	436
17:15	24	3	37	0	64	0	158	41	0	199	2	6	1	0	9	32	140	0	0	172	444
17:30	20	1	23	0	44	0	140	33	0	173	4	8	2	0	14	30	134	0	0	164	395
17:45	31	0	13	0	44	0	141	44	0	185	1	3	1	0	5	27	97	1	0	125	359
Total	101	8	89	0	198	1	605	156	0	762	15	24	9	0	48	123	500	3	0	626	1634
Grand Total	301	35	266	0	602	17	1669	412	0	2098	41	66	17	0	124	347	1402	12	0	1761	4585
Apprch %	50	5.8	44.2	0		0.8	79.6	19.6	0		33.1	53.2	13.7	0		19.7	79.6	0.7	0		
Total %	6.6	0.8	5.8	0	13.1	0.4	36.4	9	0	45.8	0.9	1.4	0.4	0	2.7	7.6	30.6	0.3	0	38.4	
Vehicles	295	34	255	0	584	17	1603	406	0	2026	39	66	16	0	121	328	1309	12	0	1649	4380
% Vehicles	98	97.1	95.9	0	97	100	96	98.5	0	96.6	95.1	100	94.1	0	97.6	94.5	93.4	100	0	93.6	95.5
Heavy Vehicles	6	1	11	0	18	0	66	6	0	72	2	0	1	0	3	19	93	0	0	112	205
% Heavy Vehicles	2	2.9	4.1	0	3	0	4	1.5	0	3.4	4.9	0	5.9	0	2.4	5.5	6.6	0	0	6.4	4.5

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	32	5	21	0	58	3	145	34	0	182	5	3	1	0	9	27	120	0	0	147	396
17:00	26	4	16	0	46	1	166	38	0	205	8	7	5	0	20	34	129	2	0	165	436
17:15	24	3	37	0	64	0	158	41	0	199	2	6	1	0	9	32	140	0	0	172	444
17:30	20	1	23	0	44	0	140	33	0	173	4	8	2	0	14	30	134	0	0	164	395
Total Volume	102	13	97	0	212	4	609	146	0	759	19	24	9	0	52	123	523	2	0	648	1671
% App. Total	48.1	6.1	45.8	0		0.5	80.2	19.2	0		36.5	46.2	17.3	0		19	80.7	0.3	0		
PHF	.797	.650	.655	.000	.828	.333	.917	.890	.000	.926	.594	.750	.450	.000	.650	.904	.934	.250	.000	.942	.941
Vehicles	100	12	91	0	203	4	591	145	0	740	17	24	8	0	49	122	495	2	0	619	1611
% Vehicles																					
Heavy Vehicles	2	1	6	0	9	0	18	1	0	19	2	0	1	0	3	1	28	0	0	29	60
% Heavy Vehicles	2.0	7.7	6.2	0	4.2	0	3.0	0.7	0	2.5	10.5	0	11.1	0	5.8	0.8	5.4	0	0	4.5	3.6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 3 - SH 29 & RM 243 (East) - PM

Site Code : 3

Start Date : 5/24/2023

Page No : 2

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:30					16:45					16:45				
+0 mins.	27	4	25	0	56	1	148	29	0	178	5	3	1	0	9	27	120	0	0	147
+15 mins.	32	5	21	0	58	3	145	34	0	182	8	7	5	0	20	34	129	2	0	165
+30 mins.	26	4	16	0	46	1	166	38	0	205	2	6	1	0	9	32	140	0	0	172
+45 mins.	24	3	37	0	64	0	158	41	0	199	4	8	2	0	14	30	134	0	0	164
Total Volume	109	16	99	0	224	5	617	142	0	764	19	24	9	0	52	123	523	2	0	648
% App. Total	48.7	7.1	44.2	0		0.7	80.8	18.6	0		36.5	46.2	17.3	0		19	80.7	0.3	0	
PHF	.852	.800	.669	.000	.875	.417	.929	.866	.000	.932	.594	.750	.450	.000	.650	.904	.934	.250	.000	.942
Vehicles	107	15	93	0	215	5	598	141	0	744	17	24	8	0	49	122	495	2	0	619
% Vehicles																				
Heavy Vehicles	2	1	6	0	9	0	19	1	0	20	2	0	1	0	3	1	28	0	0	29
% Heavy Vehicles	1.8	6.2	6.1	0	4	0	3.1	0.7	0	2.6	10.5	0	11.1	0	5.8	0.8	5.4	0	0	4.5

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 3 - SH 29 & RM 243 (East) - PM

Site Code : 3

Start Date : 5/24/2023

Page No : 3

Groups Printed- Vehicles

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	15	2	14	0	31	3	110	31	0	144	4	3	0	0	7	23	96	2	0	121	303
15:15	28	5	29	0	62	1	144	32	0	177	0	9	1	0	10	30	90	2	0	122	371
15:30	28	6	25	0	59	3	135	32	0	170	2	6	2	0	10	23	98	1	0	122	361
15:45	19	0	24	0	43	2	115	27	0	144	6	7	0	0	13	18	112	0	0	130	330
Total	90	13	92	0	195	9	504	122	0	635	12	25	3	0	40	94	396	5	0	495	1365
16:00	24	2	18	0	44	2	112	30	0	144	4	3	0	0	7	34	109	0	0	143	338
16:15	23	3	17	0	43	1	115	36	0	152	3	7	0	0	10	21	112	2	0	135	340
16:30	27	4	24	0	55	1	143	29	0	173	2	4	4	0	10	30	106	2	0	138	376
16:45	31	4	19	0	54	3	142	34	0	179	4	3	1	0	8	27	114	0	0	141	382
Total	105	13	78	0	196	7	512	129	0	648	13	17	5	0	35	112	441	4	0	557	1436
17:00	25	4	15	0	44	1	159	37	0	197	8	7	4	0	19	34	123	2	0	159	419
17:15	24	3	35	0	62	0	154	41	0	195	2	6	1	0	9	32	130	0	0	162	428
17:30	20	1	22	0	43	0	136	33	0	169	3	8	2	0	13	29	128	0	0	157	382
17:45	31	0	13	0	44	0	138	44	0	182	1	3	1	0	5	27	91	1	0	119	350
Total	100	8	85	0	193	1	587	155	0	743	14	24	8	0	46	122	472	3	0	597	1579
Grand Total	295	34	255	0	584	17	1603	406	0	2026	39	66	16	0	121	328	1309	12	0	1649	4380
Apprch %	50.5	5.8	43.7	0		0.8	79.1	20	0		32.2	54.5	13.2	0		19.9	79.4	0.7	0		
Total %	6.7	0.8	5.8	0	13.3	0.4	36.6	9.3	0	46.3	0.9	1.5	0.4	0	2.8	7.5	29.9	0.3	0	37.6	

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	31	4	19	0	54	3	142	34	0	179	4	3	1	0	8	27	114	0	0	141	382
17:00	25	4	15	0	44	1	159	37	0	197	8	7	4	0	19	34	123	2	0	159	419
17:15	24	3	35	0	62	0	154	41	0	195	2	6	1	0	9	32	130	0	0	162	428
17:30	20	1	22	0	43	0	136	33	0	169	3	8	2	0	13	29	128	0	0	157	382
Total Volume	100	12	91	0	203	4	591	145	0	740	17	24	8	0	49	122	495	2	0	619	1611
% App. Total	49.3	5.9	44.8	0		0.5	79.9	19.6	0		34.7	49	16.3	0		19.7	80	0.3	0		
PHF	.806	.750	.650	.000	.819	.333	.929	.884	.000	.939	.531	.750	.500	.000	.645	.897	.952	.250	.000	.955	.941

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:30					16:45					16:45				
+0 mins.	27	4	24	0	55	1	143	29	0	173	4	3	1	0	8	27	114	0	0	141
+15 mins.	31	4	19	0	54	3	142	34	0	179	8	7	4	0	19	34	123	2	0	159
+30 mins.	25	4	15	0	44	1	159	37	0	197	2	6	1	0	9	32	130	0	0	162
+45 mins.	24	3	35	0	62	0	154	41	0	195	3	8	2	0	13	29	128	0	0	157
Total Volume	107	15	93	0	215	5	598	141	0	744	17	24	8	0	49	122	495	2	0	619
% App. Total	49.8	7	43.3	0		0.7	80.4	19	0		34.7	49	16.3	0		19.7	80	0.3	0	
PHF	.863	.938	.664	.000	.867	.417	.940	.860	.000	.944	.531	.750	.500	.000	.645	.897	.952	.250	.000	.955

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 3 - SH 29 & RM 243 (East) - PM

Site Code : 3

Start Date : 5/24/2023

Page No : 4

Groups Printed- Heavy Vehicles

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	6	12	0	0	18	30
15:15	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	1	11	0	0	12	18
15:30	1	0	0	0	1	0	7	2	0	9	0	0	0	0	0	2	10	0	0	12	22
15:45	0	0	3	0	3	0	6	2	0	8	0	0	0	0	0	2	2	0	0	4	15
Total	4	0	3	0	7	0	27	5	0	32	0	0	0	0	0	11	35	0	0	46	85
16:00	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	2	10	0	0	12	19
16:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	4	5	0	0	9	16
16:30	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	9	0	0	10	16
16:45	1	1	2	0	4	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	14
Total	1	1	4	0	6	0	21	0	0	21	1	0	0	0	1	7	30	0	0	37	65
17:00	1	0	1	0	2	0	7	1	0	8	0	0	1	0	1	0	6	0	0	6	17
17:15	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	16
17:30	0	0	1	0	1	0	4	0	0	4	1	0	0	0	1	1	6	0	0	7	13
17:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
Total	1	0	4	0	5	0	18	1	0	19	1	0	1	0	2	1	28	0	0	29	55
Grand Total	6	1	11	0	18	0	66	6	0	72	2	0	1	0	3	19	93	0	0	112	205
Apprch %	33.3	5.6	61.1	0		0	91.7	8.3	0		66.7	0	33.3	0		17	83	0	0		
Total %	2.9	0.5	5.4	0	8.8	0	32.2	2.9	0	35.1	1	0	0.5	0	1.5	9.3	45.4	0	0	54.6	

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	6	12	0	0	18	30
15:15	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	1	11	0	0	12	18
15:30	1	0	0	0	1	0	7	2	0	9	0	0	0	0	0	2	10	0	0	12	22
15:45	0	0	3	0	3	0	6	2	0	8	0	0	0	0	0	2	2	0	0	4	15
Total Volume	4	0	3	0	7	0	27	5	0	32	0	0	0	0	0	11	35	0	0	46	85
% App. Total	57.1	0	42.9	0		0	84.4	15.6	0		0	0	0	0		23.9	76.1	0	0		
PHF	.500	.000	.250	.000	.583	.000	.675	.625	.000	.727	.000	.000	.000	.000	.000	.458	.729	.000	.000	.639	.708

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					15:00					16:45					15:00				
+0 mins.	0	0	1	0	1	0	10	1	0	11	1	0	0	0	1	6	12	0	0	18
+15 mins.	1	1	2	0	4	0	4	0	0	4	0	0	1	0	1	1	11	0	0	12
+30 mins.	1	0	1	0	2	0	7	2	0	9	0	0	0	0	0	2	10	0	0	12
+45 mins.	0	0	2	0	2	0	6	2	0	8	1	0	0	0	1	2	2	0	0	4
Total Volume	2	1	6	0	9	0	27	5	0	32	2	0	1	0	3	11	35	0	0	46
% App. Total	22.2	11.1	66.7	0		0	84.4	15.6	0		66.7	0	33.3	0		23.9	76.1	0	0	
PHF	.500	.250	.750	.000	.563	.000	.675	.625	.000	.727	.500	.000	.250	.000	.750	.458	.729	.000	.000	.639

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 3 - SH 29 & RM 243 (East) - PM

Site Code : 3

Start Date : 5/24/2023

Page No : 5

Groups Printed- Pedestrians

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	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
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
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 %																					

	RM 243 (East) Southbound					SH 29 Westbound					Grange St Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - 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	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 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:00	15:00	15:00	15:00
+0 mins.	0	0	0	0
+15 mins.	0	0	0	0
+30 mins.	0	0	0	0
+45 mins.	0	0	0	0
Total Volume	0	0	0	0
% App. Total	0	0	0	0
PHF	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - AM

Site Code : 4

Start Date : 5/24/2023

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	102	0	0	102	11	0	4	0	15	1	179	2	0	182	300
07:15	0	0	3	0	3	2	125	0	0	127	29	0	7	0	36	0	178	11	0	189	355
07:30	0	0	2	0	2	7	123	0	0	130	12	0	13	0	25	1	169	9	0	179	336
07:45	0	0	2	0	2	4	109	0	0	113	11	0	10	0	21	1	166	8	0	175	311
Total	0	0	8	0	8	13	459	0	0	472	63	0	34	0	97	3	692	30	0	725	1302
08:00	2	0	2	0	4	3	129	0	0	132	6	0	5	0	11	2	140	3	0	145	292
08:15	0	0	2	0	2	4	121	0	0	125	9	1	5	0	15	1	124	2	0	127	269
08:30	0	1	0	0	1	2	109	1	0	112	6	0	8	0	14	1	145	4	0	150	277
08:45	0	0	1	0	1	5	127	0	0	132	8	1	6	0	15	0	119	1	0	120	268
Total	2	1	5	0	8	14	486	1	0	501	29	2	24	0	55	4	528	10	0	542	1106
Grand Total	2	1	13	0	16	27	945	1	0	973	92	2	58	0	152	7	1220	40	0	1267	2408
Apprch %	12.5	6.2	81.2	0		2.8	97.1	0.1	0		60.5	1.3	38.2	0		0.6	96.3	3.2	0		
Total %	0.1	0	0.5	0	0.7	1.1	39.2	0	0	40.4	3.8	0.1	2.4	0	6.3	0.3	50.7	1.7	0	52.6	
Vehicles	2	0	13	0	15	27	847	1	0	875	92	2	57	0	151	6	1114	39	0	1159	2200
% Vehicles	100	0	100	0	93.8	100	89.6	100	0	89.9	100	100	98.3	0	99.3	85.7	91.3	97.5	0	91.5	91.4
Heavy Vehicles	0	1	0	0	1	0	98	0	0	98	0	0	1	0	1	1	106	1	0	108	208
% Heavy Vehicles	0	100	0	0	6.2	0	10.4	0	0	10.1	0	0	1.7	0	0.7	14.3	8.7	2.5	0	8.5	8.6

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	1	0	1	0	102	0	0	102	11	0	4	0	15	1	179	2	0	182	300
07:15	0	0	3	0	3	2	125	0	0	127	29	0	7	0	36	0	178	11	0	189	355
07:30	0	0	2	0	2	7	123	0	0	130	12	0	13	0	25	1	169	9	0	179	336
07:45	0	0	2	0	2	4	109	0	0	113	11	0	10	0	21	1	166	8	0	175	311
Total Volume	0	0	8	0	8	13	459	0	0	472	63	0	34	0	97	3	692	30	0	725	1302
% App. Total	0	0	100	0		2.8	97.2	0	0		64.9	0	35.1	0		0.4	95.4	4.1	0		
PHF	.000	.000	.667	.000	.667	.464	.918	.000	.000	.908	.543	.000	.654	.000	.674	.750	.966	.682	.000	.959	.917
Vehicles	0	0	8	0	8	13	414	0	0	427	63	0	33	0	96	3	655	29	0	687	1218
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	45	0	0	45	0	0	1	0	1	0	37	1	0	38	84
% Heavy Vehicles	0	0	0	0	0	0	9.8	0	0	9.5	0	0	2.9	0	1.0	0	5.3	3.3	0	5.2	6.5

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

Peak Hour for Each Approach Begins at:

	07:15					07:15					07:00					07:00				
+0 mins.	0	0	3	0	3	2	125	0	0	127	11	0	4	0	15	1	179	2	0	182
+15 mins.	0	0	2	0	2	7	123	0	0	130	29	0	7	0	36	0	178	11	0	189
+30 mins.	0	0	2	0	2	4	109	0	0	113	12	0	13	0	25	1	169	9	0	179
+45 mins.	2	0	2	0	4	3	129	0	0	132	11	0	10	0	21	1	166	8	0	175
Total Volume	2	0	9	0	11	16	486	0	0	502	63	0	34	0	97	3	692	30	0	725
% App. Total	18.2	0	81.8	0		3.2	96.8	0	0		64.9	0	35.1	0		0.4	95.4	4.1	0	
PHF	.250	.000	.750	.000	.688	.571	.942	.000	.000	.951	.543	.000	.654	.000	.674	.750	.966	.682	.000	.959
Vehicles	2	0	9	0	11	16	441	0	0	457	63	0	33	0	96	3	655	29	0	687
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	45	0	0	45	0	0	1	0	1	0	37	1	0	38
% Heavy Vehicles	0	0	0	0	0	0	9.3	0	0	9	0	0	2.9	0	1	0	5.3	3.3	0	5.2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - AM

Site Code : 4

Start Date : 5/24/2023

Page No : 2

Groups Printed- Vehicles

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	86	0	0	86	11	0	4	0	15	1	169	2	0	172	274
07:15	0	0	3	0	3	2	119	0	0	121	29	0	7	0	36	0	169	10	0	179	339
07:30	0	0	2	0	2	7	111	0	0	118	12	0	12	0	24	1	163	9	0	173	317
07:45	0	0	2	0	2	4	98	0	0	102	11	0	10	0	21	1	154	8	0	163	288
Total	0	0	8	0	8	13	414	0	0	427	63	0	33	0	96	3	655	29	0	687	1218
08:00	2	0	2	0	4	3	113	0	0	116	6	0	5	0	11	1	124	3	0	128	259
08:15	0	0	2	0	2	4	114	0	0	118	9	1	5	0	15	1	107	2	0	110	245
08:30	0	0	0	0	0	2	95	1	0	98	6	0	8	0	14	1	130	4	0	135	247
08:45	0	0	1	0	1	5	111	0	0	116	8	1	6	0	15	0	98	1	0	99	231
Total	2	0	5	0	7	14	433	1	0	448	29	2	24	0	55	3	459	10	0	472	982
Grand Total	2	0	13	0	15	27	847	1	0	875	92	2	57	0	151	6	1114	39	0	1159	2200
Apprch %	13.3	0	86.7	0		3.1	96.8	0.1	0		60.9	1.3	37.7	0		0.5	96.1	3.4	0		
Total %	0.1	0	0.6	0	0.7	1.2	38.5	0	0	39.8	4.2	0.1	2.6	0	6.9	0.3	50.6	1.8	0	52.7	

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	1	0	1	0	86	0	0	86	11	0	4	0	15	1	169	2	0	172	274
07:15	0	0	3	0	3	2	119	0	0	121	29	0	7	0	36	0	169	10	0	179	339
07:30	0	0	2	0	2	7	111	0	0	118	12	0	12	0	24	1	163	9	0	173	317
07:45	0	0	2	0	2	4	98	0	0	102	11	0	10	0	21	1	154	8	0	163	288
Total Volume	0	0	8	0	8	13	414	0	0	427	63	0	33	0	96	3	655	29	0	687	1218
% App. Total	0	0	100	0		3	97	0	0		65.6	0	34.4	0		0.4	95.3	4.2	0		
PHF	.000	.000	.667	.000	.667	.464	.870	.000	.000	.882	.543	.000	.688	.000	.667	.750	.969	.725	.000	.959	.898

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

Peak Hour for Each Approach Begins at:

	07:15					07:15					07:00					07:00				
+0 mins.	0	0	3	0	3	2	119	0	0	121	11	0	4	0	15	1	169	2	0	172
+15 mins.	0	0	2	0	2	7	111	0	0	118	29	0	7	0	36	0	169	10	0	179
+30 mins.	0	0	2	0	2	4	98	0	0	102	12	0	12	0	24	1	163	9	0	173
+45 mins.	2	0	2	0	4	3	113	0	0	116	11	0	10	0	21	1	154	8	0	163
Total Volume	2	0	9	0	11	16	441	0	0	457	63	0	33	0	96	3	655	29	0	687
% App. Total	18.2	0	81.8	0		3.5	96.5	0	0		65.6	0	34.4	0		0.4	95.3	4.2	0	
PHF	.250	.000	.750	.000	.688	.571	.926	.000	.000	.944	.543	.000	.688	.000	.667	.750	.969	.725	.000	.959

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - AM

Site Code : 4

Start Date : 5/24/2023

Page No : 3

Groups Printed- Heavy Vehicles

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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	16	0	0	16	0	0	0	0	0	0	10	0	0	10	26
07:15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	1	0	10	16
07:30	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	6	0	0	6	19
07:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	23
Total	0	0	0	0	0	0	45	0	0	45	0	0	1	0	1	0	37	1	0	38	84
08:00	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	1	16	0	0	17	33
08:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	17	0	0	17	24
08:30	0	1	0	0	1	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	30
08:45	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	21	0	0	21	37
Total	0	1	0	0	1	0	53	0	0	53	0	0	0	0	0	1	69	0	0	70	124
Grand Total	0	1	0	0	1	0	98	0	0	98	0	0	1	0	1	1	106	1	0	108	208
Apprch %	0	100	0	0		0	100	0	0		0	0	100	0		0.9	98.1	0.9	0		
Total %	0	0.5	0	0	0.5	0	47.1	0	0	47.1	0	0	0.5	0	0.5	0.5	51	0.5	0	51.9	

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	1	16	0	0	17	33
08:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	17	0	0	17	24
08:30	0	1	0	0	1	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	30
08:45	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	21	0	0	21	37
Total Volume	0	1	0	0	1	0	53	0	0	53	0	0	0	0	0	1	69	0	0	70	124
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		1.4	98.6	0	0		
PHF	.000	.250	.000	.000	.250	.000	.828	.000	.000	.828	.000	.000	.000	.000	.000	.250	.821	.000	.000	.833	.838

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

Peak Hour for Each Approach Begins at:

	07:45					08:00					07:00					08:00				
+0 mins.	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	1	16	0	0	17
+15 mins.	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	17	0	0	17
+30 mins.	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	15	0	0	15
+45 mins.	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	0	21	0	0	21
Total Volume	0	1	0	0	1	0	53	0	0	53	0	0	1	0	1	1	69	0	0	70
% App. Total	0	100	0	0		0	100	0	0		0	0	100	0		1.4	98.6	0	0	
PHF	.000	.250	.000	.000	.250	.000	.828	.000	.000	.828	.000	.000	.250	.000	.250	.250	.821	.000	.000	.833

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - AM

Site Code : 4

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Groups Printed- Pedestrians

[illegible][illegible]

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

Peak Hour for Each Approach Begins at:

[illegible]

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - PM

Site Code : 4

Start Date : 5/24/2023

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Groups Printed- Vehicles - Heavy Vehicles

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	0	0	0	0	0	6	146	0	0	152	8	0	4	0	12	0	115	4	0	119	283
15:15	0	0	3	0	3	3	174	0	0	177	5	0	9	0	14	0	131	9	0	140	334
15:30	0	0	1	0	1	5	160	2	0	167	8	0	4	0	12	0	135	9	0	144	324
15:45	0	0	1	0	1	9	164	0	0	173	2	0	5	0	7	0	141	6	0	147	328
Total	0	0	5	0	5	23	644	2	0	669	23	0	22	0	45	0	522	28	0	550	1269
16:00	1	0	1	0	2	8	147	0	0	155	7	0	4	0	11	0	129	10	0	139	307
16:15	0	1	3	0	4	9	159	0	0	168	8	1	7	0	16	1	119	10	0	130	318
16:30	0	0	0	0	0	11	165	0	0	176	5	0	5	0	10	0	154	4	0	158	344
16:45	1	0	2	0	3	7	185	0	0	192	11	0	10	0	21	1	148	9	0	158	374
Total	2	1	6	0	9	35	656	0	0	691	31	1	26	0	58	2	550	33	0	585	1343
17:00	1	0	8	0	9	8	189	2	0	199	6	0	3	0	9	1	137	13	0	151	368
17:15	2	0	4	0	6	12	200	2	0	214	4	0	5	0	9	0	151	18	0	169	398
17:30	0	0	3	0	3	12	173	0	0	185	3	0	10	0	13	0	170	6	0	176	377
17:45	0	0	4	0	4	14	185	0	0	199	11	0	8	0	19	1	120	8	0	129	351
Total	3	0	19	0	22	46	747	4	0	797	24	0	26	0	50	2	578	45	0	625	1494
Grand Total	5	1	30	0	36	104	2047	6	0	2157	78	1	74	0	153	4	1650	106	0	1760	4106
Apprch %	13.9	2.8	83.3	0		4.8	94.9	0.3	0		51	0.7	48.4	0		0.2	93.8	6	0		
Total %	0.1	0	0.7	0	0.9	2.5	49.9	0.1	0	52.5	1.9	0	1.8	0	3.7	0.1	40.2	2.6	0	42.9	
Vehicles	5	1	30	0	36	103	1967	3	0	2073	76	1	73	0	150	4	1534	104	0	1642	3901
% Vehicles	100	100	100	0	100	99	96.1	50	0	96.1	97.4	100	98.6	0	98	100	93	98.1	0	93.3	95
Heavy Vehicles	0	0	0	0	0	1	80	3	0	84	2	0	1	0	3	0	116	2	0	118	205
% Heavy Vehicles	0	0	0	0	0	1	3.9	50	0	3.9	2.6	0	1.4	0	2	0	7	1.9	0	6.7	5

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	1	0	2	0	3	7	185	0	0	192	11	0	10	0	21	1	148	9	0	158	374
17:00	1	0	8	0	9	8	189	2	0	199	6	0	3	0	9	1	137	13	0	151	368
17:15	2	0	4	0	6	12	200	2	0	214	4	0	5	0	9	0	151	18	0	169	398
17:30	0	0	3	0	3	12	173	0	0	185	3	0	10	0	13	0	170	6	0	176	377
Total Volume	4	0	17	0	21	39	747	4	0	790	24	0	28	0	52	2	606	46	0	654	1517
% App. Total	19	0	81	0		4.9	94.6	0.5	0		46.2	0	53.8	0		0.3	92.7	7	0		
PHF	.500	.000	.531	.000	.583	.813	.934	.500	.000	.923	.545	.000	.700	.000	.619	.500	.891	.639	.000	.929	.953
Vehicles	4	0	17	0	21	39	726	2	0	767	23	0	27	0	50	2	568	45	0	615	1453
% Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	21	2	0	23	1	0	1	0	2	0	38	1	0	39	64
% Heavy Vehicles	0	0	0	0	0	0	2.8	50.0	0	2.9	4.2	0	3.6	0	3.8	0	6.3	2.2	0	6.0	4.2

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - PM

Site Code : 4

Start Date : 5/24/2023

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	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					17:00					16:00					16:45				
+0 mins.	1	0	8	0	9	8	189	2	0	199	7	0	4	0	11	1	148	9	0	158
+15 mins.	2	0	4	0	6	12	200	2	0	214	8	1	7	0	16	1	137	13	0	151
+30 mins.	0	0	3	0	3	12	173	0	0	185	5	0	5	0	10	0	151	18	0	169
+45 mins.	0	0	4	0	4	14	185	0	0	199	11	0	10	0	21	0	170	6	0	176
Total Volume	3	0	19	0	22	46	747	4	0	797	31	1	26	0	58	2	606	46	0	654
% App. Total	13.6	0	86.4	0		5.8	93.7	0.5	0		53.4	1.7	44.8	0		0.3	92.7	7	0	
PHF	.375	.000	.594	.000	.611	.821	.934	.500	.000	.931	.705	.250	.650	.000	.690	.500	.891	.639	.000	.929
Vehicles	3	0	19	0	22	46	727	2	0	775	31	1	25	0	57	2	568	45	0	615
% Vehicles																				
Heavy Vehicles	0	0	0	0	0	0	20	2	0	22	0	0	1	0	1	0	38	1	0	39
% Heavy Vehicles	0	0	0	0	0	0	2.7	50	0	2.8	0	0	3.8	0	1.7	0	6.3	2.2	0	6

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - PM

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Groups Printed- Vehicles

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	0	0	0	0	0	6	137	0	0	143	7	0	4	0	11	0	106	4	0	110	264
15:15	0	0	3	0	3	3	167	0	0	170	5	0	9	0	14	0	119	9	0	128	315
15:30	0	0	1	0	1	5	152	1	0	158	8	0	4	0	12	0	120	9	0	129	300
15:45	0	0	1	0	1	9	149	0	0	158	2	0	5	0	7	0	137	6	0	143	309
Total	0	0	5	0	5	23	605	1	0	629	22	0	22	0	44	0	482	28	0	510	1188
16:00	1	0	1	0	2	8	141	0	0	149	7	0	4	0	11	0	120	10	0	130	292
16:15	0	1	3	0	4	9	152	0	0	161	8	1	7	0	16	1	111	10	0	122	303
16:30	0	0	0	0	0	10	162	0	0	172	5	0	5	0	10	0	139	4	0	143	325
16:45	1	0	2	0	3	7	180	0	0	187	11	0	9	0	20	1	138	9	0	148	358
Total	2	1	6	0	9	34	635	0	0	669	31	1	25	0	57	2	508	33	0	543	1278
17:00	1	0	8	0	9	8	184	1	0	193	6	0	3	0	9	1	128	12	0	141	352
17:15	2	0	4	0	6	12	196	1	0	209	4	0	5	0	9	0	139	18	0	157	381
17:30	0	0	3	0	3	12	166	0	0	178	2	0	10	0	12	0	163	6	0	169	362
17:45	0	0	4	0	4	14	181	0	0	195	11	0	8	0	19	1	114	7	0	122	340
Total	3	0	19	0	22	46	727	2	0	775	23	0	26	0	49	2	544	43	0	589	1435
Grand Total	5	1	30	0	36	103	1967	3	0	2073	76	1	73	0	150	4	1534	104	0	1642	3901
Apprch %	13.9	2.8	83.3	0		5	94.9	0.1	0		50.7	0.7	48.7	0		0.2	93.4	6.3	0		
Total %	0.1	0	0.8	0	0.9	2.6	50.4	0.1	0	53.1	1.9	0	1.9	0	3.8	0.1	39.3	2.7	0	42.1	

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	1	0	2	0	3	7	180	0	0	187	11	0	9	0	20	1	138	9	0	148	358
17:00	1	0	8	0	9	8	184	1	0	193	6	0	3	0	9	1	128	12	0	141	352
17:15	2	0	4	0	6	12	196	1	0	209	4	0	5	0	9	0	139	18	0	157	381
17:30	0	0	3	0	3	12	166	0	0	178	2	0	10	0	12	0	163	6	0	169	362
Total Volume	4	0	17	0	21	39	726	2	0	767	23	0	27	0	50	2	568	45	0	615	1453
% App. Total	19	0	81	0		5.1	94.7	0.3	0		46	0	54	0		0.3	92.4	7.3	0		
PHF	.500	.000	.531	.000	.583	.813	.926	.500	.000	.917	.523	.000	.675	.000	.625	.500	.871	.625	.000	.910	.953

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					17:00					16:00					16:45				
+0 mins.	1	0	8	0	9	8	184	1	0	193	7	0	4	0	11	1	138	9	0	148
+15 mins.	2	0	4	0	6	12	196	1	0	209	8	1	7	0	16	1	128	12	0	141
+30 mins.	0	0	3	0	3	12	166	0	0	178	5	0	5	0	10	0	139	18	0	157
+45 mins.	0	0	4	0	4	14	181	0	0	195	11	0	9	0	20	0	163	6	0	169
Total Volume	3	0	19	0	22	46	727	2	0	775	31	1	25	0	57	2	568	45	0	615
% App. Total	13.6	0	86.4	0		5.9	93.8	0.3	0		54.4	1.8	43.9	0		0.3	92.4	7.3	0	
PHF	.375	.000	.594	.000	.611	.821	.927	.500	.000	.927	.705	.250	.694	.000	.713	.500	.871	.625	.000	.910

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - PM

Site Code : 4

Start Date : 5/24/2023

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Groups Printed- Heavy Vehicles

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	9	0	0	9	19
15:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	19
15:30	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	15	0	0	15	24
15:45	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	4	0	0	4	19
Total	0	0	0	0	0	0	39	1	0	40	1	0	0	0	1	0	40	0	0	40	81
16:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15
16:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15
16:30	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	15	0	0	15	19
16:45	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	10	0	0	10	16
Total	0	0	0	0	0	1	21	0	0	22	0	0	1	0	1	0	42	0	0	42	65
17:00	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	9	1	0	10	16
17:15	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	12	0	0	12	17
17:30	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	7	0	0	7	15
17:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	11
Total	0	0	0	0	0	0	20	2	0	22	1	0	0	0	1	0	34	2	0	36	59
Grand Total	0	0	0	0	0	1	80	3	0	84	2	0	1	0	3	0	116	2	0	118	205
Apprch %	0	0	0	0		1.2	95.2	3.6	0		66.7	0	33.3	0		0	98.3	1.7	0		
Total %	0	0	0	0	0	0.5	39	1.5	0	41	1	0	0.5	0	1.5	0	56.6	1	0	57.6	

	Driveway Southbound					SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound					
Start Time	Left	Thru	Right	U-TURN	App. 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 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	9	0	0	9	19
15:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	19
15:30	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	15	0	0	15	24
15:45	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	4	0	0	4	19
Total Volume	0	0	0	0	0	0	39	1	0	40	1	0	0	0	1	0	40	0	0	40	81
% App. Total	0	0	0	0	0	0	97.5	2.5	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.650	.250	.000	.667	.250	.000	.000	.000	.250	.000	.667	.000	.000	.667	.844

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:00					15:00					16:45					16:30				
+0 mins.	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	15	0	0	15
+15 mins.	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10
+30 mins.	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	9	1	0	10
+45 mins.	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	0	12	0	0	12
Total Volume	0	0	0	0	0	0	39	1	0	40	1	0	1	0	2	0	46	1	0	47
% App. Total	0	0	0	0	0	0	97.5	2.5	0		50	0	50	0		0	97.9	2.1	0	
PHF	.000	.000	.000	.000	.000	.000	.650	.250	.000	.667	.250	.000	.250	.000	.500	.000	.767	.250	.000	.783

3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

File Name : Site 4 - SH 29 & RM 1174 - PM

Site Code : 4

Start Date : 5/24/2023

Page No : 5

Groups Printed- Pedestrians

	Driveway Southbound						SH 29 Westbound					RN 1174 Northbound					SH 29 Eastbound							
Start Time	Left	Thru	Right	U-TURN	App. Total		Left	Thru	Right	U-TURN	App. Total		Left	Thru	Right	U-TURN	App. Total		Left	Thru	Right	U-TURN	App. Total	Int. Total
15:00	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
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	2	0	0	2		0	0	0	0	0		0	0	0	0	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
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	3	0	0	3		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	3
Grand Total	0	3	0	0	3		0	1	0	0	1		0	0	0	0	0	0		0	0	0	0	4
Apprch %	0	100	0	0			0	100	0	0			0	0	0	0				0	0	0		
Total %	0	75	0	0	75		0	25	0	0	25		0	0	0	0	0			0	0	0		

[illegible]

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins At:																				
	16:30					15:30					15:00					15:00				
+0 mins.	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	
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	2			2		1			1										
Total Volume	0	3	0	0	3	0	1	0	0	1	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	.375	.000	.000	.375	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	












Appendix C

Synchro Reports



2023 Existing AM
1: US 281 & RM 963

10/12/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	302	96	602	205	145	727
Future Volume (vph)	302	96	602	205	145	727
Satd. Flow (prot)	1770	1599	3334	0	1641	3438
Flt Permitted	0.950				0.137	
Satd. Flow (perm)	1770	1599	3334	0	237	3438
Satd. Flow (RTOR)		155	53			
Peak Hour Factor	0.76	0.62	0.84	0.74	0.66	0.77
Heavy Vehicles (%)	2%	1%	4%	3%	10%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	397	155	994	0	220	944
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases		3			6	
Detector Phase	3	3	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		7.0	15.0
Minimum Split (s)	29.5	29.5	29.5		13.5	21.5
Total Split (s)	40.0	40.0	45.0		30.0	45.0
Total Split (%)	34.8%	34.8%	39.1%		26.1%	39.1%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5		6.5	6.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	25.6	25.6	39.1		59.1	59.1
Actuated g/C Ratio	0.26	0.26	0.40		0.60	0.60
v/c Ratio	0.86	0.29	0.73		0.66	0.46
Control Delay (s/veh)	53.4	6.3	29.5		23.2	12.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	53.4	6.3	29.5		23.2	12.1
LOS	D	A	C		C	B
Approach Delay (s/veh)	40.2		29.5			14.2
Approach LOS	D		C			B

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 97.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 25.1

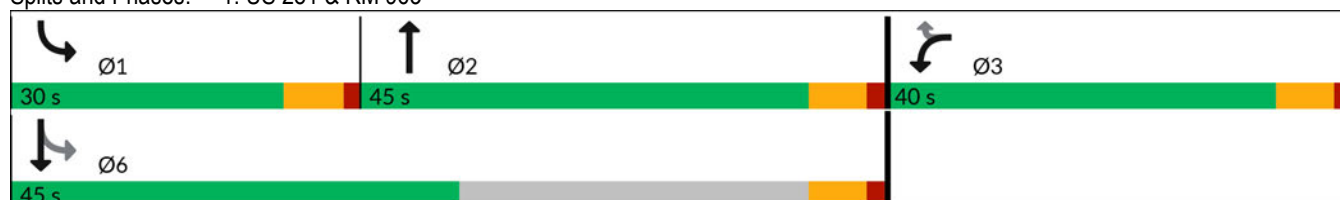
Intersection LOS: C

Intersection Capacity Utilization 64.2%

ICU Level of Service C





















Analysis Period (min) 15

Splits and Phases: 1: US 281 & RM 963



2023 Existing AM
2: US 281 & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	317	141	256	283	152	93	321	137	211	589	156
Future Volume (vph)	258	317	141	256	283	152	93	321	137	211	589	156
Satd. Flow (prot)	1752	3383	0	1626	3312	0	1671	3021	0	1805	3288	0
Flt Permitted	0.278			0.427			0.175			0.255		
Satd. Flow (perm)	513	3383	0	731	3312	0	308	3021	0	484	3288	0
Satd. Flow (RTOR)		74			79			129			49	
Peak Hour Factor	0.75	0.86	0.84	0.97	0.80	0.88	0.86	0.90	0.63	0.88	0.88	0.64
Heavy Vehicles (%)	3%	2%	1%	11%	4%	3%	8%	7%	22%	0%	7%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	344	537	0	264	527	0	108	574	0	240	913	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	27.0		11.0	27.0		11.0	27.0		11.0	27.0	
Total Split (s)	20.0	35.0		15.0	30.0		20.0	35.0		15.0	30.0	
Total Split (%)	20.0%	35.0%		15.0%	30.0%		20.0%	35.0%		15.0%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	42.8	29.1		33.5	24.4		29.7	21.4		31.7	24.7	
Actuated g/C Ratio	0.46	0.31		0.36	0.26		0.32	0.23		0.34	0.27	
v/c Ratio	0.82	0.48		0.75	0.57		0.49	0.72		0.82	1.00	
Control Delay (s/veh)	35.5	24.4		35.2	28.5		25.8	30.5		44.9	64.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	35.5	24.4		35.2	28.5		25.8	30.5		44.9	64.6	
LOS	D	C		D	C		C	C		D	E	
Approach Delay (s/veh)		28.7			30.7			29.8			60.5	
Approach LOS		C			C			C			E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 92.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 39.8

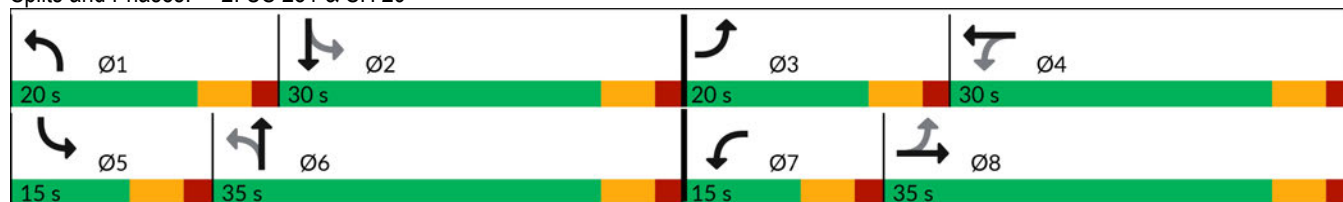
Intersection LOS: D

Intersection Capacity Utilization 73.9%

ICU Level of Service D

Analysis Period (min) 15



















Splits and Phases: 2: US 281 & SH 29



2023 Existing AM

3: Grange St/RM 243 (East) & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	536	3	2	501	91	11	31	7	156	15	134
Future Volume (vph)	125	536	3	2	501	91	11	31	7	156	15	134
Satd. Flow (prot)	1770	3370	0	1203	3164	0	0	1703	0	0	1705	0
Flt Permitted	0.305			0.421				0.880			0.822	
Satd. Flow (perm)	568	3370	0	533	3164	0	0	1517	0	0	1435	0
Satd. Flow (RTOR)		2			36			11			59	
Peak Hour Factor	0.67	0.89	0.38	0.25	0.86	0.73	0.55	0.60	0.58	0.87	0.75	0.74
Heavy Vehicles (%)	2%	7%	0%	50%	12%	7%	18%	3%	14%	0%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	610	0	8	708	0	0	84	0	0	380	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	18.0		10.0	18.0		30.5	30.5		10.5	10.5	
Total Split (s)	10.0	40.0		10.0	40.0		35.0	35.0		35.0	35.0	
Total Split (%)	11.8%	47.1%		11.8%	47.1%		41.2%	41.2%		41.2%	41.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	43.2	42.5		38.2	34.2			21.8			21.8	
Actuated g/C Ratio	0.56	0.55		0.49	0.44			0.28			0.28	
v/c Ratio	0.49	0.33		0.03	0.50			0.19			0.85	
Control Delay (s/veh)	16.4	12.3		10.0	17.4			19.1			40.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	16.4	12.3		10.0	17.4			19.1			40.6	
LOS	B	B		A	B			B			D	
Approach Delay (s/veh)		13.2			17.3			19.1			40.6	
Approach LOS		B			B			B			D	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 77.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 20.2

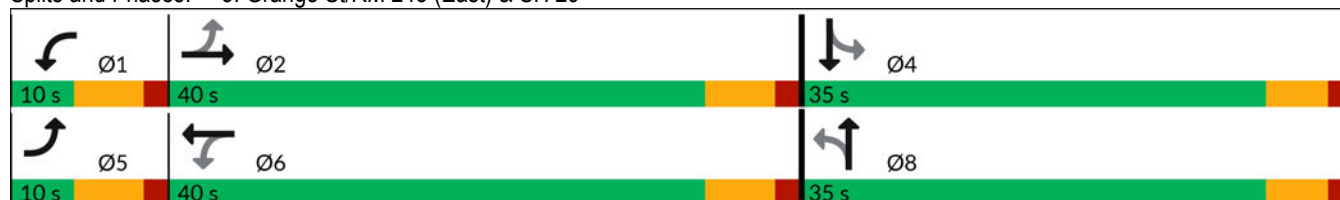
Intersection LOS: C







Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Grange St/RM 243 (East) & SH 29



Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	692	30	13	459	0	63	0	34	0	0	8
Future Vol, veh/h	3	692	30	13	459	0	63	0	34	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	97	68	46	92	92	54	25	65	92	92	67
Heavy Vehicles, %	2	5	3	2	10	2	2	2	3	2	2	2
Mvmt Flow	4	713	44	28	499	0	117	0	52	0	0	12












Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	499	0	0	758	0	0	1049	1299	379	920	1321	249
Stage 1	-	-	-	-	-	-	743	743	-	555	555	-
Stage 2	-	-	-	-	-	-	306	555	-	365	766	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.96	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	1061	-	-	849	-	-	182	160	616	226	155	750
Stage 1	-	-	-	-	-	-	373	420	-	483	511	-
Stage 2	-	-	-	-	-	-	679	511	-	627	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1061	-	-	849	-	-	172	154	616	199	150	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	154	-	199	150	-
Stage 1	-	-	-	-	-	-	371	418	-	467	494	-
Stage 2	-	-	-	-	-	-	646	494	-	571	409	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.04			0.5			59.67			9.87		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	222	1061	-	-	849	-	-	750
HCM Lane V/C Ratio	0.763	0.004	-	-	0.033	-	-	0.016
HCM Control Delay (s/veh)	59.7	8.4	-	-	9.4	-	-	9.9
HCM Lane LOS	F	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	5.3	0	-	-	0.1	-	-	0

2023 Existing PM
1: US 281 & RM 963

10/12/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	250	75	598	179	76	638
Future Volume (vph)	250	75	598	179	76	638
Satd. Flow (prot)	1736	1599	3376	0	1752	3406
Flt Permitted	0.950				0.155	
Satd. Flow (perm)	1736	1599	3376	0	286	3406
Satd. Flow (RTOR)		139	37			
Peak Hour Factor	0.78	0.54	0.77	0.77	0.50	0.63
Heavy Vehicles (%)	4%	1%	4%	1%	3%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	321	139	1009	0	152	1013
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases		3			6	
Detector Phase	3	3	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	15.0		7.0	15.0
Minimum Split (s)	29.5	29.5	29.5		13.5	24.5
Total Split (s)	40.0	40.0	45.0		30.0	45.0
Total Split (%)	34.8%	34.8%	39.1%		26.1%	39.1%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5		6.5	6.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	20.5	20.5	38.9		54.5	54.5
Actuated g/C Ratio	0.23	0.23	0.44		0.62	0.62
v/c Ratio	0.79	0.29	0.67		0.46	0.48
Control Delay (s/veh)	46.9	6.5	23.0		12.9	10.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	46.9	6.5	23.0		12.9	10.9
LOS	D	A	C		B	B
Approach Delay (s/veh)	34.7		23.0			11.1
Approach LOS	C		C			B

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 88.1

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 19.8

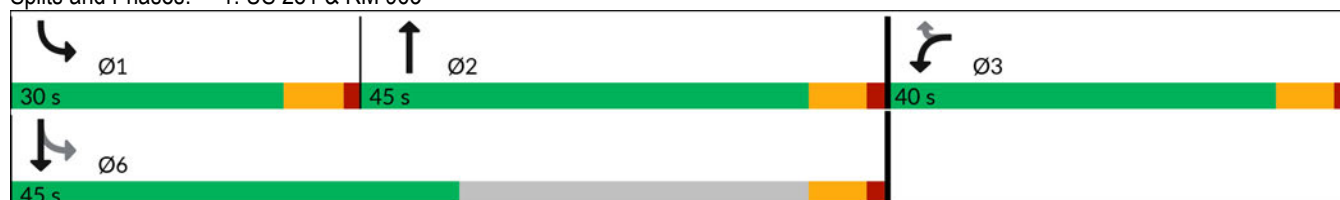
Intersection LOS: B

Intersection Capacity Utilization 58.2%

ICU Level of Service B





















Analysis Period (min) 15

Splits and Phases: 1: US 281 & RM 963



2023 Existing PM
2: US 281 & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	351	115	229	416	191	216	533	280	130	343	120
Future Volume (vph)	170	351	115	229	416	191	216	533	280	130	343	120
Satd. Flow (prot)	1770	3298	0	1752	3366	0	1787	3306	0	1787	3324	0
Flt Permitted	0.171			0.344			0.266			0.166		
Satd. Flow (perm)	319	3298	0	635	3366	0	500	3306	0	312	3324	0
Satd. Flow (RTOR)		50			117			77			45	
Peak Hour Factor	0.90	0.84	0.78	0.94	0.90	0.69	0.81	0.85	0.96	0.74	0.87	0.88
Heavy Vehicles (%)	2%	7%	0%	3%	2%	0%	1%	3%	6%	1%	5%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	565	0	244	739	0	267	919	0	176	530	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	27.0		11.0	27.0		11.0	27.0		11.0	27.0	
Total Split (s)	20.0	35.0		15.0	30.0		20.0	35.0		15.0	30.0	
Total Split (%)	20.0%	35.0%		15.0%	30.0%		20.0%	35.0%		15.0%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	39.9	29.0		36.2	27.2		40.6	28.0		32.8	24.1	
Actuated g/C Ratio	0.40	0.29		0.37	0.28		0.41	0.28		0.33	0.24	
v/c Ratio	0.66	0.56		0.73	0.73		0.72	0.93		0.75	0.63	
Control Delay (s/veh)	29.0	29.6		35.4	33.1		30.8	47.9		41.6	34.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	29.0	29.6		35.4	33.1		30.8	47.9		41.6	34.5	
LOS	C	C		D	C		C	D		D	C	
Approach Delay (s/veh)		29.4			33.7			44.0			36.2	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 98.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 36.7

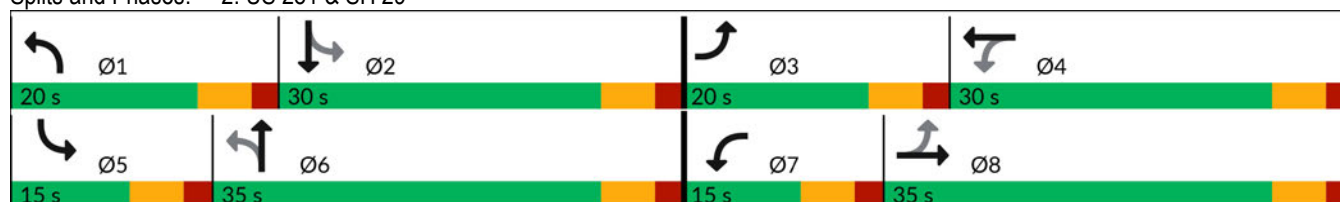
Intersection LOS: D

Intersection Capacity Utilization 77.9%

ICU Level of Service D

Analysis Period (min) 15




















Splits and Phases: 2: US 281 & SH 29



2023 Existing PM

3: Grange St/RM 243 (East) & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	523	2	4	609	146	19	24	9	102	13	97
Future Volume (vph)	123	523	2	4	609	146	19	24	9	102	13	97
Satd. Flow (prot)	1787	3434	0	1805	3413	0	0	1683	0	0	1662	0
Flt Permitted	0.272			0.438				0.789			0.835	
Satd. Flow (perm)	512	3434	0	832	3413	0	0	1354	0	0	1418	0
Satd. Flow (RTOR)		2			43			20			64	
Peak Hour Factor	0.90	0.93	0.25	0.33	0.92	0.89	0.59	0.75	0.45	0.80	0.65	0.66
Heavy Vehicles (%)	1%	5%	0%	0%	3%	1%	10%	2%	11%	2%	8%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	570	0	12	826	0	0	84	0	0	295	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	24.0		10.0	24.0		30.5	30.5		23.5	23.5	
Total Split (s)	10.0	40.0		10.0	40.0		35.0	35.0		35.0	35.0	
Total Split (%)	11.8%	47.1%		11.8%	47.1%		41.2%	41.2%		41.2%	41.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	41.3	40.6		37.7	34.7			16.7			16.7	
Actuated g/C Ratio	0.58	0.57		0.53	0.49			0.24			0.24	
v/c Ratio	0.37	0.29		0.02	0.49			0.25			0.77	
Control Delay (s/veh)	11.5	10.1		8.3	14.5			19.2			33.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	11.5	10.1		8.3	14.5			19.2			33.7	
LOS	B	B		A	B			B			C	
Approach Delay (s/veh)		10.3			14.4			19.2			33.7	
Approach LOS		B			B			B			C	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 70.7

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 16.1

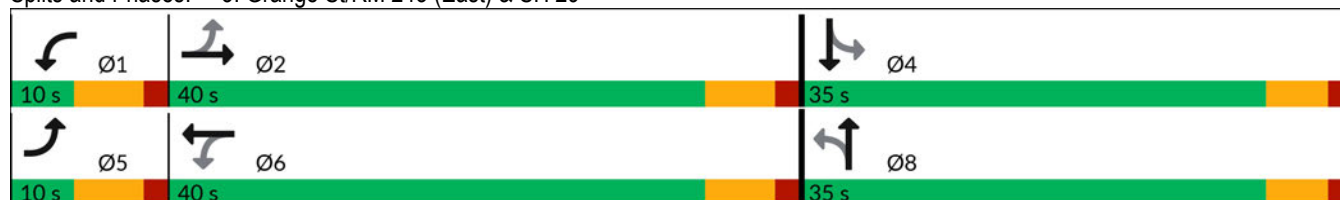
Intersection LOS: B







Intersection Capacity Utilization 60.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Grange St/RM 243 (East) & SH 29



Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	606	46	39	747	4	24	0	28	4	0	17
Future Vol, veh/h	2	606	46	39	747	4	24	0	28	4	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	89	64	81	93	50	55	25	70	50	25	53
Heavy Vehicles, %	0	6	2	0	3	50	4	0	4	0	0	0
Mvmt Flow	4	681	72	48	803	8	44	0	40	8	0	32
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	811	0	0	753	0	0	1223	1632	377	1252	1664	406
Stage 1	-	-	-	-	-	-	725	725	-	903	903	-
Stage 2	-	-	-	-	-	-	498	907	-	349	761	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.58	6.5	6.98	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.54	4	3.34	3.5	4	3.3
Pot Cap-1 Maneuver	824	-	-	866	-	-	133	102	615	131	98	600
Stage 1	-	-	-	-	-	-	378	433	-	303	359	-
Stage 2	-	-	-	-	-	-	518	357	-	646	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	824	-	-	866	-	-	120	96	615	117	92	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	96	-	117	92	-
Stage 1	-	-	-	-	-	-	376	431	-	301	339	-
Stage 2	-	-	-	-	-	-	463	337	-	601	415	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.5			36.7			17.5		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	195	824	-	-	866	-	-	329				
HCM Lane V/C Ratio	0.429	0.005	-	-	0.056	-	-	0.122				
HCM Control Delay (s/veh)	36.7	9.4	-	-	9.4	-	-	17.5				
HCM Lane LOS	E	A	-	-	A	-	-	C				
HCM 95th %tile Q (veh)	2	0	-	-	0.2	-	-	0.4				

Projected 2030 AM No Build

1: US 281 & RM 963

10/12/2023

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑↑		↘	↑↑
Traffic Volume (vph)	302	96	602	205	145	727
Future Volume (vph)	302	96	602	205	145	727
Satd. Flow (prot)	1770	1599	3334	0	1641	3438
Flt Permitted	0.950				0.074	
Satd. Flow (perm)	1770	1599	3334	0	128	3438
Satd. Flow (RTOR)		183	56			
Peak Hour Factor	0.76	0.62	0.84	0.74	0.66	0.77
Growth Factor	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	2%	1%	4%	3%	10%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	525	204	1312	0	290	1246
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases		3			6	
Total Split (s)	42.2	42.2	53.8		24.0	77.8
Total Lost Time (s)	6.5	6.5	6.5		6.5	6.5
Act Effct Green (s)	35.7	35.7	47.3		71.3	71.3
Actuated g/C Ratio	0.30	0.30	0.39		0.59	0.59
v/c Ratio	1.00	0.34	0.97		0.98	0.61
Control Delay (s/veh)	81.4	7.8	53.5		82.3	17.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	81.4	7.8	53.5		82.3	17.1
LOS	F	A	D		F	B
Approach Delay (s/veh)	60.8		53.5			29.4
Approach LOS	E		D			C

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 44.6

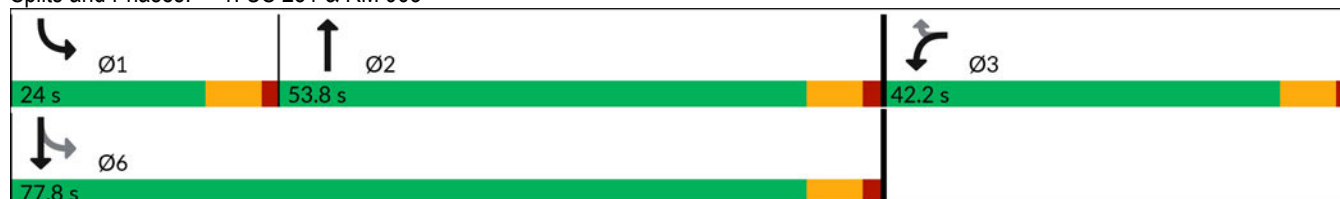
Intersection LOS: D

Intersection Capacity Utilization 79.6%

ICU Level of Service D





















Analysis Period (min) 15

Splits and Phases: 1: US 281 & RM 963



Projected 2030 AM No Build
2: US 281 & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	317	141	256	283	152	93	321	137	211	589	156
Future Volume (vph)	258	317	141	256	283	152	93	321	137	211	589	156
Satd. Flow (prot)	1752	3383	0	1626	3312	0	1671	3021	0	1805	3288	0
Flt Permitted	0.148			0.174			0.137			0.114		
Satd. Flow (perm)	273	3383	0	298	3312	0	241	3021	0	217	3288	0
Satd. Flow (RTOR)		57			61			101			46	
Peak Hour Factor	0.75	0.86	0.84	0.97	0.80	0.88	0.86	0.90	0.63	0.88	0.88	0.64
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	3%	2%	1%	11%	4%	3%	8%	7%	22%	0%	7%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	454	709	0	348	695	0	143	758	0	317	1206	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Total Split (s)	32.0	33.0		28.0	29.0		13.0	35.0		24.0	46.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effect Green (s)	53.0	27.0		45.0	23.0		36.2	29.2		53.0	40.0	
Actuated g/C Ratio	0.44	0.23		0.38	0.19		0.30	0.24		0.44	0.33	
v/c Ratio	1.03	0.88		0.98	1.02		0.92	0.94		0.95	1.07	
Control Delay (s/veh)	85.0	54.9		78.0	82.4		81.9	58.2		72.3	85.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	85.0	54.9		78.0	82.4		81.9	58.2		72.3	85.3	
LOS	F	D		E	F		F	E		E	F	
Approach Delay (s/veh)		66.6			80.9			62.0			82.6	
Approach LOS		E			F			E			F	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay (s/veh): 74.2

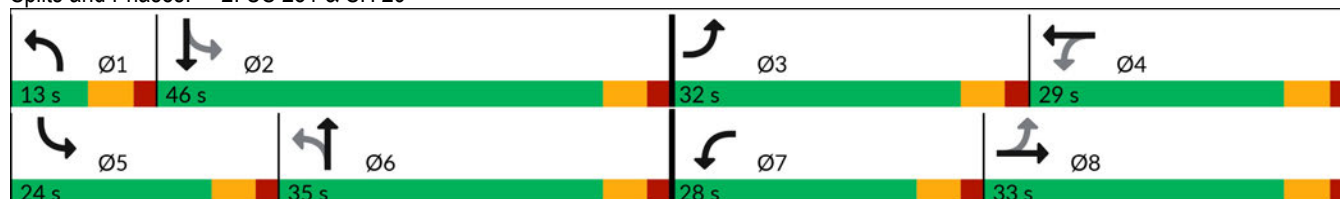
Intersection LOS: E

Intersection Capacity Utilization 91.1%

ICU Level of Service F



















Analysis Period (min) 15

Splits and Phases: 2: US 281 & SH 29



Projected 2030 AM No Build
3: Grange St/RM 243 (East) & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	536	3	2	501	91	11	31	7	156	15	134
Future Volume (vph)	125	536	3	2	501	91	11	31	7	156	15	134
Satd. Flow (prot)	1770	3370	0	1203	3164	0	0	1701	0	0	1705	0
Flt Permitted	0.189			0.301				0.857			0.812	
Satd. Flow (perm)	352	3370	0	381	3164	0	0	1476	0	0	1417	0
Satd. Flow (RTOR)		2			36			11			59	
Peak Hour Factor	0.67	0.89	0.38	0.25	0.86	0.73	0.55	0.60	0.58	0.87	0.75	0.74
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	2%	7%	0%	50%	12%	7%	18%	3%	14%	0%	0%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	246	805	0	11	934	0	0	110	0	0	502	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	10.0	40.0		10.0	40.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Act Effect Green (s)	42.8	42.1		38.0	34.0			28.6			28.6	
Actuated g/C Ratio	0.51	0.50		0.45	0.40			0.34			0.34	
v/c Ratio	1.00	0.48		0.05	0.72			0.22			0.97	
Control Delay (s/veh)	78.8	15.9		10.7	24.2			19.0			58.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	78.8	15.9		10.7	24.2			19.0			58.0	
LOS	E	B		B	C			B			E	
Approach Delay (s/veh)		30.6			24.0			19.0			58.0	
Approach LOS		C			C			B			E	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 84.1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 33.0

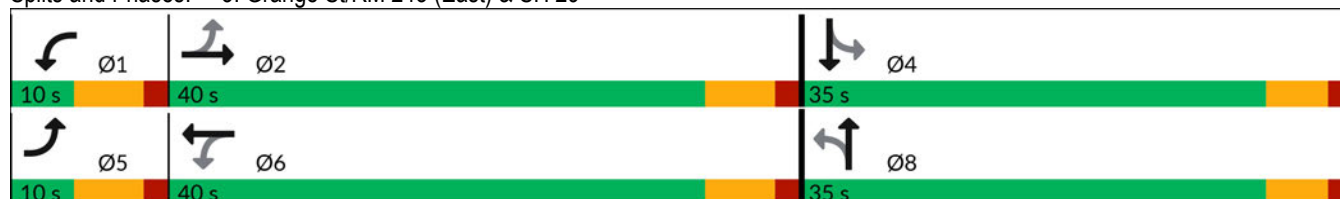
Intersection LOS: C

Intersection Capacity Utilization 75.8%

ICU Level of Service D


















Analysis Period (min) 15

Splits and Phases: 3: Grange St/RM 243 (East) & SH 29









Projected 2030 AM No Build
4: RM 1174 & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	692	30	13	459	0	63	0	34	0	0	8
Future Volume (vph)	3	692	30	13	459	0	63	0	34	0	0	8
Satd. Flow (prot)	1770	3411	0	1770	3282	0	0	1720	0	0	1611	0
Flt Permitted	0.950			0.950				0.967				
Satd. Flow (perm)	1770	3411	0	1770	3282	0	0	1720	0	0	1611	0
Peak Hour Factor	0.75	0.97	0.68	0.46	0.92	0.92	0.54	0.25	0.65	0.92	0.92	0.67
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	2%	5%	3%	2%	10%	2%	2%	2%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1000	0	37	659	0	0	223	0	0	16	0
Sign Control	Free				Free				Stop		Stop	
Intersection Summary												
Control Type: Unsignalized												
Intersection Capacity Utilization 47.2%						ICU Level of Service A						
Analysis Period (min) 15												

Projected 2030 AM No Build
4: RM 1174 & SH 29

10/12/2023

Intersection												
Int Delay, s/veh	49											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	692	30	13	459	0	63	0	34	0	0	8
Future Vol, veh/h	3	692	30	13	459	0	63	0	34	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	97	68	46	92	92	54	25	65	92	92	67
Heavy Vehicles, %	2	5	3	2	10	2	2	2	3	2	2	2
Mvmt Flow	5	942	58	37	659	0	154	0	69	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	659	0	0	1000	0	0	1385	1714	500	1214	1743	330
Stage 1	-	-	-	-	-	-	981	981	-	733	733	-
Stage 2	-	-	-	-	-	-	404	733	-	481	1010	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.96	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	925	-	-	688	-	-	~ 103	89	514	137	86	666
Stage 1	-	-	-	-	-	-	268	326	-	378	424	-
Stage 2	-	-	-	-	-	-	594	424	-	535	316	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	925	-	-	688	-	-	~ 96	84	514	113	81	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 96	84	-	113	81	-
Stage 1	-	-	-	-	-	-	267	324	-	376	401	-
Stage 2	-	-	-	-	-	-	549	401	-	461	314	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.6			\$ 423.7			10.5		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	128	925	-	-	688	-	-	666
HCM Lane V/C Ratio	1.743	0.006	-	-	0.054	-	-	0.024
HCM Control Delay (s/veh)	\$ 423.7	8.9	-	-	10.5	-	-	10.5
HCM Lane LOS	F	A	-	-	B	-	-	B
HCM 95th %tile Q (veh)	16.8	0	-	-	0.2	-	-	0.1

Notes												
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined							*: All major volume in platoon			

Projected 2030 PM No Build
1: US 281 & RM 963

10/12/2023

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑↑		↘	↑↑
Traffic Volume (vph)	250	75	598	179	76	638
Future Volume (vph)	250	75	598	179	76	638
Satd. Flow (prot)	1736	1599	3372	0	1752	3406
Flt Permitted	0.950				0.072	
Satd. Flow (perm)	1736	1599	3372	0	133	3406
Satd. Flow (RTOR)		183	42			
Peak Hour Factor	0.78	0.54	0.77	0.77	0.50	0.63
Growth Factor	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	4%	1%	4%	1%	3%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	423	183	1332	0	201	1337
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	3		2		1	6
Permitted Phases		3			6	
Total Split (s)	41.0	41.0	59.0		20.0	79.0
Total Lost Time (s)	6.5	6.5	6.5		6.5	6.5
Act Effct Green (s)	30.9	30.9	54.4		72.6	72.6
Actuated g/C Ratio	0.27	0.27	0.47		0.62	0.62
v/c Ratio	0.92	0.33	0.83		0.82	0.63
Control Delay (s/veh)	67.7	6.3	33.2		51.9	15.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	67.7	6.3	33.2		51.9	15.9
LOS	E	A	C		D	B
Approach Delay (s/veh)	49.2		33.2			20.6
Approach LOS	D		C			C

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 116.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 30.4

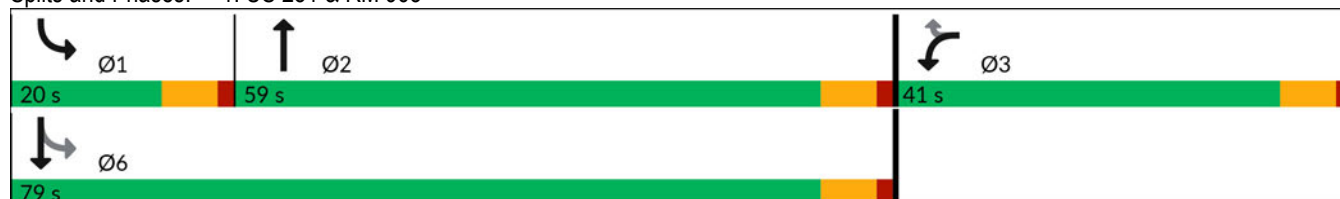
Intersection LOS: C

Intersection Capacity Utilization 69.7%

ICU Level of Service C





















Analysis Period (min) 15

Splits and Phases: 1: US 281 & RM 963



Projected 2030 PM No Build
2: US 281 & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	351	115	229	416	191	216	533	280	130	343	120
Future Volume (vph)	170	351	115	229	416	191	216	533	280	130	343	120
Satd. Flow (prot)	1770	3299	0	1752	3366	0	1787	3306	0	1787	3320	0
Flt Permitted	0.160			0.133			0.160			0.123		
Satd. Flow (perm)	298	3299	0	245	3366	0	301	3306	0	231	3320	0
Satd. Flow (RTOR)		37			99			69			38	
Peak Hour Factor	0.90	0.84	0.78	0.94	0.90	0.69	0.81	0.85	0.96	0.74	0.87	0.88
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	2%	7%	0%	3%	2%	0%	1%	3%	6%	1%	5%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	249	747	0	322	975	0	352	1213	0	232	700	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Total Split (s)	19.0	31.0		24.0	36.0		29.0	47.0		18.0	36.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Act Effect Green (s)	38.0	25.0		48.0	30.0		58.3	41.0		44.5	32.5	
Actuated g/C Ratio	0.32	0.21		0.40	0.25		0.49	0.34		0.37	0.27	
v/c Ratio	0.98	1.04		0.99	1.07		0.88	1.03		0.96	0.76	
Control Delay (s/veh)	85.5	89.4		82.4	87.7		48.6	72.1		82.9	44.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	85.5	89.4		82.4	87.7		48.6	72.1		82.9	44.6	
LOS	F	F		F	F		D	E		F	D	
Approach Delay (s/veh)		88.4			86.4			66.8			54.2	
Approach LOS		F			F			E			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay (s/veh): 74.1

Intersection LOS: E

Intersection Capacity Utilization 96.5%

ICU Level of Service F



















Analysis Period (min) 15

Splits and Phases: 2: US 281 & SH 29



Projected 2030 PM No Build
3: Grange St/RM 243 (East) & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	523	2	4	609	146	19	24	9	102	13	97
Future Volume (vph)	123	523	2	4	609	146	19	24	9	102	13	97
Satd. Flow (prot)	1787	3434	0	1805	3413	0	0	1683	0	0	1661	0
Flt Permitted	0.152			0.346				0.755			0.827	
Satd. Flow (perm)	286	3434	0	657	3413	0	0	1295	0	0	1403	0
Satd. Flow (RTOR)		2			43			20			65	
Peak Hour Factor	0.90	0.93	0.25	0.33	0.92	0.89	0.59	0.75	0.45	0.80	0.65	0.66
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	1%	5%	0%	0%	3%	1%	10%	2%	11%	2%	8%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	753	0	16	1091	0	0	111	0	0	388	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	10.0	40.0		10.0	40.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Act Effect Green (s)	43.2	42.5		38.3	34.3			22.4			22.4	
Actuated g/C Ratio	0.55	0.54		0.49	0.44			0.29			0.29	
v/c Ratio	0.77	0.40		0.04	0.72			0.29			0.87	
Control Delay (s/veh)	37.7	13.2		10.0	21.8			19.2			42.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	37.7	13.2		10.0	21.8			19.2			42.0	
LOS	D	B		A	C			B			D	
Approach Delay (s/veh)		17.9			21.6			19.2			42.0	
Approach LOS		B			C			B			D	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 78.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 23.2

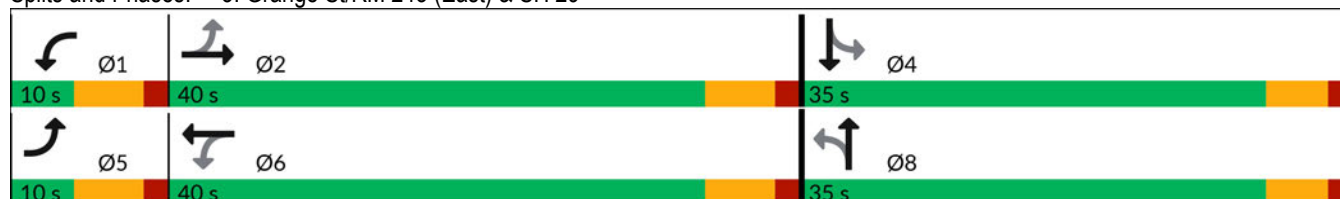
Intersection LOS: C

Intersection Capacity Utilization 74.8%

ICU Level of Service D



















Analysis Period (min) 15

Splits and Phases: 3: Grange St/RM 243 (East) & SH 29



Projected 2030 PM No Build
4: RM 1174 & SH 29

10/12/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	606	46	39	747	4	24	0	28	4	0	17
Future Volume (vph)	2	606	46	39	747	4	24	0	28	4	0	17
Satd. Flow (prot)	1805	3370	0	1805	3482	0	0	1667	0	0	1680	0
Flt Permitted	0.950			0.950				0.975			0.990	
Satd. Flow (perm)	1805	3370	0	1805	3482	0	0	1667	0	0	1680	0
Peak Hour Factor	0.50	0.89	0.64	0.81	0.93	0.50	0.55	0.25	0.70	0.50	0.25	0.53
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	0%	6%	2%	0%	3%	50%	4%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	994	0	64	1071	0	0	111	0	0	53	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized												
Intersection Capacity Utilization 49.2%												
ICU Level of Service A												
Analysis Period (min) 15												























Projected 2030 PM No Build
4: RM 1174 & SH 29

10/12/2023

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰			↱↰	
Traffic Vol, veh/h	2	606	46	39	747	4	24	0	28	4	0	17
Future Vol, veh/h	2	606	46	39	747	4	24	0	28	4	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	89	64	81	93	50	55	25	70	50	25	53
Heavy Vehicles, %	0	6	2	0	3	50	4	0	4	0	0	0
Mvmt Flow	5	899	95	64	1060	11	58	0	53	11	0	42
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1071	0	0	994	0	0	1615	2156	497	1654	2198	536
Stage 1	-	-	-	-	-	-	957	957	-	1194	1194	-
Stage 2	-	-	-	-	-	-	658	1199	-	460	1004	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.58	6.5	6.98	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.54	4	3.34	3.5	4	3.3
Pot Cap-1 Maneuver	658	-	-	704	-	-	68	48	513	66	45	494
Stage 1	-	-	-	-	-	-	273	339	-	201	262	-
Stage 2	-	-	-	-	-	-	415	261	-	556	322	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	658	-	-	704	-	-	58	43	513	55	41	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	43	-	55	41	-
Stage 1	-	-	-	-	-	-	271	336	-	199	238	-
Stage 2	-	-	-	-	-	-	345	237	-	495	319	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v	0.1		0.6			195.6			31.1			
HCM LOS						F			D			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	101	658	-	-	704	-	-	190				
HCM Lane V/C Ratio	1.093	0.008	-	-	0.09	-	-	0.278				
HCM Control Delay (s/veh)	195.6	10.5	-	-	10.6	-	-	31.1				
HCM Lane LOS	F	B	-	-	B	-	-	D				
HCM 95th %tile Q (veh)	7	0	-	-	0.3	-	-	1.1				

Projected 2030 AM Build
2: US 281 & SH 29

10/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	317	141	256	283	152	93	321	137	211	589	156
Future Volume (vph)	258	317	141	256	283	152	93	321	137	211	589	156
Satd. Flow (prot)	1752	3383	0	1626	3312	0	1671	3374	1324	1805	3374	1599
Flt Permitted	0.141			0.179			0.159			0.257		
Satd. Flow (perm)	260	3383	0	306	3312	0	280	3374	1324	488	3374	1599
Satd. Flow (RTOR)		57			62				287			196
Peak Hour Factor	0.75	0.86	0.84	0.97	0.80	0.88	0.86	0.90	0.63	0.88	0.88	0.64
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	3%	2%	1%	11%	4%	3%	8%	7%	22%	0%	7%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	454	709	0	348	695	0	143	471	287	317	884	322
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	27.0		11.0	27.0		11.0	27.0	27.0	11.0	27.0	27.0
Total Split (s)	35.0	33.0		32.0	30.0		13.0	33.0	33.0	22.0	42.0	42.0
Total Split (%)	29.2%	27.5%		26.7%	25.0%		10.8%	27.5%	27.5%	18.3%	35.0%	35.0%
Maximum Green (s)	29.0	27.0		26.0	24.0		7.0	27.0	27.0	16.0	36.0	36.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Max		None	Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		14.0			14.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effect Green (s)	55.7	28.3		47.3	24.1		32.2	25.1	25.1	46.7	33.7	33.7
Actuated g/C Ratio	0.48	0.24		0.41	0.21		0.28	0.22	0.22	0.40	0.29	0.29
v/c Ratio	0.96	0.82		0.90	0.95		0.89	0.65	0.56	0.85	0.90	0.53
Control Delay (s/veh)	64.2	48.0		57.4	64.6		75.9	46.4	9.1	48.6	53.5	16.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	48.0		57.4	64.6		75.9	46.4	9.1	48.6	53.5	16.8
LOS	E	D		E	E		E	D	A	D	D	B
Approach Delay (s/veh)		54.3			62.2			39.2			44.7	
Approach LOS		D			E			D			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 116.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 50.0

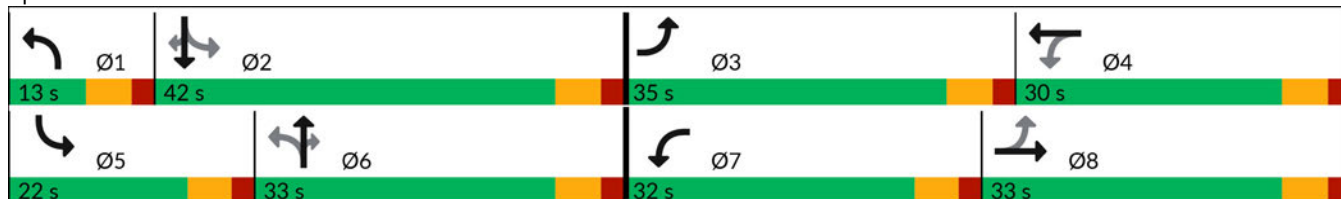
Intersection LOS: D

Intersection Capacity Utilization 84.5%

ICU Level of Service E



















Analysis Period (min) 15

Splits and Phases: 2: US 281 & SH 29



Projected 2030 AM Build
4: RM 1174 & SH 29

10/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	692	30	13	459	0	63	0	34	0	0	8
Future Volume (vph)	3	692	30	13	459	0	63	0	34	0	0	8
Satd. Flow (prot)	1770	3411	0	1770	3282	0	0	1720	0	0	1611	0
Flt Permitted	0.313			0.151				0.967				
Satd. Flow (perm)	583	3411	0	281	3282	0	0	1720	0	0	1611	0
Satd. Flow (RTOR)		9						77			242	
Peak Hour Factor	0.75	0.97	0.68	0.46	0.92	0.92	0.54	0.25	0.65	0.92	0.92	0.67
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	2%	5%	3%	2%	10%	2%	2%	2%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1000	0	37	659	0	0	223	0	0	16	0
Turn Type	Perm	NA		Perm	NA		Split	NA			NA	
Protected Phases		4			8		2	2			6	
Permitted Phases	4			8						6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	39.0	39.0		39.0	39.0		23.5	23.5		22.5	22.5	
Total Split (%)	45.9%	45.9%		45.9%	45.9%		27.6%	27.6%		26.5%	26.5%	
Maximum Green (s)	34.5	34.5		34.5	34.5		19.0	19.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)	34.5	34.5		34.5	34.5			19.0			18.0	
Actuated g/C Ratio	0.41	0.41		0.41	0.41			0.22			0.21	
v/c Ratio	0.02	0.72		0.32	0.49			0.50			0.03	
Control Delay (s/veh)	15.8	24.6		27.1	20.4			23.1			0.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	15.8	24.6		27.1	20.4			23.1			0.1	
LOS	B	C		C	C			C			A	
Approach Delay (s/veh)		24.6			20.7			23.1			0.1	
Approach LOS		C			C			C			A	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 22.8

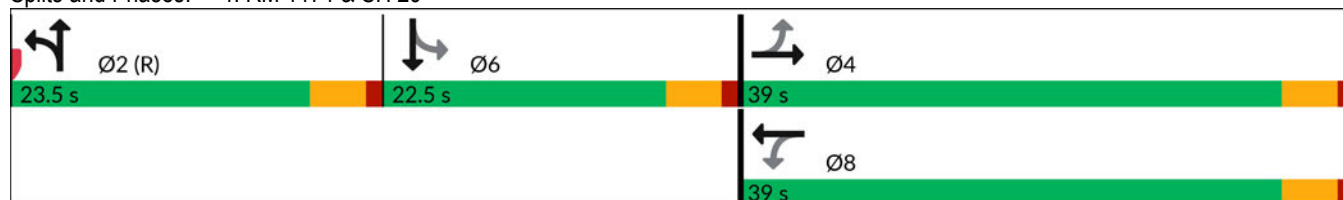
Intersection LOS: C

Intersection Capacity Utilization 48.0%

ICU Level of Service A























Analysis Period (min) 15

Splits and Phases: 4: RM 1174 & SH 29



Projected 2030 PM Build
2: US 281 & SH 29

10/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	351	115	229	416	191	216	533	280	130	343	120
Future Volume (vph)	170	351	115	229	416	191	216	533	280	130	343	120
Satd. Flow (prot)	1770	3299	0	1752	3366	0	1787	3505	1524	1787	3438	1568
Flt Permitted	0.141			0.121			0.227			0.156		
Satd. Flow (perm)	263	3299	0	223	3366	0	427	3505	1524	293	3438	1568
Satd. Flow (RTOR)		39			102				250			191
Peak Hour Factor	0.90	0.84	0.78	0.94	0.90	0.69	0.81	0.85	0.96	0.74	0.87	0.88
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	2%	7%	0%	3%	2%	0%	1%	3%	6%	1%	5%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	249	747	0	322	975	0	352	828	385	232	520	180
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.0	27.0		11.0	27.0		11.0	27.0	27.0	11.0	27.0	27.0
Total Split (s)	21.0	34.0		26.0	39.0		25.0	42.0	42.0	18.0	35.0	35.0
Total Split (%)	17.5%	28.3%		21.7%	32.5%		20.8%	35.0%	35.0%	15.0%	29.2%	29.2%
Maximum Green (s)	15.0	28.0		20.0	33.0		19.0	36.0	36.0	12.0	29.0	29.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Max		None	Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		14.0			14.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effect Green (s)	42.6	28.4		52.0	33.1		49.0	31.7	31.7	37.7	25.7	25.7
Actuated g/C Ratio	0.37	0.25		0.45	0.29		0.43	0.28	0.28	0.33	0.22	0.22
v/c Ratio	0.88	0.89		0.92	0.94		0.89	0.86	0.64	0.92	0.68	0.36
Control Delay (s/veh)	61.0	54.0		62.4	53.2		49.5	49.4	17.7	69.9	46.1	6.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.0	54.0		62.4	53.2		49.5	49.4	17.7	69.9	46.1	6.6
LOS	E	D		E	D		D	D	B	E	D	A
Approach Delay (s/veh)		55.7			55.5			41.6			44.4	
Approach LOS		E			E			D			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 115.1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 48.8

Intersection LOS: D

Intersection Capacity Utilization 84.6%

ICU Level of Service E



















Analysis Period (min) 15

Splits and Phases: 2: US 281 & SH 29



Projected 2030 PM Build
4: RM 1174 & SH 29

10/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	606	46	39	747	4	24	0	28	4	0	17
Future Volume (vph)	2	606	46	39	747	4	24	0	28	4	0	17
Satd. Flow (prot)	1805	3370	0	1805	3482	0	0	1667	0	0	1680	0
Flt Permitted	0.211			0.237				0.840			0.950	
Satd. Flow (perm)	401	3370	0	450	3482	0	0	1436	0	0	1612	0
Satd. Flow (RTOR)		24			2			53			42	
Peak Hour Factor	0.50	0.89	0.64	0.81	0.93	0.50	0.55	0.25	0.70	0.50	0.25	0.53
Growth Factor	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%	132%
Heavy Vehicles (%)	0%	6%	2%	0%	3%	50%	4%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	994	0	64	1071	0	0	111	0	0	53	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	56.0	56.0		56.0	56.0		29.0	29.0		29.0	29.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Act Effect Green (s)	51.5	51.5		51.5	51.5			24.5			24.5	
Actuated g/C Ratio	0.61	0.61		0.61	0.61			0.29			0.29	
v/c Ratio	0.02	0.48		0.24	0.51			0.25			0.11	
Control Delay (s/veh)	7.0	10.1		10.5	10.6			14.8			10.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	7.0	10.1		10.5	10.6			14.8			10.2	
LOS	A	B		B	B			B			B	
Approach Delay (s/veh)		10.1			10.6			14.8			10.2	
Approach LOS		B			B			B			B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 10.5

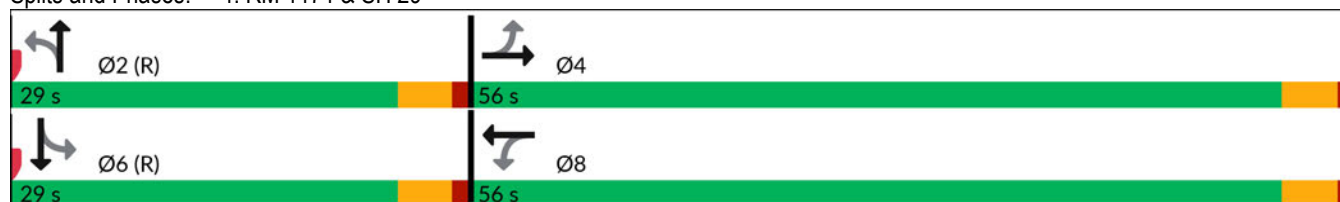
Intersection LOS: B

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: RM 1174 & SH 29



Appendix D

Crash Data



Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
16186266	14975	2019	FAILED TO DRIVE IN SINGLE LANE; FATIGUED OR ASLEEP; FAULTY EVASIVE ACTION	1/5/2018	B - SUSPECTED MINOR INJURY	343	29	30.72912821	-98.02409452	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16240309	No Data	No Data	ANIMAL ON ROAD - WILD;DRIVER INATTENTION	1/9/2018	N - NOT INJURED	1900	No Data	30.75867871	-98.22668582	ONE MOTOR VEHICLE - TURNING RIGHT	N PIERCE ST
16301219	23559	2019	DISREGARD STOP AND GO SIGNAL	1/15/2018	N - NOT INJURED	2120	281	30.75810623	-98.22872925	ANGLE - BOTH GOING STRAIGHT	US0281
16207632	No Data	No Data	HAD BEEN DRINKING;UNSAFE SPEED	1/17/2018	A - SUSPECTED SERIOUS INJURY	1322	No Data	30.76029964	-98.0849305	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
16233528	No Data	No Data	DRIVER INATTENTION;OTHER (EXPLAIN IN NARRATIVE)	1/22/2018	A - SUSPECTED SERIOUS INJURY	330	No Data	30.86660467	-97.8761524	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 211
16787931	14975	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	1/30/2018	C - POSSIBLE INJURY	711	29	30.74108263	-98.05119147	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16245540	13907	2019	ANIMAL ON ROAD - DOMESTIC	2/2/2018	N - NOT INJURED	1947	29	30.74941486	-98.15195232	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16240158	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	2/5/2018	N - NOT INJURED	750	281	30.75826631	-98.2287714	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
16269806	17279	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	2/6/2018	N - NOT INJURED	1601	281	30.75904833	-98.2289694	ANGLE - BOTH GOING STRAIGHT	US0281
16247416	14975	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	2/7/2018	N - NOT INJURED	800	29	30.73915592	-98.0471214	ANGLE - BOTH GOING STRAIGHT	SH0029
16831094	14975	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	2/8/2018	B - SUSPECTED MINOR INJURY	1810	29	30.73972211	-98.04837007	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
16257318	623	2019	FATIGUED OR ASLEEP; FAULTY EVASIVE ACTION; HAD BEEN DRINKING; UNDER INFLUENCE - DRUG	2/11/2018	A - SUSPECTED SERIOUS INJURY	728	963	30.8996158	-98.04498011	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
16247426	14975	2019	FAILED TO CONTROL SPEED	2/12/2018	B - SUSPECTED MINOR INJURY	1540	29	30.73484283	-98.03418419	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16247412	1721	2019	ANIMAL ON ROAD - WILD	2/13/2018	N - NOT INJURED	1813	243	30.79312806	-97.96978399	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16257739	8114	2019	TURNED WHEN UNSAFE	2/14/2018	B - SUSPECTED MINOR INJURY	1441	183	30.86084613	-97.91175052	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0183
16301218	17279	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	2/21/2018	N - NOT INJURED	832	281	30.75904615	-98.22896885	ANGLE - BOTH GOING STRAIGHT	US0281
16267821	2679	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED;WRONG SIDE - NOT PASSING	2/22/2018	C - POSSIBLE INJURY	1317	2657	30.91514408	-97.8956034	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
16831097	13907	2019	NONE	2/22/2018	N - NOT INJURED	2000	29	30.74808927	-98.08045441	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16282040	2981	2019	FAILED TO CONTROL SPEED	2/23/2018	A - SUSPECTED SERIOUS INJURY	1829	2657	30.88990693	-97.92518989	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	FM2657
16288673	8114	2019	FATIGUED OR ASLEEP; FAULTY EVASIVE ACTION	3/2/2018	N - NOT INJURED	1720	183	30.85282495	-97.90838816	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16301443	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	3/9/2018	N - NOT INJURED	1540	29	30.75810623	-98.22872053	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
16310049	1171	2019	UNSAFE SPEED	3/12/2018	N - NOT INJURED	1350	243	30.82905137	-97.92851455	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16309996	20334	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	3/13/2018	N - NOT INJURED	1145	29	30.7589774	-98.22448825	ANGLE - BOTH GOING STRAIGHT	SH0029
16303752	1717	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED	3/14/2018	N - NOT INJURED	1140	963	30.79553651	-98.21283509	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
16309188	13907	2019	NONE	3/14/2018	N - NOT INJURED	1214	29	30.74625027	-98.09800166	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
16327046	1022	2019	FAILED TO DRIVE IN SINGLE LANE; FATIGUED OR ASLEEP	3/24/2018	A - SUSPECTED SERIOUS INJURY	1743	1174	30.75676249	-98.05390562	ONE MOTOR VEHICLE - GOING STRAIGHT	RM1174
16338271	2679	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED	4/2/2018	N - NOT INJURED	725	2657	30.89652144	-97.9039455	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
16368335	8114	2019	FAULTY EVASIVE ACTION	4/19/2018	N - NOT INJURED	2325	183	30.85098033	-97.90761492	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16383666	3310	2019	FAILED TO DRIVE IN SINGLE LANE	4/19/2018	B - SUSPECTED MINOR INJURY	1236	183	30.90362827	-97.96981598	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16787934	15649	2019	ILL (EXPLAIN IN NARRATIVE)	4/20/2018	N - NOT INJURED	927	29	30.74387336	-98.05507252	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16365929	8114	2019	FATIGUED OR ASLEEP;OTHER (EXPLAIN IN NARRATIVE)	4/21/2018	N - NOT INJURED	545	183	30.86773206	-97.9147737	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16411220	20334	2019	FAILED TO CONTROL SPEED	4/23/2018	N - NOT INJURED	1140	29	30.75816818	-98.22843116	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
16372346	2679	2019	DRIVER INATTENTION; FAILED TO PASS TO LEFT SAFELY; FAULTY EVASIVE ACTION	4/24/2018	B - SUSPECTED MINOR INJURY	1840	2657	30.89653573	-97.90390557	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
16389737	1717	2019	FAILED TO DRIVE IN SINGLE LANE	5/1/2018	N - NOT INJURED	1117	963	30.81654334	-98.19856666	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
16484666	17279	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	5/1/2018	B - SUSPECTED MINOR INJURY	1520	281	30.76000799	-98.22921238	ANGLE - BOTH GOING STRAIGHT	US0281
16787935	No Data	No Data	NONE	5/2/2018	N - NOT INJURED	1415	No Data	30.74508295	-98.05165246	ANGLE - ONE STRAIGHT-ONE LEFT TURN	MAIN
16397544	17107	2019	FAILED TO CONTROL SPEED	5/3/2018	N - NOT INJURED	1746	29	30.75804735	-98.22905402	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
16406766	3098	2019	NONE	5/3/2018	N - NOT INJURED	908	243	30.75696619	-98.03899763	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16411223	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	5/4/2018	N - NOT INJURED	1502	29	30.75917554	-98.22343907	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
16411226	23559	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION; FAILED TO CONTROL SPEED	5/7/2018	C - POSSIBLE INJURY	1055	281	30.75810623	-98.22872925	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
16397533	13907	2019	DRIVER INATTENTION	5/8/2018	N - NOT INJURED	1817	29	30.74618408	-98.09959001	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16411227	16749	2019	FAILED TO CONTROL SPEED; FAILED TO DRIVE IN SINGLE LANE	5/8/2018	B - SUSPECTED MINOR INJURY	700	29	30.75691388	-98.20949723	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
16411228	16749	2019	TURNED WHEN UNSAFE	5/8/2018	N - NOT INJURED	1100	29	30.75296794	-98.20058544	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
16412459	13907	2019	FAILED TO CONTROL SPEED	5/8/2018	N - NOT INJURED	739	29	30.74812199	-98.09009267	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16413532	No Data	No Data	NONE	5/8/2018	B - SUSPECTED MINOR INJURY	801	No Data	30.81103922	-98.02661873	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 272
16406749	3310	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN;TURNED IMPROPERLY - CUT CORNER ON LEFT	5/9/2018	N - NOT INJURED	704	183	30.93431282	-98.01446533	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0183
16419877	14018	2019	FAULTY EVASIVE ACTION; UNDER INFLUENCE - ALCOHOL	5/12/2018	N - NOT INJURED	1939	29	30.7219679	-98.01424938	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16448368	17279	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	5/16/2018	N - NOT INJURED	1541	281	30.76782608	-98.23119354	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
16533800	16749	2019	LOAD NOT SECURED	5/16/2018	C - POSSIBLE INJURY	1730	29	30.75085176	-98.18053862	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16442647	13907	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION; UNDER INFLUENCE - ALCOHOL	5/19/2018	N - NOT INJURED	1949	29	30.75000421	-98.14367735	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16448354	23559	2019	FAILED TO CONTROL SPEED	5/19/2018	C - POSSIBLE INJURY	1653	281	30.75810623	-98.22872925	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
16448366	20334	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	5/19/2018	N - NOT INJURED	953	29	30.75814224	-98.22855511	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
16448359	20334	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	5/21/2018	N - NOT INJURED	1518	29	30.7587845	-98.22550962	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
16448361	20334	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	5/22/2018	N - NOT INJURED	1215	29	30.75848289	-98.22693922	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
16442557	No Data	No Data	FAULTY EVASIVE ACTION;CELL/MOBILE DEVICE USE - OTHER	5/24/2018	N - NOT INJURED	1759	No Data	30.79450097	-98.15333795	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
16474926	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN;IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	5/24/2018	K - FATAL INJURY	1951	29	30.75957572	-98.22124923	ONE MOTOR VEHICLE - TURNING LEFT	SH0029
16831093	14825	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	5/25/2018	N - NOT INJURED	1250	29	30.74522972	-98.0580368	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
16448352	20334	2019	TURNED IMPROPERLY - WIDE RIGHT	5/26/2018	N - NOT INJURED	1422	29	30.7585438	-98.22665058	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
16484670	17279	2019	DISREGARD STOP AND GO SIGNAL	5/29/2018	N - NOT INJURED	1225	281	30.76782608	-98.23119354	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
16468274	16749	2019	FAILED TO CONTROL SPEED; FOLLOWED TOO CLOSELY	6/1/2018	N - NOT INJURED	1635	29	30.74939754	-98.16240701	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
16468266	23559	2019	DRIVER INATTENTION	6/6/2018	N - NOT INJURED	1340	281	30.75805152	-98.22871746	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
16467856	No Data	No Data	DRIVER INATTENTION; FAULTY EVASIVE ACTION	6/10/2018	N - NOT INJURED	1430	No Data	30.7427747	-98.03873237	ONE MOTOR VEHICLE - GOING STRAIGHT	OAKS RD
16484667	20334	2019	OTHER (EXPLAIN IN NARRATIVE)	6/13/2018	N - NOT INJURED	1848	29	30.75949411	-98.22170118	ANGLE - BOTH GOING STRAIGHT	SH0029
16787938	14975	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION; FOLLOWED TOO CLOSELY	6/14/2018	N - NOT INJURED	1355	29	30.73682734	-98.04198559	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
16467853	14018	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	6/15/2018	B - SUSPECTED MINOR INJURY	148	29	30.72308875	-98.0157794	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16484598	13907	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/15/2018	N - NOT INJURED	1752	29	30.74625027	-98.09800166	ANGLE - BOTH LEFT TURN	SH0029
16492559	8114	2019	FAILED TO DRIVE IN SINGLE LANE; FATIGUED OR ASLEEP; FAULTY EVASIVE ACTION	6/22/2018	B - SUSPECTED MINOR INJURY	1555	183	30.87572571	-97.91801755	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16493592	17107	2019	LOAD NOT SECURED	6/22/2018	N - NOT INJURED	1410	29	30.75799057	-98.2293666	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
16831096	3921	2019	DISREGARD STOP AND GO SIGNAL; DRIVER INATTENTION	6/26/2018	B - SUSPECTED MINOR INJURY	1050	243	30.74400502	-98.05536029	ANGLE - ONE STRAIGHT-ONE STOPPED	RM0243
16595455	20334	2019	DRIVER INATTENTION	6/30/2018	N - NOT INJURED	1814	29	30.75918965	-98.22336435	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
16515345	8114	2019	FAILED TO DRIVE IN SINGLE LANE; FATIGUED OR ASLEEP	7/1/2018	N - NOT INJURED	554	183	30.84152665	-97.90426714	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16518803	8114	2019	FATIGUED OR ASLEEP; WRONG SIDE - NOT PASSING	7/2/2018	K - FATAL INJURY	7	183	30.86622193	-97.91410832	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	US0183
16522472	20334	2019	DRIVER INATTENTION	7/2/2018	N - NOT INJURED	1340	29	30.75854349	-98.22665206	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
16511994	1171	2019	UNDER INFLUENCE - ALCOHOL	7/8/2018	A - SUSPECTED SERIOUS INJURY	2046	243	30.82194491	-97.93141368	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16527485	3310	2019	DRIVER INATTENTION; FAULTY EVASIVE ACTION	7/11/2018	N - NOT INJURED	1402	183	30.92736456	-97.99492447	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16524671	3310	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION; WRONG SIDE - NOT PASSING	7/16/2018	N - NOT INJURED	1617	183	30.91782277	-97.98037881	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16527483	1171	2019	FAILED TO DRIVE IN SINGLE LANE	7/16/2018	99 - UNKNOWN	37	243	30.79696556	-97.96336754	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16556227	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN;TURNED IMPROPERLY - WIDE RIGHT	7/16/2018	N - NOT INJURED	939	29	30.75937595	-98.22235552	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
16556224	16749	2019	FAILED TO CONTROL SPEED	7/20/2018	B - SUSPECTED MINOR INJURY	902	29	30.75318105	-98.20125424	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16556222	17279	2019	UNDER INFLUENCE - ALCOHOL;CELL/MOBILE DEVICE USE - OTHER	7/26/2018	B - SUSPECTED MINOR INJURY	15	281	30.76833015	-98.23132348	ONE MOTOR VEHICLE - GOING STRAIGHT	US0281

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
16787888	13907	2019	DRIVER INATTENTION	7/28/2018	N - NOT INJURED	1021	29	30.74700241	-98.06296464	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16556218	23559	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	7/30/2018	N - NOT INJURED	915	281	30.75817248	-98.22874765	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
16567636	14975	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	8/6/2018	B - SUSPECTED MINOR INJURY	1738	29	30.74050362	-98.05007853	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
16570274	2679	2019	UNSAFE SPEED	8/11/2018	A - SUSPECTED SERIOUS INJURY	1130	2657	30.9124991	-97.89733495	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
16571076	2244	2019	DRIVER INATTENTION; TURNED WHEN UNSAFE	8/13/2018	N - NOT INJURED	1818	308	30.88507378	-97.92205984	ANGLE - BOTH GOING STRAIGHT	SL0308
16584243	17107	2019	DRIVER INATTENTION	8/14/2018	N - NOT INJURED	1656	29	30.75806142	-98.22897579	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16588708	13907	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION	8/15/2018	N - NOT INJURED	804	29	30.75230455	-98.13595629	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16651873	23559	2019	OTHER (EXPLAIN IN NARRATIVE)	8/18/2018	N - NOT INJURED	1657	281	30.7574425	-98.22856821	ONE MOTOR VEHICLE - GOING STRAIGHT	US0281
16590747	3310	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	8/21/2018	B - SUSPECTED MINOR INJURY	150	183	30.89322599	-97.95979418	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16590752	2679	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	8/26/2018	N - NOT INJURED	510	2657	30.90852944	-97.90001779	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
16590755	1721	2019	FAILED TO CONTROL SPEED	8/26/2018	N - NOT INJURED	2324	243	30.76630819	-98.02265237	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16603408	2679	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED;UNDER INFLUENCE - ALCOHOL;UNDER INFLUENCE - DRUG	8/28/2018	C - POSSIBLE INJURY	547	2657	30.89696433	-97.90309551	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
16622404	23559	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	8/30/2018	N - NOT INJURED	1503	281	30.7571667	-98.22850062	ANGLE - BOTH GOING STRAIGHT	US0281
16609019	No Data	No Data	BACKED WITHOUT SAFETY	9/5/2018	N - NOT INJURED	845	No Data	30.7592781	-98.22115666	OPPOSITE DIRECTION - ONE BACKING-ONE STOPPED	S RHOMBERG ST
16622034	3310	2019	ANIMAL ON ROAD - WILD	9/5/2018	C - POSSIBLE INJURY	720	183	30.93380441	-98.01333972	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16622403	4354	2019	TURNED WHEN UNSAFE	9/6/2018	N - NOT INJURED	720	963	30.77011747	-98.22091356	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	RM0963
16635129	13907	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	9/17/2018	N - NOT INJURED	1128	29	30.74746709	-98.10722416	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16651872	23559	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	9/17/2018	N - NOT INJURED	1647	281	30.75716822	-98.228501	ANGLE - BOTH GOING STRAIGHT	US0281
16674042	17279	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	9/17/2018	N - NOT INJURED	711	281	30.7601843	-98.22925702	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
16645144	13907	2019	NONE	9/26/2018	N - NOT INJURED	1122	29	30.74625027	-98.09800166	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
16655748	8114	2019	TURNED WHEN UNSAFE	9/28/2018	B - SUSPECTED MINOR INJURY	1536	183	30.84459745	-97.90521925	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0183
16658213	1171	2019	OTHER (EXPLAIN IN NARRATIVE)	9/30/2018	A - SUSPECTED SERIOUS INJURY	1050	243	30.79607267	-97.96374203	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16666636	8114	2019	FAILED TO CONTROL SPEED;WRONG SIDE - APPROACH OR INTERSECTION	10/4/2018	A - SUSPECTED SERIOUS INJURY	606	183	30.86045899	-97.91158823	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0183
16672917	3310	2019	TURNED WHEN UNSAFE	10/5/2018	K - FATAL INJURY	1333	183	30.91589098	-97.97859671	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0183
16787927	15649	2019	FAILED TO CONTROL SPEED	10/5/2018	N - NOT INJURED	1636	29	30.74400531	-98.05536146	ONE MOTOR VEHICLE - TURNING LEFT	SH0029
16664851	20334	2019	FAILED TO CONTROL SPEED	10/6/2018	N - NOT INJURED	1935	29	30.75813576	-98.22858609	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16687904	8114	2019	FAULTY EVASIVE ACTION	10/6/2018	C - POSSIBLE INJURY	2141	183	30.8836836	-97.92164951	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16670883	No Data	No Data	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	10/10/2018	N - NOT INJURED	1242	No Data	30.75711061	-98.22734017	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	S MAIN ST
16679542	20334	2019	DISREGARD STOP SIGN OR LIGHT	10/13/2018	C - POSSIBLE INJURY	939	29	30.75854366	-98.22665124	ANGLE - BOTH GOING STRAIGHT	SH0029
16679546	17279	2019	CHANGED LANE WHEN UNSAFE	10/13/2018	N - NOT INJURED	1051	281	30.75984893	-98.22917211	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
16679524	16749	2019	OTHER (EXPLAIN IN NARRATIVE)	10/14/2018	N - NOT INJURED	1326	29	30.75076929	-98.17965506	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16686633	14018	2019	FAILED TO DRIVE IN SINGLE LANE; ILL (EXPLAIN IN NARRATIVE)	10/14/2018	B - SUSPECTED MINOR INJURY	1432	29	30.71046035	-98.00389984	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16691627	No Data	No Data	NONE	10/19/2018	N - NOT INJURED	648	No Data	30.82075551	-98.07238187	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
16700750	20334	2019	DISREGARD STOP AND GO SIGNAL	10/22/2018	N - NOT INJURED	1159	29	30.75854138	-98.22666205	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
16700751	20334	2019	DISREGARD STOP AND GO SIGNAL	10/23/2018	N - NOT INJURED	1221	29	30.75854405	-98.2266494	ANGLE - BOTH GOING STRAIGHT	SH0029
16708543	23559	2019	BACKED WITHOUT SAFETY	10/24/2018	N - NOT INJURED	1118	281	30.75716752	-98.22850082	OPPOSITE DIRECTION - ONE BACKING-ONE STOPPED	US0281
16717065	20334	2019	DISREGARD STOP AND GO SIGNAL	10/24/2018	N - NOT INJURED	1207	29	30.75854353	-98.22665186	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
16831098	14975	2019	PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	10/24/2018	C - POSSIBLE INJURY	909	29	30.73979385	-98.04852826	ONE MOTOR VEHICLE - TURNING LEFT	SH0029
16732986	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	10/25/2018	N - NOT INJURED	1623	29	30.75831573	-98.22773139	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
16727788	3310	2019	CHANGED LANE WHEN UNSAFE	11/1/2018	N - NOT INJURED	1632	183	30.89339254	-97.9600149	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0183
16718468	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/2/2018	C - POSSIBLE INJURY	1135	281	30.75864218	-98.22886657	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
16718572	No Data	No Data	FAULTY EVASIVE ACTION;OTHER (EXPLAIN IN NARRATIVE)	11/2/2018	N - NOT INJURED	1715	No Data	30.76083018	-98.2238353	ONE MOTOR VEHICLE - GOING STRAIGHT	N WOOD ST
16727792	14975	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	11/2/2018	B - SUSPECTED MINOR INJURY	658	29	30.73484361	-98.03416828	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16717903	23559	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/3/2018	N - NOT INJURED	1920	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
16718305	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	11/4/2018	N - NOT INJURED	1145	29	30.75893279	-98.22472445	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
16737039	No Data	No Data	BACKED WITHOUT SAFETY	11/12/2018	N - NOT INJURED	927	No Data	30.75754342	-98.22643715	ANGLE - ONE STRAIGHT-ONE BACKING	S PIERCE ST
16736412	8114	2019	ANIMAL ON ROAD - WILD	11/13/2018	N - NOT INJURED	651	183	30.84882752	-97.90671249	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16742501	2679	2019	FAILED TO DRIVE IN SINGLE LANE;CELL/MOBILE DEVICE USE - OTHER	11/15/2018	A - SUSPECTED SERIOUS INJURY	641	2657	30.90859498	-97.90001478	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
16781792	4354	2019	CHANGED LANE WHEN UNSAFE	11/15/2018	N - NOT INJURED	1610	963	30.76801042	-98.23005214	ANGLE - ONE STRAIGHT-ONE LEFT TURN	RM0963
16750856	13907	2019	FOLLOWED TOO CLOSELY; IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	11/19/2018	N - NOT INJURED	1913	29	30.74888251	-98.1153813	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
16762380	3310	2019	ANIMAL ON ROAD - WILD	11/20/2018	C - POSSIBLE INJURY	2306	183	30.89227187	-97.95802488	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16769541	23559	2019	CHANGED LANE WHEN UNSAFE	11/21/2018	N - NOT INJURED	1936	281	30.75810623	-98.22872925	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
16758434	23559	2019	DISTRACTION IN VEHICLE;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/22/2018	N - NOT INJURED	1157	281	30.75716923	-98.22850124	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
16767723	No Data	No Data	FAULTY EVASIVE ACTION	11/27/2018	99 - UNKNOWN	1449	No Data	30.74483523	-98.09745732	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 303
16787929	14975	2019	ANIMAL ON ROAD - DOMESTIC	11/28/2018	N - NOT INJURED	1900	29	30.73480548	-98.03494845	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16772145	1717	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION	12/1/2018	C - POSSIBLE INJURY	1219	963	30.78599483	-98.21642954	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
16787149	17107	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;TURNED WHEN UNSAFE	12/2/2018	N - NOT INJURED	1448	29	30.75789756	-98.22986717	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
16793239	17279	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	12/4/2018	N - NOT INJURED	1720	281	30.75879199	-98.2289045	ANGLE - BOTH GOING STRAIGHT	US0281
16793326	No Data	No Data	FAILED TO CONTROL SPEED;OTHER (EXPLAIN IN NARRATIVE)	12/8/2018	N - NOT INJURED	2345	No Data	30.74063158	-98.03315342	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 269
16795622	20334	2019	FAILED TO CONTROL SPEED	12/9/2018	N - NOT INJURED	1359	29	30.75896009	-98.22457986	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
16797033	14018	2019	CHANGED LANE WHEN UNSAFE	12/11/2018	N - NOT INJURED	1028	29	30.72543713	-98.01900941	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
16797153	20334	2019	DISREGARD STOP AND GO SIGNAL	12/11/2018	N - NOT INJURED	1302	29	30.75854349	-98.22665206	ANGLE - BOTH GOING STRAIGHT	SH0029
16795623	20334	2019	FAILED TO DRIVE IN SINGLE LANE	12/12/2018	N - NOT INJURED	1100	29	30.758949	-98.22463859	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
16807069	23559	2019	DRIVER INATTENTION	12/13/2018	N - NOT INJURED	1340	281	30.75810623	-98.22872925	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
16815330	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	12/15/2018	N - NOT INJURED	1726	183	30.86045899	-97.91158823	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
16804542	23559	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	12/18/2018	N - NOT INJURED	1429	281	30.75810623	-98.22872925	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	US0281
16836059	20334	2019	DISTRACTION IN VEHICLE; FAULTY EVASIVE ACTION	12/18/2018	B - SUSPECTED MINOR INJURY	1721	29	30.7596845	-98.22064679	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16805484	No Data	No Data	UNSAFE SPEED	12/19/2018	N - NOT INJURED	636	No Data	30.82650468	-97.99097237	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 215
16812510	8114	2019	DISREGARD STOP SIGN OR LIGHT;DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;TURNED WHEN UNSAFE	12/21/2018	N - NOT INJURED	1859	183	30.88370514	-97.92166901	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
16820702	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	12/21/2018	C - POSSIBLE INJURY	1002	29	30.75993098	-98.21841107	ANGLE - BOTH GOING STRAIGHT	SH0029
16820891	1171	2019	ANIMAL ON ROAD - DOMESTIC	12/23/2018	N - NOT INJURED	1828	243	30.80078165	-97.96538359	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16821474	No Data	No Data	FAULTY EVASIVE ACTION	12/29/2018	99 - UNKNOWN	328	No Data	30.74074649	-98.04390659	ONE MOTOR VEHICLE - GOING STRAIGHT	OAKS RD
16836053	23559	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	1/2/2019	N - NOT INJURED	1811	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
16835088	2855	2019	FAILED TO DRIVE IN SINGLE LANE	1/4/2019	N - NOT INJURED	1454	308	30.88899861	-97.92479629	ONE MOTOR VEHICLE - GOING STRAIGHT	SL0308
16836052	17279	2019	TURNED WHEN UNSAFE	1/4/2019	N - NOT INJURED	1228	281	30.75914051	-98.22899274	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
16840027	1717	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION;UNDER INFLUENCE - ALCOHOL	1/6/2019	N - NOT INJURED	345	963	30.78741806	-98.21623996	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
16844568	1171	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED	1/9/2019	N - NOT INJURED	1110	243	30.82499003	-97.92697148	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16853135	16749	2019	DRIVER INATTENTION;FAILED TO CONTROL SPEED;OTHER (EXPLAIN IN NARRATIVE)	1/9/2019	C - POSSIBLE INJURY	1805	29	30.75990863	-98.21786612	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16853101	1171	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED;UNDER INFLUENCE - ALCOHOL	1/12/2019	B - SUSPECTED MINOR INJURY	1529	243	30.82896068	-97.92848634	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16853470	17279	2019	FAULTY EVASIVE ACTION; FOLLOWED TOO CLOSELY	1/12/2019	C - POSSIBLE INJURY	2024	281	30.76180768	-98.22966804	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
16856689	8114	2019	DISTRACTION IN VEHICLE; HAD BEEN DRINKING	1/19/2019	N - NOT INJURED	1453	183	30.87444695	-97.91750253	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16867102	23559	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	1/21/2019	N - NOT INJURED	1149	281	30.75810623	-98.22872925	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
16860295	17279	2019	DRIVER INATTENTION;OTHER (EXPLAIN IN NARRATIVE)	1/22/2019	N - NOT INJURED	1909	281	30.75918194	-98.22900323	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
16873045	623	2019	FAILED TO CONTROL SPEED; IMPROPER START FROM PARKED POSITION	1/24/2019	N - NOT INJURED	1622	963	30.86128049	-98.08715492	ANGLE - ONE STRAIGHT-ONE LEFT TURN	RM0963
16881108	13907	2019	NONE	1/27/2019	99 - UNKNOWN	400	29	30.74673459	-98.06164428	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16905877	16749	2019	DISREGARD STOP AND GO SIGNAL;DRIVER INATTENTION;UNSAFE SPEED	1/29/2019	N - NOT INJURED	1739	29	30.75991937	-98.21809092	ANGLE - BOTH GOING STRAIGHT	SH0029
16875434	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED; HAD BEEN DRINKING	1/31/2019	N - NOT INJURED	1918	29	30.75225016	-98.19564307	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
16881049	17279	2019	DISTRACTION IN VEHICLE;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	2/1/2019	N - NOT INJURED	1602	281	30.75919075	-98.22900546	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	US0281
16889836	17279	2019	DRIVER INATTENTION	2/6/2019	B - SUSPECTED MINOR INJURY	1631	281	30.76742442	-98.23109014	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
16894688	15649	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	2/7/2019	N - NOT INJURED	813	29	30.74305039	-98.05376301	ANGLE - BOTH GOING STRAIGHT	SH0029
16898814	2679	2019	FAULTY EVASIVE ACTION;OTHER (EXPLAIN IN NARRATIVE)	2/8/2019	99 - UNKNOWN	428	2657	30.90989209	-97.89986195	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
16912732	No Data	No Data	CELL/MOBILE DEVICE USE - UNKNOWN	2/13/2019	B - SUSPECTED MINOR INJURY	714	No Data	30.91179595	-97.88629399	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 219
16900867	16749	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION; FAILED TO CONTROL SPEED	2/14/2019	A - SUSPECTED SERIOUS INJURY	1718	29	30.75105892	-98.1827582	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
16912162	1721	2019	FAILED TO CONTROL SPEED;CELL/MOBILE DEVICE USE - OTHER	2/15/2019	N - NOT INJURED	1647	243	30.78228685	-97.98867695	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	RM0243
16910274	No Data	No Data	FAILED TO DRIVE IN SINGLE LANE;UNDER INFLUENCE - ALCOHOL;UNDER INFLUENCE - DRUG;CELL/MOBILE DEVICE USE - UNKNOWN	2/16/2019	N - NOT INJURED	250	No Data	30.76750162	-98.09155579	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
16917525	No Data	No Data	UNSAFE SPEED;UNDER INFLUENCE - ALCOHOL	2/17/2019	A - SUSPECTED SERIOUS INJURY	109	No Data	30.74648356	-98.03996369	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 269
16920976	3921	2019	DISREGARD STOP SIGN OR LIGHT; DRIVER INATTENTION; IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	2/22/2019	N - NOT INJURED	635	243	30.74773902	-98.05012335	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
16923946	20334	2019	CHANGED LANE WHEN UNSAFE	2/22/2019	N - NOT INJURED	1455	29	30.75857601	-98.22649794	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
16917468	787	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	2/23/2019	A - SUSPECTED SERIOUS INJURY	1226	963	30.85853767	-98.11208344	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	RM0963
16927336	No Data	No Data	FAILED TO GIVE HALF OF ROADWAY	2/26/2019	A - SUSPECTED SERIOUS INJURY	1809	No Data	30.76019071	-98.08476639	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
16923939	20334	2019	DRIVER INATTENTION;FAILED TO CONTROL SPEED;OTHER (EXPLAIN IN NARRATIVE)	2/27/2019	N - NOT INJURED	1545	29	30.75814917	-98.228522	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16923941	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE;OTHER (EXPLAIN IN NARRATIVE)	2/27/2019	N - NOT INJURED	1026	281	30.75910405	-98.22898351	ONE MOTOR VEHICLE - TURNING LEFT	US0281
16932974	8114	2019	UNSAFE SPEED;UNDER INFLUENCE - ALCOHOL	3/3/2019	K - FATAL INJURY	2347	183	30.84020308	-97.90372802	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16935485	3310	2019	DRIVER INATTENTION	3/6/2019	99 - UNKNOWN	1808	183	30.92568072	-97.98771651	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
16946871	3310	2019	FAILED TO CONTROL SPEED	3/7/2019	C - POSSIBLE INJURY	1639	183	30.93431282	-98.01446533	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0183
16965290	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	3/9/2019	B - SUSPECTED MINOR INJURY	1210	29	30.75812228	-98.22864807	ANGLE - BOTH GOING STRAIGHT	SH0029
16947538	4354	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	3/11/2019	N - NOT INJURED	1923	963	30.76876955	-98.22579677	ANGLE - ONE STRAIGHT-ONE LEFT TURN	RM0963
16947529	No Data	No Data	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION;IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	3/12/2019	N - NOT INJURED	320	No Data	30.8312085	-98.01432445	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 210
16948864	20334	2019	FAILED TO CONTROL SPEED; ROAD RAGE	3/14/2019	N - NOT INJURED	1228	29	30.75847838	-98.2269606	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
16965281	23559	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	3/14/2019	N - NOT INJURED	838	281	30.75830668	-98.22878162	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
16967490	No Data	No Data	FAILED TO SIGNAL OR GAVE WRONG SIGNAL;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	3/16/2019	N - NOT INJURED	2000	No Data	30.80115956	-98.13264579	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	COUNTY ROAD 200
16965288	17279	2019	FAILED TO CONTROL SPEED;FOLLOWED TOO CLOSELY;OTHER (EXPLAIN IN NARRATIVE)	3/18/2019	N - NOT INJURED	740	281	30.76006783	-98.22922753	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
16966630	8114	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	3/18/2019	C - POSSIBLE INJURY	657	183	30.88370514	-97.92166901	ANGLE - BOTH GOING STRAIGHT	US0183
16967495	8114	2019	FAILED TO CONTROL SPEED; IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	3/19/2019	N - NOT INJURED	1752	183	30.88471757	-97.92288079	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0183
17157990	13907	2019	DRIVER INATTENTION	3/20/2019	A - SUSPECTED SERIOUS INJURY	853	29	30.74710345	-98.06407673	ANGLE - ONE RIGHT TURN-ONE STOPPED	SH0029
17003950	15649	2019	CHANGED LANE WHEN UNSAFE; FAILED TO CONTROL SPEED; FOLLOWED TOO CLOSELY	3/24/2019	N - NOT INJURED	1613	29	30.74306214	-98.05377757	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17004184	17107	2019	DISTRACTION IN VEHICLE; TURNED WHEN UNSAFE	3/27/2019	N - NOT INJURED	2054	29	30.75788137	-98.22995428	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
17157991	14975	2019	DRIVER INATTENTION	3/28/2019	B - SUSPECTED MINOR INJURY	1728	29	30.74070379	-98.05049711	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
16995179	3310	2019	ANIMAL ON ROAD - DOMESTIC;FAULTY EVASIVE ACTION	3/29/2019	N - NOT INJURED	1650	183	30.91784782	-97.98040191	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17004188	20334	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION	3/30/2019	N - NOT INJURED	1903	29	30.75854352	-98.22665192	ANGLE - BOTH GOING STRAIGHT	SH0029
17226182	14825	2019	FAILED TO CONTROL SPEED	4/1/2019	N - NOT INJURED	1802	29	30.74522972	-98.0580368	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17001943	No Data	No Data	TURNED IMPROPERLY - CUT CORNER ON LEFT	4/5/2019	N - NOT INJURED	746	No Data	30.73484587	-98.03412021	ANGLE - ONE LEFT TURN-ONE STOPPED	E STATE HIGHWAY 29
17004186	17279	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	4/5/2019	N - NOT INJURED	1241	281	30.76000964	-98.2292128	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17015825	17279	2019	TURNED WHEN UNSAFE	4/12/2019	N - NOT INJURED	745	281	30.7597387	-98.2291442	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
17019832	13907	2019	TURNED WHEN UNSAFE	4/15/2019	N - NOT INJURED	1212	29	30.74953478	-98.11914036	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
17020816	No Data	No Data	FAILED TO GIVE HALF OF ROADWAY	4/16/2019	N - NOT INJURED	830	No Data	30.7624636	-98.2061374	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	COUNTY ROAD 250
17021887	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	4/19/2019	N - NOT INJURED	1524	29	30.75847845	-98.22696029	ANGLE - BOTH GOING STRAIGHT	SH0029
17023424	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE;TURNED WHEN UNSAFE	4/20/2019	N - NOT INJURED	1611	29	30.75883265	-98.22525466	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
17032988	14825	2019	FATIGUED OR ASLEEP	4/20/2019	A - SUSPECTED SERIOUS INJURY	2309	29	30.74510128	-98.05775431	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17032991	13907	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	4/21/2019	N - NOT INJURED	2210	29	30.74815408	-98.08150821	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17047810	8114	2019	ANIMAL ON ROAD - DOMESTIC;FAULTY EVASIVE ACTION	4/21/2019	B - SUSPECTED MINOR INJURY	942	183	30.88471757	-97.92288079	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17038953	17107	2019	NONE	4/22/2019	N - NOT INJURED	917	29	30.75789841	-98.22986259	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
17037975	14018	2019	NONE	4/23/2019	N - NOT INJURED	1141	29	30.72374209	-98.01667125	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
17032990	No Data	No Data	SPEEDING - (OVERLIMIT);OTHER (EXPLAIN IN NARRATIVE)	4/24/2019	N - NOT INJURED	1830	No Data	30.78018315	-98.19449516	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
17040443	No Data	No Data	FAILED TO GIVE HALF OF ROADWAY	4/27/2019	B - SUSPECTED MINOR INJURY	1421	No Data	30.76074184	-98.20565945	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	COUNTY ROAD 250
17040788	No Data	No Data	UNSAFE SPEED	4/27/2019	B - SUSPECTED MINOR INJURY	927	No Data	30.86745649	-97.8891951	ONE MOTOR VEHICLE - GOING STRAIGHT	BURNET COUNTY ROAD 211
17059873	3310	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	5/5/2019	B - SUSPECTED MINOR INJURY	1257	183	30.93431282	-98.01446533	ANGLE - BOTH GOING STRAIGHT	US0183
17226181	13907	2019	DRIVER INATTENTION;FAILED TO CONTROL SPEED;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	5/8/2019	C - POSSIBLE INJURY	1640	29	30.74731099	-98.06754378	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
17100703	No Data	No Data	BACKED WITHOUT SAFETY; DRIVER INATTENTION	5/11/2019	N - NOT INJURED	1739	No Data	30.76276283	-98.21963461	ANGLE - ONE STRAIGHT-ONE BACKING	E JOHNSON ST
17078386	16749	2019	OTHER (EXPLAIN IN NARRATIVE)	5/15/2019	N - NOT INJURED	1212	29	30.75105871	-98.1827559	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17098525	3310	2019	FAILED TO DRIVE IN SINGLE LANE; FATIGUED OR ASLEEP; FAULTY EVASIVE ACTION	5/15/2019	N - NOT INJURED	1007	183	30.9137577	-97.97662875	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17087707	20334	2019	FAILED TO CONTROL SPEED	5/17/2019	N - NOT INJURED	1632	29	30.75848074	-98.22694943	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17078382	4354	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	5/20/2019	N - NOT INJURED	745	963	30.76876955	-98.22579677	ANGLE - BOTH GOING STRAIGHT	RM0963
17078472	17279	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	5/20/2019	N - NOT INJURED	751	281	30.75909366	-98.22898088	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
17080341	1171	2019	FAILED TO CONTROL SPEED	5/21/2019	N - NOT INJURED	950	243	30.79569828	-97.96420203	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17094255	14975	2019	FAILED TO CONTROL SPEED	5/24/2019	N - NOT INJURED	1332	29	30.73484438	-98.03415235	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17108891	No Data	No Data	ANIMAL ON ROAD - WILD;FAILED TO CONTROL SPEED;FAULTY EVASIVE ACTION	5/26/2019	N - NOT INJURED	641	No Data	30.77824901	-98.10949684	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
17100697	4354	2019	NONE	5/28/2019	N - NOT INJURED	1428	963	30.77020464	-98.22068807	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
17100700	16749	2019	LOAD NOT SECURED	5/28/2019	N - NOT INJURED	2015	29	30.75240624	-98.19735792	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17100727	23559	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	5/31/2019	N - NOT INJURED	1930	281	30.75728264	-98.22852904	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
17127787	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/4/2019	N - NOT INJURED	655	183	30.8836546	-97.92162404	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17129629	16749	2019	TURNED IMPROPERLY - WIDE RIGHT	6/4/2019	N - NOT INJURED	1515	29	30.75991939	-98.21809122	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
17144517	No Data	No Data	HAD BEEN DRINKING;UNSAFE SPEED	6/14/2019	B - SUSPECTED MINOR INJURY	1735	No Data	30.75522934	-98.12114625	ONE MOTOR VEHICLE - TURNING LEFT	LEHNE RD
17129625	16749	2019	DISREGARD STOP AND GO SIGNAL;DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURN ON RED	6/15/2019	N - NOT INJURED	2110	29	30.75991942	-98.21809179	ANGLE - BOTH GOING STRAIGHT	SH0029
17140019	3098	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION	6/16/2019	B - SUSPECTED MINOR INJURY	2250	243	30.75921192	-98.03588624	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17146858	8114	2019	DISREGARD STOP SIGN OR LIGHT; FAILED TO CONTROL SPEED	6/16/2019	N - NOT INJURED	2239	183	30.88370514	-97.92166901	ANGLE - BOTH GOING STRAIGHT	US0183
17153991	16749	2019	FAILED TO CONTROL SPEED	6/17/2019	N - NOT INJURED	820	29	30.75180269	-98.19072712	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
17161381	14975	2019	FAILED TO CONTROL SPEED; FOLLOWED TOO CLOSELY	6/25/2019	B - SUSPECTED MINOR INJURY	1512	29	30.73070454	-98.02626286	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17164410	No Data	No Data	FAILED TO GIVE HALF OF ROADWAY; FAULTY EVASIVE ACTION; SPEEDING - (OVERLIMIT)	6/30/2019	B - SUSPECTED MINOR INJURY	1739	No Data	30.84247476	-97.94598413	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	COUNTY ROAD 212
17169232	16749	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	7/1/2019	N - NOT INJURED	1224	29	30.75991184	-98.21793332	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
17166743	23559	2019	HAD BEEN DRINKING	7/5/2019	N - NOT INJURED	2236	281	30.75813222	-98.22873745	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17192454	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	7/17/2019	C - POSSIBLE INJURY	2114	29	30.7507989	-98.17997224	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17191920	23559	2019	FAILED TO DRIVE IN SINGLE LANE	7/18/2019	N - NOT INJURED	1037	281	30.75805152	-98.22871746	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
17197504	2981	2019	ANIMAL ON ROAD - WILD	7/18/2019	N - NOT INJURED	2156	2657	30.8926831	-97.91628859	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
17191913	20334	2019	HAD BEEN DRINKING;PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	7/19/2019	A - SUSPECTED SERIOUS INJURY	610	29	30.75948725	-98.22173917	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17191882	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	7/22/2019	C - POSSIBLE INJURY	617	29	30.7543362	-98.20391536	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17197506	3310	2019	ANIMAL ON ROAD - DOMESTIC	7/23/2019	B - SUSPECTED MINOR INJURY	129	183	30.93015783	-98.00660154	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17216376	17279	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	7/23/2019	N - NOT INJURED	1412	281	30.76184712	-98.22967803	ANGLE - BOTH GOING STRAIGHT	US0281
17216023	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	7/31/2019	N - NOT INJURED	1002	29	30.7593915	-98.22226941	ANGLE - BOTH GOING STRAIGHT	SH0029
17228504	14975	2019	DRIVER INATTENTION;FAILED TO CONTROL SPEED;OTHER (EXPLAIN IN NARRATIVE)	8/3/2019	N - NOT INJURED	1520	29	30.73551012	-98.03907213	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17225231	20334	2019	DISREGARD STOP SIGN OR LIGHT	8/5/2019	N - NOT INJURED	1459	29	30.75854248	-98.22665684	ANGLE - BOTH GOING STRAIGHT	SH0029
17234519	17107	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	8/5/2019	N - NOT INJURED	1721	29	30.75804735	-98.22905402	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
17225234	23559	2019	FAILED TO CONTROL SPEED	8/7/2019	C - POSSIBLE INJURY	1418	281	30.75710948	-98.2284866	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17229216	2244	2019	UNSAFE SPEED;UNDER INFLUENCE - ALCOHOL	8/10/2019	B - SUSPECTED MINOR INJURY	314	308	30.88720178	-97.92400449	ONE MOTOR VEHICLE - GOING STRAIGHT	SL0308
17225230	16749	2019	DISREGARD STOP AND GO SIGNAL; DRIVER INATTENTION	8/11/2019	B - SUSPECTED MINOR INJURY	844	29	30.75991937	-98.21809093	ANGLE - BOTH GOING STRAIGHT	SH0029
17234510	16749	2019	DISREGARD STOP AND GO SIGNAL	8/15/2019	N - NOT INJURED	822	29	30.75991938	-98.21809109	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
17242743	20334	2019	CHANGED LANE WHEN UNSAFE;DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	8/15/2019	N - NOT INJURED	1720	29	30.75937591	-98.22235572	ANGLE - BOTH GOING STRAIGHT	SH0029
17251046	14825	2019	FATIGUED OR ASLEEP	8/20/2019	C - POSSIBLE INJURY	1429	29	30.74520453	-98.05797975	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
17255792	14825	2019	DISREGARD STOP AND GO SIGNAL	8/22/2019	N - NOT INJURED	848	29	30.74522972	-98.0580368	ANGLE - BOTH GOING STRAIGHT	SH0029
17248242	14018	2019	DISTRACTION IN VEHICLE	8/23/2019	N - NOT INJURED	801	29	30.72187438	-98.01412171	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17272394	No Data	No Data	TURNED IMPROPERLY - WIDE RIGHT	8/24/2019	N - NOT INJURED	1245	No Data	30.75792441	-98.2242116	ANGLE - ONE STRAIGHT-ONE STOPPED	S BOUNDARY ST
17272396	No Data	No Data	BACKED WITHOUT SAFETY;OTHER (EXPLAIN IN NARRATIVE)	8/24/2019	99 - UNKNOWN	2003	No Data	30.7510947	-98.18307233	ONE MOTOR VEHICLE - BACKING	BURNET HILLS DR
17262463	2679	2019	FAILED TO CONTROL SPEED	8/25/2019	A - SUSPECTED SERIOUS INJURY	1922	2657	30.89630471	-97.90460657	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	FM2657
17259411	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	8/29/2019	A - SUSPECTED SERIOUS INJURY	1830	29	30.75509046	-98.20554867	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
17262472	8114	2019	FAILED TO CONTROL SPEED	8/30/2019	N - NOT INJURED	939	183	30.8833725	-97.92140614	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
17283574	13907	2019	FAILED TO CONTROL SPEED; FOLLOWED TOO CLOSELY	9/6/2019	N - NOT INJURED	1814	29	30.75150995	-98.13052335	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17286262	No Data	No Data	DRIVER INATTENTION; FAILED TO CONTROL SPEED	9/7/2019	A - SUSPECTED SERIOUS INJURY	1138	No Data	30.80624585	-98.11909865	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
17291261	No Data	No Data	DRIVER INATTENTION; TURNED WHEN UNSAFE	9/10/2019	N - NOT INJURED	750	No Data	30.77080791	-98.21875269	ANGLE - ONE STRAIGHT-ONE LEFT TURN	COUNTY ROAD 200
17284731	17279	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	9/11/2019	N - NOT INJURED	1403	281	30.75894839	-98.2289441	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
17291962	2981	2019	FAILED TO CONTROL SPEED	9/12/2019	N - NOT INJURED	556	2657	30.88992384	-97.9251461	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	FM2657
17829496	14975	2019	FAULTY EVASIVE ACTION; TURNED WHEN UNSAFE	9/12/2019	B - SUSPECTED MINOR INJURY	2105	29	30.74094531	-98.05094434	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17288615	14975	2019	DRIVER INATTENTION	9/13/2019	N - NOT INJURED	1534	29	30.73484438	-98.03415235	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17300974	20334	2019	DISREGARD STOP AND GO SIGNAL	9/17/2019	N - NOT INJURED	1459	29	30.7585435	-98.22665202	ANGLE - BOTH GOING STRAIGHT	SH0029
17302495	2679	2019	UNSAFE SPEED;UNDER INFLUENCE - ALCOHOL;WRONG SIDE - NOT PASSING	9/21/2019	N - NOT INJURED	2315	2657	30.9104235	-97.89962935	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
17316008	17279	2019	FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN	9/25/2019	C - POSSIBLE INJURY	1508	281	30.76782608	-98.23119354	ONE MOTOR VEHICLE - TURNING RIGHT	US0281
17315846	14018	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	9/27/2019	N - NOT INJURED	1554	29	30.71866219	-98.01078925	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17327057	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN;TURNED WHEN UNSAFE	9/29/2019	C - POSSIBLE INJURY	1424	183	30.88370514	-97.92166901	ANGLE - BOTH GOING STRAIGHT	US0183
17327477	23559	2019	FAILED TO CONTROL SPEED	10/4/2019	N - NOT INJURED	740	281	30.75814564	-98.22874085	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17327098	1717	2019	DRIVER INATTENTION; TURNED WHEN UNSAFE	10/5/2019	C - POSSIBLE INJURY	1330	963	30.80128508	-98.20601538	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	RM0963
17327665	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	10/6/2019	C - POSSIBLE INJURY	1805	29	30.75991945	-98.21809257	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17396502	17279	2019	CHANGED LANE WHEN UNSAFE;DRIVER INATTENTION;OTHER (EXPLAIN IN NARRATIVE)	10/6/2019	N - NOT INJURED	1616	281	30.75905163	-98.22897024	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
17380472	17279	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	10/8/2019	N - NOT INJURED	748	281	30.76499272	-98.23047446	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17356929	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN	10/11/2019	A - SUSPECTED SERIOUS INJURY	1418	29	30.7595785	-98.22123381	ONE MOTOR VEHICLE - TURNING LEFT	SH0029
17356936	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	10/11/2019	N - NOT INJURED	1745	281	30.75904251	-98.22896793	ANGLE - BOTH GOING STRAIGHT	US0281
17368189	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	10/15/2019	C - POSSIBLE INJURY	1011	29	30.75920561	-98.22327985	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
17354664	13907	2019	FAILED TO CONTROL SPEED	10/17/2019	C - POSSIBLE INJURY	710	29	30.748657	-98.11408166	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17356137	No Data	No Data	FAILED TO CONTROL SPEED	10/19/2019	99 - UNKNOWN	0	No Data	30.78146287	-98.09926324	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
17356140	No Data	No Data	IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE); TURNED WHEN UNSAFE	10/21/2019	N - NOT INJURED	907	No Data	30.77578539	-98.12102654	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	COUNTY ROAD 252
17368196	No Data	No Data	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - YIELD SIGN;OTHER (EXPLAIN IN NARRATIVE)	10/22/2019	N - NOT INJURED	715	No Data	30.7624247	-98.22651232	ANGLE - BOTH GOING STRAIGHT	N VANDERVEER ST
17406782	16749	2019	NONE	10/22/2019	C - POSSIBLE INJURY	1410	29	30.75251087	-98.19830765	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17364989	3310	2019	CHANGED LANE WHEN UNSAFE;OTHER (EXPLAIN IN NARRATIVE)	10/25/2019	C - POSSIBLE INJURY	2005	183	30.93099542	-98.00812654	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17383221	No Data	No Data	FAILED TO STOP FOR TRAIN	10/26/2019	C - POSSIBLE INJURY	1453	No Data	30.74664987	-98.09819972	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 258
17383797	No Data	No Data	FAILED TO CONTROL SPEED	10/30/2019	N - NOT INJURED	1733	No Data	30.74069929	-98.03418514	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 269
17396501	23559	2019	DISTRACTION IN VEHICLE	11/1/2019	N - NOT INJURED	1627	281	30.75797073	-98.22869766	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17389973	787	2019	FAILED TO DRIVE IN SINGLE LANE;UNSAFE SPEED	11/3/2019	N - NOT INJURED	755	963	30.84725581	-98.14872549	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
17396495	No Data	No Data	NONE	11/4/2019	99 - UNKNOWN	2029	No Data	30.76919862	-98.2292195	ONE MOTOR VEHICLE - BACKING	CORDER LN
17396497	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/4/2019	N - NOT INJURED	1615	29	30.75956399	-98.22131416	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
17410434	23559	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/5/2019	B - SUSPECTED MINOR INJURY	1000	281	30.75716705	-98.22850071	ANGLE - BOTH GOING STRAIGHT	US0281
17396294	1171	2019	FAILED TO DRIVE IN SINGLE LANE; FAILED TO HEED WARNING SIGN	11/6/2019	B - SUSPECTED MINOR INJURY	1428	243	30.82392574	-97.92701368	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17406788	No Data	No Data	FATIGUED OR ASLEEP; TAKING MEDICATION (EXPLAIN IN NARRATIVE)	11/6/2019	N - NOT INJURED	2151	No Data	30.76901918	-98.22257731	ONE MOTOR VEHICLE - GOING STRAIGHT	N RHOMBERG ST
17396478	17279	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/8/2019	N - NOT INJURED	1035	281	30.75904817	-98.22896936	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
17396479	17279	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	11/8/2019	N - NOT INJURED	758	281	30.75904064	-98.22896746	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
17542744	13907	2019	NONE	11/8/2019	N - NOT INJURED	1815	29	30.74804819	-98.07978626	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17406327	3310	2019	ANIMAL ON ROAD - WILD	11/13/2019	N - NOT INJURED	640	183	30.88998234	-97.94328738	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17404687	No Data	No Data	DISTRACTION IN VEHICLE; FAULTY EVASIVE ACTION	11/15/2019	C - POSSIBLE INJURY	645	No Data	30.8242935	-98.03778883	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
17406857	20334	2019	DISREGARD STOP AND GO SIGNAL; DRIVER INATTENTION	11/15/2019	N - NOT INJURED	854	29	30.75854216	-98.22665835	ANGLE - BOTH GOING STRAIGHT	SH0029
17406069	13907	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	11/16/2019	N - NOT INJURED	745	29	30.75204431	-98.13360289	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17421563	1171	2019	UNSAFE SPEED	11/18/2019	C - POSSIBLE INJURY	1338	243	30.79607267	-97.96374203	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17429166	No Data	No Data	HAD BEEN DRINKING	11/21/2019	B - SUSPECTED MINOR INJURY	1958	No Data	30.88682741	-97.92348791	ONE MOTOR VEHICLE - GOING STRAIGHT	LOOP 308
17429162	No Data	No Data	FAILED TO CONTROL SPEED; FATIGUED OR ASLEEP	11/23/2019	N - NOT INJURED	1709	No Data	30.86406	-97.94458238	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 210
17425470	20334	2019	DISREGARD STOP SIGN OR LIGHT; DRIVER INATTENTION	11/26/2019	N - NOT INJURED	1034	29	30.75897653	-98.22449283	ANGLE - BOTH GOING STRAIGHT	SH0029
17429156	2679	2019	ANIMAL ON ROAD - WILD	11/28/2019	99 - UNKNOWN	130	2657	30.91516962	-97.8956038	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
17431175	17279	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	11/29/2019	N - NOT INJURED	1138	281	30.75926762	-98.22902493	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
17431389	8114	2019	ANIMAL ON ROAD - WILD	11/29/2019	N - NOT INJURED	2203	183	30.85713753	-97.91019593	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17432287	No Data	No Data	FAILED TO CONTROL SPEED	11/30/2019	N - NOT INJURED	159	No Data	30.80373535	-98.12640919	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
17432284	3712	2019	NONE	12/1/2019	99 - UNKNOWN	437	183	30.88656656	-97.92611984	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17441936	No Data	No Data	FATIGUED OR ASLEEP; UNDER INFLUENCE - ALCOHOL	12/1/2019	A - SUSPECTED SERIOUS INJURY	38	No Data	30.7821726	-98.19158121	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
17434614	3310	2019	ANIMAL ON ROAD - WILD	12/2/2019	N - NOT INJURED	525	183	30.88995045	-97.94194009	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17436329	16749	2019	ANIMAL ON ROAD - WILD	12/2/2019	N - NOT INJURED	630	29	30.75268083	-98.19940593	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17447092	16749	2019	DRIVER INATTENTION	12/4/2019	B - SUSPECTED MINOR INJURY	2259	29	30.75108829	-98.18307293	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
17453628	23559	2019	TURNED IMPROPERLY - WIDE RIGHT	12/4/2019	N - NOT INJURED	1252	281	30.75810623	-98.22872925	ONE MOTOR VEHICLE - TURNING RIGHT	US0281
17446128	2244	2019	DRIVER INATTENTION	12/6/2019	N - NOT INJURED	2127	308	30.88370514	-97.92166901	ONE MOTOR VEHICLE - GOING STRAIGHT	SL0308
17447103	17279	2019	DRIVER INATTENTION	12/6/2019	C - POSSIBLE INJURY	1615	281	30.7609279	-98.22944529	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17453633	23559	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION; FAILED TO CONTROL SPEED	12/6/2019	N - NOT INJURED	1955	281	30.75810623	-98.22872925	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17446130	2981	2019	DRIVER INATTENTION; FAILED TO PASS TO LEFT SAFELY	12/7/2019	N - NOT INJURED	834	2657	30.89248253	-97.91694105	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	FM2657
17455755	1171	2019	FAILED TO DRIVE IN SINGLE LANE; UNDER INFLUENCE - ALCOHOL	12/7/2019	N - NOT INJURED	0	243	30.79621888	-97.96362526	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17459320	No Data	No Data	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	12/9/2019	N - NOT INJURED	2120	No Data	30.77556792	-98.01806742	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 272
17457660	15649	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	12/11/2019	B - SUSPECTED MINOR INJURY	517	29	30.74400177	-98.0553537	ANGLE - BOTH GOING STRAIGHT	SH0029
17478809	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	12/16/2019	N - NOT INJURED	1300	281	30.75850798	-98.22883259	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
17464413	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	12/17/2019	C - POSSIBLE INJURY	1030	29	30.75831698	-98.22772543	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
17472813	8114	2019	OTHER (EXPLAIN IN NARRATIVE)	12/17/2019	B - SUSPECTED MINOR INJURY	1658	183	30.87686691	-97.91849372	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17478808	No Data	No Data	BACKED WITHOUT SAFETY; DRIVER INATTENTION	12/18/2019	N - NOT INJURED	1300	No Data	30.7592547	-98.22796232	ANGLE - ONE STRAIGHT-ONE BACKING	W POST OAK ST
17501321	4354	2019	OTHER (EXPLAIN IN NARRATIVE)	12/20/2019	N - NOT INJURED	2225	963	30.76973596	-98.22208329	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
17479273	No Data	No Data	ANIMAL ON ROAD - WILD;OTHER (EXPLAIN IN NARRATIVE)	12/22/2019	N - NOT INJURED	530	No Data	30.76511579	-98.01137439	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 274
17500348	3098	2019	OVERSIZED VEHICLE OR LOAD;OTHER (EXPLAIN IN NARRATIVE)	12/23/2019	N - NOT INJURED	1835	243	30.75942119	-98.0355415	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	RM0243
17489386	No Data	No Data	FAILED TO GIVE HALF OF ROADWAY	12/24/2019	N - NOT INJURED	1426	No Data	30.80783036	-98.11414896	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	COUNTY ROAD 200
17481855	3098	2019	ANIMAL ON ROAD - DOMESTIC	12/25/2019	N - NOT INJURED	1900	243	30.752635	-98.04485848	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17489415	1717	2019	FAILED TO CONTROL SPEED	12/27/2019	N - NOT INJURED	1607	963	30.7920882	-98.21434376	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	RM0963
17491509	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	12/28/2019	A - SUSPECTED SERIOUS INJURY	613	183	30.88370473	-97.92166944	ANGLE - BOTH GOING STRAIGHT	US0183
17491866	No Data	No Data	DRIVER INATTENTION; FATIGUED OR ASLEEP	12/29/2019	N - NOT INJURED	1755	No Data	30.7619201	-98.22402461	ONE MOTOR VEHICLE - GOING STRAIGHT	E JOHNSON ST
17504105	No Data	No Data	HAD BEEN DRINKING;UNSAFE SPEED;UNDER INFLUENCE - DRUG	12/31/2019	K - FATAL INJURY	1352	No Data	30.79472149	-98.15217437	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
17504101	623	2019	WRONG SIDE - NOT PASSING	1/5/2020	B - SUSPECTED MINOR INJURY	1048	963	30.86697677	-98.05176033	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	RM0963
17517638	23559	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	1/5/2020	B - SUSPECTED MINOR INJURY	1315	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
17499290	23559	2019	DISREGARD STOP AND GO SIGNAL	1/7/2020	N - NOT INJURED	35	281	30.75810623	-98.22872925	ANGLE - BOTH GOING STRAIGHT	US0281
17510603	No Data	No Data	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	1/10/2020	N - NOT INJURED	916	No Data	30.73732311	-98.0329439	ANGLE - ONE STRAIGHT-ONE LEFT TURN	COUNTY ROAD 269
17521534	13907	2019	FATIGUED OR ASLEEP; FAULTY EVASIVE ACTION; HAD BEEN DRINKING	1/11/2020	C - POSSIBLE INJURY	2351	29	30.74643525	-98.101349	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17535837	15649	2019	DRIVER INATTENTION	1/12/2020	N - NOT INJURED	1315	29	30.74305934	-98.0537741	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17521929	14825	2019	TURNED IMPROPERLY - WIDE RIGHT;OTHER (EXPLAIN IN NARRATIVE)	1/13/2020	C - POSSIBLE INJURY	1849	29	30.74522972	-98.0580368	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
17533814	20334	2019	FAILED TO DRIVE IN SINGLE LANE	1/13/2020	N - NOT INJURED	743	29	30.75816818	-98.22843116	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17529928	3310	2019	FAILED TO DRIVE IN SINGLE LANE;UNSAFE SPEED;UNDER INFLUENCE - ALCOHOL	1/14/2020	K - FATAL INJURY	1434	183	30.92677539	-97.99029277	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17533807	17279	2019	TURNED IMPROPERLY - WIDE RIGHT	1/15/2020	N - NOT INJURED	617	281	30.75909776	-98.22898192	ONE MOTOR VEHICLE - TURNING RIGHT	US0281
17536387	1171	2019	FAILED TO CONTROL SPEED	1/18/2020	C - POSSIBLE INJURY	309	243	30.7957089	-97.96418521	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17539203	1717	2019	ILL (EXPLAIN IN NARRATIVE)	1/22/2020	C - POSSIBLE INJURY	1926	963	30.78269459	-98.21615257	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
17542722	4354	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	1/23/2020	N - NOT INJURED	752	963	30.76798007	-98.2302232	ANGLE - BOTH GOING STRAIGHT	RM0963
17542860	17279	2019	CHANGED LANE WHEN UNSAFE	1/23/2020	N - NOT INJURED	711	281	30.76742442	-98.23109014	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
17533806	16749	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION	1/26/2020	N - NOT INJURED	250	29	30.75168899	-98.18950893	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17549074	17279	2019	DISTRACTION IN VEHICLE;DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	1/27/2020	N - NOT INJURED	1835	281	30.76014175	-98.22924625	ANGLE - BOTH GOING STRAIGHT	US0281
17545002	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	1/31/2020	C - POSSIBLE INJURY	1545	281	30.76587052	-98.23069671	ANGLE - BOTH GOING STRAIGHT	US0281
17544990	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	2/1/2020	N - NOT INJURED	1345	29	30.75930987	-98.22272083	ANGLE - BOTH GOING STRAIGHT	SH0029
17550865	14975	2019	UNDER INFLUENCE - ALCOHOL	2/1/2020	A - SUSPECTED SERIOUS INJURY	348	29	30.73481326	-98.03478923	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17549077	23559	2019	DISTRACTION IN VEHICLE; FAILED TO CONTROL SPEED	2/2/2020	N - NOT INJURED	2125	281	30.75810623	-98.22872925	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17549065	23559	2019	BACKED WITHOUT SAFETY	2/3/2020	N - NOT INJURED	1100	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE BACKING-ONE STOPPED	US0281
17550997	422	2019	UNSAFE SPEED	2/3/2020	N - NOT INJURED	1326	1174	30.82699703	-98.08919836	ONE MOTOR VEHICLE - GOING STRAIGHT	RM1174
17558026	623	2019	FAILED TO DRIVE IN SINGLE LANE	2/5/2020	N - NOT INJURED	702	963	30.86266597	-98.06529344	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	RM0963
17560452	No Data	No Data	ILL (EXPLAIN IN NARRATIVE);UNSAFE SPEED	2/5/2020	N - NOT INJURED	1225	No Data	30.77258762	-98.18958592	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 250
17561512	8114	2019	FAILED TO CONTROL SPEED	2/10/2020	N - NOT INJURED	1638	183	30.84393153	-97.90502977	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0183
17567510	14975	2019	FAILED TO CONTROL SPEED	2/13/2020	N - NOT INJURED	813	29	30.73193815	-98.02795976	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17570243	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	2/14/2020	N - NOT INJURED	839	281	30.75904675	-98.228969	ANGLE - BOTH GOING STRAIGHT	US0281
17573146	3310	2019	FATIGUED OR ASLEEP;UNSAFE SPEED	2/14/2020	N - NOT INJURED	630	183	30.91443498	-97.97725354	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17591838	17279	2019	FAULTY EVASIVE ACTION; FOLLOWED TOO CLOSELY	2/17/2020	N - NOT INJURED	1736	281	30.76769282	-98.2311581	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
17600108	20334	2019	UNDER INFLUENCE - ALCOHOL	2/17/2020	A - SUSPECTED SERIOUS INJURY	1858	29	30.75993018	-98.21831693	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17587980	13907	2019	DRIVER INATTENTION; IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	2/20/2020	C - POSSIBLE INJURY	530	29	30.74940067	-98.15816991	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17622302	2244	2019	FAULTY EVASIVE ACTION;WRONG SIDE - APPROACH OR INTERSECTION	2/21/2020	C - POSSIBLE INJURY	2000	308	30.88373654	-97.92163879	ONE MOTOR VEHICLE - GOING STRAIGHT	SL0308
17591835	17279	2019	CHANGED LANE WHEN UNSAFE; ILL (EXPLAIN IN NARRATIVE)	2/22/2020	N - NOT INJURED	1347	281	30.760008	-98.22921238	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
17591836	No Data	No Data	FAILED TO CONTROL SPEED; ILL (EXPLAIN IN NARRATIVE)	2/23/2020	B - SUSPECTED MINOR INJURY	757	No Data	30.75777744	-98.22983581	ONE MOTOR VEHICLE - OTHER	S WEST ST
17601463	14975	2019	FAILED TO CONTROL SPEED	2/25/2020	N - NOT INJURED	1752	29	30.73484438	-98.03415235	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17596995	8114	2019	DISREGARD STOP SIGN OR LIGHT;UNSAFE SPEED;OTHER (EXPLAIN IN NARRATIVE)	2/26/2020	N - NOT INJURED	2142	183	30.88370514	-97.92166901	ONE MOTOR VEHICLE - TURNING LEFT	US0183
17600943	13907	2019	DRIVER INATTENTION; FAILED TO DRIVE IN SINGLE LANE	2/29/2020	N - NOT INJURED	701	29	30.75223644	-98.13678653	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17600084	20334	2019	DISTRACTION IN VEHICLE; FAILED TO CONTROL SPEED; FOLLOWED TOO CLOSELY	3/1/2020	N - NOT INJURED	1907	29	30.75900177	-98.2243592	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17646319	No Data	No Data	DRIVER INATTENTION; SPEEDING - (OVERLIMIT)	3/1/2020	99 - UNKNOWN	1841	No Data	30.76838136	-98.22022625	ONE MOTOR VEHICLE - GOING STRAIGHT	N HILL ST
17670192	14825	2019	DRIVER INATTENTION	3/2/2020	N - NOT INJURED	1543	29	30.74522972	-98.0580368	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17639580	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	3/4/2020	N - NOT INJURED	846	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
17613588	3310	2019	OTHER (EXPLAIN IN NARRATIVE)	3/10/2020	N - NOT INJURED	2100	183	30.90007744	-97.96656618	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17641988	No Data	No Data	WRONG SIDE - NOT PASSING	3/10/2020	99 - UNKNOWN	1730	No Data	30.85355903	-97.93820319	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 213
17635317	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	3/13/2020	N - NOT INJURED	845	281	30.76070851	-98.22938974	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
17634215	3310	2019	FAILED TO DRIVE IN SINGLE LANE;SPEEDING - (OVERLIMIT);UNDER INFLUENCE - DRUG;CELL/MOBILE DEVICE USE - TALKING	3/14/2020	K - FATAL INJURY	1229	183	30.92647854	-97.98910423	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17632764	8114	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED	3/19/2020	N - NOT INJURED	609	183	30.85424338	-97.90898274	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17642393	16749	2019	BACKED WITHOUT SAFETY; DRIVER INATTENTION; UNDER INFLUENCE - ALCOHOL	3/20/2020	N - NOT INJURED	107	29	30.75882184	-98.21362887	ONE MOTOR VEHICLE - BACKING	SH0029
17638244	13907	2019	FAULTY EVASIVE ACTION	3/21/2020	B - SUSPECTED MINOR INJURY	1935	29	30.7494069	-98.15543704	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17636795	1717	2019	FAILED TO DRIVE IN SINGLE LANE	3/23/2020	A - SUSPECTED SERIOUS INJURY	2144	963	30.79608512	-98.21229445	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
17639687	20334	2019	DRIVER INATTENTION; ROAD RAGE	3/26/2020	N - NOT INJURED	1935	29	30.75992592	-98.21822781	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
17645243	8114	2019	FAILED TO CONTROL SPEED; UNDER INFLUENCE - ALCOHOL	3/26/2020	B - SUSPECTED MINOR INJURY	2201	183	30.86638635	-97.91418076	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0183
17644345	17107	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	3/30/2020	N - NOT INJURED	1350	29	30.75789783	-98.22986573	ANGLE - BOTH GOING STRAIGHT	SH0029
17656000	16749	2019	FAILED TO CONTROL SPEED	3/30/2020	B - SUSPECTED MINOR INJURY	1249	29	30.75211972	-98.1942098	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17657857	13907	2019	ILL (EXPLAIN IN NARRATIVE)	4/1/2020	B - SUSPECTED MINOR INJURY	1745	29	30.74730281	-98.06740709	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17658678	20334	2019	DRIVER INATTENTION; TURNED IMPROPERLY - WRONG LANE	4/2/2020	B - SUSPECTED MINOR INJURY	1300	29	30.75937619	-98.22235417	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
17657772	13907	2019	DRIVER INATTENTION	4/15/2020	N - NOT INJURED	933	29	30.74750146	-98.07072555	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17678617	13907	2019	FAILED TO DRIVE IN SINGLE LANE;FAULTY EVASIVE ACTION;UNSAFE SPEED	4/20/2020	N - NOT INJURED	1447	29	30.74785251	-98.09122189	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17669804	16749	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	4/24/2020	N - NOT INJURED	1925	29	30.75991945	-98.21809257	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
17680654	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	4/27/2020	C - POSSIBLE INJURY	1820	281	30.76347854	-98.23009109	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
17670130	13907	2019	DRIVER INATTENTION; FOLLOWED TOO CLOSELY	4/28/2020	B - SUSPECTED MINOR INJURY	557	29	30.74746337	-98.07008935	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17701609	23559	2019	DRIVER INATTENTION	5/4/2020	N - NOT INJURED	1745	281	30.75810623	-98.22872925	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
17683654	No Data	No Data	BACKED WITHOUT SAFETY	5/5/2020	N - NOT INJURED	1116	No Data	30.76457206	-98.23158163	ONE MOTOR VEHICLE - BACKING	N WEST ST
17683662	17279	2019	DRIVER INATTENTION; FOLLOWED TOO CLOSELY	5/5/2020	C - POSSIBLE INJURY	753	281	30.76393535	-98.23020675	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
17706234	No Data	No Data	BACKED WITHOUT SAFETY	5/6/2020	N - NOT INJURED	1416	No Data	30.7601747	-98.22820232	ANGLE - ONE STRAIGHT-ONE BACKING	N MAIN ST
17708076	13907	2019	FAILED TO CONTROL SPEED	5/6/2020	N - NOT INJURED	1607	29	30.75157648	-98.13090676	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
17683510	17279	2019	TURNED WHEN UNSAFE	5/8/2020	N - NOT INJURED	1340	281	30.76532783	-98.23055931	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
17690177	2679	2019	FAILED TO DRIVE IN SINGLE LANE; FATIGUED OR ASLEEP	5/9/2020	A - SUSPECTED SERIOUS INJURY	1428	2657	30.90916591	-97.89998341	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
17696647	2679	2019	FAILED TO DRIVE IN SINGLE LANE	5/9/2020	B - SUSPECTED MINOR INJURY	1941	2657	30.89696349	-97.90309686	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
17715910	16749	2019	DISREGARD STOP SIGN OR LIGHT; UNDER INFLUENCE - DRUG	5/14/2020	N - NOT INJURED	1233	29	30.75079887	-98.17997194	ANGLE - BOTH GOING STRAIGHT	SH0029
17726824	20334	2019	DISREGARD STOP AND GO SIGNAL; DRIVER INATTENTION	5/14/2020	N - NOT INJURED	1507	29	30.75957807	-98.22123621	ANGLE - BOTH GOING STRAIGHT	SH0029
17698326	3712	2019	DISTRACTION IN VEHICLE	5/18/2020	N - NOT INJURED	1025	183	30.88671655	-97.92638694	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0183
17698331	422	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	5/19/2020	N - NOT INJURED	1806	1174	30.83296396	-98.0918426	ANGLE - ONE STRAIGHT-ONE LEFT TURN	RM1174
17701613	No Data	No Data	OTHER (EXPLAIN IN NARRATIVE)	5/19/2020	N - NOT INJURED	2010	No Data	30.7666647	-98.21312232	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	ADAM AVE
17715907	17279	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;OTHER (EXPLAIN IN NARRATIVE)	5/20/2020	N - NOT INJURED	1315	281	30.7590473	-98.22896914	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
17701611	23559	2019	TURNED IMPROPERLY - WIDE RIGHT	5/24/2020	B - SUSPECTED MINOR INJURY	1135	281	30.75797073	-98.22869766	ANGLE - ONE RIGHT TURN-ONE STOPPED	US0281
17701614	23559	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	5/24/2020	N - NOT INJURED	1545	281	30.75797073	-98.22869766	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
17700605	20334	2019	DRIVER INATTENTION; FATIGUED OR ASLEEP	5/30/2020	N - NOT INJURED	1915	29	30.75898658	-98.22443962	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17724051	2679	2019	ANIMAL ON ROAD - WILD;FAILED TO DRIVE IN SINGLE LANE;FAULTY EVASIVE ACTION	6/2/2020	C - POSSIBLE INJURY	320	2657	30.91067651	-97.89946789	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
17769569	15649	2019	DRIVER INATTENTION	6/4/2020	N - NOT INJURED	1930	29	30.74400177	-98.0553537	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17742798	No Data	No Data	DRIVER INATTENTION	6/10/2020	99 - UNKNOWN	1739	No Data	30.792613	-98.16413671	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
17727220	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	6/14/2020	C - POSSIBLE INJURY	1146	29	30.75124366	-98.18473756	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17740336	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN;UNDER INFLUENCE - DRUG	6/14/2020	A - SUSPECTED SERIOUS INJURY	2224	183	30.88370514	-97.92166901	ANGLE - BOTH GOING STRAIGHT	US0183
17758840	20334	2019	DISREGARD STOP SIGN OR LIGHT	6/18/2020	N - NOT INJURED	1540	29	30.75858445	-98.22664727	ANGLE - BOTH GOING STRAIGHT	SH0029
17742630	13907	2019	OTHER (EXPLAIN IN NARRATIVE)	6/20/2020	N - NOT INJURED	1914	29	30.74780682	-98.0758266	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17768691	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;TURNED WHEN UNSAFE	6/22/2020	N - NOT INJURED	1924	29	30.75811631	-98.22867905	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
17752839	15649	2019	DISREGARD STOP SIGN OR LIGHT;DISTRACTION IN VEHICLE;DRIVER INATTENTION;FAILED TO CONTROL SPEED;FAILED TO HEED WARNING SIGN;FAILED TO STOP AT PROPER PLACE;FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION;FAILED TO YIELD RIGHT OF WAY - TURN ON RED	6/27/2020	N - NOT INJURED	1515	29	30.74400177	-98.0553537	ANGLE - BOTH GOING STRAIGHT	SH0029
17758841	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/27/2020	N - NOT INJURED	1149	29	30.75897619	-98.22449465	ANGLE - BOTH LEFT TURN	SH0029
17757925	13907	2019	FAILED TO CONTROL SPEED; FAILED TO DRIVE IN SINGLE LANE; FATIGUED OR ASLEEP	6/29/2020	A - SUSPECTED SERIOUS INJURY	1648	29	30.75009082	-98.12234481	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17766997	13907	2019	OTHER (EXPLAIN IN NARRATIVE)	7/1/2020	N - NOT INJURED	1220	29	30.74668976	-98.09609418	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17758847	17107	2019	DRIVER INATTENTION; TURNED IMPROPERLY - WRONG LANE; TURNED WHEN UNSAFE	7/2/2020	N - NOT INJURED	1805	29	30.75790814	-98.22981023	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
17766999	13907	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	7/2/2020	N - NOT INJURED	1127	29	30.74625027	-98.09800166	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
17768704	No Data	No Data	ANIMAL ON ROAD - WILD;DRIVER INATTENTION	7/3/2020	N - NOT INJURED	1601	No Data	30.7588547	-98.23009232	ONE MOTOR VEHICLE - GOING STRAIGHT	N WEST ST
17758838	17279	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	7/6/2020	N - NOT INJURED	1208	281	30.76782608	-98.23119354	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17772070	14975	2019	FAULTY EVASIVE ACTION	7/10/2020	B - SUSPECTED MINOR INJURY	1631	29	30.73570876	-98.0395185	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17789898	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE;OTHER (EXPLAIN IN NARRATIVE)	7/10/2020	C - POSSIBLE INJURY	1416	29	30.75813576	-98.22858609	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
17774692	16749	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	7/13/2020	B - SUSPECTED MINOR INJURY	1330	29	30.75218944	-98.19497586	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
17789903	17107	2019	DISTRACTION IN VEHICLE	7/21/2020	N - NOT INJURED	924	29	30.75793262	-98.22967848	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17805884	13907	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION; HAD BEEN DRINKING	7/23/2020	K - FATAL INJURY	2149	29	30.74943686	-98.14624645	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17812257	16749	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE;OTHER (EXPLAIN IN NARRATIVE);CELL/MOBILE DEVICE USE - UNKNOWN	7/28/2020	N - NOT INJURED	1650	29	30.75098493	-98.18196544	ANGLE - BOTH GOING STRAIGHT	SH0029
17801426	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	7/31/2020	A - SUSPECTED SERIOUS INJURY	310	183	30.88370514	-97.92166901	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
17801749	23559	2019	FAILED TO CONTROL SPEED	7/31/2020	N - NOT INJURED	1307	281	30.75805152	-98.22871746	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
17818576	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	8/7/2020	N - NOT INJURED	1300	29	30.75906136	-98.22404366	ANGLE - BOTH LEFT TURN	SH0029
17805886	13907	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION; UNDER INFLUENCE - ALCOHOL	8/8/2020	N - NOT INJURED	1358	29	30.74700569	-98.09477033	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17820805	3098	2019	FLEEING OR EVADING POLICE;UNSAFE SPEED;UNDER INFLUENCE - DRUG	8/8/2020	K - FATAL INJURY	2103	243	30.75963008	-98.03505988	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17842299	No Data	No Data	UNSAFE SPEED	8/24/2020	N - NOT INJURED	850	No Data	30.78071709	-98.09886095	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
17845848	16749	2019	DISREGARD STOP AND GO SIGNAL; FAILED TO CONTROL SPEED	8/25/2020	N - NOT INJURED	1352	29	30.75991945	-98.21809257	ANGLE - BOTH GOING STRAIGHT	SH0029
17838987	1022	2019	DRIVER INATTENTION; TURNED WHEN UNSAFE	8/26/2020	C - POSSIBLE INJURY	1717	1174	30.78517045	-98.06611462	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	RM1174
17865074	23559	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN	8/28/2020	B - SUSPECTED MINOR INJURY	1833	281	30.75810623	-98.22872925	ONE MOTOR VEHICLE - GOING STRAIGHT	US0281
17845863	13907	2019	NONE	8/29/2020	N - NOT INJURED	2345	29	30.74939457	-98.16084099	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17845858	No Data	No Data	FAILED TO CONTROL SPEED;OTHER (EXPLAIN IN NARRATIVE)	9/2/2020	N - NOT INJURED	820	No Data	30.7599247	-98.21809232	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	S HILL ST
17874145	23559	2019	FOLLOWED TOO CLOSELY	9/7/2020	B - SUSPECTED MINOR INJURY	1833	281	30.75810623	-98.22872925	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
17863358	2679	2019	FAULTY EVASIVE ACTION;HAD BEEN DRINKING;UNSAFE SPEED	9/8/2020	A - SUSPECTED SERIOUS INJURY	1900	2657	30.89708039	-97.902939	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
17886099	No Data	No Data	BACKED WITHOUT SAFETY;DRIVER INATTENTION;OTHER (EXPLAIN IN NARRATIVE)	9/10/2020	N - NOT INJURED	1150	No Data	30.7573247	-98.22739232	OPPOSITE DIRECTION - ONE STRAIGHT-ONE BACKING	S MAIN ST
17865075	23559	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	9/11/2020	N - NOT INJURED	1217	281	30.75783609	-98.22866466	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
17865077	23559	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	9/11/2020	N - NOT INJURED	907	281	30.75817248	-98.22874765	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
17873219	14825	2019	NONE	9/16/2020	99 - UNKNOWN	1600	29	30.74456016	-98.05657287	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
17869484	2679	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION;WRONG SIDE - NOT PASSING	9/17/2020	B - SUSPECTED MINOR INJURY	2118	2657	30.91333031	-97.89634357	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
17877717	13907	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	9/23/2020	N - NOT INJURED	830	29	30.74736807	-98.06849732	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
17878738	16749	2019	CHANGED LANE WHEN UNSAFE;DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	9/23/2020	C - POSSIBLE INJURY	709	29	30.75079887	-98.17997194	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
17910039	20334	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION; FAILED TO CONTROL SPEED; FAILED TO DRIVE IN SINGLE LANE	9/26/2020	99 - UNKNOWN	341	29	30.75955275	-98.2213764	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17886095	17279	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;TURNED WHEN UNSAFE	9/27/2020	N - NOT INJURED	921	281	30.7589896	-98.22895453	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
17893453	1171	2019	UNSAFE SPEED	9/29/2020	B - SUSPECTED MINOR INJURY	1441	243	30.82088596	-97.93484357	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
17895361	16749	2019	CHANGED LANE WHEN UNSAFE; FAILED TO CONTROL SPEED; FOLLOWED TOO CLOSELY	9/30/2020	N - NOT INJURED	752	29	30.75077669	-98.17973434	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17895362	16749	2019	DRIVER INATTENTION;OTHER (EXPLAIN IN NARRATIVE)	9/30/2020	N - NOT INJURED	811	29	30.75110104	-98.18320953	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
17901613	623	2019	TURNED WHEN UNSAFE	10/2/2020	N - NOT INJURED	1619	963	30.88824272	-98.051595	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	RM0963
17920434	15649	2019	DRIVER INATTENTION;IMPROPER START FROM PARKED POSITION;TURNED IMPROPERLY - WIDE RIGHT;OTHER (EXPLAIN IN NARRATIVE)	10/6/2020	N - NOT INJURED	1753	29	30.74286709	-98.05353586	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
17909327	No Data	No Data	OVERSIZED VEHICLE OR LOAD; TURNED IMPROPERLY - WIDE RIGHT	10/13/2020	N - NOT INJURED	1625	No Data	30.7432147	-98.05583236	ONE MOTOR VEHICLE - TURNING RIGHT	GRANGE ST
17920327	No Data	No Data	UNSAFE SPEED;WRONG SIDE - NOT PASSING	10/19/2020	N - NOT INJURED	1752	No Data	30.77610308	-98.01644513	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 272
17938354	8114	2019	DISREGARD STOP SIGN OR LIGHT	10/23/2020	C - POSSIBLE INJURY	2114	183	30.88370514	-97.92166901	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
17968686	14975	2019	FAILED TO DRIVE IN SINGLE LANE	10/24/2020	99 - UNKNOWN	400	29	30.73229643	-98.02845259	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17978410	14975	2019	OTHER (EXPLAIN IN NARRATIVE)	10/24/2020	N - NOT INJURED	400	29	30.73229643	-98.02845259	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17970372	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	10/27/2020	B - SUSPECTED MINOR INJURY	1709	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
17938352	16749	2019	ANIMAL ON ROAD - WILD	10/29/2020	N - NOT INJURED	708	29	30.75064352	-98.17830752	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17947365	16749	2019	FAILED TO CONTROL SPEED;OTHER (EXPLAIN IN NARRATIVE)	10/30/2020	C - POSSIBLE INJURY	2107	29	30.74940284	-98.16394689	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17940580	No Data	No Data	UNSAFE SPEED	10/31/2020	N - NOT INJURED	1340	No Data	30.81026146	-98.10567596	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
17978444	17279	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION; FAILED TO CONTROL SPEED; FATIGUED OR ASLEEP; FOLLOWED TOO CLOSELY; HAD BEEN DRINKING	11/1/2020	B - SUSPECTED MINOR INJURY	1906	281	30.76076224	-98.22940335	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
17953645	13907	2019	DRIVER INATTENTION; FOLLOWED TOO CLOSELY	11/3/2020	N - NOT INJURED	740	29	30.74939646	-98.16001487	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17953887	14975	2019	ANIMAL ON ROAD - WILD;FAILED TO CONTROL SPEED;FOLLOWED TOO CLOSELY	11/6/2020	N - NOT INJURED	641	29	30.73796223	-98.04448865	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
17953925	14975	2019	ANIMAL ON ROAD - WILD	11/6/2020	N - NOT INJURED	641	29	30.73796223	-98.04448865	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
17966615	13907	2019	NONE	11/6/2020	99 - UNKNOWN	1446	29	30.74730458	-98.06743674	ANGLE - BOTH GOING STRAIGHT	SH0029
17968688	8114	2019	FATIGUED OR ASLEEP	11/7/2020	N - NOT INJURED	310	183	30.84020632	-97.90372937	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
17957769	17279	2019	FAILED TO CONTROL SPEED	11/9/2020	B - SUSPECTED MINOR INJURY	1601	281	30.76782608	-98.23119354	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
17966117	1022	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	11/12/2020	99 - UNKNOWN	1645	1174	30.74773246	-98.05013199	OTHER	RM1174
17978449	No Data	No Data	FAILED TO GIVE HALF OF ROADWAY;CELL/MOBILE DEVICE USE - TEXTING	11/17/2020	C - POSSIBLE INJURY	1627	No Data	30.75881271	-98.22671932	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	N PIERCE ST
17978451	No Data	No Data	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	11/17/2020	N - NOT INJURED	1230	No Data	30.7598347	-98.22473232	ANGLE - BOTH GOING STRAIGHT	E POST OAK ST
17991273	16749	2019	DISTRACTION IN VEHICLE;OTHER (EXPLAIN IN NARRATIVE)	11/17/2020	N - NOT INJURED	2109	29	30.7575925	-98.21096677	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
17968018	15649	2019	DISREGARD STOP AND GO SIGNAL	11/18/2020	N - NOT INJURED	819	29	30.74400177	-98.0553537	ANGLE - BOTH GOING STRAIGHT	SH0029
17975701	3712	2019	FAULTY EVASIVE ACTION	11/19/2020	N - NOT INJURED	819	183	30.88832511	-97.92935893	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0183
17978454	16749	2019	CHANGED LANE WHEN UNSAFE	11/19/2020	N - NOT INJURED	1425	29	30.75914346	-98.21435707	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
17978452	No Data	No Data	DISTRACTION IN VEHICLE;DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	11/21/2020	C - POSSIBLE INJURY	1753	No Data	30.7570647	-98.21376232	ANGLE - BOTH GOING STRAIGHT	COKE ST
17991270	20334	2019	DRIVER INATTENTION;OTHER (EXPLAIN IN NARRATIVE)	11/24/2020	N - NOT INJURED	1633	29	30.75854349	-98.22665206	ANGLE - BOTH GOING STRAIGHT	SH0029
17986600	787	2019	ANIMAL ON ROAD - WILD;FAILED TO CONTROL SPEED	11/25/2020	C - POSSIBLE INJURY	1930	963	30.85137147	-98.13510411	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	RM0963
17995893	No Data	No Data	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	11/27/2020	N - NOT INJURED	1840	No Data	30.7580047	-98.22423232	ANGLE - BOTH GOING STRAIGHT	S BOUNDARY ST
17998660	2679	2019	UNSAFE SPEED	11/29/2020	N - NOT INJURED	30	2657	30.89943166	-97.90157243	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18004226	13907	2019	FAULTY EVASIVE ACTION; WRONG SIDE - NOT PASSING	11/30/2020	A - SUSPECTED SERIOUS INJURY	1829	29	30.75163194	-98.1312264	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
18014826	20334	2019	DISREGARD STOP AND GO SIGNAL	12/1/2020	C - POSSIBLE INJURY	1200	29	30.75854181	-98.22666	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
17997584	1171	2019	OTHER (EXPLAIN IN NARRATIVE)	12/4/2020	N - NOT INJURED	922	243	30.81488666	-97.96515045	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18022659	14018	2019	FAILED TO CONTROL SPEED	12/4/2020	N - NOT INJURED	1801	29	30.72009527	-98.01206529	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18000609	4354	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	12/7/2020	N - NOT INJURED	1603	963	30.76797976	-98.23022499	ANGLE - BOTH GOING STRAIGHT	RM0963
18016620	2981	2019	FAILED TO CONTROL SPEED; UNDER INFLUENCE - ALCOHOL	12/7/2020	N - NOT INJURED	2012	2657	30.88989639	-97.92521667	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	FM2657
18008915	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	12/8/2020	C - POSSIBLE INJURY	1926	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18014830	No Data	No Data	BACKED WITHOUT SAFETY	12/8/2020	N - NOT INJURED	1520	No Data	30.75864002	-98.22554269	ONE MOTOR VEHICLE - TURNING RIGHT	S VANDERVEER ST
18019064	623	2019	UNSAFE SPEED	12/8/2020	N - NOT INJURED	1012	963	30.89972156	-98.04490757	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
18038253	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	12/8/2020	N - NOT INJURED	1559	29	30.75854349	-98.22665206	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18009171	16749	2019	DRIVER INATTENTION	12/11/2020	N - NOT INJURED	2137	29	30.75180269	-98.19072712	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18020274	2981	2019	DISREGARD STOP SIGN OR LIGHT; UNDER INFLUENCE - ALCOHOL	12/13/2020	B - SUSPECTED MINOR INJURY	629	2657	30.88989566	-97.92521908	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18015142	14825	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN;SPEEDING - (OVERLIMIT)	12/16/2020	C - POSSIBLE INJURY	1525	29	30.74522972	-98.0580368	ANGLE - BOTH GOING STRAIGHT	SH0029
18017704	13907	2019	FAILED TO CONTROL SPEED	12/16/2020	N - NOT INJURED	1753	29	30.74984668	-98.12093783	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18027348	23559	2019	TURNED IMPROPERLY - CUT CORNER ON LEFT	12/17/2020	N - NOT INJURED	1437	281	30.75810584	-98.22873077	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18038259	No Data	No Data	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE;OTHER (EXPLAIN IN NARRATIVE)	12/17/2020	B - SUSPECTED MINOR INJURY	1222	No Data	30.76527702	-98.2249611	ANGLE - ONE STRAIGHT-ONE LEFT TURN	N WOOD ST
18031001	8114	2019	DISABLED IN TRAFFIC LANE; PARKED IN TRAFFIC LANE	12/18/2020	A - SUSPECTED SERIOUS INJURY	517	183	30.8553267	-97.90943685	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0183
18027349	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	12/21/2020	N - NOT INJURED	925	281	30.75899087	-98.22895485	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
18038257	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED; FOLLOWED TOO CLOSELY	12/23/2020	N - NOT INJURED	1344	29	30.74939754	-98.16240701	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18033146	No Data	No Data	FATIGUED OR ASLEEP	12/25/2020	N - NOT INJURED	350	No Data	30.78034695	-98.1942541	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
18042039	2679	2019	FAILED TO DRIVE IN SINGLE LANE;HAD BEEN DRINKING;UNSAFE SPEED	1/1/2021	99 - UNKNOWN	100	2657	30.91443929	-97.89571801	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18049297	8114	2019	DISREGARD STOP SIGN OR LIGHT; FAILED TO CONTROL SPEED	1/3/2021	A - SUSPECTED SERIOUS INJURY	835	183	30.88370514	-97.92166901	ANGLE - BOTH GOING STRAIGHT	US0183
18049082	17279	2019	OTHER (EXPLAIN IN NARRATIVE)	1/4/2021	N - NOT INJURED	924	281	30.76006729	-98.22922739	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
18062148	17107	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	1/4/2021	N - NOT INJURED	1406	29	30.75786916	-98.23001998	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18053425	No Data	No Data	DISREGARD STOP SIGN OR LIGHT	1/9/2021	N - NOT INJURED	1221	No Data	30.7580047	-98.22423232	ANGLE - BOTH GOING STRAIGHT	E WASHINGTON ST
18062149	20334	2019	DRIVER INATTENTION;TURNED WHEN UNSAFE;OTHER (EXPLAIN IN NARRATIVE)	1/9/2021	N - NOT INJURED	1233	29	30.75897656	-98.22449267	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18057131	4354	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	1/12/2021	B - SUSPECTED MINOR INJURY	1550	963	30.7687874	-98.22569697	ANGLE - ONE STRAIGHT-ONE LEFT TURN	RM0963
18059343	14018	2019	DISTRACTION IN VEHICLE; FAILED TO CONTROL SPEED	1/13/2021	N - NOT INJURED	1648	29	30.72374209	-98.01667125	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18075417	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURN ON RED;TURNED IMPROPERLY - WIDE RIGHT	1/15/2021	N - NOT INJURED	925	29	30.75811307	-98.22869455	OPPOSITE DIRECTION - ONE RIGHT TURN-ONE LEFT TURN	SH0029
18094755	16749	2019	DRIVER INATTENTION	1/15/2021	N - NOT INJURED	1709	29	30.7591101	-98.21427025	ANGLE - ONE LEFT TURN-ONE STOPPED	SH0029
18074280	623	2019	ANIMAL ON ROAD - WILD	1/16/2021	N - NOT INJURED	2320	963	30.91329198	-98.03533002	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
18066223	No Data	No Data	FAILED TO CONTROL SPEED	1/19/2021	A - SUSPECTED SERIOUS INJURY	631	No Data	30.74924687	-98.16084264	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	COUNTY ROAD 333
18080973	14975	2019	CHANGED LANE WHEN UNSAFE	1/19/2021	N - NOT INJURED	1808	29	30.72577274	-98.01947251	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18082378	No Data	No Data	LOAD NOT SECURED	1/26/2021	N - NOT INJURED	1130	No Data	30.80891615	-98.02794847	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 272
18099146	15649	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION; FAILED TO PASS TO LEFT SAFELY	1/30/2021	N - NOT INJURED	1215	29	30.74400177	-98.0553537	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18096808	No Data	No Data	UNSAFE SPEED	2/6/2021	B - SUSPECTED MINOR INJURY	1032	No Data	30.74072919	-98.03329441	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 269
18109885	8114	2019	FAILED TO DRIVE IN SINGLE LANE;UNSAFE SPEED	2/11/2021	N - NOT INJURED	1549	183	30.86181092	-97.91216476	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18104792	3921	2019	OVERSIZED VEHICLE OR LOAD	2/12/2021	99 - UNKNOWN	950	243	30.74546302	-98.05446108	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18109213	No Data	No Data	UNSAFE SPEED	2/12/2021	N - NOT INJURED	1337	No Data	30.76022945	-98.08484126	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
18120433	23559	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE;OTHER (EXPLAIN IN NARRATIVE)	2/12/2021	N - NOT INJURED	1730	281	30.75783609	-98.22866466	ANGLE - BOTH GOING STRAIGHT	US0281
18106339	16749	2019	OTHER (EXPLAIN IN NARRATIVE)	2/13/2021	B - SUSPECTED MINOR INJURY	535	29	30.75306942	-98.20093416	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18110177	14975	2019	FAILED TO CONTROL SPEED	2/13/2021	C - POSSIBLE INJURY	1009	29	30.7397542	-98.04844084	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18129080	13907	2019	UNSAFE SPEED	2/13/2021	N - NOT INJURED	720	29	30.74642988	-98.10131846	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18146630	16749	2019	DRIVER INATTENTION	2/14/2021	N - NOT INJURED	1144	29	30.75571017	-98.20689065	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18120432	4354	2019	UNSAFE SPEED	2/15/2021	N - NOT INJURED	1623	963	30.76797976	-98.23022499	ONE MOTOR VEHICLE - TURNING RIGHT	RM0963
18116459	No Data	No Data	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION; WRONG SIDE - NOT PASSING	2/16/2021	N - NOT INJURED	1105	No Data	30.79951654	-98.21125407	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 112
18124487	16749	2019	DRIVER INATTENTION; FAILED TO DRIVE IN SINGLE LANE	2/22/2021	B - SUSPECTED MINOR INJURY	2325	29	30.75163994	-98.18898343	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18124489	20334	2019	DISREGARD STOP AND GO SIGNAL; IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	2/23/2021	N - NOT INJURED	1814	29	30.75854164	-98.22666084	ANGLE - BOTH GOING STRAIGHT	SH0029
18125875	20334	2019	DISREGARD STOP AND GO SIGNAL	2/23/2021	N - NOT INJURED	1447	29	30.75854328	-98.22665303	ANGLE - BOTH GOING STRAIGHT	SH0029
18130834	14975	2019	FAILED TO DRIVE IN SINGLE LANE; UNDER INFLUENCE - ALCOHOL; WRONG SIDE - NOT PASSING	2/27/2021	A - SUSPECTED SERIOUS INJURY	2245	29	30.73478646	-98.03649292	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18137468	16749	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	3/1/2021	N - NOT INJURED	711	29	30.75107646	-98.18294616	ANGLE - BOTH LEFT TURN	SH0029
18137465	20334	2019	DISREGARD STOP SIGN OR LIGHT;DRIVER INATTENTION;UNSAFE SPEED	3/2/2021	A - SUSPECTED SERIOUS INJURY	1903	29	30.75854349	-98.22665206	ANGLE - BOTH GOING STRAIGHT	SH0029
18132140	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	3/3/2021	N - NOT INJURED	1303	29	30.75831548	-98.22773253	OPPOSITE DIRECTION - BOTH LEFT TURNS	SH0029
18137943	20334	2019	DISREGARD STOP AND GO SIGNAL; DRIVER INATTENTION	3/5/2021	N - NOT INJURED	1938	29	30.75854317	-98.22665357	ANGLE - BOTH GOING STRAIGHT	SH0029
18137461	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	3/7/2021	N - NOT INJURED	1030	29	30.75877108	-98.22557357	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18146640	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	3/10/2021	N - NOT INJURED	1524	29	30.7524564	-98.19783328	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18169266	No Data	No Data	DRIVER INATTENTION	3/12/2021	N - NOT INJURED	1545	No Data	30.7650347	-98.21932232	ONE MOTOR VEHICLE - GOING STRAIGHT	N HILL ST
18154985	8114	2019	FAILED TO CONTROL SPEED	3/13/2021	N - NOT INJURED	1300	183	30.88331511	-97.92136181	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	US0183
18176142	23559	2019	FAILED TO DRIVE IN SINGLE LANE; ILL (EXPLAIN IN NARRATIVE)	3/18/2021	N - NOT INJURED	1410	281	30.75716671	-98.22850063	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	US0281
18169265	17279	2019	FAILED TO CONTROL SPEED	3/19/2021	N - NOT INJURED	1543	281	30.76102895	-98.22947088	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
18158776	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	3/20/2021	B - SUSPECTED MINOR INJURY	1333	183	30.88370514	-97.92166901	ANGLE - BOTH GOING STRAIGHT	US0183
18173526	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	3/24/2021	N - NOT INJURED	1650	29	30.75831528	-98.22773348	ANGLE - BOTH GOING STRAIGHT	SH0029
18182172	1717	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	3/24/2021	N - NOT INJURED	1629	963	30.77077483	-98.21964536	ANGLE - BOTH GOING STRAIGHT	RM0963
18170082	23559	2019	BACKED WITHOUT SAFETY; DRIVER INATTENTION	3/27/2021	N - NOT INJURED	1015	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE BACKING	US0281

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
18183235	1022	2019	ANIMAL ON ROAD - DOMESTIC	3/28/2021	C - POSSIBLE INJURY	2144	1174	30.75867879	-98.05470445	ONE MOTOR VEHICLE - GOING STRAIGHT	RM1174
18185007	1717	2019	UNDER INFLUENCE - ALCOHOL;CELL/MOBILE DEVICE USE - TEXTING	4/3/2021	C - POSSIBLE INJURY	103	963	30.83656461	-98.1842991	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
18193738	23559	2019	DRIVER INATTENTION	4/5/2021	N - NOT INJURED	1835	281	30.75783609	-98.22866466	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
18193739	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	4/5/2021	N - NOT INJURED	740	29	30.75896479	-98.224555	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18200519	14975	2019	TURNED WHEN UNSAFE	4/7/2021	B - SUSPECTED MINOR INJURY	1732	29	30.73484438	-98.03415235	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18193726	1171	2019	FAILED TO SIGNAL OR GAVE WRONG SIGNAL	4/9/2021	N - NOT INJURED	1600	243	30.82163514	-97.93245412	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	RM0243
18201776	14018	2019	FAULTY EVASIVE ACTION; WRONG SIDE - NOT PASSING	4/9/2021	N - NOT INJURED	1415	29	30.72139612	-98.01349818	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18227137	8114	2019	FAILED TO PASS TO LEFT SAFELY	4/9/2021	N - NOT INJURED	2255	183	30.86120746	-97.91190198	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0183
18212530	14018	2019	FAILED TO CONTROL SPEED	4/10/2021	N - NOT INJURED	1240	29	30.71371548	-98.00663409	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18216005	623	2019	FLEEING OR EVADING POLICE; UNDER INFLUENCE - DRUG	4/11/2021	B - SUSPECTED MINOR INJURY	2130	963	30.90212775	-98.0433532	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
18203092	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	4/12/2021	N - NOT INJURED	1002	29	30.75833234	-98.22765268	OPPOSITE DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
18203094	No Data	No Data	DISTRACTION IN VEHICLE; DRIVER INATTENTION	4/12/2021	N - NOT INJURED	1900	No Data	30.7623247	-98.22195232	ANGLE - ONE LEFT TURN-ONE STOPPED	N RHOMBERG ST
18215908	No Data	No Data	UNSAFE SPEED	4/14/2021	N - NOT INJURED	500	No Data	30.82296518	-98.04021837	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
18230994	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	4/15/2021	N - NOT INJURED	1005	29	30.75991945	-98.21809257	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18223137	3310	2019	OTHER (EXPLAIN IN NARRATIVE)	4/17/2021	N - NOT INJURED	2022	183	30.92448504	-97.98652748	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18223142	14018	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	4/18/2021	C - POSSIBLE INJURY	2125	29	30.72429853	-98.0174383	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18229563	3712	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	4/20/2021	B - SUSPECTED MINOR INJURY	2038	183	30.8886595	-97.93009461	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
18230993	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	4/23/2021	N - NOT INJURED	1230	29	30.75897665	-98.22449219	ANGLE - BOTH GOING STRAIGHT	SH0029
18236983	No Data	No Data	IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE);UNSAFE SPEED	4/25/2021	N - NOT INJURED	936	No Data	30.76907738	-98.20235683	ONE MOTOR VEHICLE - GOING STRAIGHT	FOX RUN
18238952	No Data	No Data	FLEEING OR EVADING POLICE;UNSAFE SPEED	4/25/2021	N - NOT INJURED	825	No Data	30.76249382	-98.15372953	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
18255439	No Data	No Data	FLEEING OR EVADING POLICE;UNSAFE SPEED	4/25/2021	N - NOT INJURED	936	No Data	30.7700704	-98.19969274	ONE MOTOR VEHICLE - GOING STRAIGHT	FOX RUN
18236940	15649	2019	DRIVER INATTENTION;FAILED TO HEED WARNING SIGN;FAILED TO STOP AT PROPER PLACE;FAULTY EVASIVE ACTION;OTHER (EXPLAIN IN NARRATIVE)	4/26/2021	N - NOT INJURED	1255	29	30.74400177	-98.0553537	OPPOSITE DIRECTION - ONE BACKING-ONE STOPPED	SH0029
18237152	No Data	No Data	DISREGARD STOP SIGN OR LIGHT; DRIVER INATTENTION	4/29/2021	N - NOT INJURED	1050	No Data	30.7623247	-98.22195232	ANGLE - BOTH GOING STRAIGHT	E JOHNSON ST
18231617	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	4/30/2021	N - NOT INJURED	1904	29	30.75897609	-98.22449514	ANGLE - BOTH GOING STRAIGHT	SH0029
18234833	8114	2019	ANIMAL ON ROAD - WILD	5/2/2021	C - POSSIBLE INJURY	2108	183	30.88380943	-97.92176819	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18236872	1171	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED	5/4/2021	N - NOT INJURED	720	243	30.8293659	-97.92855396	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18248165	No Data	No Data	FAILED TO GIVE HALF OF ROADWAY	5/5/2021	N - NOT INJURED	2000	No Data	30.77353823	-98.02468114	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	COUNTY ROAD 272
18249333	20334	2019	OTHER (EXPLAIN IN NARRATIVE)	5/7/2021	N - NOT INJURED	1545	29	30.75816818	-98.22843116	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18249342	16749	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;TURNED WHEN UNSAFE;OTHER (EXPLAIN IN NARRATIVE)	5/8/2021	N - NOT INJURED	1120	29	30.75610088	-98.20773671	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18260081	13907	2019	DISTRACTION IN VEHICLE; FAILED TO CONTROL SPEED; FAULTY EVASIVE ACTION	5/13/2021	N - NOT INJURED	1730	29	30.7515069	-98.13931797	ANGLE - BOTH GOING STRAIGHT	SH0029
18282633	20334	2019	FAILED TO CONTROL SPEED	5/15/2021	N - NOT INJURED	1147	29	30.75957864	-98.22123303	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18282638	23559	2019	DRIVER INATTENTION; IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	5/15/2021	N - NOT INJURED	1450	281	30.75810623	-98.22872925	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	US0281
18282630	No Data	No Data	DRIVER INATTENTION; FOLLOWED TOO CLOSELY	5/18/2021	N - NOT INJURED	1315	No Data	30.75903916	-98.2210957	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	S RHOMBERG ST
18282625	16749	2019	FAILED TO PASS TO LEFT SAFELY	5/23/2021	N - NOT INJURED	1100	29	30.75321042	-98.20133845	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18274699	No Data	No Data	FAILED TO STOP FOR TRAIN; UNDER INFLUENCE - ALCOHOL; UNDER INFLUENCE - DRUG	5/24/2021	B - SUSPECTED MINOR INJURY	1310	No Data	30.73626582	-98.03422264	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 269
18276898	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	5/24/2021	N - NOT INJURED	831	183	30.88202833	-97.92068529	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18305680	17279	2019	DRIVER INATTENTION	5/26/2021	N - NOT INJURED	1500	281	30.76782608	-98.23119354	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18293249	16749	2019	OTHER (EXPLAIN IN NARRATIVE)	5/27/2021	N - NOT INJURED	1644	29	30.75991945	-98.21809257	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18290545	No Data	No Data	ANIMAL ON ROAD - DOMESTIC	5/28/2021	N - NOT INJURED	2140	No Data	30.84308406	-97.98295631	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 210
18290559	14975	2019	IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE); WRONG SIDE - NOT PASSING	5/28/2021	N - NOT INJURED	1830	29	30.73313123	-98.02960091	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
18313451	8114	2019	FAILED TO DRIVE IN SINGLE LANE	6/1/2021	C - POSSIBLE INJURY	2200	183	30.88449925	-97.92256758	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18327182	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	6/3/2021	N - NOT INJURED	1116	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18327177	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/4/2021	N - NOT INJURED	1805	29	30.75877148	-98.22557166	ANGLE - BOTH GOING STRAIGHT	SH0029
18305703	23559	2019	TURNED WHEN UNSAFE	6/7/2021	N - NOT INJURED	1450	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18301821	2981	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/10/2021	C - POSSIBLE INJURY	611	2657	30.88989639	-97.92521667	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	FM2657
18338162	23559	2019	DRIVER INATTENTION; FOLLOWED TOO CLOSELY	6/10/2021	N - NOT INJURED	1714	281	30.75810623	-98.22872925	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
18322185	14975	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	6/11/2021	N - NOT INJURED	1353	29	30.7268436	-98.02095016	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18328082	2679	2019	NONE	6/13/2021	99 - UNKNOWN	658	2657	30.89804824	-97.90212003	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18314721	14825	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/16/2021	C - POSSIBLE INJURY	1602	29	30.7443781	-98.05617538	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
18327179	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	6/16/2021	N - NOT INJURED	1146	281	30.76583192	-98.23068694	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18323882	14975	2019	FAILED TO CONTROL SPEED; FAULTY EVASIVE ACTION	6/17/2021	B - SUSPECTED MINOR INJURY	1018	29	30.73484438	-98.03415235	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18324969	3310	2019	FAILED TO DRIVE IN SINGLE LANE;FAULTY EVASIVE ACTION;UNSAFE SPEED	6/17/2021	C - POSSIBLE INJURY	902	183	30.9287773	-98.00356719	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18325376	14018	2019	FAILED TO CONTROL SPEED; FAULTY EVASIVE ACTION	6/21/2021	N - NOT INJURED	1747	29	30.72374209	-98.01667125	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18361525	14975	2019	FAILED TO CONTROL SPEED; IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	6/24/2021	N - NOT INJURED	724	29	30.73977981	-98.04849731	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18338166	No Data	No Data	FAULTY EVASIVE ACTION; TURNED WHEN UNSAFE	6/25/2021	B - SUSPECTED MINOR INJURY	955	No Data	30.75903759	-98.21425617	ONE MOTOR VEHICLE - TURNING LEFT	COKE ST
18365445	1022	2019	DRIVER INATTENTION; WRONG SIDE - NOT PASSING	6/27/2021	N - NOT INJURED	1644	1174	30.775744	-98.06199017	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	RM1174
18359723	15649	2019	FAILED TO CONTROL SPEED	7/3/2021	N - NOT INJURED	1845	29	30.74387336	-98.05507252	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18401530	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	7/5/2021	N - NOT INJURED	1659	29	30.75810827	-98.22871751	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18360159	16749	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	7/6/2021	N - NOT INJURED	637	29	30.7509191	-98.18126017	ANGLE - BOTH GOING STRAIGHT	SH0029
18366362	2981	2019	FAILED TO SIGNAL OR GAVE WRONG SIGNAL;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	7/9/2021	B - SUSPECTED MINOR INJURY	1918	2657	30.88989639	-97.92521667	ANGLE - ONE STRAIGHT-ONE LEFT TURN	FM2657
18401534	16749	2019	NONE	7/10/2021	B - SUSPECTED MINOR INJURY	2144	29	30.75193986	-98.19223373	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18369865	17279	2019	DRIVER INATTENTION	7/12/2021	N - NOT INJURED	1020	281	30.75893225	-98.22894001	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
18402415	14975	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	7/14/2021	N - NOT INJURED	1411	29	30.74063706	-98.05035759	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18401532	No Data	No Data	BACKED WITHOUT SAFETY	7/23/2021	N - NOT INJURED	1214	No Data	30.7633247	-98.21668232	ONE MOTOR VEHICLE - BACKING	JULIE ST
18419333	17279	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)	7/30/2021	N - NOT INJURED	1808	281	30.75948831	-98.2290808	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18406447	16749	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	8/4/2021	N - NOT INJURED	1456	29	30.7505282	-98.17707189	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18410821	15649	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;OTHER (EXPLAIN IN NARRATIVE)	8/5/2021	N - NOT INJURED	735	29	30.74306233	-98.05377781	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18418065	16749	2019	FAILED TO DRIVE IN SINGLE LANE	8/12/2021	N - NOT INJURED	1647	29	30.75033285	-98.17497883	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18419537	1022	2019	WRONG SIDE - NOT PASSING	8/12/2021	A - SUSPECTED SERIOUS INJURY	2228	1174	30.80165243	-98.06665764	ONE MOTOR VEHICLE - GOING STRAIGHT	RM1174
18427341	8114	2019	PASSED IN NO PASSING LANE	8/15/2021	N - NOT INJURED	1852	183	30.88078096	-97.92015232	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0183
18451799	20334	2019	IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE);PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	8/16/2021	A - SUSPECTED SERIOUS INJURY	430	29	30.75831548	-98.22773253	ONE MOTOR VEHICLE - TURNING LEFT	SH0029
18451801	16749	2019	DRIVER INATTENTION	8/18/2021	N - NOT INJURED	1641	29	30.7591101	-98.21427025	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18451802	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE;OTHER (EXPLAIN IN NARRATIVE)	8/20/2021	N - NOT INJURED	1431	29	30.75834818	-98.22757761	ANGLE - BOTH GOING STRAIGHT	SH0029
18467384	20334	2019	DISTRACTION IN VEHICLE;OTHER (EXPLAIN IN NARRATIVE)	8/27/2021	B - SUSPECTED MINOR INJURY	1605	29	30.75854353	-98.22665187	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18478985	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN;FAULTY EVASIVE ACTION	9/3/2021	K - FATAL INJURY	1808	183	30.84012113	-97.90369401	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	US0183
18458993	20334	2019	CHANGED LANE WHEN UNSAFE	9/4/2021	N - NOT INJURED	1129	29	30.75898638	-98.22444068	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18463010	14018	2019	FAILED TO CONTROL SPEED	9/4/2021	N - NOT INJURED	1153	29	30.71324888	-98.00624216	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18466211	No Data	No Data	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	9/8/2021	N - NOT INJURED	2103	No Data	30.81618217	-98.12871399	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200A
18498181	13907	2019	FAULTY EVASIVE ACTION	9/12/2021	B - SUSPECTED MINOR INJURY	1215	29	30.74941161	-98.14826879	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18483836	No Data	No Data	FAULTY EVASIVE ACTION	9/13/2021	N - NOT INJURED	1606	No Data	30.78698937	-98.02085384	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 272

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
18495149	1721	2019	FATIGUED OR ASLEEP; UNSAFE SPEED	9/16/2021	C - POSSIBLE INJURY	1445	243	30.79529481	-97.96538897	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18483696	17107	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	9/17/2021	N - NOT INJURED	739	29	30.75806986	-98.22892886	ANGLE - BOTH GOING STRAIGHT	SH0029
18483787	8114	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	9/17/2021	B - SUSPECTED MINOR INJURY	801	183	30.88332412	-97.92136877	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0183
18508247	17279	2019	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURN ON RED	9/20/2021	C - POSSIBLE INJURY	443	281	30.76782608	-98.23119354	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
18508280	No Data	No Data	BACKED WITHOUT SAFETY; DRIVER INATTENTION	9/20/2021	B - SUSPECTED MINOR INJURY	1624	No Data	30.76689472	-98.21983233	ANGLE - ONE STRAIGHT-ONE BACKING	N HILL ST
18510289	13907	2019	FAULTY EVASIVE ACTION; FOLLOWED TOO CLOSELY	9/23/2021	N - NOT INJURED	1704	29	30.74620191	-98.09838401	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18494913	16749	2019	NONE	9/24/2021	A - SUSPECTED SERIOUS INJURY	1644	29	30.75225016	-98.19564307	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18508477	13907	2019	FAULTY EVASIVE ACTION	9/29/2021	N - NOT INJURED	1355	29	30.74657405	-98.10213905	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18523261	3098	2019	DRIVER INATTENTION; OTHER (EXPLAIN IN NARRATIVE)	9/29/2021	N - NOT INJURED	1638	243	30.75049591	-98.04756349	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18502986	1171	2019	FAULTY EVASIVE ACTION; UNSAFE SPEED	9/30/2021	C - POSSIBLE INJURY	755	243	30.82186152	-97.93168737	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18510296	No Data	No Data	UNSAFE SPEED	9/30/2021	N - NOT INJURED	2035	No Data	30.74535573	-97.98979739	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 274
18517387	No Data	No Data	DRIVER INATTENTION; FAILED TO CONTROL SPEED	9/30/2021	N - NOT INJURED	2016	No Data	30.76355011	-98.2189808	ONE MOTOR VEHICLE - GOING STRAIGHT	N HILL ST
18537033	13907	2019	FAULTY EVASIVE ACTION; UNSAFE SPEED	9/30/2021	C - POSSIBLE INJURY	2224	29	30.74941451	-98.15210587	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18526922	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN; CELL/MOBILE DEVICE USE - OTHER	10/2/2021	N - NOT INJURED	2304	183	30.88370514	-97.92166901	ANGLE - BOTH GOING STRAIGHT	US0183
18549842	20334	2019	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN	10/2/2021	B - SUSPECTED MINOR INJURY	1242	29	30.75854349	-98.22665207	ONE MOTOR VEHICLE - TURNING LEFT	SH0029
18510122	13907	2019	FAILED TO CONTROL SPEED	10/4/2021	N - NOT INJURED	750	29	30.74939464	-98.16081229	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18517382	20334	2019	NONE	10/5/2021	N - NOT INJURED	553	29	30.75828744	-98.22786545	ANGLE - BOTH GOING STRAIGHT	SH0029
18551251	No Data	No Data	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	10/5/2021	N - NOT INJURED	1432	No Data	30.7499047	-98.06847236	ANGLE - ONE STRAIGHT-ONE LEFT TURN	COUNTY ROAD 252
18517394	No Data	No Data	DISREGARD STOP SIGN OR LIGHT; UNSAFE SPEED	10/6/2021	K - FATAL INJURY	1829	No Data	30.7683047	-98.21912232	ONE MOTOR VEHICLE - GOING STRAIGHT	LEWIS DR
18527321	13907	2019	FAULTY EVASIVE ACTION; SPEEDING - (OVERLIMIT)	10/11/2021	C - POSSIBLE INJURY	1654	29	30.74983583	-98.1208753	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18540953	14018	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE; FAULTY EVASIVE ACTION	10/12/2021	N - NOT INJURED	1547	29	30.72385112	-98.01682093	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18536346	8114	2019	FAILED TO DRIVE IN SINGLE LANE	10/13/2021	N - NOT INJURED	1314	183	30.86247964	-97.91245941	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	US0183
18553363	14018	2019	FAILED TO CONTROL SPEED	10/13/2021	N - NOT INJURED	2057	29	30.72409708	-98.01716033	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18588298	20334	2019	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	10/17/2021	N - NOT INJURED	1722	29	30.75962858	-98.22095647	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18553540	13907	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	10/18/2021	B - SUSPECTED MINOR INJURY	634	29	30.75113193	-98.14040579	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18549200	1171	2019	UNSAFE SPEED	10/20/2021	A - SUSPECTED SERIOUS INJURY	2303	243	30.81921042	-97.95116861	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18551013	3310	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	10/20/2021	B - SUSPECTED MINOR INJURY	2014	183	30.93431282	-98.01446533	ANGLE - BOTH GOING STRAIGHT	US0183
18556654	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	10/20/2021	N - NOT INJURED	1404	29	30.75897653	-98.22449283	ANGLE - BOTH GOING STRAIGHT	SH0029
18589171	13907	2019	DRIVER INATTENTION; FAILED TO DRIVE IN SINGLE LANE	10/24/2021	N - NOT INJURED	910	29	30.7464025	-98.10116263	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18550031	15649	2019	OTHER (EXPLAIN IN NARRATIVE)	10/25/2021	N - NOT INJURED	1305	29	30.7435875	-98.05449171	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18578835	13907	2019	LOAD NOT SECURED	10/26/2021	N - NOT INJURED	1509	29	30.74941234	-98.14906028	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
18565819	1717	2019	ANIMAL ON ROAD - WILD	10/28/2021	N - NOT INJURED	1312	963	30.84147487	-98.1784079	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
18582299	13907	2019	NONE	10/28/2021	N - NOT INJURED	1632	29	30.74729449	-98.10623963	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
18570382	3310	2019	UNDER INFLUENCE - ALCOHOL	10/29/2021	C - POSSIBLE INJURY	2105	183	30.89214675	-97.95772226	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18570287	13907	2019	CHANGED LANE WHEN UNSAFE	10/30/2021	N - NOT INJURED	933	29	30.74526271	-98.05810652	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18564502	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	11/1/2021	N - NOT INJURED	908	29	30.75831549	-98.22773249	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18571524	15649	2019	NONE	11/4/2021	99 - UNKNOWN	1548	29	30.7440045	-98.05535969	OTHER	SH0029
18579173	14825	2019	FAILED TO CONTROL SPEED	11/6/2021	N - NOT INJURED	1246	29	30.74516581	-98.05789521	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18582385	14975	2019	FAILED TO CONTROL SPEED	11/8/2021	N - NOT INJURED	731	29	30.7394178	-98.047699	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18592636	2679	2019	UNSAFE SPEED	11/8/2021	N - NOT INJURED	647	2657	30.91613388	-97.89575301	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18596456	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN; UNDER INFLUENCE - DRUG	11/9/2021	A - SUSPECTED SERIOUS INJURY	2009	183	30.88370514	-97.92166901	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
18588633	17279	2019	FAILED TO CONTROL SPEED	11/12/2021	N - NOT INJURED	1620	281	30.76000791	-98.22921236	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	US0281
18604406	15649	2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION	11/12/2021	N - NOT INJURED	1314	29	30.7431621	-98.05390145	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18589172	14975	2019	ANIMAL ON ROAD - WILD	11/14/2021	N - NOT INJURED	2035	29	30.73474745	-98.03278937	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18590074	2679	2019	FATIGUED OR ASLEEP; UNSAFE SPEED	11/15/2021	B - SUSPECTED MINOR INJURY	525	2657	30.89711207	-97.90289763	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18599452	14825	2019	DRIVER INATTENTION	11/17/2021	N - NOT INJURED	2300	29	30.7447513	-98.0569902	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18614021	4354	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/17/2021	B - SUSPECTED MINOR INJURY	736	963	30.76797976	-98.23022499	ANGLE - BOTH GOING STRAIGHT	RM0963
18602244	8114	2019	FAILED TO CONTROL SPEED; FAULTY EVASIVE ACTION	11/19/2021	N - NOT INJURED	1355	183	30.86045899	-97.91158823	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0183
18614029	23559	2019	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/20/2021	C - POSSIBLE INJURY	1707	281	30.75717057	-98.22850157	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
18632839	17279	2019	DRIVER INATTENTION; FOLLOWED TOO CLOSELY	11/20/2021	N - NOT INJURED	1838	281	30.76670929	-98.23090908	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
18617160	2679	2019	PASSED IN NO PASSING LANE	11/21/2021	N - NOT INJURED	920	2657	30.91268948	-97.89708362	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	FM2657
18611941	No Data	No Data	ILL (EXPLAIN IN NARRATIVE)	11/22/2021	N - NOT INJURED	1436	No Data	30.81022507	-98.10580696	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
18614056	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	11/22/2021	B - SUSPECTED MINOR INJURY	916	29	30.75831228	-98.22774773	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18614062	17107	2019	CHANGED LANE WHEN UNSAFE	11/23/2021	N - NOT INJURED	823	29	30.757898	-98.22986479	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18611938	14018	2019	FAILED TO CONTROL SPEED	11/24/2021	B - SUSPECTED MINOR INJURY	810	29	30.72163188	-98.01379068	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18618080	1721	2019	IMPROPER START FROM PARKED POSITION	11/24/2021	N - NOT INJURED	1555	243	30.76764558	-98.01856669	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	RM0243
18614067	23559	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	11/28/2021	N - NOT INJURED	646	281	30.75810623	-98.22872925	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
18632830	No Data	No Data	BACKED WITHOUT SAFETY	12/1/2021	N - NOT INJURED	1439	No Data	30.76730126	-98.21696502	OPPOSITE DIRECTION - ONE BACKING-ONE STOPPED	N APPLEWOOD DR
18624795	14825	2019	CHANGED LANE WHEN UNSAFE	12/3/2021	N - NOT INJURED	845	29	30.74522416	-98.05802261	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18627662	2679	2019	UNSAFE SPEED	12/3/2021	B - SUSPECTED MINOR INJURY	521	2657	30.90987987	-97.89986527	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18632832	23559	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	12/3/2021	N - NOT INJURED	1442	281	30.75823958	-98.22876464	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	US0281
18648859	17107	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	12/5/2021	N - NOT INJURED	1643	29	30.75808674	-98.22883499	ANGLE - BOTH GOING STRAIGHT	SH0029
18651198	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	12/7/2021	N - NOT INJURED	1134	281	30.75815906	-98.22874425	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
18645662	1717	2019	ANIMAL ON ROAD - WILD; FAULTY EVASIVE ACTION	12/8/2021	C - POSSIBLE INJURY	2241	963	30.84453315	-98.17485994	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
18644944	15649	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; FAULTY EVASIVE ACTION	12/11/2021	N - NOT INJURED	1315	29	30.74306155	-98.05377684	ANGLE - ONE STRAIGHT-ONE STOPPED	SH0029
18646358	No Data	No Data	ANIMAL ON ROAD - WILD	12/12/2021	N - NOT INJURED	1801	No Data	30.77626501	-98.20932422	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
18641957	13907	2019	FAULTY EVASIVE ACTION	12/13/2021	N - NOT INJURED	1040	29	30.75179465	-98.13216408	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
18655965	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	12/13/2021	N - NOT INJURED	1853	29	30.75957864	-98.22123303	OPPOSITE DIRECTION - ONE RIGHT TURN-ONE LEFT TURN	SH0029
18646343	1171	2019	FAULTY EVASIVE ACTION; UNSAFE SPEED	12/14/2021	N - NOT INJURED	715	243	30.82394093	-97.92700792	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18657475	623	2019	FATIGUED OR ASLEEP	12/20/2021	N - NOT INJURED	2149	963	30.863288	-98.06322986	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
18658776	23559	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; TURNED WHEN UNSAFE	12/20/2021	C - POSSIBLE INJURY	1104	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18664355	17279	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	12/21/2021	N - NOT INJURED	1031	281	30.75998484	-98.22920652	ANGLE - BOTH GOING STRAIGHT	US0281
18677159	No Data	No Data	DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - STOP SIGN	12/24/2021	N - NOT INJURED	1721	No Data	30.7583947	-98.22208232	ANGLE - BOTH GOING STRAIGHT	S SILVER ST
18665966	No Data	No Data	DRIVER INATTENTION; PEDESTRIAN FAILED TO YIELD RIGHT OF WAY TO VEHICLE	12/26/2021	N - NOT INJURED	1920	No Data	30.74369885	-98.05695672	ONE MOTOR VEHICLE - BACKING	W VAUGHAN ST
18729857	17279	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; OTHER (EXPLAIN IN NARRATIVE)	12/26/2021	N - NOT INJURED	1843	281	30.76000964	-98.2292128	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18677397	16749	2019	FAILED TO DRIVE IN SINGLE LANE; WRONG SIDE - NOT PASSING	12/27/2021	A - SUSPECTED SERIOUS INJURY	1935	29	30.759813	-98.21679869	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
18677124	14825	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	1/1/2022	N - NOT INJURED	1619	29	30.74480712	-98.05711207	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18687782	No Data	No Data	UNSAFE SPEED	1/1/2022	N - NOT INJURED	5	No Data	30.77561705	-98.01728851	ONE MOTOR VEHICLE - GOING STRAIGHT	UNKNOWN
18695428	16749	2019	OTHER (EXPLAIN IN NARRATIVE)	1/2/2022	N - NOT INJURED	1530	29	30.75123628	-98.18465852	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18686044	23559	2019	FLEEING OR EVADING POLICE	1/3/2022	C - POSSIBLE INJURY	1222	281	30.75810623	-98.22872925	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name		
18684521		20334		2019	DISREGARD STOP SIGN OR LIGHT	1/4/2022	N - NOT INJURED	1048	29	30.75897656	-98.22449267	ANGLE - BOTH GOING STRAIGHT	SH0029
18683219		8114		2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	1/6/2022	N - NOT INJURED	700	183	30.88483272	-97.92307027	ANGLE - BOTH GOING STRAIGHT	US0183
18696796		20334		2019	DISREGARD STOP AND GO SIGNAL;FAILED TO YIELD RIGHT OF WAY - EMERGENCY VEHICLE	1/6/2022	C - POSSIBLE INJURY	1620	29	30.75854349	-98.22665206	ANGLE - BOTH GOING STRAIGHT	SH0029
18685857		23559		2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	1/7/2022	N - NOT INJURED	1459	281	30.75716752	-98.22850082	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
18700149		1022		2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION	1/9/2022	N - NOT INJURED	1216	1174	30.80556997	-98.06704568	ONE MOTOR VEHICLE - GOING STRAIGHT	RM1174
18713556		14975		2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	1/16/2022	N - NOT INJURED	1051	29	30.74012795	-98.04926494	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18713545		15649		2019	FAILED TO CONTROL SPEED	1/19/2022	N - NOT INJURED	743	29	30.74221331	-98.05272566	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18721614		1721		2019	DRIVER INATTENTION; FAULTY EVASIVE ACTION; WRONG SIDE - NOT PASSING	1/20/2022	C - POSSIBLE INJURY	0	243	30.79465068	-97.967061	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18734500		14975		2019	OTHER (EXPLAIN IN NARRATIVE)	1/22/2022	N - NOT INJURED	1315	29	30.74114418	-98.05129242	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
18736169		13907		2019	FAILED TO CONTROL SPEED	1/26/2022	B - SUSPECTED MINOR INJURY	1537	29	30.74941058	-98.15382422	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18729859		17279		2019	CHANGED LANE WHEN UNSAFE;DRIVER INATTENTION;OTHER (EXPLAIN IN NARRATIVE)	1/27/2022	N - NOT INJURED	1929	281	30.76106273	-98.22947943	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
18723528		1171		2019	FAILED TO DRIVE IN SINGLE LANE	1/29/2022	A - SUSPECTED SERIOUS INJURY	1631	243	30.79641099	-97.96350518	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18759184		2679		2019	DISTRACTION IN VEHICLE;FAULTY EVASIVE ACTION;UNSAFE SPEED	1/30/2022	N - NOT INJURED	1442	2657	30.8974545	-97.90254541	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18732408	No Data	No Data			UNSAFE SPEED	1/31/2022	N - NOT INJURED	1909	No Data	30.74609537	-98.04009518	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 269
18747380		16749		2019	CHANGED LANE WHEN UNSAFE;UNSAFE SPEED	1/31/2022	N - NOT INJURED	727	29	30.75050296	-98.17680153	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18732409		1171		2019	FAILED TO DRIVE IN SINGLE LANE	2/1/2022	N - NOT INJURED	1623	243	30.79632389	-97.96355574	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18734653	No Data	No Data			UNSAFE SPEED	2/1/2022	99 - UNKNOWN	2332	No Data	30.7235047	-98.00912237	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 264
18745933		623		2019	UNSAFE SPEED	2/7/2022	N - NOT INJURED	1800	963	30.86121022	-98.08885936	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
18742982		20334		2019	DRIVER INATTENTION	2/8/2022	N - NOT INJURED	743	29	30.75957864	-98.22123303	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18755832		14975		2019	FAILED TO CONTROL SPEED; FAULTY EVASIVE ACTION; FOLLOWED TOO CLOSELY	2/8/2022	B - SUSPECTED MINOR INJURY	1126	29	30.72721064	-98.02145663	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18755317		20334		2019	TURNED IMPROPERLY - WIDE RIGHT	2/13/2022	N - NOT INJURED	1301	29	30.75957864	-98.22123303	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
18755316		20334		2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	2/14/2022	N - NOT INJURED	1356	29	30.75917492	-98.22344236	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18757264		3712		2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	2/14/2022	K - FATAL INJURY	1917	183	30.88671655	-97.92638694	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
18759136		422		2019	NONE	2/14/2022	N - NOT INJURED	1326	1174	30.84657195	-98.09995461	ONE MOTOR VEHICLE - GOING STRAIGHT	RM1174
18752794		623		2019	LOAD NOT SECURED	2/15/2022	N - NOT INJURED	1753	963	30.86482615	-98.05836165	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	RM0963
18755315	No Data	No Data			TURNED IMPROPERLY - WIDE RIGHT;OTHER (EXPLAIN IN NARRATIVE)	2/15/2022	N - NOT INJURED	1340	No Data	30.7660147	-98.22974232	ONE MOTOR VEHICLE - TURNING RIGHT	N MAIN ST
18759579		20334		2019	DRIVER INATTENTION	2/16/2022	N - NOT INJURED	655	29	30.75937615	-98.22235439	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
18760491		8114		2019	UNSAFE SPEED	2/18/2022	C - POSSIBLE INJURY	2234	183	30.857751	-97.91045309	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18804404		23559		2019	FAILED TO YIELD RIGHT OF WAY - TURN ON RED	2/19/2022	A - SUSPECTED SERIOUS INJURY	1804	281	30.75810623	-98.22872925	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	US0281
18759190	No Data	No Data			FAULTY EVASIVE ACTION;UNSAFE SPEED	2/20/2022	N - NOT INJURED	915	No Data	30.76607158	-98.01334283	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 274
18761800		20334		2019	BACKED WITHOUT SAFETY; DRIVER INATTENTION	2/21/2022	N - NOT INJURED	857	29	30.75957864	-98.22123303	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18784037		23559		2019	TURNED IMPROPERLY - WIDE RIGHT	2/25/2022	N - NOT INJURED	1850	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE RIGHT TURN-ONE LEFT TURN	US0281
18769366		13907		2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION; FAILED TO CONTROL SPEED	2/26/2022	C - POSSIBLE INJURY	2317	29	30.74617989	-98.09862267	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18771155		1171		2019	FATIGUED OR ASLEEP	2/26/2022	N - NOT INJURED	334	243	30.79813114	-97.9637167	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18771190	No Data	No Data			UNSAFE SPEED	2/26/2022	N - NOT INJURED	2211	No Data	30.81771937	-98.05564479	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 200
18772827		3310		2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	2/26/2022	N - NOT INJURED	1847	183	30.93431282	-98.01446533	ANGLE - BOTH GOING STRAIGHT	US0183
18789476		13907		2019	DRIVER INATTENTION; FAILED TO DRIVE IN SINGLE LANE; HAD BEEN DRINKING; WRONG SIDE - NOT PASSING	2/26/2022	K - FATAL INJURY	1413	29	30.74812199	-98.09009267	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
18773336		3098		2019	FAILED TO CONTROL SPEED; FAULTY EVASIVE ACTION	2/27/2022	N - NOT INJURED	1558	243	30.76197638	-98.02842003	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	RM0243
18787703		15649		2019	CHANGED LANE WHEN UNSAFE	2/28/2022	N - NOT INJURED	1146	29	30.74289355	-98.05356864	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18787402		16749		2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	3/2/2022	N - NOT INJURED	737	29	30.75674946	-98.20914119	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
18808169		17279		2019	FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN	3/5/2022	B - SUSPECTED MINOR INJURY	1442	281	30.7634776	-98.23009085	ONE MOTOR VEHICLE - GOING STRAIGHT	US0281
18804395		17279		2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	3/7/2022	N - NOT INJURED	1536	281	30.76184825	-98.22967831	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
18804397		17279		2019	FAILED TO CONTROL SPEED	3/11/2022	N - NOT INJURED	1551	281	30.75995598	-98.22919921	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
18806245		8114		2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	3/12/2022	C - POSSIBLE INJURY	2025	183	30.88370514	-97.92166901	ANGLE - BOTH GOING STRAIGHT	US0183
18806396		2679		2019	FAILED TO CONTROL SPEED	3/12/2022	N - NOT INJURED	1011	2657	30.89541318	-97.90747768	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	FM2657
18841529		23559		2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	3/12/2022	N - NOT INJURED	1857	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
18813379		13907		2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	3/23/2022	C - POSSIBLE INJURY	1740	29	30.74731099	-98.06754378	ANGLE - BOTH GOING STRAIGHT	SH0029
18813573		15649		2019	DRIVER INATTENTION	3/23/2022	A - SUSPECTED SERIOUS INJURY	1758	29	30.74400177	-98.0553537	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18820211		8114		2019	DRIVER INATTENTION; FAILED TO DRIVE IN SINGLE LANE	3/24/2022	C - POSSIBLE INJURY	1635	183	30.85122806	-97.90771876	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18843872		23559		2019	FAILED TO DRIVE IN SINGLE LANE;TURNED IMPROPERLY - WRONG LANE;OTHER (EXPLAIN IN NARRATIVE)	3/28/2022	N - NOT INJURED	2009	281	30.75810623	-98.22872925	ONE MOTOR VEHICLE - TURNING RIGHT	US0281
18828708		14975		2019	DISTRACTION IN VEHICLE; DRIVER INATTENTION	4/1/2022	N - NOT INJURED	1609	29	30.74114418	-98.05129242	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18843861		20334		2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	4/1/2022	N - NOT INJURED	1300	29	30.75831549	-98.22773249	ANGLE - BOTH GOING STRAIGHT	SH0029
18843874		17107		2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	4/5/2022	N - NOT INJURED	1659	29	30.75795598	-98.22955277	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
18861186		3921		2019	BACKED WITHOUT SAFETY	4/8/2022	N - NOT INJURED	1255	243	30.74403264	-98.05534326	OPPOSITE DIRECTION - ONE STRAIGHT-ONE BACKING	RM0243
18853063	No Data	No Data			BACKED WITHOUT SAFETY	4/9/2022	N - NOT INJURED	1131	No Data	30.75768554	-98.22081897	ONE MOTOR VEHICLE - TURNING RIGHT	E JACKSON ST
18874446		8114		2019	HAD BEEN DRINKING;UNSAFE SPEED	4/10/2022	A - SUSPECTED SERIOUS INJURY	531	183	30.88471757	-97.92288079	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18858070		14825		2019	DRIVER INATTENTION; FAILED TO DRIVE IN SINGLE LANE; ILL (EXPLAIN IN NARRATIVE)	4/11/2022	N - NOT INJURED	2027	29	30.74404693	-98.05545232	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
18853062	No Data	No Data			TURNED IMPROPERLY - CUT CORNER ON LEFT	4/13/2022	N - NOT INJURED	1719	No Data	30.7595747	-98.22123232	ANGLE - ONE LEFT TURN-ONE STOPPED	S RHOMBERG ST
18859895		23559		2019	OTHER (EXPLAIN IN NARRATIVE)	4/14/2022	B - SUSPECTED MINOR INJURY	1507	281	30.75810623	-98.22872925	ANGLE - BOTH GOING STRAIGHT	US0281
18872198		23559		2019	FOLLOWED TOO CLOSELY	4/14/2022	N - NOT INJURED	1514	281	30.75823958	-98.22876464	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
18862606		2679		2019	FAULTY EVASIVE ACTION;UNSAFE SPEED	4/16/2022	C - POSSIBLE INJURY	726	2657	30.91042302	-97.89962962	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18871758		422		2019	FAULTY EVASIVE ACTION; WRONG SIDE - NOT PASSING	4/16/2022	A - SUSPECTED SERIOUS INJURY	1804	1174	30.83824647	-98.0952236	ONE MOTOR VEHICLE - GOING STRAIGHT	RM1174
18872162	No Data	No Data			DISTRACTION IN VEHICLE	4/16/2022	N - NOT INJURED	2225	No Data	30.76344254	-98.21895605	ONE MOTOR VEHICLE - GOING STRAIGHT	N HILL ST
18872220		16749		2019	OTHER (EXPLAIN IN NARRATIVE)	4/16/2022	B - SUSPECTED MINOR INJURY	2049	29	30.75869559	-98.21335549	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18860408		3310		2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION	4/17/2022	C - POSSIBLE INJURY	1219	183	30.93166786	-98.00935083	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18872031		8114		2019	FAILED TO DRIVE IN SINGLE LANE; FATIGUED OR ASLEEP	4/17/2022	B - SUSPECTED MINOR INJURY	440	183	30.86382889	-97.91305391	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
18872226		17279		2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	4/18/2022	N - NOT INJURED	1233	281	30.7599694	-98.22920261	ANGLE - BOTH GOING STRAIGHT	US0281
18872227	No Data	No Data			DISTRACTION IN VEHICLE	4/18/2022	N - NOT INJURED	428	No Data	30.76075972	-98.22722276	ONE MOTOR VEHICLE - GOING STRAIGHT	N PIERCE ST
18867546	No Data	No Data			DRIVER INATTENTION;CELL/MOBILE DEVICE USE - OTHER	4/19/2022	N - NOT INJURED	621	No Data	30.76344254	-98.21895605	ONE MOTOR VEHICLE - GOING STRAIGHT	N HILL ST
18868412		17279		2019	CHANGED LANE WHEN UNSAFE	4/19/2022	N - NOT INJURED	1601	281	30.75918194	-98.22900323	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
18868464		17279		2019	FAILED TO DRIVE IN SINGLE LANE	4/23/2022	N - NOT INJURED	1247	281	30.76066114	-98.22937775	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
18872157		20334		2019	FATIGUED OR ASLEEP	4/24/2022	N - NOT INJURED	709	29	30.75854349	-98.22665206	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18889764		17107		2019	DRIVER INATTENTION	4/24/2022	N - NOT INJURED	1651	29	30.75789006	-98.22990754	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18870059		14975		2019	FAILED TO CONTROL SPEED	4/25/2022	N - NOT INJURED	745	29	30.73968762	-98.04829402	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18908755		20334		2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	4/28/2022	99 - UNKNOWN	1905	29	30.75826195	-98.2279862	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18897286		1022		2019	ANIMAL ON ROAD - WILD;UNDER INFLUENCE - ALCOHOL	4/30/2022	N - NOT INJURED	252	1174	30.76831166	-98.05881955	ONE MOTOR VEHICLE - GOING STRAIGHT	RM1174
18884860	No Data	No Data			FAILED TO STOP FOR TRAIN	5/1/2022	N - NOT INJURED	1421	No Data	30.73615909	-98.03425683	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 269
18886800	No Data	No Data			BACKED WITHOUT SAFETY	5/3/2022	C - POSSIBLE INJURY	1148	No Data	30.75820156	-98.22088871	ANGLE - ONE STRAIGHT-ONE BACKING	S RHOMBERG ST
18892050	No Data	No Data			FAILED TO CONTROL SPEED								

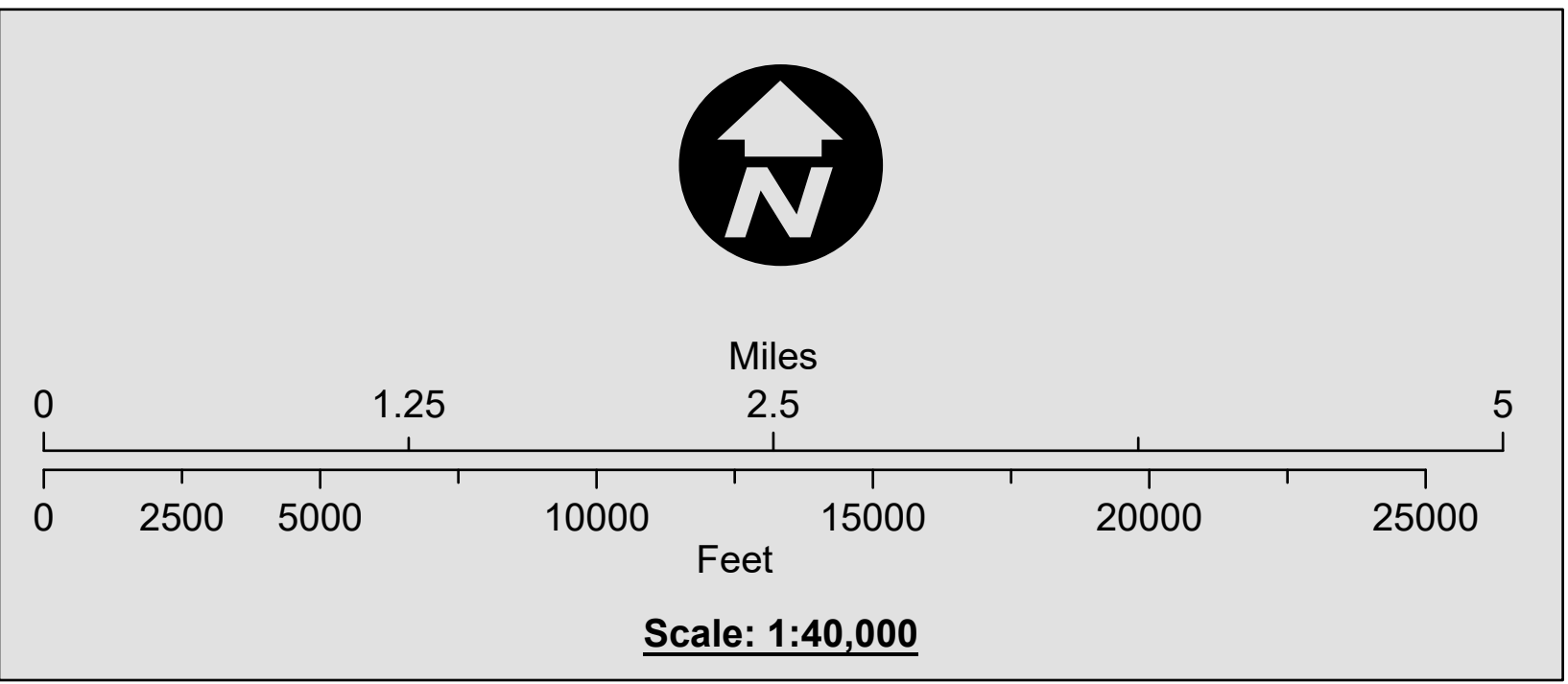
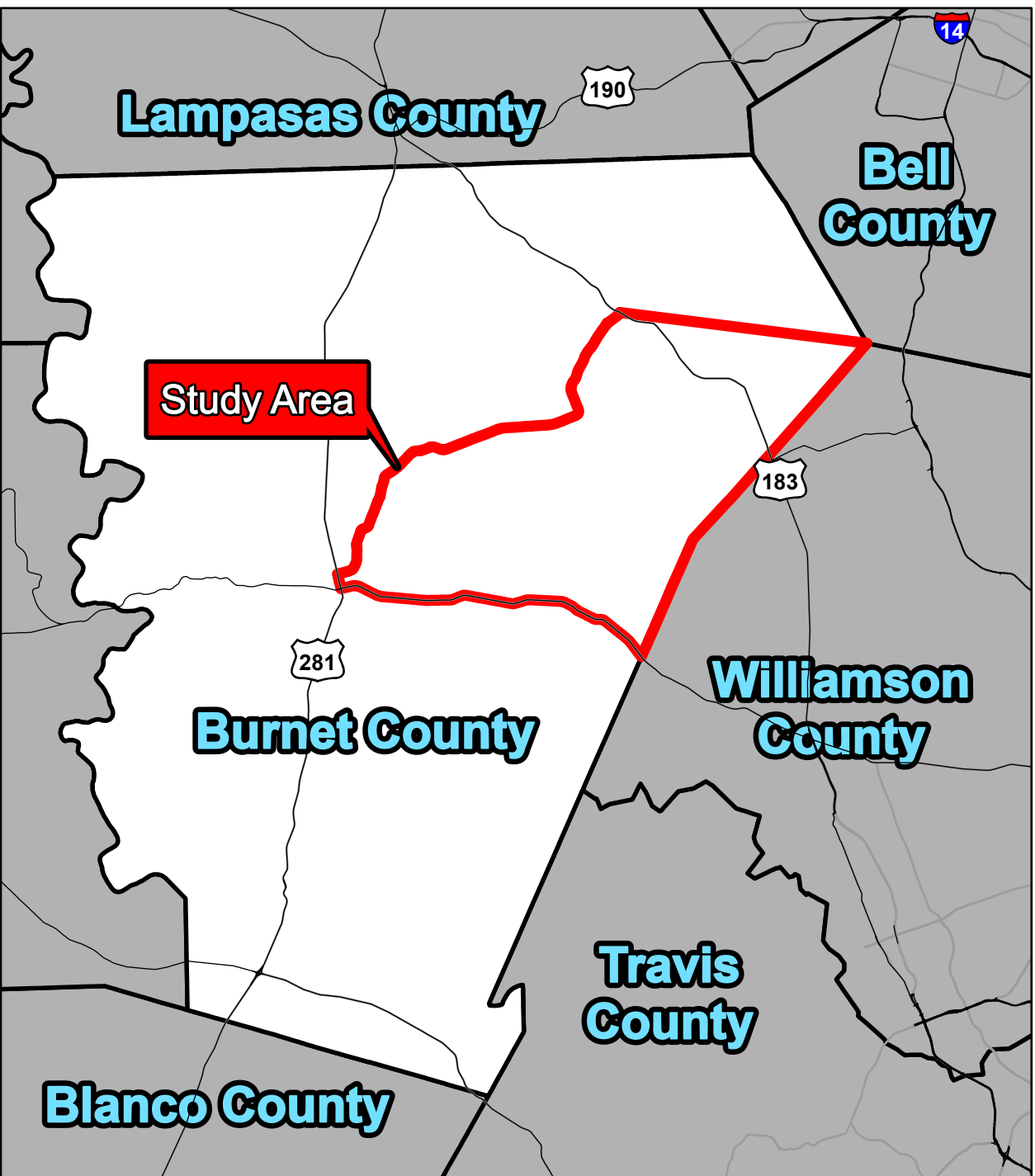
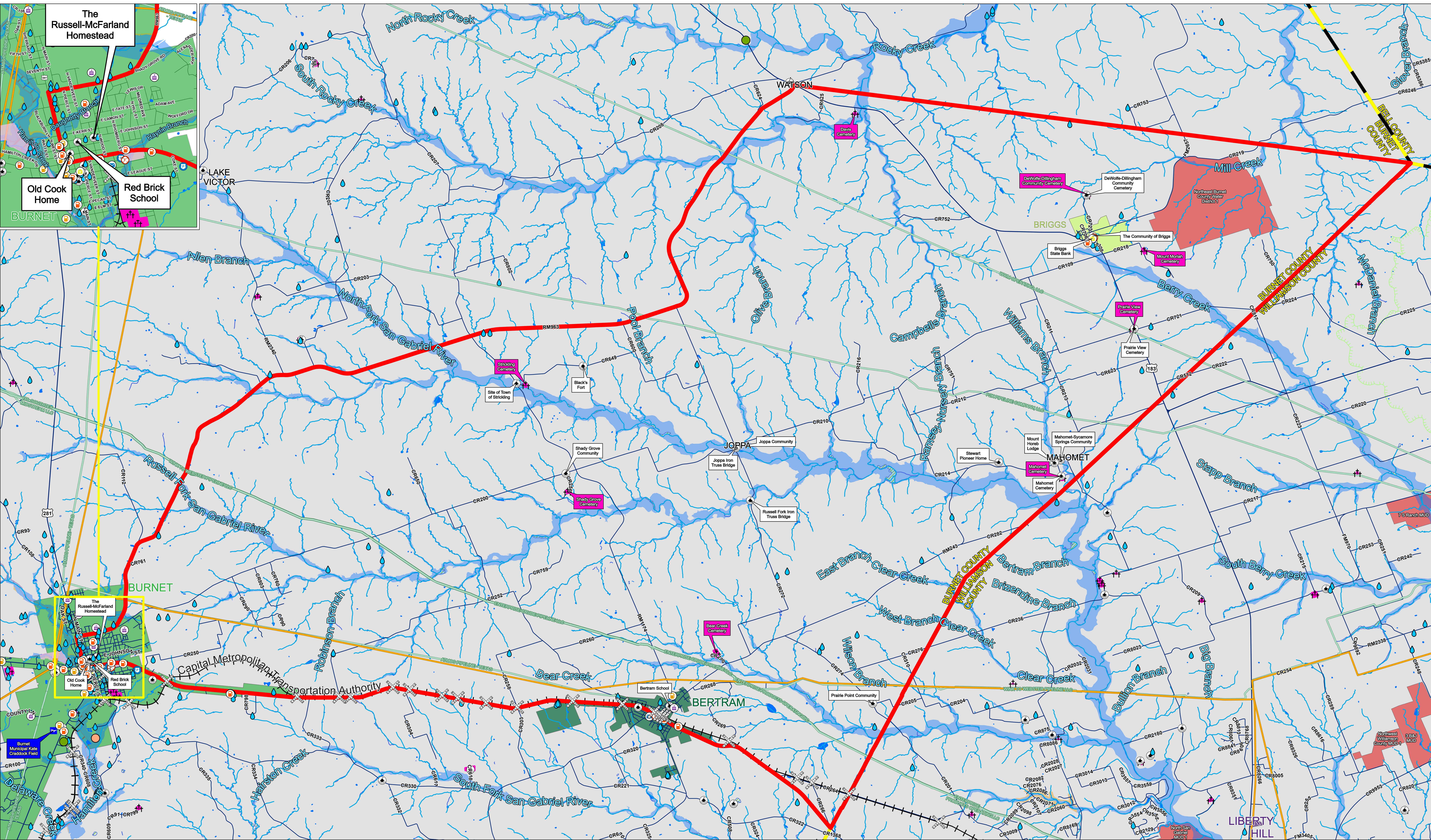
Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
18890641	14825	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	5/4/2022	N - NOT INJURED	844	29	30.74523082	-98.05803715	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18894530	2679	2019	OTHER (EXPLAIN IN NARRATIVE)	5/5/2022	N - NOT INJURED	605	2657	30.89689687	-97.90320416	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
18894627	13907	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	5/5/2022	N - NOT INJURED	1322	29	30.74940228	-98.15746358	ANGLE - BOTH GOING STRAIGHT	SH0029
18906653	20334	2019	DRIVER INATTENTION; FAILED TO STOP AT PROPER PLACE; UNDER INFLUENCE - ALCOHOL	5/6/2022	B - SUSPECTED MINOR INJURY	1817	29	30.75957864	-98.22123303	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18912353	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	5/10/2022	N - NOT INJURED	655	183	30.88370514	-97.92166901	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
18908764	16749	2019	FAULTY EVASIVE ACTION; UNDER INFLUENCE - ALCOHOL; UNDER INFLUENCE - DRUG	5/11/2022	B - SUSPECTED MINOR INJURY	2146	29	30.75956893	-98.21560703	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18923046	16749	2019	DRIVER INATTENTION; FAILED TO STOP FOR SCHOOL BUS	5/18/2022	N - NOT INJURED	1610	29	30.7511475	-98.18370729	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
18929388	No Data	No Data	FAILED TO CONTROL SPEED	5/19/2022	N - NOT INJURED	2037	No Data	30.7760947	-98.22814231	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	E 3RD ST
18941469	No Data	No Data	DRIVER INATTENTION; FAULTY EVASIVE ACTION	5/19/2022	A - SUSPECTED SERIOUS INJURY	726	No Data	30.86478151	-97.89770365	ONE MOTOR VEHICLE - GOING STRAIGHT	BURNET COUNTY ROAD 211
18956067	23559	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	5/27/2022	N - NOT INJURED	1558	281	30.75708731	-98.22848117	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
18934934	13907	2019	DRIVER INATTENTION;UNSAFE SPEED	5/28/2022	N - NOT INJURED	1420	29	30.74750606	-98.09267362	ONE MOTOR VEHICLE - TURNING RIGHT	SH0029
18956074	No Data	No Data	DISREGARD STOP SIGN OR LIGHT; DRIVER INATTENTION	5/31/2022	A - SUSPECTED SERIOUS INJURY	1052	No Data	30.7573247	-98.22739232	ONE MOTOR VEHICLE - GOING STRAIGHT	S MAIN ST
18938862	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	6/1/2022	N - NOT INJURED	1507	29	30.75957864	-98.22123303	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18965568	14975	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	6/4/2022	N - NOT INJURED	1130	29	30.74114188	-98.05128781	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
18956063	16749	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	6/7/2022	B - SUSPECTED MINOR INJURY	721	29	30.75079883	-98.17997194	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
18956062	23559	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN;UNSAFE SPEED	6/10/2022	N - NOT INJURED	1619	281	30.75716752	-98.22850082	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
18956794	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/10/2022	C - POSSIBLE INJURY	635	183	30.88370514	-97.92166901	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
18964003	13907	2019	FAILED TO CONTROL SPEED; FAULTY EVASIVE ACTION	6/10/2022	N - NOT INJURED	1539	29	30.74939457	-98.16084418	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	SH0029
18970026	No Data	No Data	DISTRACTION IN VEHICLE; DRIVER INATTENTION	6/14/2022	N - NOT INJURED	1247	No Data	30.75866131	-98.22215653	ONE MOTOR VEHICLE - GOING STRAIGHT	S SILVER ST
18971428	3712	2019	TURNED WHEN UNSAFE	6/15/2022	B - SUSPECTED MINOR INJURY	1401	183	30.88497185	-97.92329922	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0183
18972648	20334	2019	OTHER (EXPLAIN IN NARRATIVE)	6/15/2022	N - NOT INJURED	2340	29	30.75870611	-98.22588142	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
18968252	14975	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	6/19/2022	N - NOT INJURED	1350	29	30.73975164	-98.0484352	ANGLE - BOTH GOING STRAIGHT	SH0029
18990526	3921	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/22/2022	B - SUSPECTED MINOR INJURY	704	243	30.74610134	-98.05402888	ANGLE - BOTH GOING STRAIGHT	RM0243
18979858	20334	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	6/23/2022	N - NOT INJURED	1012	29	30.75831549	-98.22773249	SAME DIRECTION - BOTH LEFT TURN	SH0029
19007678	1171	2019	ANIMAL ON ROAD - WILD	6/30/2022	N - NOT INJURED	618	243	30.81855662	-97.94027691	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
18991144	3921	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	7/1/2022	N - NOT INJURED	1629	243	30.74400502	-98.05536029	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	RM0243
18998608	No Data	No Data	UNSAFE SPEED	7/1/2022	N - NOT INJURED	400	No Data	30.77598183	-98.01673365	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 272
19002761	17279	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	7/1/2022	N - NOT INJURED	1437	281	30.75904799	-98.22896932	ANGLE - BOTH GOING STRAIGHT	US0281
19013954	23559	2019	TURNED IMPROPERLY - WIDE RIGHT;OTHER (EXPLAIN IN NARRATIVE)	7/1/2022	N - NOT INJURED	1740	281	30.75783609	-98.22866466	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	US0281
19035286	23559	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	7/5/2022	N - NOT INJURED	1735	281	30.75716752	-98.22850082	ANGLE - BOTH GOING STRAIGHT	US0281
19024844	20334	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	7/7/2022	N - NOT INJURED	1520	29	30.75876821	-98.22558714	ANGLE - BOTH GOING STRAIGHT	SH0029
19001285	15649	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	7/8/2022	N - NOT INJURED	1607	29	30.74149113	-98.05180191	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
19019120	13907	2019	ILL (EXPLAIN IN NARRATIVE);UNSAFE SPEED	7/9/2022	99 - UNKNOWN	1859	29	30.75085494	-98.12674847	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19022157	787	2019	ANIMAL ON ROAD - DOMESTIC	7/10/2022	N - NOT INJURED	2300	963	30.8490935	-98.15630436	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
19005855	No Data	No Data	NONE	7/12/2022	99 - UNKNOWN	730	No Data	30.76415017	-98.21911884	ONE MOTOR VEHICLE - OTHER	N HILL ST
19012314	20334	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	7/15/2022	N - NOT INJURED	1518	29	30.75909423	-98.22386959	ANGLE - BOTH GOING STRAIGHT	SH0029
19019149	1721	2019	FAULTY EVASIVE ACTION;HAD BEEN DRINKING;UNSAFE SPEED	7/17/2022	A - SUSPECTED SERIOUS INJURY	1715	243	30.77937188	-97.99169205	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
19035736	23559	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	7/17/2022	N - NOT INJURED	1806	281	30.75810623	-98.22872925	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	US0281
19035287	16749	2019	OTHER (EXPLAIN IN NARRATIVE)	7/20/2022	B - SUSPECTED MINOR INJURY	1719	29	30.75991945	-98.21809257	ANGLE - BOTH GOING STRAIGHT	SH0029
19031209	787	2019	DISREGARD STOP SIGN OR LIGHT; FAILED TO CONTROL SPEED	7/22/2022	B - SUSPECTED MINOR INJURY	1100	963	30.85853767	-98.11208344	ANGLE - BOTH GOING STRAIGHT	RM0963
19053370	2679	2019	WRONG SIDE - NOT PASSING	7/25/2022	C - POSSIBLE INJURY	1812	2657	30.91557259	-97.89562276	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	FM2657
19035288	23559	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	7/26/2022	N - NOT INJURED	1205	281	30.75716752	-98.22850082	ANGLE - BOTH GOING STRAIGHT	US0281
19047290	23559	2019	DISREGARD STOP AND GO SIGNAL; DRIVER INATTENTION	7/27/2022	B - SUSPECTED MINOR INJURY	2130	281	30.75810623	-98.22872925	ANGLE - BOTH GOING STRAIGHT	US0281
19048625	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	7/29/2022	C - POSSIBLE INJURY	2058	183	30.88370473	-97.92166944	ANGLE - BOTH GOING STRAIGHT	US0183
19058723	No Data	No Data	HAD BEEN DRINKING	7/29/2022	N - NOT INJURED	2349	No Data	30.7620247	-98.22868232	ONE MOTOR VEHICLE - GOING STRAIGHT	N MAIN ST
19043306	13907	2019	OTHER (EXPLAIN IN NARRATIVE)	7/30/2022	N - NOT INJURED	1418	29	30.74758101	-98.10788069	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19039620	No Data	No Data	DISTRACTION IN VEHICLE;UNSAFE SPEED	8/1/2022	N - NOT INJURED	1459	No Data	30.73503808	-98.03417581	ONE MOTOR VEHICLE - TURNING LEFT	COUNTY ROAD 269
19046482	8114	2019	FAULTY EVASIVE ACTION; WRONG SIDE - NOT PASSING	8/1/2022	N - NOT INJURED	39	183	30.86450226	-97.9133506	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	US0183
19055184	No Data	No Data	FATIGUED OR ASLEEP	8/6/2022	N - NOT INJURED	459	No Data	30.74441553	-98.03933015	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 269
19058907	20334	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	8/7/2022	N - NOT INJURED	1344	29	30.75831549	-98.22773249	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
19061968	2679	2019	UNSAFE SPEED	8/11/2022	N - NOT INJURED	2127	2657	30.91259881	-97.89720332	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
19071380	No Data	No Data	UNSAFE SPEED	8/11/2022	N - NOT INJURED	1202	No Data	30.91294466	-97.87506627	ONE MOTOR VEHICLE - GOING STRAIGHT	MILL CREEK RANCH RD
19070058	No Data	No Data	TURNED IMPROPERLY - WIDE RIGHT	8/14/2022	N - NOT INJURED	1717	No Data	30.7598347	-98.22473232	ANGLE - ONE RIGHT TURN-ONE STOPPED	E POST OAK ST
19060636	3310	2019	ANIMAL ON ROAD - DOMESTIC	8/15/2022	N - NOT INJURED	625	183	30.88989975	-97.93790764	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
19065762	14975	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	8/15/2022	N - NOT INJURED	1710	29	30.74099661	-98.05103668	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
19084253	20334	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	8/16/2022	N - NOT INJURED	822	29	30.75973114	-98.22038853	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
19072114	20334	2019	CHANGED LANE WHEN UNSAFE; DRIVER INATTENTION	8/17/2022	N - NOT INJURED	1411	29	30.75870611	-98.22588142	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
19070056	4354	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	8/18/2022	N - NOT INJURED	739	963	30.76797976	-98.23022499	ANGLE - BOTH GOING STRAIGHT	RM0963
19076450	8114	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	8/19/2022	N - NOT INJURED	648	183	30.88370514	-97.92166901	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0183
19076457	13907	2019	FAILED TO CONTROL SPEED	8/19/2022	N - NOT INJURED	1637	29	30.75179465	-98.13216408	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
19089500	8114	2019	UNDER INFLUENCE - ALCOHOL	8/22/2022	B - SUSPECTED MINOR INJURY	2039	183	30.87570119	-97.91800732	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
19122272	23559	2019	UNSAFE SPEED	8/22/2022	N - NOT INJURED	1454	281	30.75745818	-98.22857205	ONE MOTOR VEHICLE - GOING STRAIGHT	US0281
19094063	4354	2019	DISTRACTION IN VEHICLE;FAILED TO YIELD RIGHT OF WAY - STOP SIGN	8/23/2022	N - NOT INJURED	1605	963	30.76797976	-98.23022499	ANGLE - BOTH GOING STRAIGHT	RM0963
19084334	16749	2019	FAILED TO CONTROL SPEED	8/24/2022	N - NOT INJURED	1757	29	30.75002211	-98.17164949	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
19085680	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	8/25/2022	K - FATAL INJURY	1406	29	30.75917492	-98.22344236	ANGLE - BOTH GOING STRAIGHT	SH0029
19085710	No Data	No Data	OTHER (EXPLAIN IN NARRATIVE)	8/25/2022	B - SUSPECTED MINOR INJURY	1351	No Data	30.76557265	-98.22276965	ONE MOTOR VEHICLE - GOING STRAIGHT	N RHOMBERG ST
19094065	23559	2019	DISREGARD STOP AND GO SIGNAL	8/30/2022	C - POSSIBLE INJURY	518	281	30.75810584	-98.22873077	ANGLE - BOTH GOING STRAIGHT	US0281
19106461	17279	2019	DRIVER INATTENTION	9/1/2022	N - NOT INJURED	1821	281	30.76119679	-98.22951337	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
19114433	13907	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	9/2/2022	N - NOT INJURED	1637	29	30.74939464	-98.16081229	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
19135551	1717	2019	FAILED TO CONTROL SPEED	9/10/2022	N - NOT INJURED	1259	963	30.80115493	-98.206068	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	RM0963
19124660	13907	2019	DRIVER INATTENTION;FAILED TO CONTROL SPEED;FAILED TO STOP FOR SCHOOL BUS;OTHER (EXPLAIN IN NARRATIVE);CELL/MOBILE DEVICE USE - UNKNOWN	9/12/2022	N - NOT INJURED	1651	29	30.74775373	-98.07493971	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
19135565	20334	2019	TURNED WHEN UNSAFE	9/12/2022	N - NOT INJURED	1922	29	30.7581779	-98.22838468	SAME DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
19142839	13907	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION	9/13/2022	C - POSSIBLE INJURY	1437	29	30.75053147	-98.12488431	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19129228	787	2019	UNSAFE SPEED	9/15/2022	A - SUSPECTED SERIOUS INJURY	1150	963	30.8472388	-98.14939485	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
19130852	1717	2019	ANIMAL ON ROAD - WILD	9/17/2022	N - NOT INJURED	600	963	30.77536252	-98.21680864	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
19207597	23559	2019	DISREGARD STOP AND GO SIGNAL; DRIVER INATTENTION	9/17/2022	N - NOT INJURED	239	281	30.75810584	-98.22873077	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0281
19124662	14825	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;OTHER (EXPLAIN IN NARRATIVE)	9/19/2022	B - SUSPECTED MINOR INJURY	1335	29	30.74519808	-98.05796566	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
19132418	16749	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	9/20/2022	A - SUSPECTED SERIOUS INJURY	2023	29	30.75194708	-98.19231302	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19135538	14018	2019	DRIVER INATTENTION; FAILED TO DRIVE IN SINGLE LANE	9/20/2022	N - NOT INJURED	1027	29	30.71863461	-98.01076608	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19155350	14975	2019	FOLLOWED TOO CLOSELY	9/22/2022	C - POSSIBLE INJURY	912	29	30.73949546	-98.04787027	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029

Crash ID	Average Daily Traffic Amount	Average Daily Traffic Year	Contributing Factors	Crash Date	Crash Severity	Crash Time	Highway Number	Latitude	Longitude	Manner of Collision	Street Name
19128805	17279	2019	DRIVER INATTENTION; FAILED TO CONTROL SPEED	9/23/2022	N - NOT INJURED	802	281	30.76788108	-98.2312062	SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	US0281
19130243	20334	2019	DISREGARD STOP SIGN OR LIGHT;OTHER (EXPLAIN IN NARRATIVE)	9/23/2022	C - POSSIBLE INJURY	1213	29	30.75854349	-98.22665206	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
19141887	No Data	No Data	UNDER INFLUENCE - ALCOHOL	9/25/2022	N - NOT INJURED	45	No Data	30.7606112	-98.08508713	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
19154087	17107	2019	CHANGED LANE WHEN UNSAFE; FAILED TO PASS TO LEFT SAFELY	9/25/2022	N - NOT INJURED	1355	29	30.75793279	-98.22967758	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
19159366	13907	2019	FAULTY EVASIVE ACTION	9/25/2022	N - NOT INJURED	1400	29	30.74712053	-98.06436218	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
19155352	15649	2019	TURNED IMPROPERLY - WIDE RIGHT	9/28/2022	C - POSSIBLE INJURY	1715	29	30.74351201	-98.05437678	SAME DIRECTION - ONE STRAIGHT-ONE RIGHT TURN	SH0029
19241785	14018	2019	DISTRACTION IN VEHICLE;DRIVER INATTENTION;FATIGUED OR ASLEEP;OTHER (EXPLAIN IN NARRATIVE)	9/29/2022	A - SUSPECTED SERIOUS INJURY	2012	29	30.71486295	-98.00759795	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19155835	13907	2019	DISABLED IN TRAFFIC LANE	9/30/2022	N - NOT INJURED	2119	29	30.74940381	-98.15679406	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
19164417	2679	2019	FAILED TO DRIVE IN SINGLE LANE; FAULTY EVASIVE ACTION	9/30/2022	A - SUSPECTED SERIOUS INJURY	1113	2657	30.89763327	-97.9023954	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
19147582	8114	2019	ANIMAL ON ROAD - WILD	10/1/2022	N - NOT INJURED	1943	183	30.85694319	-97.91011446	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
19148843	No Data	No Data	UNSAFE SPEED	10/1/2022	A - SUSPECTED SERIOUS INJURY	2044	No Data	30.86677627	-97.87883205	ONE MOTOR VEHICLE - GOING STRAIGHT	BURNET COUNTY ROAD 211
19207609	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	10/1/2022	N - NOT INJURED	1033	29	30.75897656	-98.22449267	ANGLE - BOTH GOING STRAIGHT	SH0029
19156604	17279	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;TURNED WHEN UNSAFE	10/3/2022	C - POSSIBLE INJURY	758	281	30.75907478	-98.2289761	ANGLE - ONE LEFT TURN-ONE STOPPED	US0281
19155349	14975	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	10/6/2022	B - SUSPECTED MINOR INJURY	1720	29	30.74039147	-98.049844	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
19156702	5290	2019	FAILED TO DRIVE IN SINGLE LANE	10/7/2022	C - POSSIBLE INJURY	520	183	30.93553201	-98.0174875	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	US0183
19159099	20334	2019	DRIVER INATTENTION;OTHER (EXPLAIN IN NARRATIVE)	10/7/2022	N - NOT INJURED	1350	29	30.75831549	-98.22773249	ANGLE - BOTH GOING STRAIGHT	SH0029
19164520	No Data	No Data	FAILED TO DRIVE IN SINGLE LANE; UNDER INFLUENCE - ALCOHOL	10/8/2022	B - SUSPECTED MINOR INJURY	2008	No Data	30.74273973	-98.02900343	ONE MOTOR VEHICLE - GOING STRAIGHT	INDIAN WELLS
19168350	No Data	No Data	UNSAFE SPEED	10/8/2022	B - SUSPECTED MINOR INJURY	2252	No Data	30.76022245	-98.08483026	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 252
19157714	No Data	No Data	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - YIELD SIGN	10/9/2022	N - NOT INJURED	939	No Data	30.7624247	-98.22651232	ANGLE - BOTH GOING STRAIGHT	N VANDERVEER ST
19189317	13907	2019	FAILED TO DRIVE IN SINGLE LANE	10/10/2022	N - NOT INJURED	1808	29	30.74980234	-98.12068229	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	SH0029
19176116	13907	2019	DISTRACTION IN VEHICLE;DRIVER INATTENTION;FAILED TO CONTROL SPEED;FAILED TO DRIVE IN SINGLE LANE;FAULTY EVASIVE ACTION;UNSAFE SPEED;OTHER (EXPLAIN IN NARRATIVE)	10/13/2022	N - NOT INJURED	2127	29	30.74765857	-98.07335008	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	SH0029
19185593	No Data	No Data	OTHER (EXPLAIN IN NARRATIVE)	10/15/2022	N - NOT INJURED	2059	No Data	30.74851799	-98.17707261	ONE MOTOR VEHICLE - GOING STRAIGHT	COUNTY ROAD 305
19200154	623	2019	FATIGUED OR ASLEEP	10/15/2022	N - NOT INJURED	748	963	30.86085612	-98.09744955	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
19179118	1721	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	10/16/2022	N - NOT INJURED	2256	243	30.77988849	-97.99119671	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0243
19183224	16749	2019	ANIMAL ON ROAD - WILD	10/18/2022	N - NOT INJURED	652	29	30.75643571	-98.20846178	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19195445	4354	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	10/19/2022	N - NOT INJURED	833	963	30.76876955	-98.22579677	ANGLE - BOTH GOING STRAIGHT	RM0963
19195509	8114	2019	FAULTY EVASIVE ACTION	10/21/2022	B - SUSPECTED MINOR INJURY	1646	183	30.86071708	-97.91169642	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
19195723	14018	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;UNDER INFLUENCE - ALCOHOL	10/21/2022	A - SUSPECTED SERIOUS INJURY	2031	29	30.72559602	-98.01922866	OPPOSITE DIRECTION - BOTH GOING STRAIGHT	SH0029
19194865	No Data	No Data	BACKED WITHOUT SAFETY	10/22/2022	N - NOT INJURED	1454	No Data	30.76595415	-98.21738575	OPPOSITE DIRECTION - ONE STRAIGHT-ONE BACKING	ADAM AVE
19194859	20334	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	10/26/2022	N - NOT INJURED	730	29	30.75854349	-98.22665206	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
19200101	16749	2019	FAILED TO DRIVE IN SINGLE LANE;OTHER (EXPLAIN IN NARRATIVE)	10/26/2022	N - NOT INJURED	710	29	30.75205361	-98.19348346	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19200873	13907	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	10/27/2022	B - SUSPECTED MINOR INJURY	748	29	30.74941486	-98.15195232	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
19201878	8114	2019	CHANGED LANE WHEN UNSAFE	10/29/2022	N - NOT INJURED	1717	183	30.84985897	-97.90714486	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0183
19199282	13907	2019	ANIMAL ON ROAD - WILD;FAULTY EVASIVE ACTION	10/30/2022	N - NOT INJURED	404	29	30.74941483	-98.14682742	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19208856	623	2019	NONE	10/31/2022	99 - UNKNOWN	540	963	30.8643281	-98.05993429	ONE MOTOR VEHICLE - GOING STRAIGHT	RM0963
19208850	13907	2019	ANIMAL ON ROAD - DOMESTIC	11/4/2022	B - SUSPECTED MINOR INJURY	600	29	30.74618408	-98.09959001	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19220852	2679	2019	UNSAFE SPEED	11/6/2022	K - FATAL INJURY	822	2657	30.91390387	-97.89594349	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657
19236958	3712	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	11/11/2022	N - NOT INJURED	1600	183	30.88671655	-97.92638694	ANGLE - BOTH GOING STRAIGHT	US0183
19226670	17279	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE;FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/12/2022	N - NOT INJURED	808	281	30.75981655	-98.22916391	ANGLE - ONE STRAIGHT-ONE LEFT TURN	US0281
19228117	14975	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	11/14/2022	B - SUSPECTED MINOR INJURY	1550	29	30.74106329	-98.05115667	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
19241797	8114	2019	FAILED TO CONTROL SPEED	11/17/2022	N - NOT INJURED	1711	183	30.84875191	-97.9066808	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	US0183
19244210	20334	2019	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	11/18/2022	N - NOT INJURED	1856	29	30.75831549	-98.22773249	ANGLE - BOTH GOING STRAIGHT	SH0029
19245343	14975	2019	OTHER (EXPLAIN IN NARRATIVE)	11/20/2022	N - NOT INJURED	1203	29	30.74001577	-98.04901758	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19262131	16749	2019	FAILED TO CONTROL SPEED; FATIGUED OR ASLEEP	11/23/2022	N - NOT INJURED	2312	29	30.75786227	-98.21155094	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19259418	1717	2019	FAILED TO CONTROL SPEED;OTHER (EXPLAIN IN NARRATIVE)	11/28/2022	N - NOT INJURED	1235	963	30.7940119	-98.21354445	SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	RM0963
19262132	20334	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	11/29/2022	B - SUSPECTED MINOR INJURY	1517	29	30.75903537	-98.22418125	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
19283589	16749	2019	FAULTY EVASIVE ACTION	12/1/2022	N - NOT INJURED	2055	29	30.75251087	-98.19830765	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19262168	13007	2019	CHANGED LANE WHEN UNSAFE	12/2/2022	N - NOT INJURED	1555	281	30.76918786	-98.23153881	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0281
19264911	20334	2019	DRIVER INATTENTION; FAILED TO DRIVE IN SINGLE LANE	12/4/2022	B - SUSPECTED MINOR INJURY	601	29	30.75988394	-98.21920615	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19290689	No Data	No Data	FAILED TO DRIVE IN SINGLE LANE; HAD BEEN DRINKING	12/4/2022	N - NOT INJURED	340	No Data	30.74740589	-98.06006715	ONE MOTOR VEHICLE - GOING STRAIGHT	BROOKS MILL RD
19291585	14825	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;OTHER (EXPLAIN IN NARRATIVE)	12/8/2022	N - NOT INJURED	1343	29	30.74522972	-98.0580368	ANGLE - ONE STRAIGHT-ONE LEFT TURN	SH0029
19297534	No Data	No Data	OTHER (EXPLAIN IN NARRATIVE)	12/8/2022	N - NOT INJURED	1827	No Data	30.76607319	-98.2186247	ONE MOTOR VEHICLE - TURNING RIGHT	E TATE ST
19291599	15649	2019	OTHER (EXPLAIN IN NARRATIVE)	12/9/2022	B - SUSPECTED MINOR INJURY	1810	29	30.74400177	-98.0553537	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
19301597	8114	2019	FAILED TO CONTROL SPEED	12/9/2022	N - NOT INJURED	1719	183	30.86154734	-97.91204863	SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	US0183
19302028	No Data	No Data	FAILED TO YIELD RIGHT OF WAY - YIELD SIGN	12/10/2022	N - NOT INJURED	1829	No Data	30.7607247	-98.23058232	ANGLE - BOTH GOING STRAIGHT	W JOHNSON ST
19291603	15649	2019	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT;OTHER (EXPLAIN IN NARRATIVE)	12/11/2022	N - NOT INJURED	1813	29	30.74400203	-98.05535428	OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	SH0029
19279266	No Data	No Data	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	12/12/2022	N - NOT INJURED	1146	No Data	30.7598347	-98.22473232	ANGLE - BOTH GOING STRAIGHT	N BOUNDARY ST
19304383	13907	2019	FAILED TO DRIVE IN SINGLE LANE	12/13/2022	C - POSSIBLE INJURY	2030	29	30.74727672	-98.10613853	ONE MOTOR VEHICLE - GOING STRAIGHT	SH0029
19309754	20334	2019	FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	12/15/2022	B - SUSPECTED MINOR INJURY	1105	29	30.7583057	-98.2277789	ANGLE - BOTH GOING STRAIGHT	SH0029
19297541	17279	2019	DRIVER INATTENTION;FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE	12/16/2022	C - POSSIBLE INJURY	845	281	30.76014355	-98.2292467	ANGLE - BOTH GOING STRAIGHT	US0281
19302030	No Data	No Data	ANIMAL ON ROAD - DOMESTIC	12/20/2022	99 - UNKNOWN	147	No Data	30.76949836	-98.22056747	ONE MOTOR VEHICLE - GOING STRAIGHT	N HILL ST
19302034	16749	2019	FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION	12/20/2022	B - SUSPECTED MINOR INJURY	1841	29	30.74978989	-98.16916148	ANGLE - ONE STRAIGHT-ONE RIGHT TURN	SH0029
19336877	3310	2019	FAULTY EVASIVE ACTION;UNSAFE SPEED	12/20/2022	A - SUSPECTED SERIOUS INJURY	505	183	30.89262144	-97.95875806	ONE MOTOR VEHICLE - GOING STRAIGHT	US0183
19313324	2679	2019	FAILED TO DRIVE IN SINGLE LANE	12/28/2022	B - SUSPECTED MINOR INJURY	1724	2657	30.90998026	-97.89983035	ONE MOTOR VEHICLE - GOING STRAIGHT	FM2657

Appendix E

Environmental Constraints Map





Map Date: July 2023
Aerial Source: Nearmap 2023

Data Sources: Capital Area Council of Governments (CAPCOG) 2023; U.S. Census Bureau (USCB) 2022; State of Texas 2023; Texas Department of Transportation (TxDOT) 2022, 2023; U.S. Geological Survey (USGS) 2023; National Hydrography Dataset (NHD) 2023; U.S. Fish and Wildlife Service (USFWS) 2023; National Wetland Inventory (NWI) 2023; Federal Emergency Management Agency (FEMA) 2023; Burnet Central Appraisal District (BCAD) 2023; Texas Historical Commission (THC) 2023; Texas Commission on Environmental Quality (TCEQ) 2020, 2022, 2023; Texas Education Agency (TEA) 2021, 2022; Texas Water Development Board (TWDB) 2006, 2017, 2023; Williamson Central Appraisal District (WCAD) 2023; Railroad Commission of Texas (RRC) 2023; Texas Natural Resources Information System (TNRIS) 2022; Homeland Infrastructure Foundation-Level Data (HIFLD) 2020, 2022, 2023; U.S. Postal Service (USPS) 2023

Legend

- Study Area
- County Line (State of Texas)
- Briggs Community Limit (USCB)
- Bertram City Limit (CAPCOG)
- Burnet City Limit (CAPCOG)
- Liberty Hill City Limit (CAPCOG)
- Park (HIFLD)
- School (TEA)
- Fire Station (HIFLD)
- Police Station (HIFLD)
- Airport (TxDOT)
- Post Office (USPS)
- Superfund Site (TCEQ)
- Industrial and Hazardous Waste Corrective Action Site (TCEQ)
- Petroleum Storage Tank (TCEQ)
- Leaking Petroleum Storage Tank (TCEQ)
- National Register of Historic Places Property (THC)
- Historical Marker (THC)
- Cemetery (THC)
- Water Well (TWDB)
- Stream (NHD/USGS)
- Wetland (NWI/USFWS)
- Waterbody (NWI/USFWS)
- Floodway (FEMA)
- 100-year Floodplain (FEMA)
- 500-year Floodplain (FEMA)
- Edwards Aquifer (TWDB)
- Municipal Utility District (TCEQ)
- Pipeline (RRC)
- Transmission Line (HIFLD)
- Railroad (TxDOT)
- Railroad Crossing (HIFLD)
- Roadway (TxDOT)

Northeast Burnet County Transportation Study Constraints Map



Appendix F

Short Term and Long Term Improvements Maps



Northeast Burnet County Transportation Study - Proposed Short Term Improvements



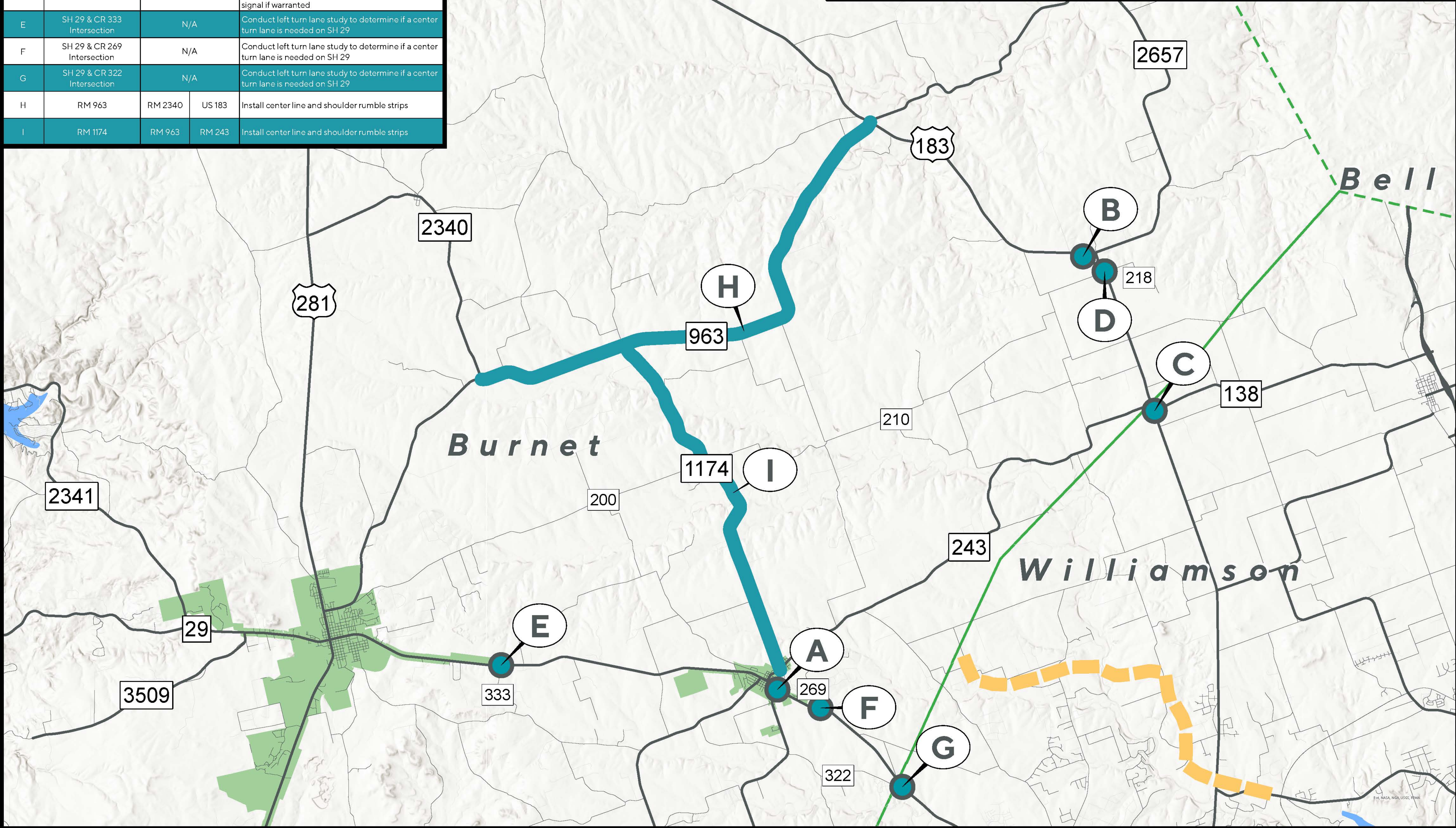
DRAFT
These recommendations are preliminary, subject to change, and require additional study and funding.

Legend

- Short Term Improvement - Intersection
- Short Term Improvement - Roadway
- Proposed I-2 Corridor (Williamson County proposed improvement)
- City Limits (Bertram and Burnet)



Proposed Short Term Improvement Projects				
ID	Facility	From	To	Description
A	SH 29 & RM 1174 Intersection	N/A		Conduct traffic signal warrant study and install signal if warranted
B	US 183 & FM 2657 Intersection	N/A		Realign FM 2657 to remove very sharp curve at the intersection with US 183
C	US 183 & SH 138 Intersection	N/A		Conduct updated signal warrant study to convert from flashing beacons to traffic signal
D	US 183 & CR 210/218 & SL 308 Intersection	N/A		Realign SL 308 away from CR 210 and improve the geometry of the intersections Conduct traffic signal warrant study and install signal if warranted
E	SH 29 & CR 333 Intersection	N/A		Conduct left turn lane study to determine if a center turn lane is needed on SH 29
F	SH 29 & CR 269 Intersection	N/A		Conduct left turn lane study to determine if a center turn lane is needed on SH 29
G	SH 29 & CR 322 Intersection	N/A		Conduct left turn lane study to determine if a center turn lane is needed on SH 29
H	RM 963	RM 2340	US 183	Install center line and shoulder rumble strips
I	RM 1174	RM 963	RM 243	Install center line and shoulder rumble strips



Northeast Burnet County Transportation Study - Proposed Long Term Improvements



Proposed Long Term Improvement Projects				
ID	Facility	From	To	Description
1	SH 29	US 281	Williamson County Line	Widen to 6 lanes, divided (From 2020 Burnet County Transportation Plan)
2	US 183	Williamson County Line	Lampasas County Line	Widen to 4 lanes, divided (From 2020 Burnet County Transportation Plan)
3	RM 963	CR 200	FM 2657	Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves
4	RM 1174	RM 963	RM 243	Widen to 12 ft lanes and 10 ft shoulders
5	RM 243	SH 29	US 183	Widen to 4 lanes with a continuous left turn lane and realignment for sharp curves
6	CR 200	RM 963	RM 1174	Widen to 12 ft lanes and 10 ft shoulders
7	CR 200 / CR 210	RM 1174	US 183	Widen to 11 ft lanes and 2 ft shoulders
8	FM 2657	US 183	Lampasas County Line	Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves
9	US 281 & SH 29 Intersection	N/A		Construct northbound and southbound right turn bays, curbed median, and consolidate driveways, where feasible
10	Corridor I2 Extension	Williamson County Line	RM 243	Construct new location roadway with 2 lanes in each direction and a continuous left turn lane

Legend

- Long Term Improvement - Intersection
- Long Term Improvement - Roadway
- Proposed I-2 Corridor (Williamson County proposed improvement)
- City Limits (Bertram and Burnet)

N

