



THE FM 150 WEST CHARACTER PLAN: CORRIDOR FEATURES AND THEMES REPORT

VOLUME 2: TECHNICAL APPENDICES

Hays County Texas

April 5, 2016

Prepared for:

Hays County Government
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In association with:

CD&P, Austin, Texas
Hicks & Company, Austin, Texas
HNTB Corporation, Austin, Texas
Kittelson & Associates, Inc.,
Portland, Oregon
Prime Strategies, Inc., Austin,
Texas



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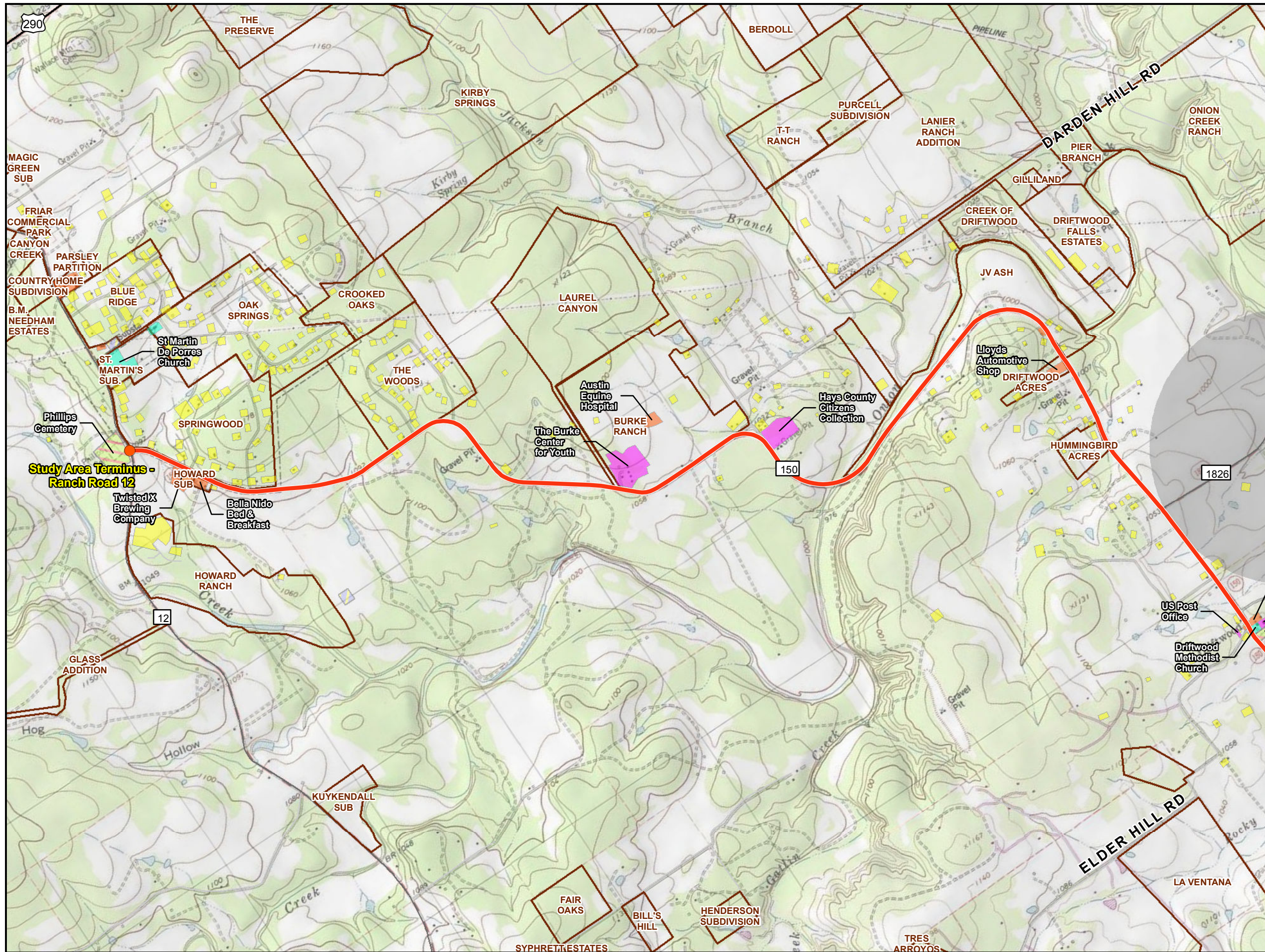
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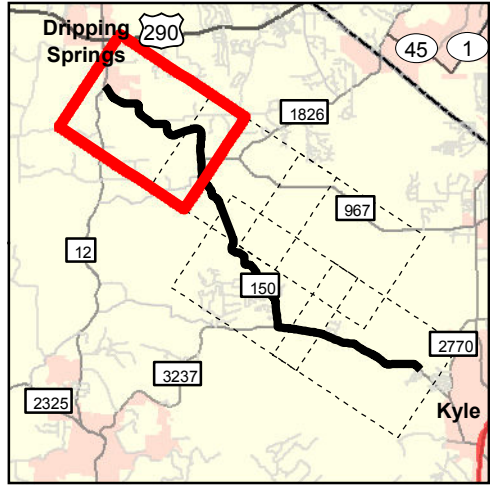
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SECTION 1
Land Use Figures

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LAND USE
FM 150 STUDY AREA
LOCATOR DIAGRAM



Key to Features

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

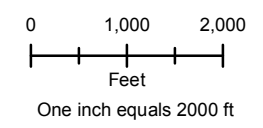
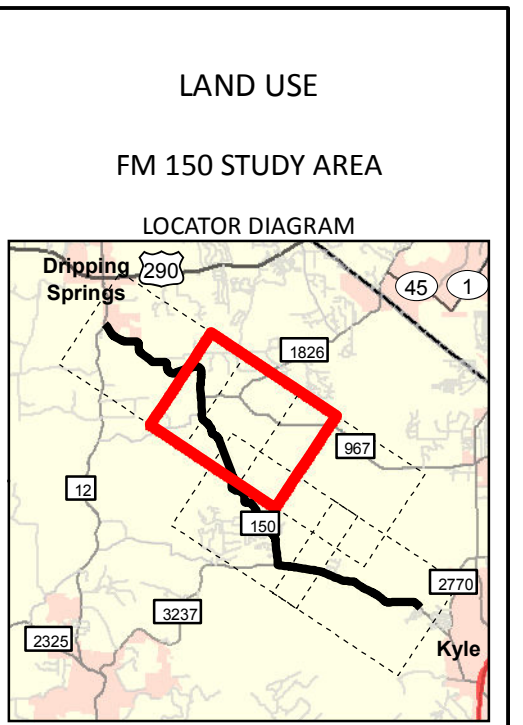
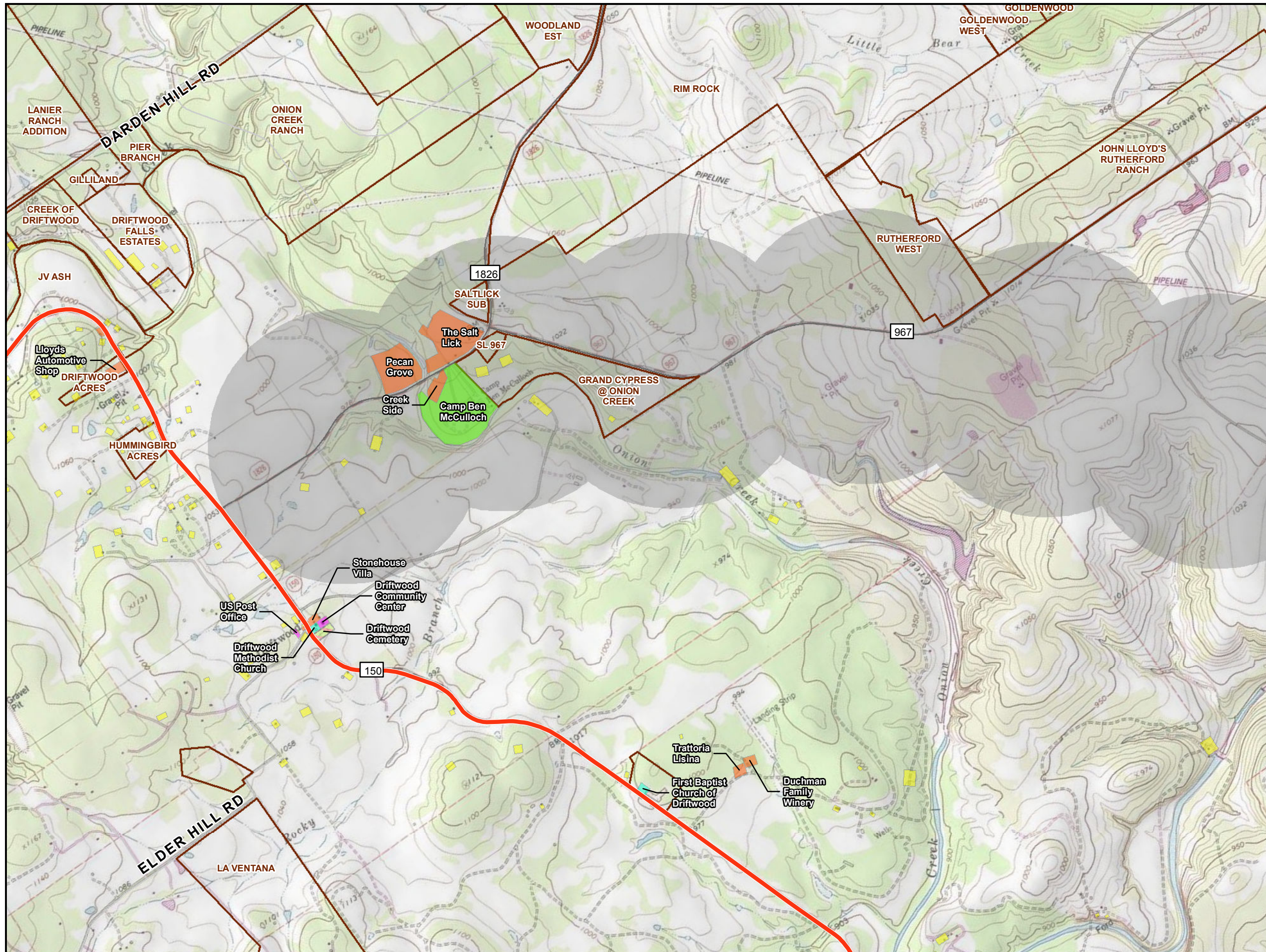


Figure 1-1



Key to Features

- FM 150
- Bypasses
- Land Use Types**
- Cemetery
- Church
- Commercial
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- Public Facility
- Residential
- School
- Utility
- Subdivisions

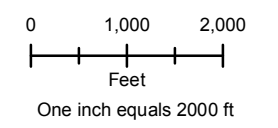
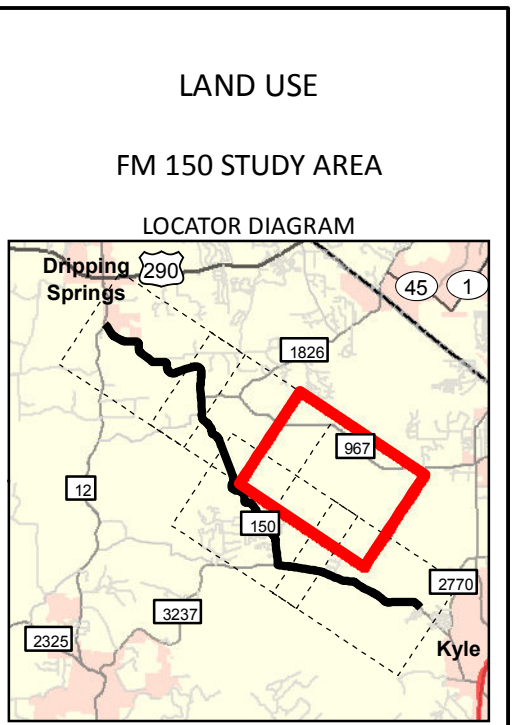
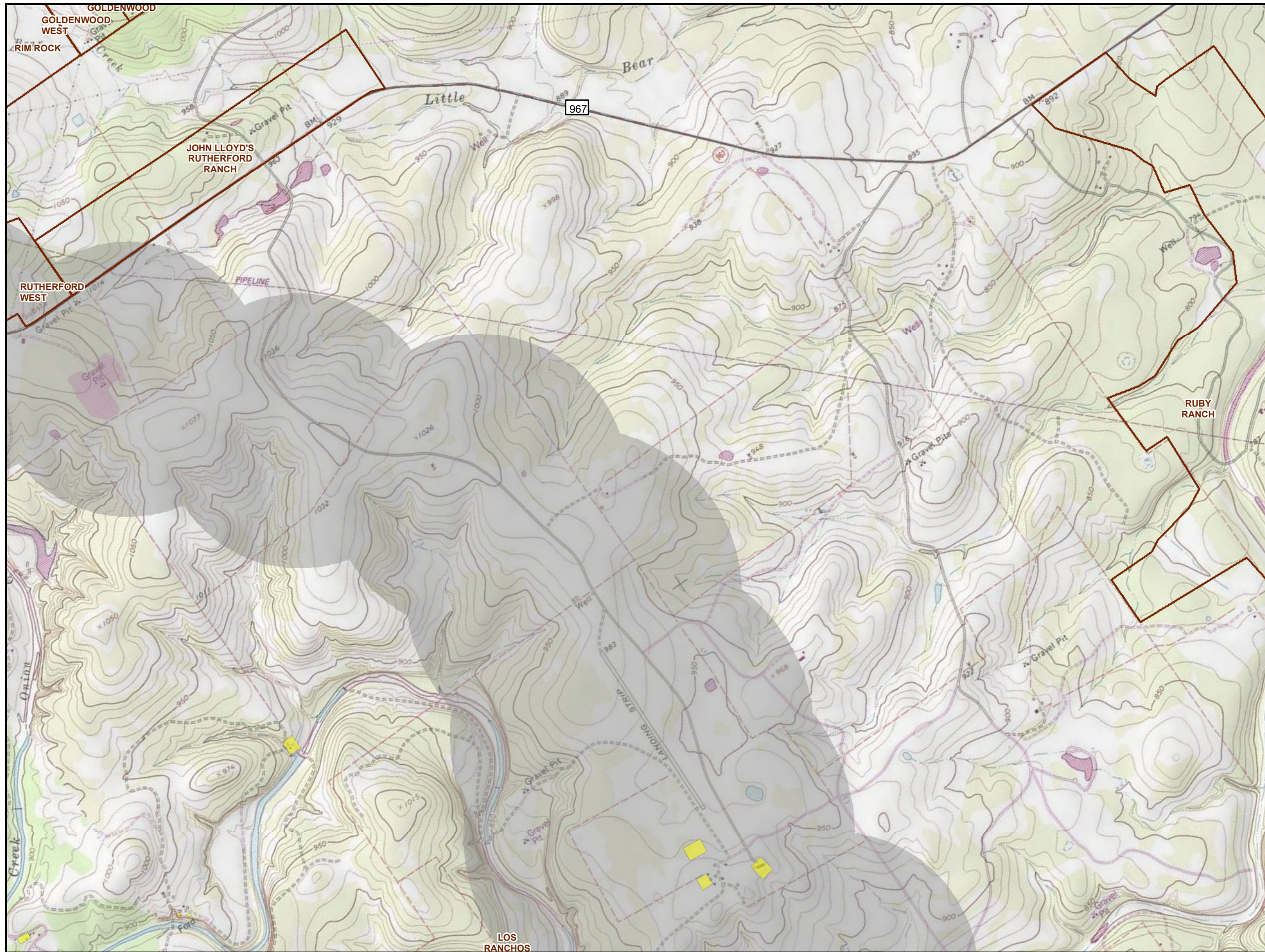


Figure 1-2



Key to Features

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

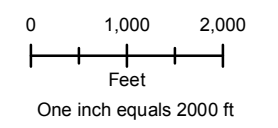
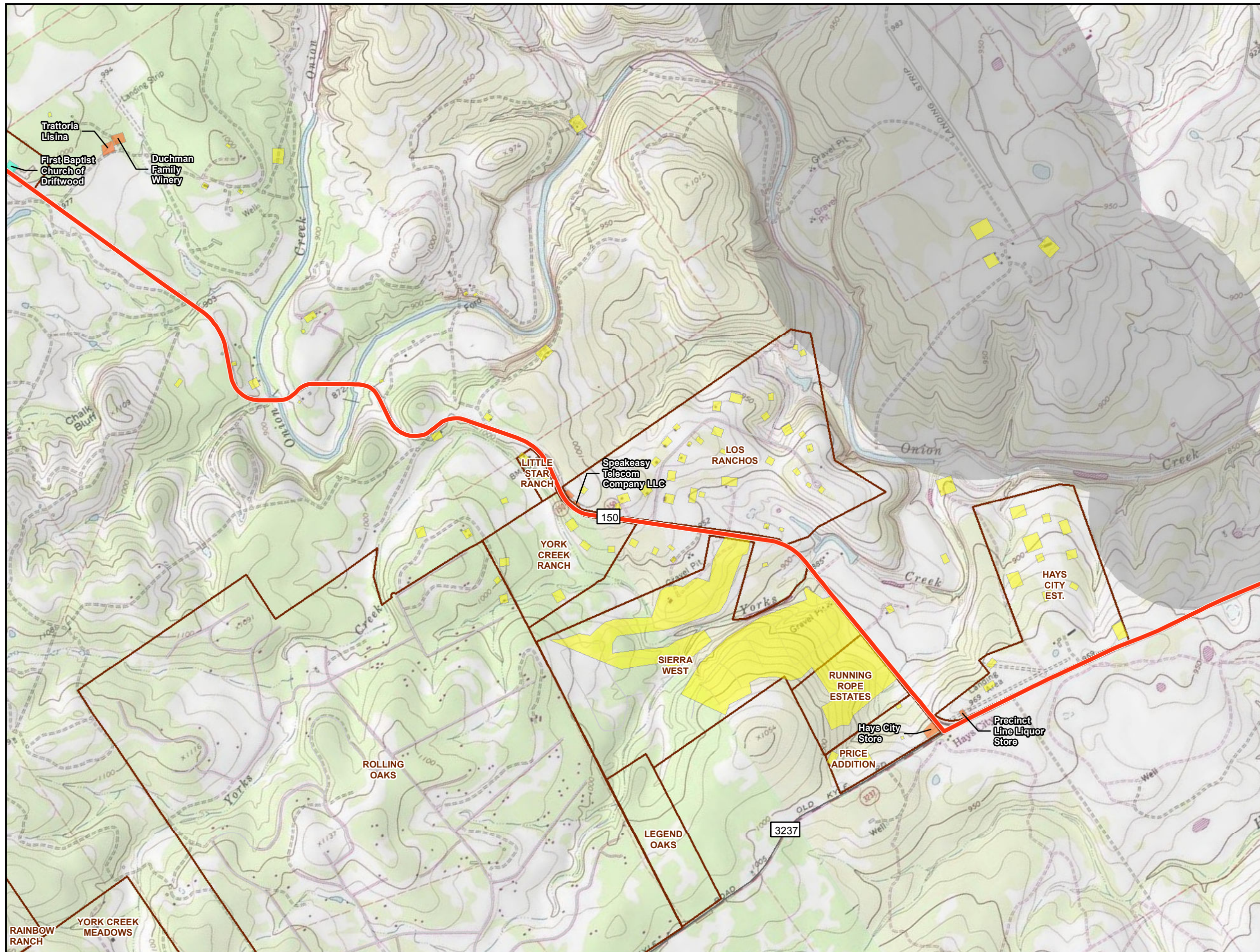
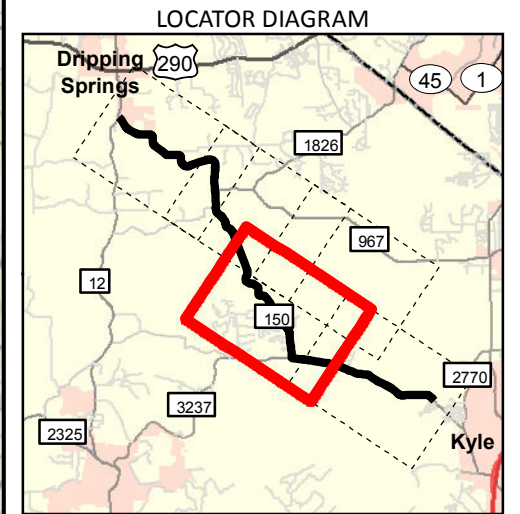


Figure 1-3



LAND USE
FM 150 STUDY AREA



Key to Features

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

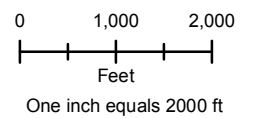
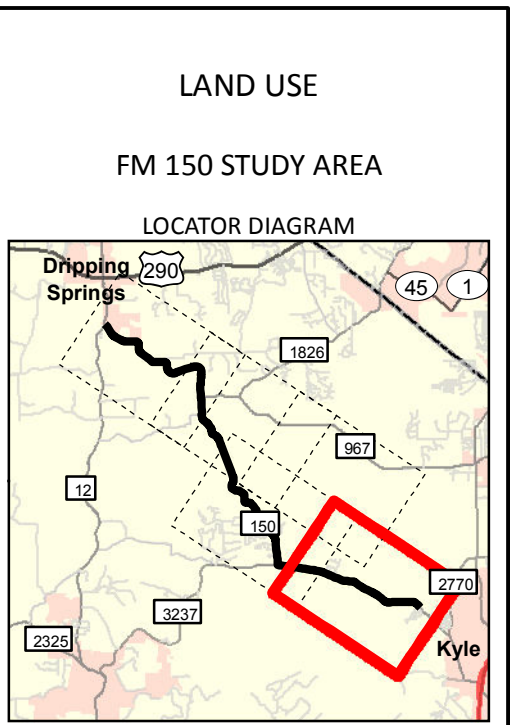
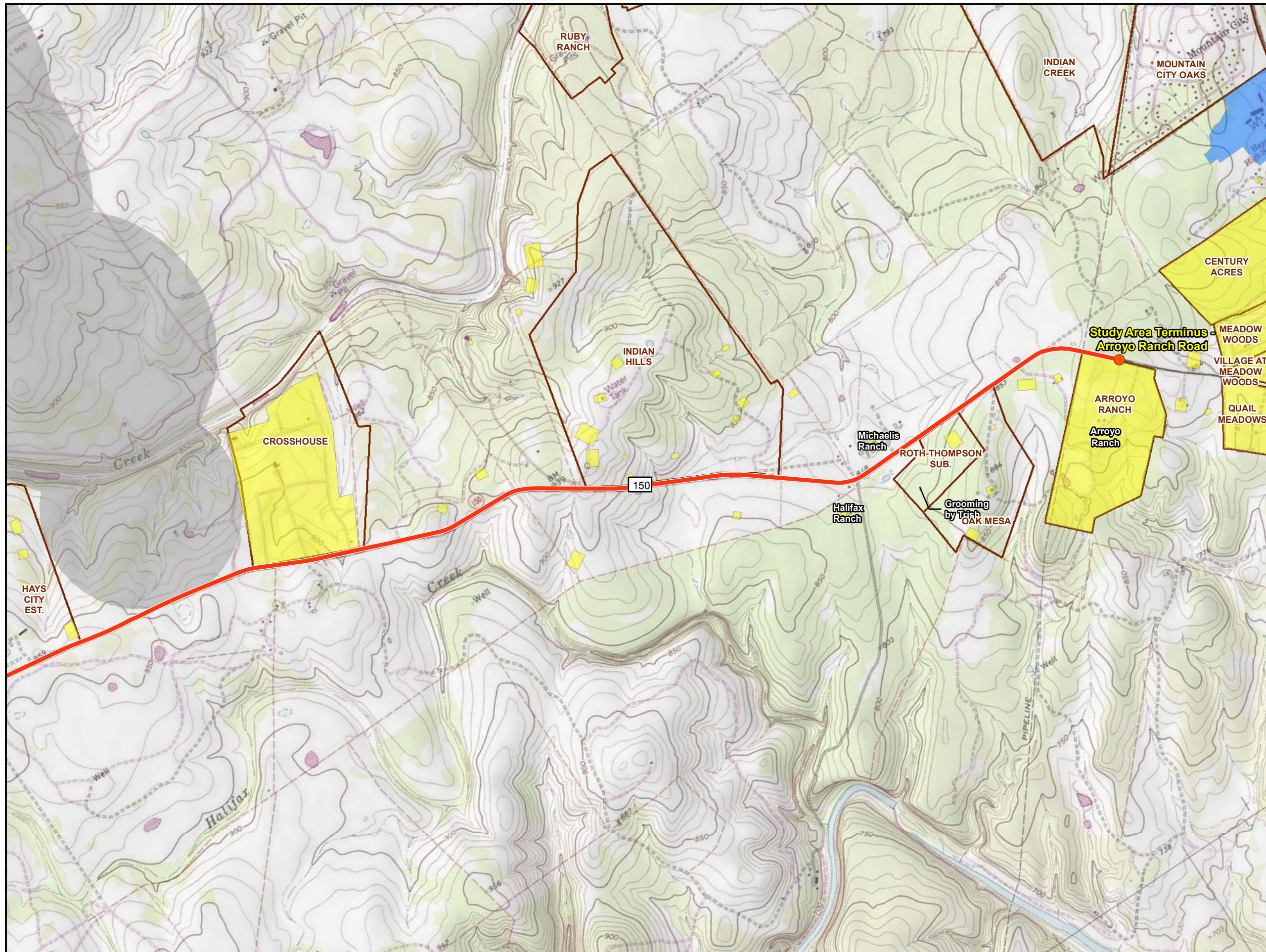


Figure 1-4



- Key to Features**
- FM 150
 - Bypasses
- Land Use Types**
- Cemetery
 - Church
 - Commercial
 - Park
 - Public Facility
 - Residential
 - School
 - Utility
 - Subdivisions

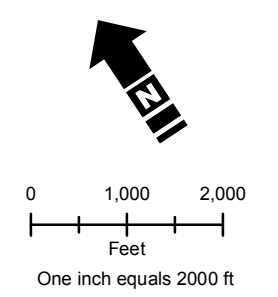


Figure 1-5

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SECTION 2
List of Land Uses

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FM 150 Businesses, Subdivisions, Ranches and Community Resources
(from northwest to southeast)

Businesses		
Twisted X Brewing Company	Driftwood Kennels	Nova Recovery Center
Bella Nido Bed & Breakfast	Lloyds automotives	DVine Marketing
Burke Center for Youth	Flex Coat Co. Inc.	Fall Creek Vineyard
CX2 Construction Inc.	Stonehouse Villa	Salt Lick
Lone Star Water Services	Michael Hall's Studio Foundry	Creek Side
Dog Camp	Duchman Family Winery	Precinct Line Beer & Wine Company
Intuitive Coatings	Mandola Winery	Sage Hill Inn
Burns Albert CPA	WG Boyce Construction Co.	Grooming by Trish
Austin Equine Hospital	Speakeasy Telecom, LLC	Hays City Store
Subdivisions and Ranches¹		
Springwood	Hummingbird Acres	Price Addition
Howard Ranch Subdivision	Saltlick Subdivision	Hays City Estates
The Woods	Grand Cypress at Onion Creek	Crosshouse
Crooked Oaks	Rutherford West	Indian Hills
Laurel Canyon	Rutherford Ranch	Roth-Thompson Subdivision
Burke Ranch	Little Star Ranch	Oak Mesa
JV Ash	York Creek Ranch	Arroyo Ranch
Creek of Driftwood	Los Ranchos	Halifax Ranch Ltd.
Driftwood Falls Estates	Sierra West	Michaelis Ranch
Driftwood Acres	Running Rope Estates	Triple C Ranch
Community Resources and Open Spaces		
Philips Cemetery	Driftwood United Methodist Church	Ashmun Conservation Easement
Driftwood Community Center	Baptist Church of Driftwood	Onion Creek Natural Area Preserve
US Post Office	Driftwood Cemetery	

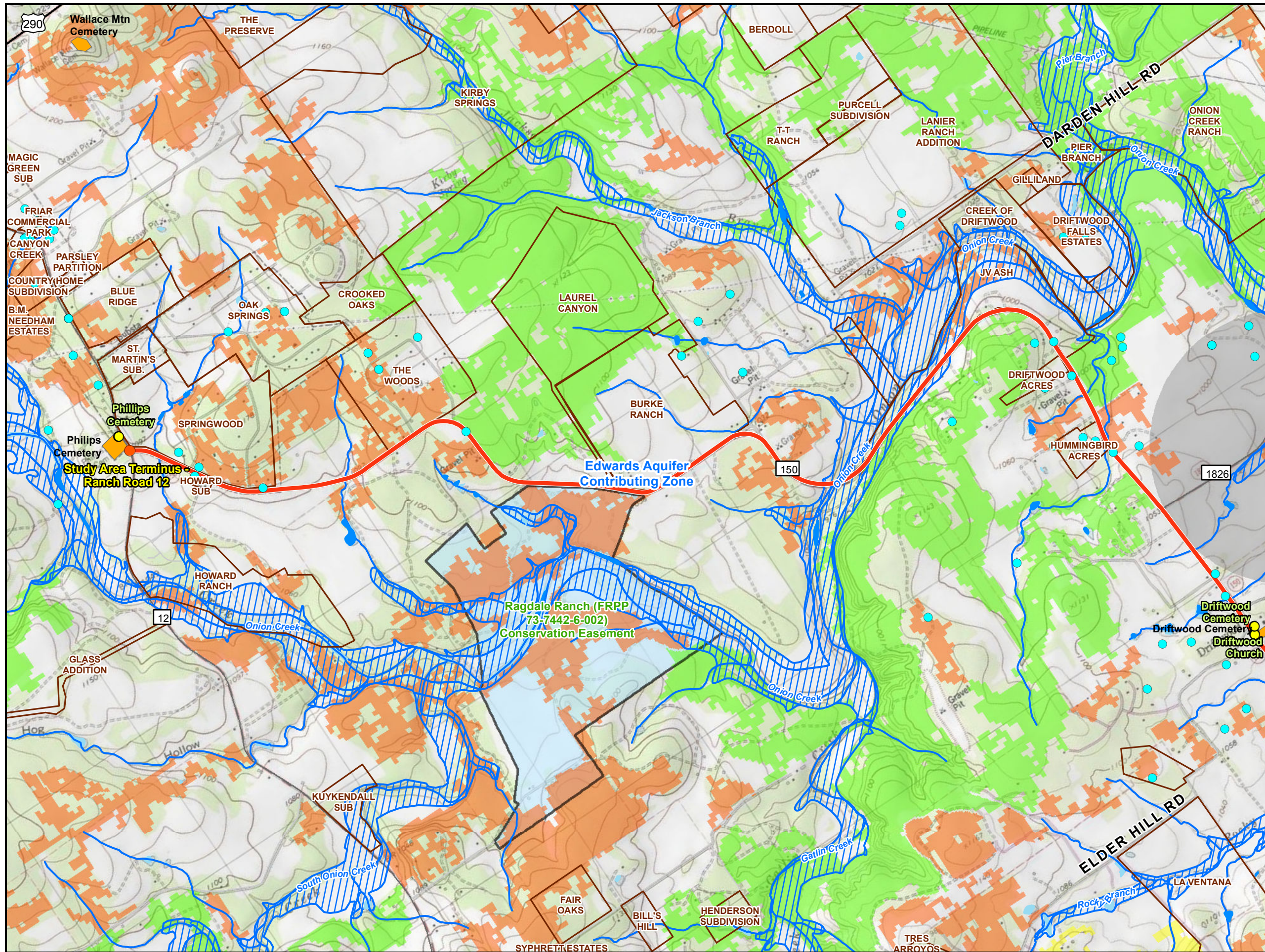
¹Other residences, ranches and communities exist along the corridor within the study area but are not within a named community. Once projects are identified within the study area, a more in-depth evaluation will occur.

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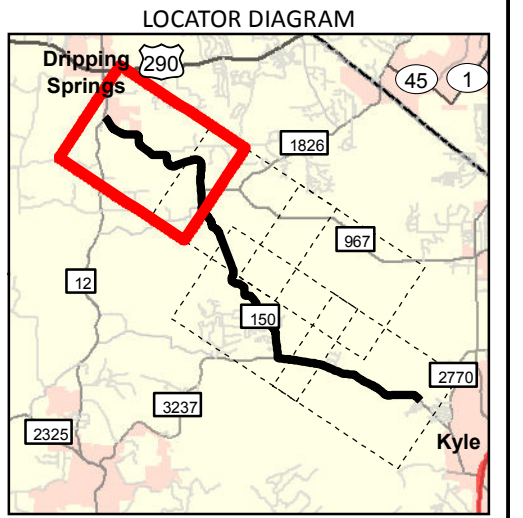
SECTION 3

Report Potential Environmental and
Cultural Constraints Figures

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POTENTIAL ENVIRONMENTAL AND CULTURAL CONSTRAINTS
FM 150 STUDY AREA



- Key to Features**
- Historical Markers
 - Springs
 - Water Wells
 - FM 150
 - Rivers and Streams
 - Bypasses
 - Subdivisions
 - National Register Districts
 - Cemeteries
 - Lakes and Ponds
 - NWI
 - FEMA 100-year Floodplains
 - Edwards Aquifer Zones
- GCWA Potential Habitat ***
- Potential Low Quality Habitat
 - Potential Medium Quality Habitat
 - Potential High Quality Habitat
 - Potential High Quality Habitat
 - Known Cave Areas
 - Private Reserves **
 - Preserves, Easements & Parks
- * Morrison et al 2010 - Model III
** Hill Country Conservancy

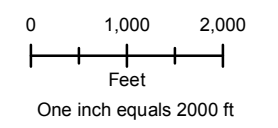
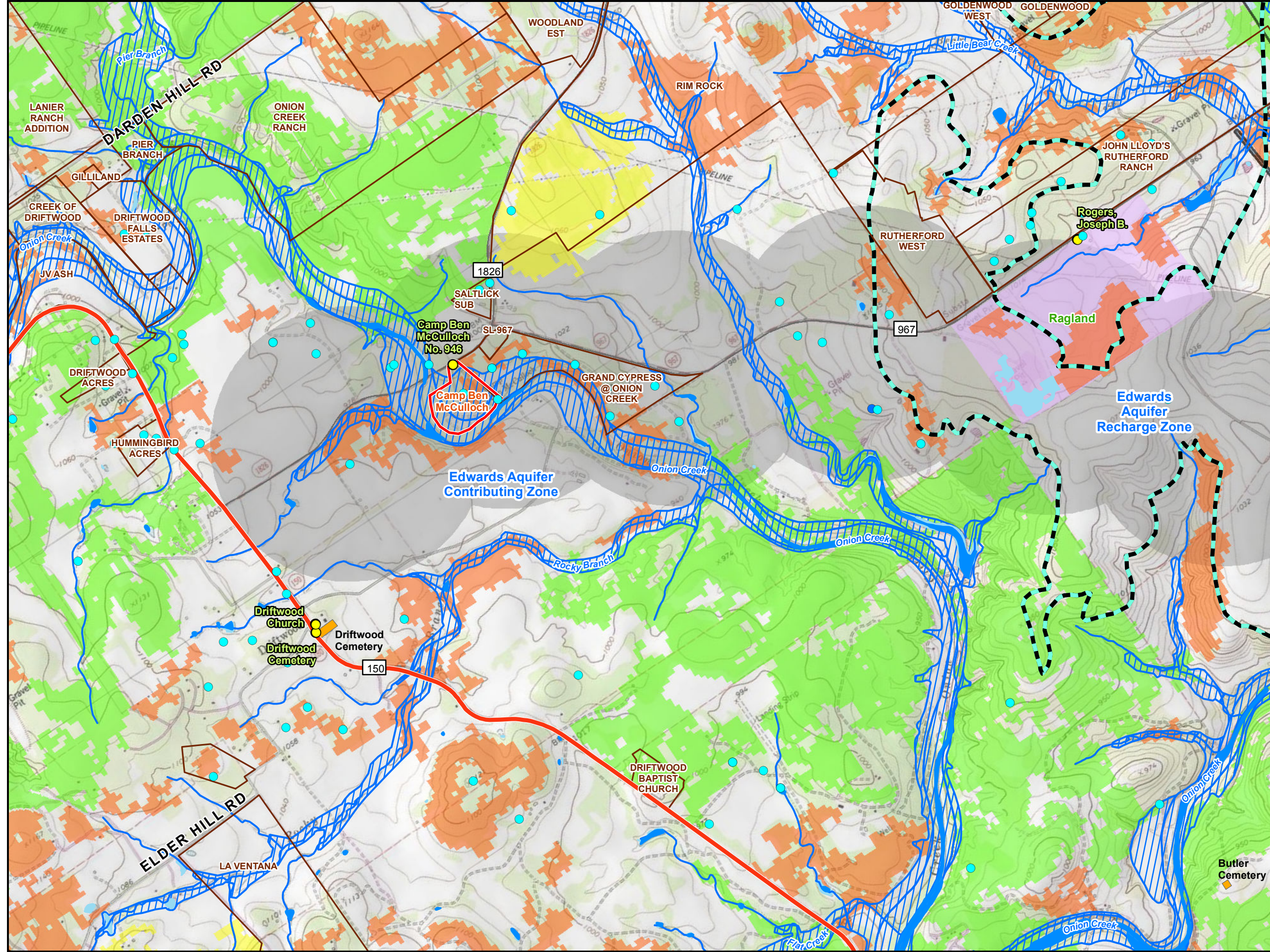
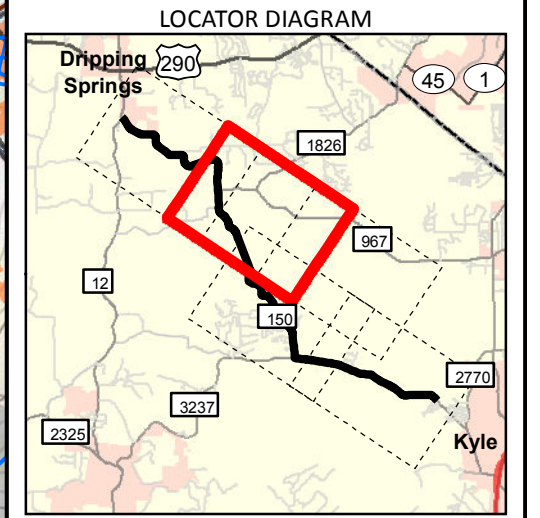


Figure 1-1

POTENTIAL ENVIRONMENTAL AND CULTURAL CONSTRAINTS
FM 150 STUDY AREA



Key to Features

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

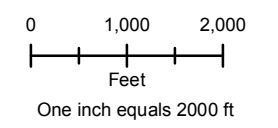
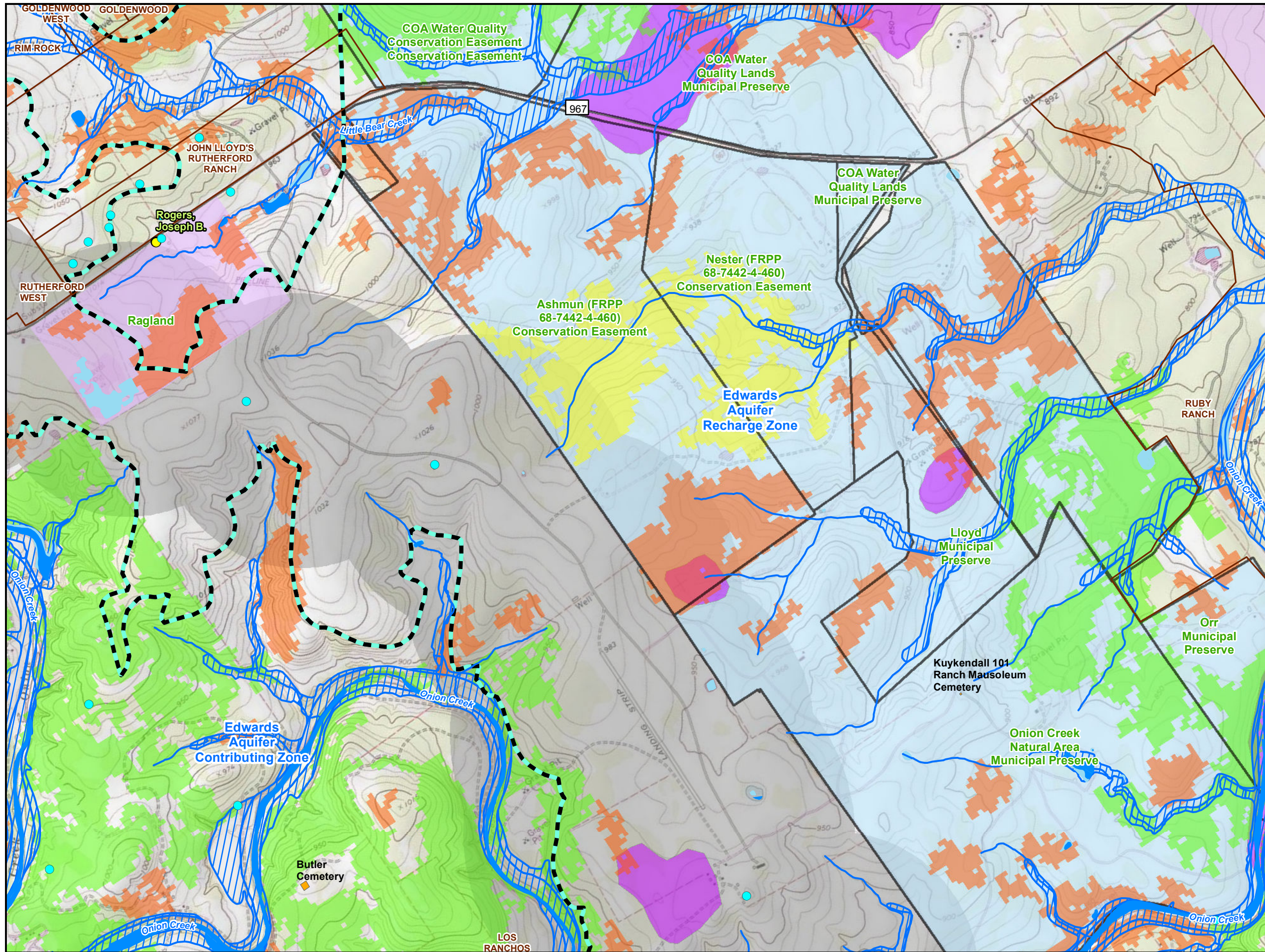
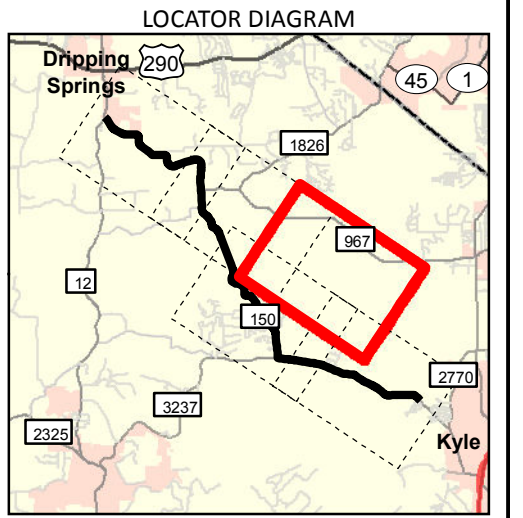


Figure 1-2



POTENTIAL ENVIRONMENTAL AND CULTURAL CONSTRAINTS
FM 150 STUDY AREA



- Key to Features**
- Historical Markers
 - Springs
 - Water Wells
 - FM 150
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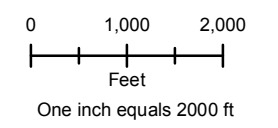
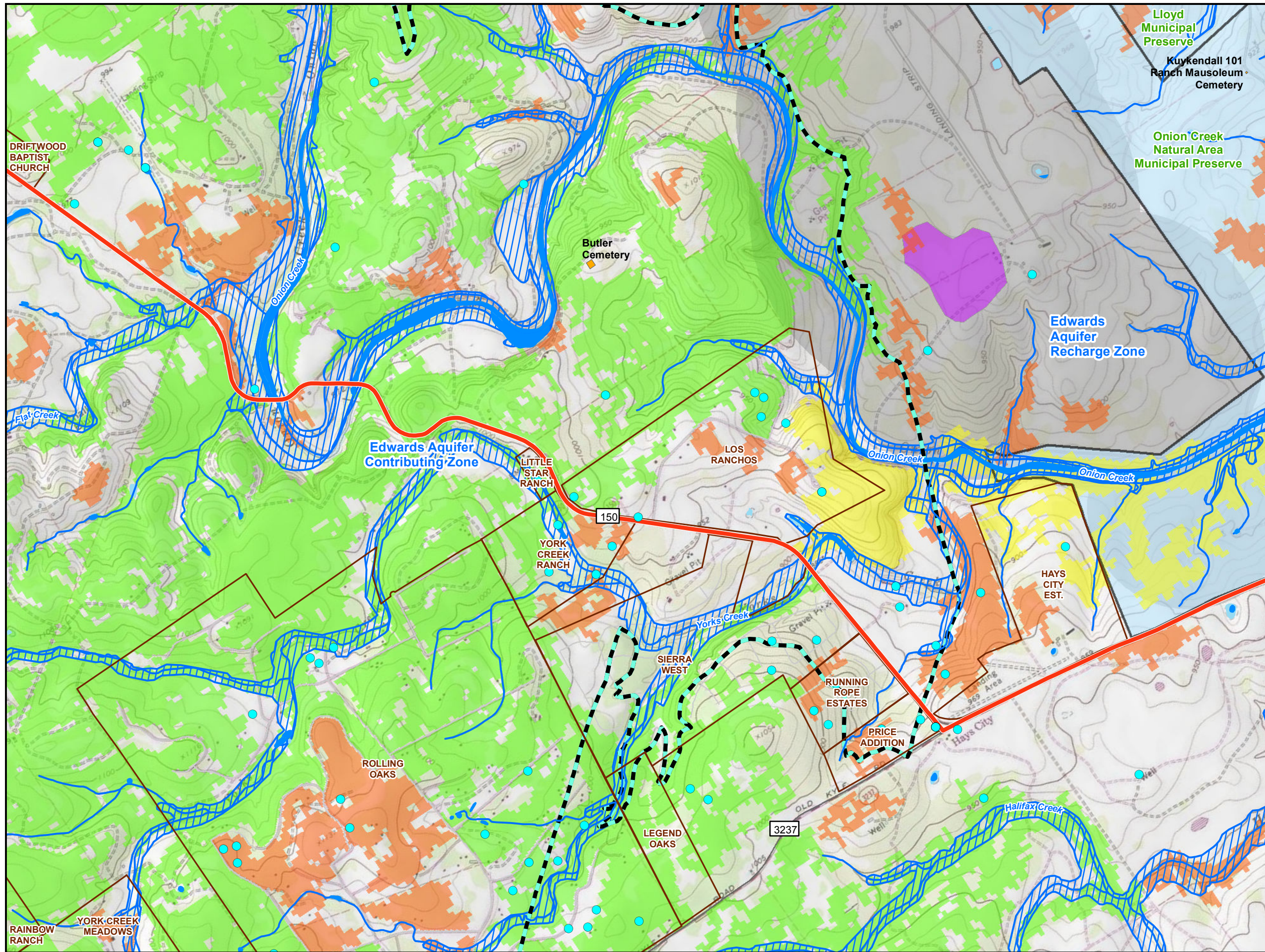
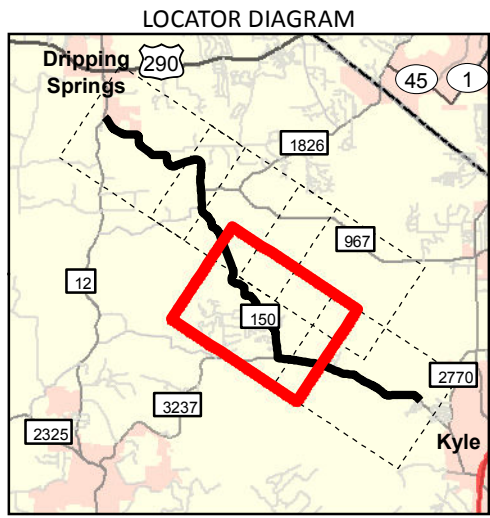


Figure 1-3



POTENTIAL ENVIRONMENTAL AND CULTURAL CONSTRAINTS
FM 150 STUDY AREA



- Key to Features**
- Historical Markers
 - Springs
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 - FM 150
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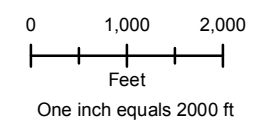
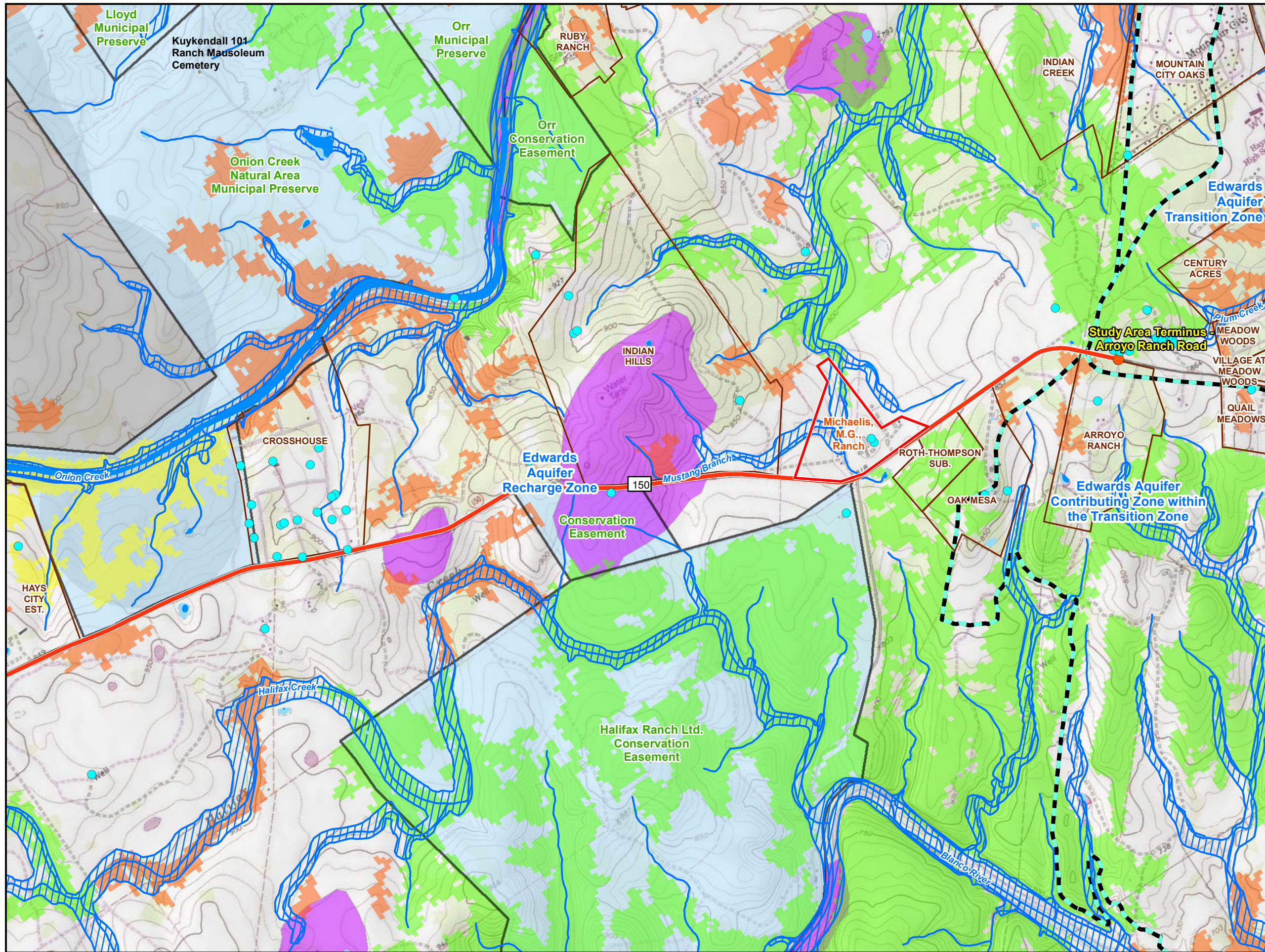
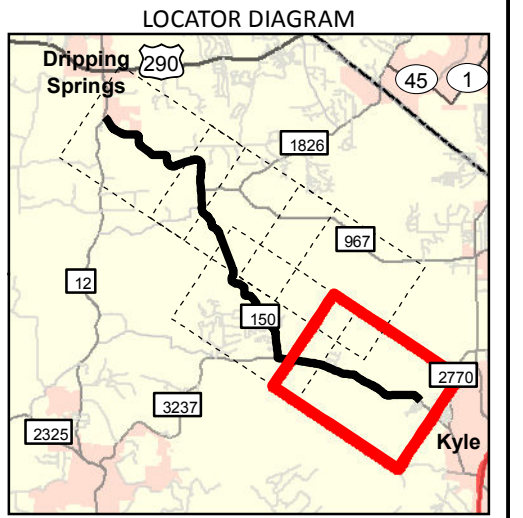


Figure 1-4



POTENTIAL ENVIRONMENTAL AND CULTURAL CONSTRAINTS
FM 150 STUDY AREA



- Key to Features**
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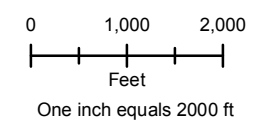


Figure 1-5

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SECTION 4
List of Vegetation

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FM 150 Corridor Ecological Mapping Systems of Texas Vegetation Communities¹

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

¹ Includes Driftwood Bypass.

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

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SECTION 5

Intersection Turning Movement Counts and Operations

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GRAM Traffic, Inc.

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

File Name : FM150W-FM3237AM
Site Code : 00000019
Start Date : 12/18/2014
Page No : 1

Groups Printed- Autos

Start Time	FM 150 Southbound					FM 150 Westbound					Northbound					FM 3237 (Old Kyle Rd) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00	9	0	4	0	13	0	26	30	0	56	0	0	0	0	0	9	40	0	0	49	118
07:15	15	0	13	0	28	0	25	19	0	44	0	0	0	0	0	8	30	0	0	38	110
07:30	24	0	16	0	40	0	17	34	0	51	0	0	0	0	0	15	35	0	0	50	141
07:45	23	0	9	0	32	0	29	38	0	67	0	0	0	0	0	15	33	0	0	48	147
Total	71	0	42	0	113	0	97	121	0	218	0	0	0	0	0	47	138	0	0	185	516
08:00	17	0	6	0	23	0	37	31	0	68	0	0	0	0	0	13	46	0	0	59	150
08:15	13	0	5	0	18	0	29	24	0	53	0	0	0	0	0	28	32	0	0	60	131
08:30	12	0	17	0	29	0	30	21	0	51	0	0	0	0	0	10	37	0	0	47	127
08:45	19	0	5	0	24	0	23	23	0	46	0	0	0	0	0	13	32	0	0	45	115
Total	61	0	33	0	94	0	119	99	0	218	0	0	0	0	0	64	147	0	0	211	523
Grand Total	132	0	75	0	207	0	216	220	0	436	0	0	0	0	0	111	285	0	0	396	1039
Apprch %	63.8	0	36.2	0		0	49.5	50.5	0		0	0	0	0	0	28	72	0	0		
Total %	12.7	0	7.2	0	19.9	0	20.8	21.2	0	42	0	0	0	0	0	10.7	27.4	0	0	38.1	

Start Time	FM 150 Southbound					FM 150 Westbound					Northbound					FM 3237 (Old Kyle Rd) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	24	0	16	0	40	0	17	34	0	51	0	0	0	0	0	15	35	0	0	50	141
07:45	23	0	9	0	32	0	29	38	0	67	0	0	0	0	0	15	33	0	0	48	147
08:00	17	0	6	0	23	0	37	31	0	68	0	0	0	0	0	13	46	0	0	59	150
08:15	13	0	5	0	18	0	29	24	0	53	0	0	0	0	0	28	32	0	0	60	131
Total Volume	77	0	36	0	113	0	112	127	0	239	0	0	0	0	0	71	146	0	0	217	569
% App. Total	68.1	0	31.9	0		0	46.9	53.1	0		0	0	0	0	0	32.7	67.3	0	0		
PHF	.802	.000	.563	.000	.706	.000	.757	.836	.000	.879	.000	.000	.000	.000	.000	.634	.793	.000	.000	.904	.948

GRAM Traffic, Inc.

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

File Name : FM150W-FM3237AM
Site Code : 00000019
Start Date : 12/18/2014
Page No : 2

Start Time	FM 150 Southbound					FM 150 Westbound					Northbound					FM 3237 (Old Kyle Rd) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:15					07:30					07:00					07:30				
+0 mins.	15	0	13	0	28	0	17	34	0	51	0	0	0	0	0	15	35	0	0	50
+15 mins.	24	0	16	0	40	0	29	38	0	67	0	0	0	0	0	15	33	0	0	48
+30 mins.	23	0	9	0	32	0	37	31	0	68	0	0	0	0	0	13	46	0	0	59
+45 mins.	17	0	6	0	23	0	29	24	0	53	0	0	0	0	0	28	32	0	0	60
Total Volume	79	0	44	0	123	0	112	127	0	239	0	0	0	0	0	71	146	0	0	217
% App. Total	64.2	0	35.8	0		0	46.9	53.1	0		0	0	0	0		32.7	67.3	0	0	
PHF	.823	.000	.688	.000	.769	.000	.757	.836	.000	.879	.000	.000	.000	.000	.000	.634	.793	.000	.000	.904

GRAM Traffic, Inc.

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

File Name : FM150W-FM3237PM
Site Code : 00000019
Start Date : 12/18/2014
Page No : 1

Groups Printed- Autos

Start Time	FM 150 Southbound					FM 150 Westbound					Northbound					FM 3237 (Old Kyle Rd) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
16:00	17	1	10	0	28	0	40	15	0	55	0	0	0	0	0	12	39	0	0	51	134
16:15	22	0	5	0	27	0	51	19	0	70	0	0	0	0	0	10	29	0	0	39	136
16:30	30	0	15	0	45	0	39	21	0	60	0	0	0	0	0	15	31	0	0	46	151
16:45	15	0	8	0	23	0	44	25	0	69	0	0	0	0	0	3	34	0	0	37	129
Total	84	1	38	0	123	0	174	80	0	254	0	0	0	0	0	40	133	0	0	173	550
17:00	37	0	13	0	50	0	52	26	0	78	0	0	0	0	0	12	40	0	0	52	180
17:15	26	0	14	0	40	0	60	18	0	78	0	0	0	0	0	10	34	0	0	44	162
17:30	34	0	10	0	44	0	36	30	0	66	0	0	0	0	0	11	39	0	0	50	160
17:45	21	0	18	0	39	0	48	24	0	72	0	0	0	0	0	8	25	0	0	33	144
Total	118	0	55	0	173	0	196	98	0	294	0	0	0	0	0	41	138	0	0	179	646
Grand Total	202	1	93	0	296	0	370	178	0	548	0	0	0	0	0	81	271	0	0	352	1196
Apprch %	68.2	0.3	31.4	0		0	67.5	32.5	0		0	0	0	0	0	23	77	0	0		
Total %	16.9	0.1	7.8	0	24.7	0	30.9	14.9	0	45.8	0	0	0	0	0	6.8	22.7	0	0	29.4	

Start Time	FM 150 Southbound					FM 150 Westbound					Northbound					FM 3237 (Old Kyle Rd) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	37	0	13	0	50	0	52	26	0	78	0	0	0	0	0	12	40	0	0	52	180
17:15	26	0	14	0	40	0	60	18	0	78	0	0	0	0	0	10	34	0	0	44	162
17:30	34	0	10	0	44	0	36	30	0	66	0	0	0	0	0	11	39	0	0	50	160
17:45	21	0	18	0	39	0	48	24	0	72	0	0	0	0	0	8	25	0	0	33	144
Total Volume	118	0	55	0	173	0	196	98	0	294	0	0	0	0	0	41	138	0	0	179	646
% App. Total	68.2	0	31.8	0		0	66.7	33.3	0		0	0	0	0	0	22.9	77.1	0	0		
PHF	.797	.000	.764	.000	.865	.000	.817	.817	.000	.942	.000	.000	.000	.000	.000	.854	.863	.000	.000	.861	.897

GRAM Traffic, Inc.

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

File Name : FM150W-FM3237PM
Site Code : 00000019
Start Date : 12/18/2014
Page No : 2

Start Time	FM 150 Southbound					FM 150 Westbound					Northbound					FM 3237 (Old Kyle Rd) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

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

Peak Hour for Each Approach Begins at:

	17:00					17:00					16:00					16:45				
+0 mins.	37	0	13	0	50	0	52	26	0	78	0	0	0	0	0	3	34	0	0	37
+15 mins.	26	0	14	0	40	0	60	18	0	78	0	0	0	0	0	12	40	0	0	52
+30 mins.	34	0	10	0	44	0	36	30	0	66	0	0	0	0	0	10	34	0	0	44
+45 mins.	21	0	18	0	39	0	48	24	0	72	0	0	0	0	0	11	39	0	0	50
Total Volume	118	0	55	0	173	0	196	98	0	294	0	0	0	0	0	36	147	0	0	183
% App. Total	68.2	0	31.8	0		0	66.7	33.3	0		0	0	0	0		19.7	80.3	0	0	
PHF	.797	.000	.764	.000	.865	.000	.817	.817	.000	.942	.000	.000	.000	.000	.000	.750	.919	.000	.000	.880

GRAM Traffic, Inc.

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

File Name : FM150W-ElderHillRdAM
Site Code : 00000005
Start Date : 12/18/2014
Page No : 1

Groups Printed- Autos

Start Time	FM 150 West Southbound					Westbound					FM 150 West Northbound					Elder Hill Rd / Fm 170 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00	0	13	6	0	19	0	0	0	0	0	2	39	0	0	41	43	0	2	0	45	105
07:15	0	17	8	0	25	0	0	0	0	0	0	39	0	0	39	35	0	6	0	41	105
07:30	0	13	10	0	23	0	0	0	0	0	0	46	0	0	46	31	0	2	0	33	102
07:45	0	15	19	0	34	0	0	0	0	0	5	46	0	0	51	36	0	0	0	36	121
Total	0	58	43	0	101	0	0	0	0	0	7	170	0	0	177	145	0	10	0	155	433
08:00	0	12	8	0	20	0	0	0	0	0	1	29	0	0	30	30	0	2	0	32	82
08:15	0	7	7	0	14	0	0	0	0	0	0	20	0	0	20	24	0	2	0	26	60
08:30	0	20	10	0	30	0	0	0	0	0	6	35	0	0	41	38	0	1	0	39	110
08:45	0	15	16	0	31	0	0	0	0	0	2	17	0	0	19	28	0	0	0	28	78
Total	0	54	41	0	95	0	0	0	0	0	9	101	0	0	110	120	0	5	0	125	330
Grand Total	0	112	84	0	196	0	0	0	0	0	16	271	0	0	287	265	0	15	0	280	763
Apprch %	0	57.1	42.9	0		0	0	0	0	0	5.6	94.4	0	0		94.6	0	5.4	0		
Total %	0	14.7	11	0	25.7	0	0	0	0	0	2.1	35.5	0	0	37.6	34.7	0	2	0	36.7	

Start Time	FM 150 West Southbound					Westbound					FM 150 West Northbound					Elder Hill Rd / Fm 170 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	13	6	0	19	0	0	0	0	0	2	39	0	0	41	43	0	2	0	45	105
07:15	0	17	8	0	25	0	0	0	0	0	0	39	0	0	39	35	0	6	0	41	105
07:30	0	13	10	0	23	0	0	0	0	0	0	46	0	0	46	31	0	2	0	33	102
07:45	0	15	19	0	34	0	0	0	0	0	5	46	0	0	51	36	0	0	0	36	121
Total Volume	0	58	43	0	101	0	0	0	0	0	7	170	0	0	177	145	0	10	0	155	433
% App. Total	0	57.4	42.6	0		0	0	0	0	0	4	96	0	0		93.5	0	6.5	0		
PHF	.000	.853	.566	.000	.743	.000	.000	.000	.000	.000	.350	.924	.000	.000	.868	.843	.000	.417	.000	.861	.895

GRAM Traffic, Inc.

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

File Name : FM150W-ElderHillRdAM
Site Code : 00000005
Start Date : 12/18/2014
Page No : 2

Start Time	FM 150 West Southbound					Westbound					FM 150 West Northbound					Elder Hill Rd / Fm 170 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:15					07:00					07:00					07:00				
+0 mins.	0	17	8	0	25	0	0	0	0	0	2	39	0	0	41	43	0	2	0	45
+15 mins.	0	13	10	0	23	0	0	0	0	0	0	39	0	0	39	35	0	6	0	41
+30 mins.	0	15	19	0	34	0	0	0	0	0	0	46	0	0	46	31	0	2	0	33
+45 mins.	0	12	8	0	20	0	0	0	0	0	5	46	0	0	51	36	0	0	0	36
Total Volume	0	57	45	0	102	0	0	0	0	0	7	170	0	0	177	145	0	10	0	155
% App. Total	0	55.9	44.1	0		0	0	0	0	0	4	96	0	0		93.5	0	6.5	0	
PHF	.000	.838	.592	.000	.750	.000	.000	.000	.000	.000	.350	.924	.000	.000	.868	.843	.000	.417	.000	.861

GRAM Traffic, Inc.

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

File Name : FM150W-ElderHillRdPM
Site Code : 00000005
Start Date : 12/18/2014
Page No : 1

Groups Printed- Autos

Start Time	FM 150 Southbound					Westbound					FM 150 Northbound					Elder Hill Rd / FM 170 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
16:00	0	32	37	0	69	0	0	0	0	0	2	21	0	0	23	21	0	1	0	22	114
16:15	0	41	34	0	75	0	0	0	0	0	2	27	0	0	29	13	0	5	0	18	122
16:30	0	30	39	0	69	0	0	0	0	0	1	27	0	0	28	19	0	1	0	20	117
16:45	0	40	44	0	84	0	0	0	0	0	4	26	0	0	30	16	0	2	0	18	132
Total	0	143	154	0	297	0	0	0	0	0	9	101	0	0	110	69	0	9	0	78	485
17:00	0	37	31	0	68	0	0	0	0	0	2	24	0	0	26	29	0	3	0	32	126
17:15	0	45	43	0	88	0	0	0	0	0	4	15	0	0	19	17	0	3	0	20	127
17:30	0	27	23	0	50	0	0	0	0	0	2	29	0	0	31	17	0	0	0	17	98
17:45	0	35	31	0	66	0	0	0	0	0	1	14	0	0	15	15	0	1	0	16	97
Total	0	144	128	0	272	0	0	0	0	0	9	82	0	0	91	78	0	7	0	85	448
Grand Total	0	287	282	0	569	0	0	0	0	0	18	183	0	0	201	147	0	16	0	163	933
Apprch %	0	50.4	49.6	0		0	0	0	0	0	9	91	0	0		90.2	0	9.8	0		
Total %	0	30.8	30.2	0	61	0	0	0	0	0	1.9	19.6	0	0	21.5	15.8	0	1.7	0	17.5	

Start Time	FM 150 Southbound					Westbound					FM 150 Northbound					Elder Hill Rd / FM 170 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	30	39	0	69	0	0	0	0	0	1	27	0	0	28	19	0	1	0	20	117
16:45	0	40	44	0	84	0	0	0	0	0	4	26	0	0	30	16	0	2	0	18	132
17:00	0	37	31	0	68	0	0	0	0	0	2	24	0	0	26	29	0	3	0	32	126
17:15	0	45	43	0	88	0	0	0	0	0	4	15	0	0	19	17	0	3	0	20	127
Total Volume	0	152	157	0	309	0	0	0	0	0	11	92	0	0	103	81	0	9	0	90	502
% App. Total	0	49.2	50.8	0		0	0	0	0	0	10.7	89.3	0	0		90	0	10	0		
PHF	.000	.844	.892	.000	.878	.000	.000	.000	.000	.000	.688	.852	.000	.000	.858	.698	.000	.750	.000	.703	.951

GRAM Traffic, Inc.

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

File Name : FM150W-ElderHillRdPM
Site Code : 00000005
Start Date : 12/18/2014
Page No : 2

Start Time	FM 150 Southbound					Westbound					FM 150 Northbound					Elder Hill Rd / FM 170 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

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

Peak Hour for Each Approach Begins at:

	16:30					16:00					16:15					16:30				
+0 mins.	0	30	39	0	69	0	0	0	0	0	2	27	0	0	29	19	0	1	0	20
+15 mins.	0	40	44	0	84	0	0	0	0	0	1	27	0	0	28	16	0	2	0	18
+30 mins.	0	37	31	0	68	0	0	0	0	0	4	26	0	0	30	29	0	3	0	32
+45 mins.	0	45	43	0	88	0	0	0	0	0	2	24	0	0	26	17	0	3	0	20
Total Volume	0	152	157	0	309	0	0	0	0	0	9	104	0	0	113	81	0	9	0	90
% App. Total	0	49.2	50.8	0		0	0	0	0	0	8	92	0	0		90	0	10	0	
PHF	.000	.844	.892	.000	.878	.000	.000	.000	.000	.000	.563	.963	.000	.000	.942	.698	.000	.750	.000	.703

GRAM Traffic, Inc.

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

File Name : FM150W-RM1826AM
Site Code : 00000029
Start Date : 12/18/2014
Page No : 2

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

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

Peak Hour for Each Approach Begins at:

	07:45					07:45					07:00					07:00				
+0 mins.	19	8	0	0	27	26	0	25	0	51	0	26	67	0	93	0	0	0	0	0
+15 mins.	9	11	0	0	20	16	0	24	0	40	0	17	68	0	85	0	0	0	0	0
+30 mins.	18	7	0	0	25	19	0	26	0	45	0	21	58	0	79	0	0	0	0	0
+45 mins.	29	13	0	0	42	19	0	37	0	56	0	25	63	0	88	0	0	0	0	0
Total Volume	75	39	0	0	114	80	0	112	0	192	0	89	256	0	345	0	0	0	0	0
% App. Total	65.8	34.2	0	0		41.7	0	58.3	0		0	25.8	74.2	0		0	0	0	0	
PHF	.647	.750	.000	.000	.679	.769	.000	.757	.000	.857	.000	.856	.941	.000	.927	.000	.000	.000	.000	.000

GRAM Traffic, Inc.

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

File Name : FM150W-RM1826PM
Site Code : 00000029
Start Date : 12/18/2014
Page No : 2

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

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

Peak Hour for Each Approach Begins at:

	16:45					16:30					16:15					16:00				
+0 mins.	23	16	0	0	39	61	0	19	0	80	0	15	28	0	43	0	0	0	0	0
+15 mins.	25	21	0	0	46	66	0	16	0	82	0	13	36	0	49	0	0	0	0	0
+30 mins.	21	24	0	0	45	59	0	23	0	82	0	12	35	0	47	0	0	0	0	0
+45 mins.	31	18	0	0	49	61	0	26	0	87	0	14	41	0	55	0	0	0	0	0
Total Volume	100	79	0	0	179	247	0	84	0	331	0	54	140	0	194	0	0	0	0	0
% App. Total	55.9	44.1	0	0		74.6	0	25.4	0		0	27.8	72.2	0		0	0	0	0	
PHF	.806	.823	.000	.000	.913	.936	.000	.808	.000	.951	.000	.900	.854	.000	.882	.000	.000	.000	.000	.000

GRAM Traffic, Inc.

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

File Name : FM150-DardenHillAM
Site Code : 00000024
Start Date : 12/18/2014
Page No : 1

Groups Printed- 1st Intersection

Start Time	Darden Hill Rd Southbound					FM 150 Westbound					FM 150 Northbound					FM 150 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00	2	0	5	0	7	0	40	0	0	40	0	0	0	0	0	2	10	0	0	12	59
07:15	2	0	23	0	25	0	36	0	0	36	0	0	0	0	0	3	20	0	0	23	84
07:30	1	0	10	0	11	0	34	0	0	34	0	0	0	0	0	4	24	0	0	28	73
07:45	0	0	14	0	14	0	46	0	0	46	0	0	0	0	0	7	22	0	0	29	89
Total	5	0	52	0	57	0	156	0	0	156	0	0	0	0	0	16	76	0	0	92	305
08:00	1	0	21	0	22	0	54	0	0	54	0	0	0	0	0	7	21	0	0	28	104
08:15	1	0	18	0	19	0	51	0	0	51	0	0	0	0	0	8	24	0	0	32	102
08:30	1	0	19	0	20	0	41	0	0	41	0	0	0	0	0	4	24	0	0	28	89
08:45	0	0	10	0	10	0	28	0	0	28	0	0	0	0	0	13	25	0	0	38	76
Total	3	0	68	0	71	0	174	0	0	174	0	0	0	0	0	32	94	0	0	126	371
Grand Total	8	0	120	0	128	0	330	0	0	330	0	0	0	0	0	48	170	0	0	218	676
Apprch %	6.2	0	93.8	0		0	100	0	0		0	0	0	0		22	78	0	0		
Total %	1.2	0	17.8	0	18.9	0	48.8	0	0	48.8	0	0	0	0		7.1	25.1	0	0	32.2	

Start Time	Darden Hill Rd Southbound					FM 150 Westbound					FM 150 Northbound					FM 150 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	14	0	14	0	46	0	0	46	0	0	0	0	0	7	22	0	0	29	89
08:00	1	0	21	0	22	0	54	0	0	54	0	0	0	0	0	7	21	0	0	28	104
08:15	1	0	18	0	19	0	51	0	0	51	0	0	0	0	0	8	24	0	0	32	102
08:30	1	0	19	0	20	0	41	0	0	41	0	0	0	0	0	4	24	0	0	28	89
Total Volume	3	0	72	0	75	0	192	0	0	192	0	0	0	0	0	26	91	0	0	117	384
% App. Total	4	0	96	0		0	100	0	0		0	0	0	0		22.2	77.8	0	0		
PHF	.750	.000	.857	.000	.852	.000	.889	.000	.000	.889	.000	.000	.000	.000	.000	.813	.948	.000	.000	.914	.923

GRAM Traffic, Inc.

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

File Name : FM150-DardenHillAM
Site Code : 00000024
Start Date : 12/18/2014
Page No : 2

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

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

Peak Hour for Each Approach Begins at:

	07:45					07:45					07:00					08:00				
+0 mins.	0	0	14	0	14	0	46	0	0	46	0	0	0	0	0	7	21	0	0	28
+15 mins.	1	0	21	0	22	0	54	0	0	54	0	0	0	0	0	8	24	0	0	32
+30 mins.	1	0	18	0	19	0	51	0	0	51	0	0	0	0	0	4	24	0	0	28
+45 mins.	1	0	19	0	20	0	41	0	0	41	0	0	0	0	0	13	25	0	0	38
Total Volume	3	0	72	0	75	0	192	0	0	192	0	0	0	0	0	32	94	0	0	126
% App. Total	4	0	96	0		0	100	0	0		0	0	0	0		25.4	74.6	0	0	
PHF	.750	.000	.857	.000	.852	.000	.889	.000	.000	.889	.000	.000	.000	.000	.000	.615	.940	.000	.000	.829

GRAM Traffic, Inc.

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

File Name : FM150-DardenHillPM
Site Code : 00000024
Start Date : 12/18/2014
Page No : 1

Groups Printed- 1st Intersection

Start Time	Darden Hill Southbound					FM 150 Westbound					FM 150 Northbound					FM 150 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
16:00	5	0	10	0	15	0	36	0	0	36	0	0	0	0	0	7	53	0	0	60	111
16:15	0	0	6	0	6	0	46	1	0	47	0	0	0	0	0	7	45	0	0	52	105
16:30	1	0	4	0	5	0	36	0	0	36	0	0	0	0	0	6	39	0	0	45	86
16:45	2	0	13	0	15	0	30	0	0	30	0	0	0	0	0	11	35	0	0	46	91
Total	8	0	33	0	41	0	148	1	0	149	0	0	0	0	0	31	172	0	0	203	393
17:00	0	0	10	0	10	0	29	2	0	31	0	0	0	0	0	8	45	0	0	53	94
17:15	0	1	9	0	10	0	35	0	0	35	0	0	0	0	0	6	48	0	0	54	99
17:30	1	0	5	0	6	0	37	1	0	38	0	0	0	0	0	8	44	0	0	52	96
17:45	0	0	3	0	3	0	27	0	0	27	0	0	0	0	0	8	28	0	0	36	66
Total	1	1	27	0	29	0	128	3	0	131	0	0	0	0	0	30	165	0	0	195	355
Grand Total	9	1	60	0	70	0	276	4	0	280	0	0	0	0	0	61	337	0	0	398	748
Apprch %	12.9	1.4	85.7	0		0	98.6	1.4	0		0	0	0	0		15.3	84.7	0	0		
Total %	1.2	0.1	8	0	9.4	0	36.9	0.5	0	37.4	0	0	0	0	0	8.2	45.1	0	0	53.2	

Start Time	Darden Hill Southbound					FM 150 Westbound					FM 150 Northbound					FM 150 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	5	0	10	0	15	0	36	0	0	36	0	0	0	0	0	7	53	0	0	60	111
16:15	0	0	6	0	6	0	46	1	0	47	0	0	0	0	0	7	45	0	0	52	105
16:30	1	0	4	0	5	0	36	0	0	36	0	0	0	0	0	6	39	0	0	45	86
16:45	2	0	13	0	15	0	30	0	0	30	0	0	0	0	0	11	35	0	0	46	91
Total Volume	8	0	33	0	41	0	148	1	0	149	0	0	0	0	0	31	172	0	0	203	393
% App. Total	19.5	0	80.5	0		0	99.3	0.7	0		0	0	0	0		15.3	84.7	0	0		
PHF	.400	.000	.635	.000	.683	.000	.804	.250	.000	.793	.000	.000	.000	.000	.000	.705	.811	.000	.000	.846	.885

GRAM Traffic, Inc.

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

File Name : FM150-DardenHillPM
Site Code : 00000024
Start Date : 12/18/2014
Page No : 2

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

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

Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:45				
+0 mins.	5	0	10	0	15	0	36	0	0	36	0	0	0	0	0	11	35	0	0	46
+15 mins.	0	0	6	0	6	0	46	1	0	47	0	0	0	0	0	8	45	0	0	53
+30 mins.	1	0	4	0	5	0	36	0	0	36	0	0	0	0	0	6	48	0	0	54
+45 mins.	2	0	13	0	15	0	30	0	0	30	0	0	0	0	0	8	44	0	0	52
Total Volume	8	0	33	0	41	0	148	1	0	149	0	0	0	0	0	33	172	0	0	205
% App. Total	19.5	0	80.5	0		0	99.3	0.7	0		0	0	0	0		16.1	83.9	0	0	
PHF	.400	.000	.635	.000	.683	.000	.804	.250	.000	.793	.000	.000	.000	.000	.000	.750	.896	.000	.000	.949

GRAM Traffic, Inc.

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

File Name : FM150-DardenHillAM
Site Code : 00000024
Start Date : 12/18/2014
Page No : 1

Groups Printed- 2nd Intersection

Start Time	Darden Hill Rd Southbound					FM 150 Westbound					FM 150 Northbound					FM 150 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	1	0	0	0	0	1
08:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	0	1
08:30	1	0	1	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	4	0	0	6	0	6	0	0	0	0	0	1	0	0	0	0	1
Grand Total	4	0	2	0	6	0	0	8	0	8	0	0	0	0	0	2	0	0	0	2	16
Apprch %	66.7	0	33.3	0		0	0	100	0		0	0	0	0		100	0	0	0		
Total %	25	0	12.5	0	37.5	0	0	50	0	50	0	0	0	0	0	12.5	0	0	0	12.5	

Start Time	Darden Hill Rd Southbound					FM 150 Westbound					FM 150 Northbound					FM 150 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	0	1
08:30	1	0	1	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	1	0	3	0	0	7	0	7	0	0	0	0	0	1	0	0	0	0	1
% App. Total	66.7	0	33.3	0		0	0	100	0		0	0	0	0		100	0	0	0		
PHF	.500	.000	.250	.000	.375	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.550

GRAM Traffic, Inc.

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

File Name : FM150-DardenHillAM
Site Code : 00000024
Start Date : 12/18/2014
Page No : 2

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

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

Peak Hour for Each Approach Begins at:

	08:00					07:45					07:00					07:30				
+0 mins.	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	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.	1	0	1	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1
Total Volume	2	0	2	0	4	0	0	7	0	7	0	0	0	0	0	2	0	0	0	2
% App. Total	50	0	50	0		0	0	100	0		0	0	0	0		100	0	0	0	
PHF	.500	.000	.500	.000	.500	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500

GRAM Traffic, Inc.

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

File Name : FM150W-RR12AM
Site Code : 00000029
Start Date : 12/17/2014
Page No : 2

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

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

Peak Hour for Each Approach Begins at:

	08:00					07:30					07:30					07:00				
+0 mins.	36	37	0	0	73	3	0	67	0	70	0	79	3	0	82	0	0	0	0	0
+15 mins.	35	46	0	0	81	5	0	63	0	68	0	114	4	0	118	0	0	0	0	0
+30 mins.	27	28	0	0	55	9	0	72	0	81	0	89	1	0	90	0	0	0	0	0
+45 mins.	49	39	0	0	88	1	0	84	0	85	0	82	3	0	85	0	0	0	0	0
Total Volume	147	150	0	0	297	18	0	286	0	304	0	364	11	0	375	0	0	0	0	0
% App. Total	49.5	50.5	0	0		5.9	0	94.1	0		0	97.1	2.9	0		0	0	0	0	0
PHF	.750	.815	.000	.000	.844	.500	.000	.851	.000	.894	.000	.798	.688	.000	.794	.000	.000	.000	.000	.000

GRAM Traffic, Inc.

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

File Name : FM150W-RR12PM
Site Code : 00000029
Start Date : 12/17/2014
Page No : 2

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

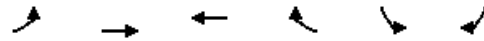
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45					16:30					16:15					16:00				
+0 mins.	52	84	0	0	136	2	0	40	0	42	0	42	3	0	45	0	0	0	0	0
+15 mins.	53	87	0	0	140	5	0	27	0	32	0	59	5	0	64	0	0	0	0	0
+30 mins.	62	103	0	0	165	8	0	27	0	35	0	51	5	0	56	0	0	0	0	0
+45 mins.	42	86	0	0	128	8	0	49	0	57	0	58	2	0	60	0	0	0	0	0
Total Volume	209	360	0	0	569	23	0	143	0	166	0	210	15	0	225	0	0	0	0	0
% App. Total	36.7	63.3	0	0		13.9	0	86.1	0		0	93.3	6.7	0		0	0	0	0	
PHF	.843	.874	.000	.000	.862	.719	.000	.730	.000	.728	.000	.890	.750	.000	.879	.000	.000	.000	.000	.000

HCM Unsignalized Intersection Capacity Analysis
 1: Old Kyle Road (FM 3237) & FM 150

AM Peak Hour
 1/22/2015












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔	↔	↔	↔
Volume (veh/h)	71	146	112	127	77	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	75	154	118	134	81	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	118				421	118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	118				421	118
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				86	96
cM capacity (veh/h)	1483				563	939
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	228	118	134	119		
Volume Left	75	0	0	81		
Volume Right	0	0	134	38		
cSH	1483	1700	1700	645		
Volume to Capacity	0.05	0.07	0.08	0.18		
Queue Length 95th (ft)	4	0	0	17		
Control Delay (s)	2.8	0.0	0.0	11.8		
Lane LOS	A			B		
Approach Delay (s)	2.8	0.0		11.8		
Approach LOS				B		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			31.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: FM 150 & Elder Hill Road (FM 170)

AM Peak Hour
1/22/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	145	10	7	170	58	43
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	161	11	8	189	64	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	293	88	112			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	293	88	112			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	99	99			
cM capacity (veh/h)	699	975	1490			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	172	197	112			
Volume Left	161	8	0			
Volume Right	11	0	48			
cSH	712	1490	1700			
Volume to Capacity	0.24	0.01	0.07			
Queue Length 95th (ft)	24	0	0			
Control Delay (s)	11.7	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.7	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization		29.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: FM 150 & RM 1826

AM Peak Hour
1/22/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	80	112	91	233	75	39
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	122	99	253	82	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	431	226			352	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	431	226			352	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	85			93	
cM capacity (veh/h)	546	819			1218	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	209	352	124
Volume Left	87	0	82
Volume Right	122	253	0
cSH	678	1700	1218
Volume to Capacity	0.31	0.21	0.07
Queue Length 95th (ft)	33	0	5
Control Delay (s)	12.7	0.0	5.6
Lane LOS	B		A
Approach Delay (s)	12.7	0.0	5.6
Approach LOS	B		

Intersection Summary			
Average Delay		4.9	
Intersection Capacity Utilization		46.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 4: Darden Hill Road 2 & FM 150

AM Peak Hour
 1/22/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Volume (veh/h)	1	93	191	7	2	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	101	208	8	2	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	215				315	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	215				315	211
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1367				682	834

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	102	215	3
Volume Left	1	0	2
Volume Right	0	8	1
cSH	1367	1700	726
Volume to Capacity	0.00	0.13	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.1	0.0	10.0
Lane LOS	A		A
Approach Delay (s)	0.1	0.0	10.0
Approach LOS			A

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		20.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: FM 150 & Darden Hill Road 1

AM Peak Hour
1/22/2015














Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Volume (veh/h)	26	91	192	0	3	72
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	99	209	0	3	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			317			
pX, platoon unblocked						
vC, conflicting volume	209				364	209
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	209				364	209
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	91
cM capacity (veh/h)	1374				626	837

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	127	209	82
Volume Left	28	0	3
Volume Right	0	0	78
cSH	1374	1700	826
Volume to Capacity	0.02	0.12	0.10
Queue Length 95th (ft)	2	0	8
Control Delay (s)	1.8	0.0	9.8
Lane LOS	A		A
Approach Delay (s)	1.8	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization		31.0%	ICU Level of Service A
Analysis Period (min)		15	

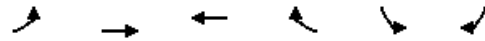
HCM Unsignalized Intersection Capacity Analysis
6: RR 12 & FM 150

AM Peak Hour
1/22/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	18	286	364	11	128	162
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	20	314	400	12	141	178
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	865	406			412	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	865	406			412	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	52			88	
cM capacity (veh/h)	287	649			1158	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	20	314	412	141	178	
Volume Left	20	0	0	141	0	
Volume Right	0	314	12	0	0	
cSH	287	649	1700	1158	1700	
Volume to Capacity	0.07	0.48	0.24	0.12	0.10	
Queue Length 95th (ft)	6	66	0	10	0	
Control Delay (s)	18.5	15.6	0.0	8.5	0.0	
Lane LOS	C	C		A		
Approach Delay (s)	15.8		0.0	3.8		
Approach LOS	C					
Intersection Summary						
Average Delay			6.1			
Intersection Capacity Utilization			44.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Old Kyle Road (FM 3237) & FM 150

PM Peak Hour
 1/22/2015












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Volume (veh/h)	41	138	196	98	118	55
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	46	153	218	109	131	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	218				462	218
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	218				462	218
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				76	93
cM capacity (veh/h)	1364				543	827
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	199	218	109	192		
Volume Left	46	0	0	131		
Volume Right	0	0	109	61		
cSH	1364	1700	1700	609		
Volume to Capacity	0.03	0.13	0.06	0.32		
Queue Length 95th (ft)	3	0	0	34		
Control Delay (s)	2.0	0.0	0.0	13.6		
Lane LOS	A			B		
Approach Delay (s)	2.0	0.0		13.6		
Approach LOS				B		
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			39.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: FM 150 & Elder Hill Road (FM 170)

PM Peak Hour
1/22/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	81	9	11	92	152	157
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	85	9	12	97	160	165
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	363	243	325			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	363	243	325			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	99	99			
cM capacity (veh/h)	635	801	1246			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	95	108	325			
Volume Left	85	12	0			
Volume Right	9	0	165			
cSH	648	1246	1700			
Volume to Capacity	0.15	0.01	0.19			
Queue Length 95th (ft)	13	1	0			
Control Delay (s)	11.5	0.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.5	0.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization		29.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: FM 150 & RM 1826

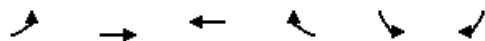
PM Peak Hour
1/22/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	242	85	53	139	100	79
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	255	89	56	146	105	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	423	129			202	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	423	129			202	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	53	90			92	
cM capacity (veh/h)	547	926			1382	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	344	202	188			
Volume Left	255	0	105			
Volume Right	89	146	0			
cSH	612	1700	1382			
Volume to Capacity	0.56	0.12	0.08			
Queue Length 95th (ft)	87	0	6			
Control Delay (s)	18.2	0.0	4.6			
Lane LOS	C		A			
Approach Delay (s)	18.2	0.0	4.6			
Approach LOS	C					
Intersection Summary						
Average Delay			9.7			
Intersection Capacity Utilization		49.6%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 4: Darden Hill Road 2 & FM 150

PM Peak Hour
 1/22/2015



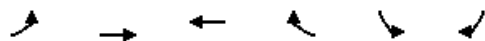
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	0	180	149	10	1	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	196	162	11	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	173				363	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	173				363	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1416				640	882

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	196	173	1
Volume Left	0	0	1
Volume Right	0	11	0
cSH	1416	1700	640
Volume to Capacity	0.00	0.10	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	10.6
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.6
Approach LOS			B

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		19.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: FM 150 & Darden Hill Road 1












PM Peak Hour
1/22/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	31	172	148	1	8	33
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	35	193	166	1	9	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			317			
pX, platoon unblocked						
vC, conflicting volume	167				430	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	167				430	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	96
cM capacity (veh/h)	1423				572	883
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	228	167	46			
Volume Left	35	0	9			
Volume Right	0	1	37			
cSH	1423	1700	798			
Volume to Capacity	0.02	0.10	0.06			
Queue Length 95th (ft)	2	0	5			
Control Delay (s)	1.3	0.0	9.8			
Lane LOS	A		A			
Approach Delay (s)	1.3	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			31.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: RR 12 & FM 150

PM Peak Hour
1/22/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	23	143	201	20	213	347
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	26	159	223	22	237	386
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1093	234			246	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1093	234			246	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	80			82	
cM capacity (veh/h)	197	810			1332	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	26	159	246	237	386	
Volume Left	26	0	0	237	0	
Volume Right	0	159	22	0	0	
cSH	197	810	1700	1332	1700	
Volume to Capacity	0.13	0.20	0.14	0.18	0.23	
Queue Length 95th (ft)	11	18	0	16	0	
Control Delay (s)	26.0	10.5	0.0	8.3	0.0	
Lane LOS	D	B		A		
Approach Delay (s)	12.7		0.0	3.2		
Approach LOS	B					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			36.9%	ICU Level of Service		A
Analysis Period (min)			15			

SECTION 6
Roadway Tube Counts

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GRAM Traffic, Inc.
 3751 FM 1105 Bldg A
 Georgetown, TX 7862

FM 150 West
Approximatley 5 miles East of FM 3237

18-Dec-14
 Thu

	EastBound		Hour Totals		WestBound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	46			4	37				
12:15	1	34			2	47				
12:30	1	61			2	51				
12:45	1	48	5	189	6	35	14	170	19	359
01:00	0	41			2	55				
01:15	0	37			0	46				
01:30	0	45			2	43				
01:45	0	41	0	164	4	53	8	197	8	361
02:00	2	54			0	43				
02:15	0	49			0	48				
02:30	1	46			3	44				
02:45	1	55	4	204	1	60	4	195	8	399
03:00	3	53			1	55				
03:15	1	55			0	35				
03:30	2	42			1	65				
03:45	2	59	8	209	1	52	3	207	11	416
04:00	1	55			0	49				
04:15	1	86			1	67				
04:30	3	61			2	46				
04:45	6	82	11	284	1	72	4	234	15	518
05:00	7	74			5	62				
05:15	10	73			2	70				
05:30	19	67			9	86				
05:45	21	94	57	308	13	82	29	300	86	608
06:00	25	62			13	96				
06:15	31	59			15	77				
06:30	27	60			29	55				
06:45	38	41	121	222	41	63	98	291	219	513
07:00	51	47			51	52				
07:15	67	43			41	46				
07:30	59	28			58	43				
07:45	68	33	245	151	87	42	237	183	482	334
08:00	75	29			92	26				
08:15	54	17			59	33				
08:30	85	19			51	26				
08:45	84	21	298	86	53	21	255	106	553	192
09:00	65	11			60	11				
09:15	47	11			41	26				
09:30	54	16			30	25				
09:45	62	14	228	52	28	18	159	80	387	132
10:00	47	12			43	21				
10:15	45	13			29	30				
10:30	37	5			50	16				
10:45	50	9	179	39	51	15	173	82	352	121
11:00	46	1			46	10				
11:15	36	6			27	8				
11:30	50	6			33	5				
11:45	53	2	185	15	56	6	162	29	347	44
Total	1341	1923			1146	2074			2487	3997
Percent	41.1%	58.9%			35.6%	64.4%			38.4%	61.6%

GRAM Traffic, Inc.
 3751 FM 1105 Bldg A
 Georgetown, TX 7862

FM 150 West
Approximatley 2 miles North of FM 3237

18-Dec-14
 Thu

	EastBound		Hour Totals		WestBound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	39			4	34				
12:15	3	38			5	31				
12:30	1	45			7	27				
12:45	1	28	6	150	3	27	19	119	25	269
01:00	2	29			3	32				
01:15	1	33			2	35				
01:30	0	35			2	39				
01:45	1	38	4	135	0	39	7	145	11	280
02:00	1	36			3	32				
02:15	0	37			1	41				
02:30	0	34			0	37				
02:45	0	32	1	139	0	37	4	147	5	286
03:00	0	39			1	39				
03:15	1	48			1	67				
03:30	2	37			1	39				
03:45	1	44	4	168	0	58	3	203	7	371
04:00	0	52			1	42				
04:15	1	55			2	55				
04:30	1	62			2	57				
04:45	4	58	6	227	0	63	5	217	11	444
05:00	6	66			2	70				
05:15	10	61			2	66				
05:30	17	51			11	52				
05:45	15	63	48	241	10	64	25	252	73	493
06:00	17	60			15	66				
06:15	22	52			14	63				
06:30	23	46			29	47				
06:45	32	45	94	203	40	46	98	222	192	425
07:00	51	35			35	42				
07:15	51	32			42	33				
07:30	49	19			43	33				
07:45	62	15	213	101	63	38	183	146	396	247
08:00	63	15			68	27				
08:15	63	14			49	20				
08:30	50	8			39	26				
08:45	63	12	239	49	45	25	201	98	440	147
09:00	39	11			30	23				
09:15	44	14			45	19				
09:30	42	15			33	19				
09:45	44	15	169	55	41	18	149	79	318	134
10:00	43	7			35	21				
10:15	42	12			38	15				
10:30	26	6			24	12				
10:45	33	2	144	27	32	7	129	55	273	82
11:00	49	5			24	6				
11:15	31	3			23	9				
11:30	43	4			28	9				
11:45	45	3	168	15	48	5	123	29	291	44
Total	1096	1510			946	1712			2042	3222
Perce	42.1%	57.9%			35.6%	64.4%			38.8%	61.2%

GRAM Traffic, Inc.
 3751 FM 1105 Bldg A
 Georgetown, TX 7862

FM 150 West
Between FM 1826 and Elder Hill Rd

18-Dec-14
 Thu

	SouthBound		Hour Totals		NorthBound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	37			0	53				
12:15	6	24			1	46				
12:30	2	35			1	48				
12:45	6	35	21	131	0	45	2	192	23	323
01:00	2	35			1	28				
01:15	4	53			1	42				
01:30	0	40			1	48				
01:45	2	50	8	178	1	37	4	155	12	333
02:00	1	33			2	26				
02:15	1	53			0	33				
02:30	0	57			0	42				
02:45	0	60	2	203	1	42	3	143	5	346
03:00	1	59			0	34				
03:15	2	74			0	25				
03:30	1	45			2	41				
03:45	1	70	5	248	1	30	3	130	8	378
04:00	0	73			1	42				
04:15	1	88			2	42				
04:30	1	94			2	37				
04:45	0	69	2	324	8	44	13	165	15	489
05:00	2	77			7	45				
05:15	1	108			7	46				
05:30	3	77			19	44				
05:45	4	88	10	350	31	50	64	185	74	535
06:00	5	58			43	50				
06:15	14	59			69	39				
06:30	10	53			72	26				
06:45	13	59	42	229	87	24	271	139	313	368
07:00	18	47			73	19				
07:15	30	42			86	13				
07:30	38	33			96	14				
07:45	43	38	129	160	82	23	337	69	466	229
08:00	27	35			99	10				
08:15	28	25			91	18				
08:30	26	27			87	18				
08:45	36	21	117	108	64	12	341	58	458	166
09:00	32	28			54	9				
09:15	36	21			59	8				
09:30	44	26			67	9				
09:45	26	18	138	93	56	6	236	32	374	125
10:00	32	8			51	19				
10:15	19	15			65	4				
10:30	45	9			53	2				
10:45	34	17	130	49	49	4	218	29	348	78
11:00	26	11			40	4				
11:15	44	8			52	2				
11:30	28	11			39	2				
11:45	43	5	141	35	36	2	167	10	308	45
Total	745	2108			1659	1307			2404	3415
Percent	26.1%	73.9%			55.9%	44.1%			41.3%	58.7%

GRAM Traffic, Inc.
 3751 FM 1105 Bldg A
 Georgetown, TX 7862

FM 150 West
North of Ranch Road 12

18-Dec-14
 Thu

	SouthBound		Hour Totals		NorthBound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	38			1	33				
12:15	4	35			0	37				
12:30	0	36			4	36				
12:45	4	40	11	149	3	39	8	145	19	294
01:00	0	32			0	21				
01:15	0	33			2	40				
01:30	1	38			0	38				
01:45	1	34	2	137	3	29	5	128	7	265
02:00	1	37			1	30				
02:15	1	41			0	52				
02:30	1	48			1	39				
02:45	0	46	3	172	2	51	4	172	7	344
03:00	0	56			0	36				
03:15	1	51			3	47				
03:30	1	40			2	38				
03:45	2	50	4	197	1	59	6	180	10	377
04:00	2	51			0	69				
04:15	0	63			4	53				
04:30	1	79			4	34				
04:45	5	72	8	265	8	49	16	205	24	470
05:00	1	73			4	47				
05:15	1	96			9	41				
05:30	5	68			14	39				
05:45	5	73	12	310	23	36	50	163	62	473
06:00	11	52			19	41				
06:15	12	52			12	24				
06:30	21	45			27	31				
06:45	17	38	61	187	53	24	111	120	172	307
07:00	26	21			44	23				
07:15	30	22			59	15				
07:30	30	22			64	15				
07:45	35	11	121	76	72	24	239	77	360	153
08:00	24	11			90	22				
08:15	33	19			67	10				
08:30	32	25			96	10				
08:45	41	5	130	60	59	17	312	59	442	119
09:00	49	19			67	6				
09:15	34	19			37	7				
09:30	41	16			37	11				
09:45	36	8	160	62	42	6	183	30	343	92
10:00	18	5			28	9				
10:15	35	0			42	5				
10:30	30	9			47	5				
10:45	28	4	111	18	43	3	160	22	271	40
11:00	36	7			38	2				
11:15	34	3			36	3				
11:30	21	4			34	2				
11:45	30	3	121	17	40	3	148	10	269	27
Total	744	1650			1242	1311			1986	2961
Percent	31.1%	68.9%			48.6%	51.4%			40.1%	59.9%

SECTION 7

Crash Data

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Crash Data FM 150 Corridor: Jan 01, 2010 through June 1, 2014

Crash ID	Latitude	Longitude	Weekday	Crash_Time	Crash Severity	# Inj	# Fatal	Intersection	Weather	Surface	Lighting	First Collision	Collision	Other Contributing Factor	County	Street Name
11988808	30.015352	-97.895488	Sat	1:21 AM	INCAPACITATING INJURY	1	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12281713	30.022911	-97.904367	Fri	7:40 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	ANIMAL	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13241698	30.025421	-97.907235	Mon	5:55 PM	POSSIBLE INJURY	2	0	INTERSECTION RELATED	CLOUDY	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE STOPPED	FIRE IN VEHICLE	HAYS	RM0150
13057993	30.02557	-97.907398	Sun	5:30 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	OVERTURNED	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12732268	30.02567	-97.907506	Tue	9:30 PM	NOT INJURED	0	0	NON INTERSECTION	CLOUDY	DRY	DARK, NOT LIGHTED	MOTOR VEHICLE IN TRANSPORT	OD BOTH GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13454223	30.026522	-97.908424	Tue	5:04 PM	NON-INCAPACITATING	1	0	NON INTERSECTION	RAIN	WET	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13408343	30.028272	-97.923593	Fri	3:17 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	OVERTURNED	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
11448807	30.028281	-97.92258	Wed	1:00 PM	POSSIBLE INJURY	1	0	NON INTERSECTION	CLOUDY	WET	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	DEFECTIVE OR NO TAIL LAMPS	HAYS	RM0150
13013054	30.028294	-97.910973	Sat	11:12 AM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13123748	30.028294	-97.910973	Tue	3:37 AM	POSSIBLE INJURY	1	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
13124210	30.028294	-97.910973	Sat	2:41 PM	POSSIBLE INJURY	1	0	NON INTERSECTION	RAIN	WET	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	ANIMAL ON ROAD- DOMESTIC	HAYS	RM0150
12212501	30.028304	-97.920918	Sat	1:50 PM	POSSIBLE INJURY	1	0	INTERSECTION RELATED	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13693472	30.028304	-97.920918	Wed	7:05 AM	NOT INJURED	0	0	NON INTERSECTION	CLOUDY	DRY	DAYLIGHT	ANIMAL	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13133940	30.032735	-97.933296	Sat	5:24 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11791715	30.033446	-97.934898	Sat	3:20 PM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13332538	30.033477	-97.934969	Sat	6:58 PM	POSSIBLE INJURY	3	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	BACKED WITHOUT SAFETY	HAYS	RM0150
12562725	30.035474	-97.939519	Mon	8:19 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12843489	30.036723	-97.941702	Tue	9:40 AM	POSSIBLE INJURY	1	0	DRIVEWAY ACCESS	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD BOTH GOING STRAIGHT-REAR END	HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE)	HAYS	RM0150
11512615	30.038948	-97.947203	Tue	2:22 PM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP FOR SCHOOL BUS	HAYS	RM0150
12951323	30.038954	-97.94735	Sun	4:07 AM	POSSIBLE INJURY	1	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	BACKED WITHOUT SAFETY	HAYS	RM0150
12791754	30.038995	-97.948215	Tue	3:24 PM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	BACKED WITHOUT SAFETY	HAYS	RM0150
12046177	30.039033	-97.949009	Sun	4:30 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	OVERTURNED	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12792699	30.039592	-97.952103	Wed	3:00 PM	NOT INJURED	0	0	DRIVEWAY ACCESS	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD BOTH GOING STRAIGHT-REAR END	ILL (EXPLAIN IN NARRATIVE)	HAYS	RM0150
12070083	30.041646	-97.958042	Fri	11:34 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	ANIMAL	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13610001	30.041968	-97.958983	Thu	3:20 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	OVERTURNED	OMV VEHICLE GOING STRAIGHT	FAILED TO YIELD ROW - OPEN INTERSECTION	HAYS	RM0150
13543260	30.042796	-97.961004	Mon	11:30 PM	POSSIBLE INJURY	2	0	NON INTERSECTION	CLOUDY	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	BACKED WITHOUT SAFETY	HAYS	RM0150
12023430	30.043218	-97.961979	Thu	12:20 AM	NOT INJURED	0	0	INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	ANIMAL	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12650950	30.043575	-97.962832	Sat	11:25 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
12840633	30.043607	-97.962924	Sat	10:45 AM	NON-INCAPACITATING	2	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	OD BOTH GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11915594	30.044271	-97.966148	Sun	1:17 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13615459	30.04709	-97.986106	Fri	12:12 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	BACKED WITHOUT SAFETY	HAYS	RM0150
11600736	30.0472	-97.987047	Mon	4:40 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE LEFT TURN	ILL (EXPLAIN IN NARRATIVE)	HAYS	RM0150
11568087	30.047356	-97.988625	Fri	11:00 PM	NON-INCAPACITATING	1	0	INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	MOTOR VEHICLE IN TRANSPORT	OD ONE STRAIGHT-ONE LEFT TURN	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11739519	30.047356	-97.988625	Mon	3:55 PM	NOT INJURED	0	0	INTERSECTION	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11739530	30.047356	-97.988625	Tue	10:37 AM	NOT INJURED	0	0	DRIVEWAY ACCESS	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE RIGHT TURN	DEFECTIVE TRAILER HITCH	HAYS	RM0150
11952521	30.047356	-97.988625	Wed	7:07 AM	NOT INJURED	0	0	INTERSECTION RELATED	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE STOPPED	FIRE IN VEHICLE	HAYS	RM0150
12557387	30.047356	-97.988625	Thu	9:22 AM	NOT INJURED	0	0	INTERSECTION RELATED	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE STOPPED	ILL (EXPLAIN IN NARRATIVE)	HAYS	RM0150
13760081	30.047356	-97.988625	Fri	9:49 AM	NOT INJURED	0	0	INTERSECTION RELATED	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE LEFT TURN-ONE STOPPED	FAILED TO YIELD ROW - TURN ON RED	HAYS	RM0150
12222552	30.047365	-97.988811	Mon	4:07 PM	NOT INJURED	0	0	DRIVEWAY ACCESS	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD BOTH GOING STRAIGHT-REAR END	ILL (EXPLAIN IN NARRATIVE)	HAYS	RM3237
13487440	30.050982	-97.989013	Thu	10:09 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	ANIMAL	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13373873	30.061868	-97.990808	Mon	11:36 AM	NOT INJURED	0	0	NON INTERSECTION	RAIN	WET	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13093779	30.063785	-97.993146	Thu	1:20 PM	POSSIBLE INJURY	1	0	DRIVEWAY ACCESS	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE LEFT TURN	DEFECTIVE TRAILER HITCH	HAYS	FM 150 W
13815757	30.064311	-97.993848	Mon	10:45 AM	NOT INJURED	0	0	NON INTERSECTION	RAIN	WET	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12865202	30.068462	-97.999107	Sun	1:18 PM	FATAL	0	1	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11560082	30.068673	-97.999379	Sun	10:00 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO YIELD ROW - OPEN INTERSECTION	HAYS	RM0150
12351176	30.072517	-98.000604	Sat	3:19 AM	POSSIBLE INJURY	1	0	NON INTERSECTION	CLEAR	OTHER (EXPLAIN)	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
11456750	30.075824	-98.001704	Fri	1:00 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
13177754	30.075893	-98.001763	Sun	10:24 AM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13535041	30.078424	-98.004443	Sat	9:09 PM	NOT INJURED	0	0	NON INTERSECTION	CLOUDY	STANDING WATER	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	ANIMAL ON ROAD- DOMESTIC	HAYS	RM0150
11407369	30.07843	-98.004467	Sun	7:45 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	OTHER OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12483212	30.079672	-98.00759	Sat	10:45 AM	FATAL	0	1	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11691363	30.081111	-98.007461	Tue	4:51 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11401951	30.083227	-98.008385	Tue	1:15 PM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD BOTH GOING STRAIGHT-REAR END	FATIGUED OR ASLEEP	HAYS	RM0150
12924915	30.083227	-98.008386	Thu	7:43 AM	POSSIBLE INJURY	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13015080	30.083754	-98.009255	Sat	4:30 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	WET	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12241923	30.084633	-98.011727	Sun	3:45 PM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13246818	30.084633	-98.011727	Sun	6:49 AM	NON-INCAPACITATING	1	0	NON INTERSECTION	FOG	WET	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
13571892	30.084689	-98.012731	Wed	6:57 PM	NOT INJURED	0	0	NON INTERSECTION	RAIN	WET	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13641772	30.086684	-98.014894	Sun	3:58 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	WET	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	ANIMAL ON ROAD- DOMESTIC	HAYS	RM0150
13487442	30.098539	-98.016889	Wed	4:58 PM	NON-INCAPACITATING	2	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
12070087	30.101243	-98.018025	Mon	9:34 AM	NOT INJURED	0	0	DRIVEWAY ACCESS	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE LEFT TURN	DEFECTIVE TRAILER HITCH	HAYS	RM0150
13103325	30.111032	-98.022446	Tue	5:35 PM	NOT INJURED	0	0	NON INTERSECTION	RAIN	WET	DARK, NOT LIGHTED	OVERTURNED	OMV VEHICLE GOING STRAIGHT	ANIMAL ON ROAD- DOMESTIC	HAYS	RM0150
12307012	30.117467	-98.027534	Tue	6:50 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
13311957	30.117467	-98.027534	Wed	9:19 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
11687777	30.122693	-98.031596	Fri	10:18 AM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13666128	30.123237	-98.031539	Sat	12:01 PM	NOT INJURED	0	0	INTERSECTION	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	ANGLE - ONE STRAIGHT-ONE LEFT TURN	PARKED AND FAILED TO SET BRAKES		

Crash Data FM 150 Corridor: Jan 01, 2010 through June 1, 2014

Crash ID	Latitude	Longitude	Weekday	Crash_Time	Crash Severity	# Inj	# Fatal	Intersection	Weather	Surface	Lighting	First Collision	Collision	Other Contributing Factor	County	Street Name
13080657	30.143431	-98.04761	Fri	6:45 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	WET	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11421283	30.143499	-98.046901	Mon	8:28 AM	NOT INJURED	0	0	NON INTERSECTION	CLOUDY	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13282484	30.143499	-98.046901	Mon	8:25 AM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	BACKED WITHOUT SAFETY	HAYS	RM0150
12342811	30.144034	-98.045355	Tue	3:23 PM	POSSIBLE INJURY	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13103735	30.145296	-98.051012	Thu	4:46 PM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13846188	30.14606	-98.032564	Sun	12:04 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	OTHER NON COLLISION	OMV VEHICLE GOING STRAIGHT	BACKED WITHOUT SAFETY	HAYS	RM0150
13802780	30.146719	-98.035874	Fri	11:19 PM	NON-INCAPACITATING	2	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	MOTOR VEHICLE IN TRANSPORT	SD BOTH GOING STRAIGHT-REAR END	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13330156	30.148129	-98.051462	Fri	4:04 PM	NOT INJURED	0	0	INTERSECTION RELATED	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13831512	30.149089	-98.052554	Mon	10:37 AM	NOT INJURED	0	0	NON INTERSECTION	CLOUDY	WET	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	OD BOTH GOING STRAIGHT	ANIMAL ON ROAD- DOMESTIC	HAYS	RM0150
13413583	30.14913	-98.057564	Wed	3:56 AM	POSSIBLE INJURY	1	0	NON INTERSECTION	CLOUDY	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
12289981	30.149146	-98.05857	Fri	11:17 PM	INCAPACITATING INJURY	1	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12281731	30.149177	-98.059227	Tue	8:20 AM	NOT INJURED	0	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13064021	30.149177	-98.059227	Mon	3:01 PM	NOT INJURED	0	0	NON INTERSECTION	RAIN	WET	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	ANIMAL ON ROAD- DOMESTIC	HAYS	RM0150
13769686	30.154527	-98.067014	Tue	6:23 AM	NON-INCAPACITATING	1	0	NON INTERSECTION	RAIN	WET	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13154756	30.159513	-98.074674	Sat	1:06 PM	FATAL	0	1	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
11566142	30.159528	-98.074008	Mon	1:43 PM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12791751	30.159564	-98.069052	Sat	10:11 PM	POSSIBLE INJURY	1	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	FAILED TO STOP AT PROPER PLACE	HAYS	RM0150
11312949	30.15959	-98.07071	Wed	2:25 PM	NOT INJURED	0	0	INTERSECTION	CLOUDY	WET	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	ANGLE - BOTH GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13551872	30.159603	-98.069759	Sun	12:23 AM	INCAPACITATING INJURY	1	0	NON INTERSECTION	CLEAR	DRY	DARK, NOT LIGHTED	FIXED OBJECT	OMV VEHICLE GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
13737107	30.16034	-98.077869	Tue	9:18 AM	NON-INCAPACITATING	2	0	NON INTERSECTION	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	OD BOTH GOING STRAIGHT	PARKED AND FAILED TO SET BRAKES	HAYS	RM0150
12849820	30.161613	-98.080577	Mon	4:42 PM	NON-INCAPACITATING	1	0	NON INTERSECTION	CLOUDY	DRY	DAYLIGHT	OVERTURNED	OMV VEHICLE GOING STRAIGHT	BACKED WITHOUT SAFETY	HAYS	RM0150
13279481	30.168043	-98.086807	Tue	3:37 PM	NOT INJURED	0	0	INTERSECTION	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	OD ONE STRAIGHT-ONE STOPPED	PARKED AND FAILED TO SET BRAKES	HAYS	RM0012
13330155	30.168043	-98.086807	Sat	6:06 PM	NON-INCAPACITATING	1	0	INTERSECTION RELATED	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE STOPPED	HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE)	HAYS	RM0012
12507884	30.168326	-98.086755	Wed	12:05 PM	NOT INJURED	0	0	DRIVEWAY ACCESS	CLEAR	DRY	DAYLIGHT	MOTOR VEHICLE IN TRANSPORT	SD ONE STRAIGHT-ONE RIGHT TURN	DEFECTIVE TRAILER HITCH	HAYS	RM0012