

1311 South Lamar

Alternative Traffic Impact Analysis



Prepared for:

Seamless SOLA Holdings I, LLC

Prepared by:

Bobak J. Tehrany, P.E., PTOE

TBPE Firm Registration #: 19220



June 11, 2019

1311 SOUTH LAMAR

Introduction
June 11, 2019

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1.0 INTRODUCTION

BOE Consulting Services, LLC (BOE) was retained by Seamless SOLA Holdings I, LLC to prepare an Alternative Traffic Impact Analysis (TIA) for the proposed redevelopment of the existing uses located at 1311 South Lamar in Austin, Travis County, Texas. The property is currently fully developed with various automotive uses.

The purpose of the study is to inventory pedestrian, bicycle, and transit facilities near the proposed development, identify gaps in these multimodal networks, and recommend improvements to be completed. Several plans concerning pedestrian, bicycle, transit facilities and its connectivity in Austin have been published, including the 2014 Sidewalk Master Plan, 2014 Bicycle Master Plan, and Connections 2025. This study was performed to identify multi modal improvements related to the proposed development to integrate the objectives and visions of the City. The City of Austin approved Scope of Work detailing the requirements of this study is provided as *Exhibit 1* in the Appendix of this report.

Figure 1 Proposed Site Location



2.0 EXISTING CONDITIONS

This section of the report provides a summary of the existing site conditions and an overview of the inventory and condition of pedestrian, bicycle, and transit facilities present in the study area.

2.1 EXISTING SITE CONDITIONS

The property located at 1311 South Lamar is currently fully developed with various automotive service uses. The Genie Car Wash is the primary use currently operating on the site as well as mechanic services.

Since this property is currently developed and actively operating, traffic counts were captured to understand the current traffic generation for the property. 24-hour traffic volumes were captured for three (3) consecutive days, March 20, 21, and 22, 2018, in order to obtain an average traffic generation for the property. Please note that the Austin Independent School District (AISD) and the higher education schools within the area were in session at the time traffic counts were collected. The traffic data and calculations have been included in the Appendix of this report as *Exhibit 2*. From the collected data, it was found that the existing uses generate approximately 1,412 Daily Trips. **Table 1** below provides a summary of the average trip generation for the existing use.

Table 1 Summary of Existing Use Trip Generation

ITE Code	Land Use	Size		24-Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
Existing Trip Generation (Custom)										
	Automotive Service Complex	165,500	SF	1,412	66	53	119	51	61	113
Total Existing Traffic Generation				1,412	66	53	119	51	61	113

2.2 SITE CONTEXT

The proposed development sits within a one (1) mile radius of the Parmer Event Center, Long Center for Performing Arts, Auditorium Shores Park, Zilker Park, and many other prime destinations in Austin. Extending just a little further, this site is within 1.5 miles to the Central Business District (CDB). Furthermore, South Lamar Boulevard provides multiple residential mid-rises in the near vicinity to the north and south of the proposed site that have activated the street front, and allow for easy pedestrian and bicycle connectivity to various eateries, bars, and entertainment.

2.3 BACKGROUND PROJECTS

This area of the South Lamar Corridor has had various other studies performed in the recent past evaluating the needs for multimodal facilities. Additionally, the City of Austin has recently finalized the South Lamar Boulevard Corridor Improvement Program (Corridor Plan) which spanned from Riverside Drive at the north to Ben White Boulevard to the south. *Exhibit 3* provides an aerial map showing the location of private development projects relative to the proposed 1311 S. Lamar as well as the sections of the Corridor Plan which are relevant to this study.

Within the study area of this analysis, the Corridor Plan evaluated the intersections of Heather Street, Collier Street, Lamar Square, and Treadwell Street. A cropped exhibit from the overall roll plot prepared by the City of Austin has been provided within *Exhibit 3* focusing on the study area for this analysis. The following improvements are identified in Table ES-1 of the Corridor Plan (Page E-6) and graphically represented in *Exhibit 3* of this report:

- Heather Street – signalization improvements, pedestrian/bicycle improvements, geometric improvements along Mary Street.
- Collier Street – installation of new traffic signal, pedestrian/bicycle improvements
- Mid-Block between Collier Street/Lamar Square Drive – installation of new Hybrid Pedestrian Beacon with associated pedestrian improvements.
- Lamar Square Drive – pedestrian/bicycle improvements
- Treadwell Street – pedestrian/bicycle improvements

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Multimodal Facilities

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The private developments which have recently performed studies and provided transportation related mitigation measures either through fiscal posting or construction of improvement are:

- SP-2013-0144C – Post South Lamar 2: the Traffic Impact Analysis that was performed for this development is not available on the City of Austin Build + Connect Public Search website; however the Case Info was available and the TIA Determination Worksheet for this project has been provided within *Exhibit 3* as reference.
- SP-2018-0296C – Austin South Lamar Apartments: the Traffic Impact Analysis that was performed for this development is not available on the City of Austin Build + Connect Public Search website as it is still under review; however the Case Info was available and the TIA Determination Worksheet for this project has been provided within *Exhibit 3* as reference.
- SP-2016-0196C – 2010 South Lamar Office: while this development was not required to perform a Traffic Impact Analysis, a Neighborhood Traffic Analysis was performed and ultimately mitigation measures were identified as part of that analysis. The approval memo and fiscal posting associated with this development has been provided within *Exhibit 3*. Fiscal was posted to improve the traffic signal at the intersection of South Lamar Boulevard and Heather Street. Additionally, a protected bicycle lane along the frontage of the property along South Lamar Boulevard was required to be constructed with the development of the project.

3.0 MULTIMODAL FACILITIES

The study area includes four (4) east-west streets and two (2) north-south streets, all within a half-mile radius of the proposed site. The study area limits are Treadwell Street to the north, Heather Street to the south, Kinney Avenue to the west, and Lamar Blvd to the east. The Union Pacific Rail Line runs along the eastern edge of the property.

3.1 PEDESTRIAN FACILITIES

Based on the expected land use at the proposed site, it is presumed that there will be pedestrian traffic generated from the development to get to various other land uses within a near vicinity of the site. This study inventoried sidewalks, crosswalks, and pedestrian push buttons within the study area. Listed below are the criteria by which the conditions of the pedestrian facilities were assessed.

3.1.1 Sidewalks

Sidewalk infrastructure along each study segments was evaluated for good, poor, or no sidewalk. Sidewalks are considered good if it is safe and functional for all users where the concrete surface is level, continuous, and without any physical damages. Sidewalks are categorized poor if hazards are present and it is nonfunctional for many where the concrete surface is uneven, and showed significant cracking, or splitting. Sections with no paved surface were considered as no sidewalk. Additionally, gaps in the sidewalk that prevented connectivity were also noted in this study.

Inventory of the sidewalks are conducted for the following segments:

1. Lamar Blvd, between Heather Street and Collier Street
2. Lamar Blvd, between Collier Street and Lamar Square Drive
3. Lamar Blvd, between Lamar Square Drive and Treadwell Street
4. Collier Street, between Kinney Avenue and Lamar Blvd

3.1.2 Crosswalks

Crosswalk infrastructure at each study intersections was evaluated as good, poor, or no crosswalk. Crosswalks were considered good if they are visibly marked with markings or with differentiated pavers or concrete. Crosswalks are classified poor if the markings are faded and or intermittent that are hard for the pedestrians to see.

3.1.3 Sidewalk Ramps

At each study intersections, pedestrian ramps at each corner was classified as ADA compliant, non-compliant, or no ramp. Ramps with flared sides, detectable warnings, and acceptable running slopes are considered ADA compliant. Ramps with curb cuts, but without ADA requirements are considered non-compliant. Curbs with no curb cut or effective grade traversal infrastructure are considered without ramps. Driveways that did not have ADA compliant ramps or a clear path of travel for pedestrians were considered non-compliant.

3.1.4 Traffic Signal Controllers

Traffic Signal Controllers along the study route was inventoried and classified as outdated or updated, depending on the model type. The 336 model (mounted on a pedestal) was considered outdated, and the 332 model (mounted on the ground) was considered compliant.

3.2 BICYCLE FACILITIES

Based on the expected land use at the proposed site, it is predicted that some portion of trips will be completed as bicycle traffic. To assess the quality of bicycle facilities, BOE inventoried bike lanes in the study area.

3.2.1 Bike Lanes

Bicycle infrastructure in the study area were evaluated based on the type of bike lanes provided. All bicycle lanes provided within the study area were located along the travel way of the roadways and separated by pavement markings.

3.3 TRANSIT FACILITIES

For the high percentages of trips originating near the proposed site, pedestrian and bicycle facilities will serve as the mode of choice. For trips originating further from the site, transit options include Capital Metro Bus Transit (MetroBus).

3.3.1 Bus

MetroBus provides three (3) routes along South Lamar Blvd near the study area. Route 803, Route 3, and Route 103 serves the full segment of Lamar Blvd within the vicinity of the site. The routes are classified as follows:

- Route 803 – MetroRapid – Provides service starting from the Westgate Transit Hub at the south to the Domain to the north. This service provides limited stops with frequency every 15 minutes or better on the weekdays.
- Route 3 – MetroBus Local – Provides service starting from the Southpark Meadows Transit Hub at the southeast to the Great Hills Park & Ride facility to the northwest. This service provides ten (10) total stops with frequency approximately every 30 minutes.

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Existing Conditions – Link-Specific Observations

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- Route 103 – MetroExpress/MetroFlyer – Provides northbound service only during the AM Peak Hour periods and southbound service only during the PM Peak Hour. The AM service starts at Slaughter Lane/Manchaca to the south and ends at San Jacinto/Dean Keeton to the north. The PM service starts at San Jacinto/24th Street and ends at Slaughter Lane/Riddle to the south.

The Northbound Lamar Square Transit Stop is located within the immediate frontage of the proposed development, while the Southbound Lamar Square Transit Stop is located approximately 200 feet away at the northwest corner of S. Lamar Boulevard and Lamar Square Drive. The intersection is signalized allowing safe pedestrian access.

3.3.2 Metro Rail

Though not within the study area, the Downtown Station for Metrorail is approximately 2.0 miles from the proposed site. As such, it is important to record this key transit facility when assessing transportation infrastructure available to the development.

4.0 EXISTING CONDITIONS – LINK-SPECIFIC OBSERVATIONS

In this section, the existing conditions of pedestrian and bicycle facilities of each segments are described in more detail. All data collection was performed on January 29, 2019.

4.1.1 Lamar Blvd, between Heather Street and Collier Street

Lamar Blvd is a north-south roadway that provides sidewalks on both west and east sides of the roadway. Sidewalks in this segment are classified as generally good based on what is defined in Section 3.1.1 of this report. Bike lanes are also provided on both sides along Lamar Blvd between Heather Street and Collier Street.

Segment Specific Observations

- The existing crosswalks on the west leg (Heather Street) of the Lamar Blvd and Heather Street intersection to cross southbound on Lamar Blvd are considered poor since the markings are faded. Furthermore, this intersection provides pedestrian crossing along the north side of the intersection with the available pedestrian ramps; however, adequate pavement markings are not provided nor are pedestrian push buttons/heads. Also, as can be seen in the picture below, the Traffic Signal Controller is outdated. Lastly, the northbound and southbound travel direction do not provide signalized left-turn movements which is causing operational delays.

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Existing Conditions – Link-Specific Observations

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Crosswalk on west-leg (Heather Street) at Lamar Blvd and Heather Street Intersection



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Existing Conditions – Link-Specific Observations

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4.1.2 Lamar Blvd, between Collier Street and Lamar Square Drive

This segment of Lamar Blvd also has sidewalks on both west and east sides of the roadway. Sidewalks in this segment are classified as generally good per the descriptions provided earlier in this report. Bike lanes are also provided on both sides along Lamar Blvd between Collier Street and Lamar Square Drive.

Segment Specific Observations

- While the intersection of S. Lamar Blvd and Collier does not currently provide adequate pedestrian facilities, this intersection will be signalized in the near future. Additional discussion about this intersection and future improvements are discussed later in this report.

Ramps at NW and SW corner of Lamar Blvd and Collier Street Intersection



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Existing Conditions – Link-Specific Observations

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- The automotive services development located at the northwest corner of Lamar Blvd and Collier Street has blocked the available sidewalk. It is recommended that the City coordinate with this property owner to mitigate this condition.

Sidewalk Gap on the north side of Collier Street



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Existing Conditions – Link-Specific Observations

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4.1.3 Lamar Blvd, between Lamar Square Drive and Treadwell Street

This segment of Lamar Blvd also has sidewalks on both west and east sides of the roadway. Sidewalks in this segment are classified as generally good per the descriptions provided earlier in this report. Bike lanes are also provided on both sides along Lamar Blvd between Lamar Square Drive and Treadwell Street.

Segment Specific Observations

- The southeast corner of the intersection of S. Lamar Blvd and Treadwell Street provides a difficult pedestrian experience given the presence of the Traffic Signal Controller, Signal Pole/Foundation, and overhead utility pole. Additionally, there is a utility manhole right where a ramp would typically be.

Missing Southbound Pedestrian Ramp



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Existing Conditions – Link-Specific Observations

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4.1.4 Collier Street, between Lamar Blvd and Kinney Avenue

This segment of Collier Street provides good pedestrian access along the south side of the roadway; however, sidewalks are generally not provided along the north side of the roadway. There are various existing constraints that prevents sidewalks from being constructed without major modifications to private properties. This may be the reason that a new sidewalk along Collier Street was constructed along the south side and not the north side.

Segment Specific Observations

- This is the section of Collier Street immediately to the west of the automotive services development, adjacent to the office park at 1412 Collier.

Gap in Sidewalk



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Existing Conditions – Link-Specific Observations

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- The following series of photos is the frontage of the Flamingo Apartments at 1422 Collier Street.

Gap in Sidewalk



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Existing Conditions – Link-Specific Observations

June 11, 2019

Gap in Sidewalk



Gap in Sidewalk



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Existing Conditions – Link-Specific Observations

June 11, 2019

- The following series of photos is the frontage of the Integral Care development located at 1430 Collier Street.

Gap in Sidewalk



1311 SOUTH LAMAR

Existing Conditions – Link-Specific Observations

June 11, 2019

Gap in Sidewalk



Gap in Sidewalk



5.0 PROPOSED SITE CONDITIONS

The redevelopment of this property will be completed in a single build condition with the anticipated build-out to be 2021, and will provide multifamily, office, and commercial/retail land uses. A site plan has been provided as an attachment to this letter as *Exhibit 4* for your reference.

5.1 PROPOSED SITE AND ACCESS

The redevelopment of this property will provide 297 multifamily units, 143,000 square feet of office, 2,500 square feet of Ground-floor Retail, 1,500 square feet of Supermarket, and 5,000 square feet of High-Turnover (Sit Down) restaurant land uses. With the redevelopment of this site, five (5) non-conforming driveways to S. Lamar Boulevard will be eliminated and consolidated to one (1). Additionally, joint use access has been obtained with the property to the south; therefore, two (2) points of access will be provided for this development.

5.2 TRIP GENERATION

For the purposes of estimating trip generation for the proposed uses, the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, was utilized. Please note that ITE 10 has removed the Specialty Retail land use. Specialty Retail typically classifies smaller commercial/retail centers that do not include big box retailers. The proposed retail uses will be ground-floor type retail as required by Subchapter E (Commercial Design Standards) with the City of Austin Land Development Code. The only general retail option available in ITE 10 is Shopping Center. The Shopping Center land use is generally defined by ITE as big box retailers and experiences more of a regional draw as opposed to local, ground-floor retailers that provide basic services. It is not reasonable to classify the ground floor retail for this development as Shopping Center as the retail portions of the development will not generate traffic similar to a Shopping Center land use; however, the ITE manual does not provide a better suited use nor does the City of Austin allow the use of the Specialty Retail land use that was prescribed in the 9th Edition of the ITE Trip Generation Manual; therefore, the ground-floor retail is classified as Shopping Center.

When determining whether to utilize the Rates or Equations for the proposed land uses, we first consulted the ITE Trip Generation Handbook, 3rd Edition, which recommends using the regression equation only when the data sample has at least 20 data points AND the R² value is higher than 0.75. These conditions are met for the Apartment land uses within the Trip Generation Manual; therefore, the regression equation was utilized

for calculating the anticipated trip generation for this development. **Table 2** provides a summary of the unadjusted trip generation.

Table 2 Summary of Proposed Unadjusted Trip Generation

ITE Code	Land Use	Size		24-Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
Existing Development (Custom)										
-	Automotive Service Complex	165,500	SF	1,412	66	53	119	51	61	113
Total Existing Development				1,412	66	53	119	51	61	113
Proposed Development (ITE 10 th Edition)										
221	Multifamily Housing (Mid-Rise)	297	DU	1,617	26	74	99	76	49	126
710	General Office Building	143,000	SF	1,501	138	23	161	26	134	160
820	Shopping Center	2,500	SF	489	1	1	2	17	18	35
850	Supermarket	1,500	SF	160	3	2	6	7	7	14
932	High-Turnover (Sit Down) Restaurant	5,000	SF	561	27	22	50	30	19	49
Total Proposed Trips				4,328	196	122	318	156	227	384
Net Increase of Trips				2,917	131	69	199	104	166	271

5.3 TRIP DISTRIBUTION

The trip distribution of the net increase in trips for the site was evaluated by applying engineering judgment with regards to where the origin and destinations of the traffic accessing the site. **Table 3** provides a summary of the bi-directional trip distribution to and from the development. A detailed traffic distribution map can also be seen in the Appendix of this report as *Exhibit 5*.

Table 3 Overall Directional Distribution of Site Traffic

Direction	AM Peak		PM Peak	
	From	To	From	To
North Lamar Blvd	25%	75%	75%	25%
South Lamar Blvd	75%	25%	25%	75%

6.0 RECOMMENDATIONS

Based on the findings through this Alternative Transportation Impact Analysis, and based on the mitigation measures that have been identified by the Background Projects discussed in Section 2.3 of this report, we recommend that this development participate in the funding of a Traffic Signal at the intersection of South Lamar Boulevard and Collier Street. The Corridor Planning Office has estimated the total cost of a Traffic Signal at this intersection to be \$360,000 (including contingency). As part of the signalization of this intersection the pedestrian facilities (e.g. ramps, APS push-buttons, etc.) and crosswalks will also be improved to ensure pedestrian safety. Currently, it is our understanding that other Background Private Projects have contributed \$47,000 towards the signalization of this intersection; therefore, the proposed 1311 S. Lamar development should be required to provide the remainder (\$312,100.00) to allow the Corridor Planning Office to construct this traffic signal at the time of their improvements along the corridor. Correspondence with the Austin Transportation Department approving this recommendation has been included in *Exhibit 6*.

Additionally, in our coordination with the Corridor Planning Office, this development's Site Plan has been designed to provide the planned corridor improvements along the frontage of this property. *Exhibit 6* has been included in the attachment of this report which reflects the approved design as well as the approval correspondence from the Corridor Planning Office.

Lastly, in coordination with the Austin Transportation Department, this development will provide on-site infrastructure/amenities to promote multi-modal transportation options. These include Bike Room/Locker with Fit-It Station, Bike Trailers, bicycle racks, and Car Share spaces onsite. With these various mitigation measures, no additional mitigation is recommended at this time.

7.0 REFERENCES

1. "Austin." 30°15'12.83" N and 97°45'47.86" W. **Google Earth**. August 8, 2018. January 1, 2018.
2. Trip Generation Manual 10th Edition Desk Reference. Institute of Transportation Engineers, Washington, D.C. 2018.
3. Trip Generation Handbook, 3rd Edition. A Recommended Practice of the Institute of Transportation Engineers. Institute of Transportation Engineers, Washington, D.C., 2018.
4. South Lamar Boulevard Corridor Improvement Program, City of Austin, Austin, Texas 2016.
5. <https://data.austintexas.gov/stories/s/Template-for-Corridor-Pages/jbxj-hq7b>, South Lamar Blvd. Schematic. City of Austin/HDR. 2018.

Appendix A

- A.1 TIA SCOPING DOCUMENT
- A.2 EXISTING TRAFFIC DATA AND TRIP GENERATION ANALYSIS
- A.3 BACKGROUND PROJECTS
- A.4 SITE PLAN
- A.5 TRIP DISTRIBUTION EXHIBIT
- A.6 SIGNAL CORRESPONDANCE/CPO APPROVED FRONTAGE
IMPROVEMENTS

1311 S. LAMAR

ALTERNATIVE TRAFFIC IMPACT ANALYSIS

A.1 TIA SCOPING DOCUMENT



06/11/2019



CITY OF AUSTIN

TRAFFIC IMPACT ANALYSIS (TIA) DETERMINATION WORKSHEET

APPLICANT MUST FILL IN WORKSHEET PRIOR TO SUBMITTING FOR TIA DETERMINATION

PROJECT NAME: 1311 S. Lamar Blvd

LOCATION: 1303, 1311, & 1401 S. Lamar Blvd

APPLICANT'S AGENT: Bobak Tehrany, P.E., PTOE TELEPHONE NO: (512) 328 - 0011

APPLICATION STATUS: DEVELOPMENT ASSESSMENT ZONING: SITE PLAN: X

EXISTING:

FOR OFFICE USE ONLY

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	INTENSITY	ZONING	LAND USE	I.T.E CODE	TRIP RATE	TRIPS PER DAY
1	1.36	5176 SF	CS - V	Automotive Care	942	Avg rate = 2.25/ ksf	12 (PM)
2	1.005	3 stalls		Quick Lubrication	941	Avg rate = 40/ stall	120
		4 stalls		Self Service Car Wash	947	Avg rate = 108/ stall	432
		1 stall		Automated Car Wash	948	Avg rate = 77.5 / stall	78
		4 stalls		Full Service Car Wash	949	Avg rate = 156.2 / stall	625
						Total	~1303

PROPOSED

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	INTENSITY	ZONING	LAND USE	I.T.E CODE	TRIP RATE/EQ	TRIPS PER DAY
1	2.59	297 DU	CS – V CS – V - CO	Apartments	220	T = 7.56(x) – 40.86	2,205
		143,000 SF		General office	710	Ln (t0 = 0.97 Ln (x) + 2.50	1,501
		2,500 SF		Shopping Center	820	Avg rate = 37.75 / ksf	94
		1,500 SF		Supermarket	850	Avg rate = 106.78 / ksf	160
		5,000 SF		Sit down High turnover Restaurant	932	Avg rate = 112.18 / ksf	561
						Net Total	3,218

ABUTTING ROADWAYS

FOR OFFICE USE ONLY

STREET NAME	PROPOSED ACCESS?	PAVEMENT WIDTH	CLASSIFICATION
S. Lamar Blvd	Yes (2 existing)		

FOR OFFICE USE ONLY

- ☒ A traffic impact analysis is required. The traffic consultant must meet with staff from Austin Transportation Department to discuss the TIA scope and requirements before beginning the study.
- ☐ A traffic impact analysis is NOT required. The traffic generated by the proposal does not exceed the thresholds established in the Land Development Code. See Land Use Review/Transportation Review staff for additional information.
- ☐ The traffic impact analysis has been waived for the following reason: _____
- ☐ A neighborhood traffic analysis will be performed by the City for this project. The applicant may have to collect existing traffic counts. See a transportation planner for information.

REVIEWED BY: Scott A. James
Scott A. James, P.E., PTOE

DATE: January 11, 2019

NOTE: A TIA determination must be made prior to submittal of any zoning or site plan application, therefore, this completed and reviewed form MUST ACCOMPANY any subsequent application for the IDENTICAL project. CHANGES to the proposed project will REQUIRE a new TIA determination to be made.



ALTERNATE TRAFFIC IMPACT ANALYSIS SCOPE

Project Name: 1311 South Lamar **Date:** January 11, 2019
Location: 1311 South Lamar
Case Number: SP-2018-0595C
Owner's Agent: BOE Consulting Services, LLC (Bobak J. Tehrany, P.E., PTOE) **Phone:** (512) 623 – 7509

The scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). All TIAs are subject to the requirements in the Transportation Criteria Manual and the City of Austin's TIA Guidelines.

I. Study Requirements

A complete Alternate Traffic Impact Analysis report with the following information should be provided to city staff.

1. Background Information

The following information should be provided:

- a. Completed TIA Determination Worksheet.
- b. Site Map or Site Plan.
- c. Location/Study area map specifying major roadways and intersections within study area.
- d. Identify other studies in the area and provide the improvements identified.
- e. Identify adopted plans and public infrastructure improvement projects applicable to this site.

2. Signal Warrant Studies

Signal Warrants shall be provided following the procedure in the TMUTCD for all locations where a traffic signal is recommended, and a warrant study has not been conducted. Warrant studies or traffic counts used in previous studies are acceptable

3. Active-Modes and Transit-Connectivity Analysis

Analysis and inventory of active-modes and transit infrastructure shall be completed within a 0.5-mile radius from the site for the items presented in **Attachment A**. Consideration should be made for approved studies located in the 0.5-mile study area. Approved studies may be referenced in place of additional analysis where applicable.

4. Access-Management and Queueing Analysis

Access Management Analysis should be conducted for the site. See **Attachment B** for requirements.

5. Transportation Demand Management

TDM measures should be identified and presented in a TDM plan (if applicable). See **Attachment C** of a list of recommended TDM measures.

6. Identified Contribution and Justification

Proposed improvements should be identified as mitigation based on analysis or existing studies. Justification should be provided for proposed mitigations, demonstrating that the site will benefit from the identified mitigations. Cost estimates should be provided for identified improvements.

II. Submittal Requirements

1. Submit (2) hard copies for review along with a digital copy containing the following: PDF of the TIA, calculations, and raw count data in excel. One copy should be sent to ATD and one copy to DSD. Submittals should be provided to state and local agencies with roadways included in the analysis.

This scope and study are based upon the assumed development uses and intensities in the TIA Determination sheet dated November 15, 2018. Any change in these assumptions may require a change in the scope.



Prepared by: _____ Phone: (512) 974 – 1449

Austin Jones, P.E.

Transportation Development Engineer



Prepared by: _____ Phone: (512) 632 - 7509

Bobak J. Tehrany, P.E., PTOE

Applicant Engineer



Attachment A – Active-Modes and Transit-Connectivity Analysis Requirements

Project Name: 1311 South Lamar

Date: January 11, 2019

Location: 1311 South Lamar

An active-modes and transit-connectivity analysis should include the following:

1. Recommendations: Illustrate how the proposed development would be connected through pedestrian facilities (and bicycle facilities where applicable) to schools, community activity centers, recreation centers, transit stops, public places and existing/planned bicycle network. Identify and document barriers to pedestrian connections to/from the proposed development and address any pedestrian/ bicycle safety issues. Appropriate infrastructure improvements shall be recommended for any missing links in active modes connections (sidewalk, shared use path, bicycle lanes, pedestrian crossing, etc.) identified within the study area.
2. The expected site traffic distribution through the roadway network adjacent to the proposed development should be described.
3. Identify the needs for new traffic control devices and upgrades to existing traffic control devices (PHBs, islands, signs, etc.).
4. Conceptual plan of all proposed improvements (if applicable).



Attachment B – Access-Management and Queueing Analysis Requirements

Project Name: 1311 South Lamar

Date: January 11, 2019

Location: 1311 South Lamar

The access-management analysis should include the following.

1. Access management: the number of driveways to/from proposed developments should be minimized, since additional driveways create additional conflict points and speed differential, and hence create additional potential safety issues. New driveways' interaction with major roads should be analyzed for potential operational and safety conflicts. Proposed driveways should line up with existing driveways where applicable. Driveway locations should be shown in the site plan.
2. Pick-up/drop-off operations, trash, loading/unloading, and any other operations that require idling on or adjacent to the site should be identified and described.



Attachment C – Transportation Demand Management

Project Name: 1311 South Lamar
Location: 1311 South Lamar

Date: January 11, 2019

Measures should be implemented for mitigation from the approved list below. Recommended measures are in **bold**. Additional measures not listed may also be proposed.

Acceptable Measures:

- **Bicycle Parking**
- **Showers & Lockers**
- Bike Share Membership
- Bike Share Station
- Bicycle Repair Station
- Bicycle Maintenance Services
- Bicycle Infrastructure (bike lanes, shared use paths, etc.)
- **Car Share Parking**
- Car Share Membership
- Contributions for Sustainable Transportation
- Expand Public Transit Network
- Improve Transit Stop conditions
- Improve access to transit stops
- Multimodal Wayfinding Signage
- "Real Time Transportation Information Displays"
- **Unbundled Parking**
- Short Term Daily Parking Provision
- Peak Period Pricing
- **Priced Parking**
- Parking Cash Out: Non-residential Tenants
- **Limit Parking Supply**

A.2 EXISTING TRAFFIC DATA AND TRIP GENERATION ANALYSIS

**1311 SOUTH LAMAR
TRIP GENERATION SUMMARY**

SUMMARY OF DAILY AND PEAK HOUR TRIP GENERATION

ITE Code	Land Use	Size		24-Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
Existing Trip Generation (Custom)										
	Automotive Service Complex	165,500	SF	1,412	66	53	119	51	61	113
Existing Trip Generation (ITE 10 th Edition)										
NOT AVAILABLE	Automotive Service Complex	-	SF	-	-	-	-	-	-	-
Total Existing Traffic Generation				1,412	66	53	119	51	61	113

1311 SOUTH LAMAR
CUSTOM TRIP GENERATION CALCULATIONS

DATE	March 20, 2018		March 21, 2018		March 22, 2018		AVERAGE		
	Driveways A+B+C+D+E+F								
TIME	ENT	EXT	ENT	EXT	ENT	EXT	ENT	EXT	TOTAL
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	1	1	0	1	0	1	1
2:00	1	2	0	0	0	0	0	1	1
3:00	1	1	0	0	0	1	0	1	1
4:00	0	1	0	0	0	0	0	0	0
5:00	6	4	3	2	4	3	4	3	7
6:00	26	11	23	15	34	14	28	13	41
7:00	44	20	49	26	44	26	46	24	70
8:00	50	40	52	33	58	54	53	42	96
9:00	63	41	75	76	59	42	66	53	119
10:00	82	56	63	48	74	54	73	53	126
11:00	71	56	71	72	85	68	76	65	141
12:00	92	67	73	60	80	79	82	69	150
13:00	82	71	68	74	57	73	69	73	142
14:00	62	53	65	80	65	64	64	66	130
15:00	66	70	52	61	45	58	54	63	117
16:00	56	59	35	58	63	67	51	61	113
17:00	44	47	22	41	29	49	32	46	77
18:00	13	18	13	19	14	22	13	20	33
19:00	7	15	4	6	7	12	6	11	17
20:00	8	15	4	5	8	17	7	12	19
21:00	2	3	2	1	3	5	2	3	5
22:00	0	0	0	1	5	7	2	3	4
23:00	1	0	1	1	1	1	1	1	2
TOTAL	777	650	676	680	735	717	729	682	1,412

*All data was obtained in the field by GRAM from March 20, 2018 - March 22, 2018

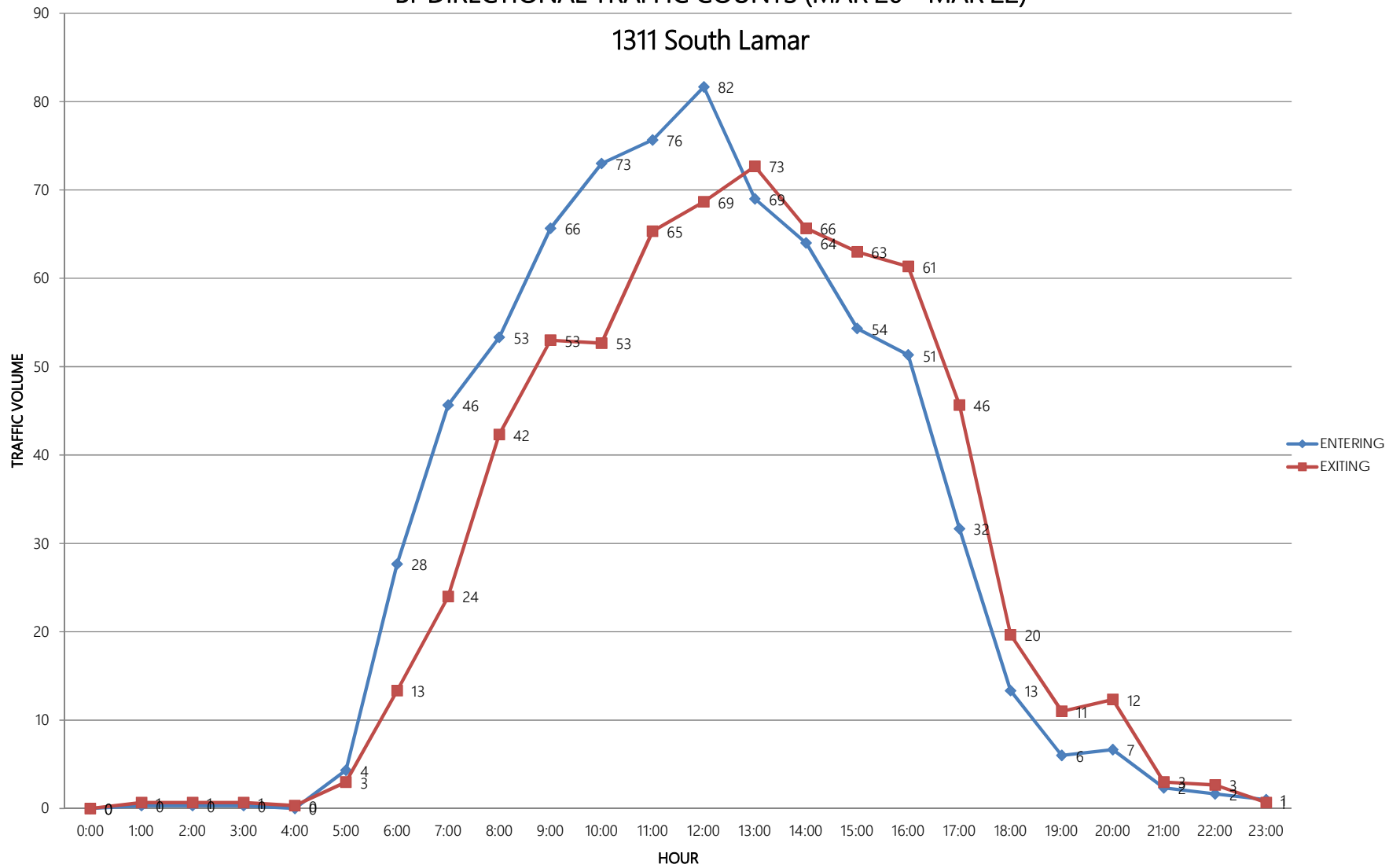
Designates standard weekday peak hour (7-9am; 4-6pm)

DAY	AM PEAK HOUR			PM PEAK HOUR			24-HR BI-DIRECTIOINAL TOTAL VOLUME		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Average	66	53	119	51	61	113	729	682	1,412
Rate per DU	0.40	0.32	0.72	0.31	0.37	0.68	4.41	4.12	8.53

Automotive Service Complex 165,500 SF

BI-DIRECTIONAL TRAFFIC COUNTS (MAR 20 - MAR 22)

1311 South Lamar



GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 1

Groups Printed- Driveways

Start Time	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					Int. Total
		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	4	0	2	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	7
06:45	0	1	0	1	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	9	0	4	13	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	16
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:15	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
07:45	0	1	0	1	2	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	5
Total	0	4	0	2	6	0	1	0	0	1	0	2	0	3	5	0	0	0	0	0	12
08:00	0	2	0	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
08:15	0	0	0	2	2	0	0	0	3	3	0	2	0	0	2	0	0	0	0	0	7
08:30	0	1	0	1	2	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	5

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 2

Groups Printed- Driveways

Start Time	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					Int. Total
		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	
08:45	0	2	0	0	2	0	1	0	1	2	0	0	0	1	1	0	0	0	0	0	5
Total	0	5	0	3	8	0	1	0	5	6	0	2	0	5	7	0	0	0	0	0	21
09:00	0	0	0	2	2	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4
09:15	0	4	0	2	6	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	8
09:30	0	2	0	3	5	0	1	0	0	1	0	1	0	2	3	0	0	0	0	0	9
09:45	0	1	0	3	4	0	1	0	3	4	0	2	0	3	5	0	0	0	0	0	13
Total	0	7	0	10	17	0	2	0	3	5	0	4	0	8	12	0	0	0	0	0	34
10:00	0	3	0	3	6	0	1	0	2	3	0	3	0	0	3	0	0	0	0	0	12
10:15	0	3	0	4	7	0	2	0	2	4	0	2	0	3	5	0	0	0	0	0	16
10:30	0	2	0	1	3	0	1	0	4	5	0	2	0	0	2	0	0	0	0	0	10
10:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	11	0	8	19	0	4	0	8	12	0	9	0	3	12	0	0	0	0	0	43
11:00	0	0	0	3	3	0	2	0	2	4	0	2	0	2	4	0	0	0	0	0	11
11:15	0	2	0	1	3	0	0	0	1	1	0	2	0	2	4	0	0	0	0	0	8
11:30	0	0	0	1	1	0	0	0	7	7	0	3	0	0	3	0	0	0	0	0	11
11:45	0	0	0	3	3	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	5
Total	0	2	0	8	10	0	2	0	10	12	0	8	0	5	13	0	0	0	0	0	35
12:00	0	1	0	0	1	0	0	0	0	0	0	3	0	2	5	0	0	0	0	0	6
12:15	0	2	0	2	4	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	8
12:30	0	4	0	4	8	0	0	0	1	1	0	2	0	3	5	0	0	0	0	0	14
12:45	0	2	0	3	5	0	1	0	5	6	0	3	0	0	3	0	0	0	0	0	14
Total	0	9	0	9	18	0	1	0	8	9	0	8	0	7	15	0	0	0	0	0	42
13:00	0	1	0	1	2	0	1	0	1	2	0	2	0	0	2	0	0	0	0	0	6
13:15	0	1	0	1	2	0	0	0	3	3	0	4	0	0	4	0	0	0	0	0	9
13:30	0	4	0	4	8	0	2	0	3	5	0	1	0	3	4	0	0	0	0	0	17
13:45	0	2	0	3	5	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	8
Total	0	8	0	9	17	0	3	0	8	11	0	7	0	5	12	0	0	0	0	0	40
14:00	0	0	0	1	1	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	5
14:15	0	1	0	0	1	0	0	0	1	1	0	5	0	0	5	0	0	0	0	0	7
14:30	0	1	0	2	3	0	0	0	1	1	0	2	0	1	3	0	0	0	0	0	7
14:45	0	2	0	1	3	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	5
Total	0	4	0	4	8	0	0	0	5	5	0	9	0	2	11	0	0	0	0	0	24
15:00	0	1	0	1	2	0	0	0	2	2	0	2	0	4	6	0	0	0	0	0	10
15:15	0	0	0	2	2	0	2	0	2	4	0	2	0	1	3	0	0	0	0	0	9
15:30	0	1	0	2	3	0	2	0	0	2	0	3	0	1	4	0	0	0	0	0	9
15:45	0	3	0	2	5	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	9
Total	0	5	0	7	12	0	6	0	6	12	0	7	0	6	13	0	0	0	0	0	37
16:00	0	0	0	1	1	0	1	0	3	4	0	1	0	0	1	0	0	0	0	0	6
16:15	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:30	0	2	0	2	4	0	0	0	3	3	0	1	0	4	5	0	0	0	0	0	12
16:45	0	3	0	0	3	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	5
Total	0	5	0	4	9	0	1	0	7	8	0	3	0	5	8	0	0	0	0	0	25
17:00	0	4	0	0	4	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	7
17:15	0	4	0	1	5	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	8
17:30	0	4	0	0	4	0	1	0	2	3	0	0	0	1	1	0	0	0	0	0	8

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 3

Groups Printed- Driveways

Start Time	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					Int. Total
		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	
17:45	0	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
Total	0	15	0	1	16	0	1	0	2	3	0	1	0	7	8	0	0	0	0	0	27
18:00	0	1	0	1	2	0	0	0	3	3	0	2	0	2	4	0	0	0	0	0	9
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	2	0	0	0	3	3	0	3	0	2	5	0	0	0	0	0	10
19:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
19:30	0	0	0	3	3	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	6
19:45	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	9	9	0	0	0	3	3	0	2	0	0	2	0	0	0	0	0	14
20:00	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
20:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	7	7	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	9
21:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	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	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	91	0	90	181	0	22	0	70	92	0	67	0	60	127	0	0	0	0	0	400
Apprch %	0	50.3	0	49.7		0	23.9	0	76.1		0	52.8	0	47.2		0	0	0	0		
Total %	0	22.8	0	22.5	45.2	0	5.5	0	17.5	23	0	16.8	0	15	31.8	0	0	0	0	0	

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 4

	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15																					
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	50	0	50		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.500	.333	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333

Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15					00:00					01:45					00:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	1	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Total Volume	0	2	0	2	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
% App. Total	0	50	0	50		0	0	0	0		0	0	0	100		0	0	0	0	
PHF	.000	.250	.000	.500	.333	.000	.000	.000	.000	.000	.000	.000	.250	.250		.000	.000	.000	.000	.000

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 2

Site Code : 00000000

Start Date : 3/20/2018

Page No : 1

Groups Printed- Driveways

Start Time	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					Int. Total
		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	1	0	1	2	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	4
06:30	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	3	8	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	11
07:00	0	2	0	1	3	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	7
07:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	1	0	1	2	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	5
Total	0	7	0	3	10	0	0	0	1	1	0	4	0	2	6	0	0	0	0	0	17
08:00	0	2	0	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15	0	1	0	1	2	0	1	0	2	3	0	2	0	0	2	0	0	0	0	0	7
08:30	0	5	0	1	6	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	9

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 2

Site Code : 00000000

Start Date : 3/20/2018

Page No : 2

Groups Printed- Driveways

Start Time	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					Int. Total
		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	
08:45	0	1	0	3	4	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	7
Total	0	9	0	6	15	0	1	0	4	5	0	4	0	3	7	0	0	0	0	0	27
09:00	0	0	0	3	3	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	6
09:15	0	3	0	2	5	0	0	0	1	1	0	1	0	3	4	0	0	0	0	0	10
09:30	0	3	0	4	7	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	11
09:45	0	2	0	2	4	0	1	0	0	1	0	2	0	2	4	0	0	0	0	0	9
Total	0	8	0	11	19	0	1	0	4	5	0	7	0	5	12	0	0	0	0	0	36
10:00	0	1	0	0	1	0	0	0	1	1	0	2	0	1	3	0	0	0	0	0	5
10:15	0	0	0	2	2	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4
10:30	0	2	0	4	6	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	9
10:45	0	3	0	0	3	0	1	0	1	2	0	1	0	1	2	0	0	0	0	0	7
Total	0	6	0	6	12	0	1	0	4	5	0	4	0	4	8	0	0	0	0	0	25
11:00	0	1	0	1	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:15	0	1	0	0	1	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0	5
11:30	0	2	0	2	4	0	0	0	2	2	0	3	0	3	6	0	0	0	0	0	12
11:45	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	3
Total	0	4	0	3	7	0	0	0	5	5	0	5	0	7	12	0	0	0	0	0	24
12:00	0	1	0	2	3	0	0	0	2	2	0	2	0	3	5	0	0	0	0	0	10
12:15	0	1	0	2	3	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	5
12:30	0	1	0	2	3	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	6
12:45	0	4	0	0	4	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	7
Total	0	7	0	6	13	0	0	0	5	5	0	6	0	4	10	0	0	0	0	0	28
13:00	0	1	0	4	5	0	0	0	0	0	0	4	0	4	8	0	0	0	0	0	13
13:15	0	3	0	2	5	0	1	0	1	2	0	0	0	1	1	0	0	0	0	0	8
13:30	0	3	0	3	6	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	9
13:45	0	1	0	1	2	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	5
Total	0	8	0	10	18	0	1	0	2	3	0	7	0	7	14	0	0	0	0	0	35
14:00	0	2	0	4	6	0	3	0	1	4	0	2	0	2	4	0	0	0	0	0	14
14:15	0	0	0	1	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	4
14:30	0	1	0	4	5	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	9
14:45	0	2	0	2	4	0	0	0	4	4	0	1	0	0	1	0	0	0	0	0	9
Total	0	5	0	11	16	0	4	0	10	14	0	3	0	3	6	0	0	0	0	0	36
15:00	0	0	0	2	2	0	2	0	2	4	0	1	0	0	1	0	0	0	0	0	7
15:15	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
15:30	0	0	0	0	0	0	2	0	1	3	0	1	0	1	2	0	0	0	0	0	5
15:45	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
Total	0	1	0	3	4	0	4	0	3	7	0	2	0	4	6	0	0	0	0	0	17
16:00	0	1	0	2	3	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	6
16:15	0	1	0	3	4	0	0	0	1	1	0	1	0	3	4	0	0	0	0	0	9
16:30	0	1	0	0	1	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	7
16:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	6	9	0	0	0	4	4	0	1	0	9	10	0	0	0	0	0	23
17:00	0	0	0	2	2	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4
17:15	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2	0	0	0	0	0	3
17:30	0	0	0	0	0	0	1	0	0	1	0	2	0	1	3	0	0	0	0	0	4

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 2

Site Code : 00000000

Start Date : 3/20/2018

Page No : 3

Groups Printed- Driveways

	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	2	2	0	2	0	0	2	0	4	0	4	8	0	0	0	0	0	12
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	3	0	3	6	0	0	0	0	0	7
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
20:00	0	0	0	1	1	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	4
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	65	0	71	136	0	14	0	47	61	0	54	0	57	111	0	0	0	0	0	308
Apprch %	0	47.8	0	52.2		0	23	0	77		0	48.6	0	51.4		0	0	0	0		
Total %	0	21.1	0	23.1	44.2	0	4.5	0	15.3	19.8	0	17.5	0	18.5	36	0	0	0	0	0	

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

File Name : Driveways A-B-C Day 2

Site Code : 00000000

Start Date : 3/20/2018

Page No : 4

[illegible]

Peak Hour Analysis From 00:00 to 05:15 - 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 : Driveways A-B-C Day 3

Site Code : 00000000

Start Date : 3/20/2018

Page No : 1

Groups Printed- Driveways

Start Time	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					Int. Total
		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
06:30	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	2	0	1	3	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	5
Total	0	9	0	1	10	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	14
07:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	3	0	2	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:30	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:45	0	2	0	1	3	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	7
Total	0	5	0	5	10	0	0	0	0	0	0	3	0	3	6	0	0	0	0	0	16
08:00	0	2	0	0	2	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	5
08:15	0	4	0	7	11	0	0	0	1	1	0	2	0	2	4	0	0	0	0	0	16
08:30	0	1	0	2	3	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	5

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 3

Site Code : 00000000

Start Date : 3/20/2018

Page No : 2

Groups Printed- Driveways

Start Time	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					Int. Total
		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	
08:45	0	3	0	3	6	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	8
Total	0	10	0	12	22	0	0	0	3	3	0	4	0	5	9	0	0	0	0	0	34
09:00	0	0	0	1	1	0	0	0	3	3	0	2	0	1	3	0	0	0	0	0	7
09:15	0	2	0	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
09:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45	0	3	0	2	5	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	8
Total	0	6	0	4	10	0	0	0	4	4	0	6	0	1	7	0	0	0	0	0	21
10:00	0	2	0	1	3	0	1	0	1	2	0	3	0	1	4	0	0	0	0	0	9
10:15	0	2	0	4	6	0	0	0	0	0	0	1	0	4	5	0	0	0	0	0	11
10:30	0	5	0	2	7	0	1	0	0	1	0	1	0	1	2	0	0	0	0	0	10
10:45	0	1	0	1	2	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	6
Total	0	10	0	8	18	0	2	0	1	3	0	8	0	7	15	0	0	0	0	0	36
11:00	0	2	0	2	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
11:15	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	5
11:30	0	1	0	3	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
11:45	0	5	0	1	6	0	0	0	2	2	0	2	0	3	5	0	0	0	0	0	13
Total	0	8	0	7	15	0	0	0	4	4	0	2	0	7	9	0	0	0	0	0	28
12:00	0	2	0	4	6	0	0	0	3	3	0	1	0	2	3	0	0	0	0	0	12
12:15	0	0	0	5	5	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	9
12:30	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	3	0	3	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	0	8	0	14	22	0	2	0	4	6	0	4	0	2	6	0	0	0	0	0	34
13:00	0	2	0	0	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	5
13:15	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
13:30	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	6
13:45	0	2	0	3	5	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	9
Total	0	4	0	8	12	0	0	0	10	10	0	0	0	2	2	0	0	0	0	0	24
14:00	0	1	0	0	1	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	5
14:15	0	2	0	1	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
14:30	0	0	0	1	1	0	2	0	5	7	0	1	0	0	1	0	0	0	0	0	9
14:45	0	1	0	0	1	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	4	0	2	6	0	4	0	10	14	0	2	0	1	3	0	0	0	0	0	23
15:00	0	0	0	2	2	0	0	0	6	6	0	1	0	0	1	0	0	0	0	0	9
15:15	0	0	0	1	1	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	4
15:30	0	0	0	1	1	0	0	0	3	3	0	1	0	1	2	0	0	0	0	0	6
15:45	0	1	0	0	1	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	4
Total	0	1	0	4	5	0	2	0	12	14	0	3	0	1	4	0	0	0	0	0	23
16:00	0	1	0	1	2	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	6
16:15	0	5	0	3	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
16:30	0	8	0	0	8	0	0	0	3	3	0	1	0	2	3	0	0	0	0	0	14
16:45	0	4	0	1	5	0	0	0	2	2	0	1	0	2	3	0	0	0	0	0	10
Total	0	18	0	5	23	0	0	0	7	7	0	5	0	4	9	0	0	0	0	0	39
17:00	0	1	0	1	2	0	1	0	3	4	0	0	0	1	1	0	0	0	0	0	7
17:15	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	1	0	1	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 3

Site Code : 00000000

Start Date : 3/20/2018

Page No : 3

Groups Printed- Driveways

Start Time	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					Int. Total
		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	
17:45	0	1	0	1	2	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	5
Total	0	6	0	4	10	0	1	0	3	4	0	1	0	4	5	0	0	0	0	0	19
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:15	0	1	0	4	5	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	7
18:30	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:45	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	1	0	6	7	0	1	0	0	1	0	0	0	4	4	0	0	0	0	0	12
19:00	0	1	0	3	4	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	7
19:15	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	6	7	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	11
20:00	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
20:15	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	9	9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	10
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	93	0	96	189	0	12	0	62	74	0	41	0	46	87	0	0	0	0	0	350
Apprch %	0	49.2	0	50.8		0	16.2	0	83.8		0	47.1	0	52.9		0	0	0	0		
Total %	0	26.6	0	27.4	54	0	3.4	0	17.7	21.1	0	11.7	0	13.1	24.9	0	0	0	0	0	

GRAM Traffic Counting, Inc.

3751 FM 1105, Bldg. A
Georgetown, Texas 78626

512-832-8650

File Name : Driveways A-B-C Day 3

Site Code : 00000000

Start Date : 3/20/2018

Page No : 4

	Driveway A Southbound					Driveway B Westbound					Driveway C Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15																					
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	00:00					00:00					04:15					00:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000

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

File Name : Driveways D-E Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 1

Groups Printed- Driveways

[illegible]

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

File Name : Driveways D-E Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 2

Groups Printed- Driveways

	Driveway D Southbound					Driveway E Westbound					Driveway F Northbound					Driveway G Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
09:00		0	0	0	5	5	0	12	0	0	12	0	0	0	0	0	0	0	0	0	17
09:15		0	0	0	2	2	0	11	0	0	11	0	0	0	0	0	0	0	0	0	13
09:30		0	0	0	3	3	0	10	0	0	10	0	0	0	0	0	0	0	0	0	13
09:45		0	0	0	5	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	11
Total		0	0	0	15	15	0	39	0	0	39	0	0	0	0	0	0	0	0	0	54
10:00		0	0	0	4	4	0	9	0	0	9	0	0	0	0	0	0	0	0	0	13
10:15		0	0	0	7	7	0	12	0	0	12	0	0	0	0	0	0	0	0	0	19
10:30		0	0	0	7	7	0	14	0	0	14	0	0	0	0	0	0	0	0	0	21
10:45		0	0	0	8	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	13
Total		0	0	0	26	26	0	40	0	0	40	0	0	0	0	0	0	0	0	0	66
11:00		0	0	0	3	3	0	11	0	0	11	0	0	0	0	0	0	0	0	0	14
11:15		0	0	0	6	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	13
11:30		0	0	0	6	6	0	15	0	0	15	0	0	0	0	0	0	0	0	0	21
11:45		0	0	0	6	6	0	11	0	0	11	0	0	0	0	0	0	0	0	0	17
Total		0	0	0	21	21	0	44	0	0	44	0	0	0	0	0	0	0	0	0	65
12:00		0	0	0	2	2	0	11	0	0	11	0	0	0	0	0	0	0	0	0	13
12:15		0	0	0	3	3	0	15	0	0	15	0	0	0	0	0	0	0	0	0	18
12:30		0	0	0	5	5	0	19	0	0	19	0	0	0	0	0	0	0	0	0	24
12:45		0	0	0	8	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	17
Total		0	0	0	18	18	0	54	0	0	54	0	0	0	0	0	0	0	0	0	72
13:00		0	0	0	7	7	0	15	0	0	15	0	0	0	0	0	0	0	0	0	22
13:15		0	0	0	3	3	0	10	0	0	10	0	0	0	0	0	0	0	0	0	13
13:30		0	0	0	9	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	21
13:45		0	0	0	6	6	0	13	0	0	13	0	0	0	0	0	0	0	0	0	19
Total		0	0	0	25	25	0	50	0	0	50	0	0	0	0	0	0	0	0	0	75
14:00		0	0	0	4	4	0	16	0	0	16	0	0	0	0	0	0	0	0	0	20
14:15		0	0	0	6	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	14
14:30		0	0	0	7	7	0	9	0	0	9	0	0	0	0	0	0	0	0	0	16
14:45		0	0	0	6	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	10
Total		0	0	0	23	23	0	37	0	0	37	0	0	0	0	0	0	0	0	0	60
15:00		0	0	0	7	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	14
15:15		0	0	0	8	8	0	14	0	0	14	0	0	0	0	0	0	0	0	0	22
15:30		0	0	0	7	7	0	15	0	0	15	0	0	0	0	0	0	0	0	0	22
15:45		0	0	0	7	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	12
Total		0	0	0	29	29	0	41	0	0	41	0	0	0	0	0	0	0	0	0	70
16:00		0	0	0	10	10	0	13	0	0	13	0	0	0	0	0	0	0	0	0	23
16:15		0	0	0	5	5	0	8	0	0	8	0	0	0	0	0	0	0	0	0	13
16:30		0	0	0	4	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	10
16:45		0	0	0	7	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	13
Total		0	0	0	26	26	0	33	0	0	33	0	0	0	0	0	0	0	0	0	59
17:00		0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	4
17:15		0	1	0	6	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	9
17:30		0	2	0	3	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	7
17:45		0	0	0	3	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	6
Total		0	3	0	13	16	0	10	0	0	10	0	0	0	0	0	0	0	0	0	26
18:00		0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	4
18:15		0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	3

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

File Name : Driveways D-E Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 3

Groups Printed- Driveways

[illegible]

GRAM Traffic Counting Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626

512-832-8650

File Name : Driveways D-E Day 1

Site Code : 00000000

Start Date : 3/20/2018

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	Driveway D Southbound					Driveway E Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15																					
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	100		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:15					02:15					00:00					00:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	1	1				1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	100		0	100	0	0		0	0	0	0		0	0	0	0	
PHF	.00	.00	.00	.25	.250	.00	.25	.00	.00	.250	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

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

File Name : Driveways D-E Day 2

Site Code : 00000000

Start Date : 3/20/2018

Page No : 1

Groups Printed- Driveways

[illegible]

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

File Name : Driveways D-E Day 2

Site Code : 00000000

Start Date : 3/20/2018

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Groups Printed- Driveways

	Driveway D Southbound					Driveway E Westbound					Driveway F Northbound					Driveway G Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
09:00	0	0	0	6	6	0	11	0	2	13	0	0	0	0	0	0	0	0	0	0	19
09:15	0	1	0	6	7	0	14	0	3	17	0	0	0	0	0	0	0	0	0	0	24
09:30	0	0	0	9	9	0	10	0	3	13	0	0	0	0	0	0	0	0	0	0	22
09:45	0	0	0	9	9	0	11	0	6	17	0	0	0	0	0	0	0	0	0	0	26
Total	0	1	0	30	31	0	46	0	14	60	0	0	0	0	0	0	0	0	0	0	91
10:00	0	0	0	7	7	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	16
10:15	0	0	0	4	4	0	9	0	2	11	0	0	0	0	0	0	0	0	0	0	15
10:30	0	0	0	1	1	0	9	0	3	12	0	0	0	0	0	0	0	0	0	0	13
10:45	0	0	0	6	6	0	9	0	3	12	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	0	18	18	0	36	0	8	44	0	0	0	0	0	0	0	0	0	0	62
11:00	0	0	0	5	5	0	16	0	1	17	0	0	0	0	0	0	0	0	0	0	22
11:15	0	0	0	7	7	0	13	0	5	18	0	0	0	0	0	0	0	0	0	0	25
11:30	0	0	0	6	6	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	21
11:45	0	0	0	7	7	0	9	0	5	14	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	0	25	25	0	53	0	11	64	0	0	0	0	0	0	0	0	0	0	89
12:00	0	0	0	3	3	0	5	0	5	10	0	0	0	0	0	0	0	0	0	0	13
12:15	0	0	0	4	4	0	14	0	8	22	0	0	0	0	0	0	0	0	0	0	26
12:30	0	0	0	3	3	0	10	0	3	13	0	0	0	0	0	0	0	0	0	0	16
12:45	0	0	0	4	4	0	14	0	4	18	0	0	0	0	0	0	0	0	0	0	22
Total	0	0	0	14	14	0	43	0	20	63	0	0	0	0	0	0	0	0	0	0	77
13:00	0	0	0	4	4	0	12	0	4	16	0	0	0	0	0	0	0	0	0	0	20
13:15	0	0	0	6	6	0	9	0	4	13	0	0	0	0	0	0	0	0	0	0	19
13:30	0	0	0	3	3	0	4	0	6	10	0	0	0	0	0	0	0	0	0	0	13
13:45	0	0	0	9	9	0	14	0	1	15	0	0	0	0	0	0	0	0	0	0	24
Total	0	0	0	22	22	0	39	0	15	54	0	0	0	0	0	0	0	0	0	0	76
14:00	0	0	0	6	6	0	9	0	3	12	0	0	0	0	0	0	0	0	0	0	18
14:15	0	0	0	8	8	0	11	0	4	15	0	0	0	0	0	0	0	0	0	0	23
14:30	0	1	0	5	6	0	12	0	2	14	0	0	0	0	0	0	0	0	0	0	20
14:45	0	0	0	7	7	0	12	0	4	16	0	0	0	0	0	0	0	0	0	0	23
Total	0	1	0	26	27	0	44	0	13	57	0	0	0	0	0	0	0	0	0	0	84
15:00	0	0	0	6	6	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	12
15:15	0	0	0	6	6	0	13	0	2	15	0	0	0	0	0	0	0	0	0	0	21
15:30	0	0	0	6	6	0	8	0	4	12	0	0	0	0	0	0	0	0	0	0	18
15:45	0	0	0	4	4	0	6	0	4	10	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	0	22	22	0	31	0	12	43	0	0	0	0	0	0	0	0	0	0	65
16:00	0	0	0	8	8	0	7	0	2	9	0	0	0	0	0	0	0	0	0	0	17
16:15	0	0	0	2	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
16:30	0	0	0	4	4	0	9	0	2	11	0	0	0	0	0	0	0	0	0	0	15
16:45	0	0	0	3	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	17	17	0	22	0	4	26	0	0	0	0	0	0	0	0	0	0	43
17:00	0	0	0	4	4	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	6
17:15	0	2	0	0	2	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	7
17:30	0	1	0	1	2	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	5	8	0	5	0	9	14	0	0	0	0	0	0	0	0	0	0	22
18:00	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	2
18:15	0	2	0	1	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6

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

File Name : Driveways D-E Day 2

Site Code : 00000000

Start Date : 3/20/2018

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Groups Printed- Driveways

	Driveway D Southbound					Driveway E Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
18:30	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	3	5	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	12
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
19:30	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
20:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	13	0	209	222	0	383	0	120	503	0	0	0	0	0	0	0	0	0	0	725
Apprch %	0	5.9	0	94.1		0	76.1	0	23.9		0	0	0	0	0	0	0	0	0		
Total %	0	1.8	0	28.8	30.6	0	52.8	0	16.6	69.4	0	0	0	0	0	0	0	0	0	0	

GRAM Traffic Counting Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626

512-832-8650

File Name : Driveways D-E Day 2

Site Code : 00000000

Start Date : 3/20/2018

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	Driveway D Southbound					Driveway E Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 00:45																					
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0	0	0	50	0	50		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	00:00					00:45					00:00					00:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	50	0	50		0	0	0	0		0	0	0	0	
PHF	.00	.00	.00	.00	.000	.00	.25	.00	.25	.250	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

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

File Name : Driveways D-E Day 3

Site Code : 00000000

Start Date : 3/20/2018

Page No : 1

Groups Printed- Driveways

[illegible]

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

File Name : Driveways D-E Day 3

Site Code : 00000000

Start Date : 3/20/2018

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Groups Printed- Driveways

	Driveway D Southbound					Driveway E Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
09:00	0	0	0	3	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
09:15	0	0	0	3	6	0	8	0	2	10	0	0	0	0	0	0	0	0	0	0	16
09:30	0	0	0	2	2	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	10
09:45	0	0	0	5	5	0	9	0	3	12	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	0	16	16	0	30	0	6	36	0	0	0	0	0	0	0	0	0	0	52
10:00	0	0	0	3	3	0	10	0	4	14	0	0	0	0	0	0	0	0	0	0	17
10:15	0	0	0	4	4	0	10	0	3	13	0	0	0	0	0	0	0	0	0	0	17
10:30	0	0	0	6	6	0	6	0	2	8	0	0	0	0	0	0	0	0	0	0	14
10:45	0	0	0	4	4	0	8	0	3	11	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	0	17	17	0	34	0	12	46	0	0	0	0	0	0	0	0	0	0	63
11:00	0	0	0	5	5	0	11	0	5	16	0	0	0	0	0	0	0	0	0	0	21
11:15	0	0	0	7	7	0	10	0	4	14	0	0	0	0	0	0	0	0	0	0	21
11:30	0	0	0	2	2	0	12	0	3	15	0	0	0	0	0	0	0	0	0	0	17
11:45	0	0	0	6	6	0	17	0	3	20	0	0	0	0	0	0	0	0	0	0	26
Total	0	0	0	20	20	0	50	0	15	65	0	0	0	0	0	0	0	0	0	0	85
12:00	0	0	0	4	4	0	10	0	4	14	0	0	0	0	0	0	0	0	0	0	18
12:15	0	0	0	4	4	0	17	0	3	20	0	0	0	0	0	0	0	0	0	0	24
12:30	0	0	0	7	7	0	11	0	3	14	0	0	0	0	0	0	0	0	0	0	21
12:45	0	0	0	8	8	0	16	0	4	20	0	0	0	0	0	0	0	0	0	0	28
Total	0	0	0	23	23	0	54	0	14	68	0	0	0	0	0	0	0	0	0	0	91
13:00	0	0	0	3	3	0	4	0	5	9	0	0	0	0	0	0	0	0	0	0	12
13:15	0	1	0	7	8	0	9	0	2	11	0	0	0	0	0	0	0	0	0	0	19
13:30	0	0	0	5	5	0	19	0	4	23	0	0	0	0	0	0	0	0	0	0	28
13:45	0	0	0	7	7	0	8	0	2	10	0	0	0	0	0	0	0	0	0	0	17
Total	0	1	0	22	23	0	40	0	13	53	0	0	0	0	0	0	0	0	0	0	76
14:00	0	1	0	2	3	0	15	0	4	19	0	0	0	0	0	0	0	0	0	0	22
14:15	0	0	0	4	4	0	11	0	6	17	0	0	0	0	0	0	0	0	0	0	21
14:30	0	0	0	6	6	0	7	0	2	9	0	0	0	0	0	0	0	0	0	0	15
14:45	0	0	0	4	4	0	7	0	3	10	0	0	0	0	0	0	0	0	0	0	14
Total	0	1	0	16	17	0	40	0	15	55	0	0	0	0	0	0	0	0	0	0	72
15:00	0	0	0	9	9	0	6	0	2	8	0	0	0	0	0	0	0	0	0	0	17
15:15	0	0	0	4	4	0	7	0	3	10	0	0	0	0	0	0	0	0	0	0	14
15:30	0	0	0	3	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
15:45	0	0	0	4	4	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	0	20	20	0	25	0	6	31	0	0	0	0	0	0	0	0	0	0	51
16:00	0	0	0	3	3	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	11
16:15	0	0	0	2	2	0	10	0	4	14	0	0	0	0	0	0	0	0	0	0	16
16:30	0	0	0	3	3	0	8	0	3	11	0	0	0	0	0	0	0	0	0	0	14
16:45	0	0	0	5	5	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	0	13	13	0	28	0	10	38	0	0	0	0	0	0	0	0	0	0	51
17:00	0	2	0	3	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
17:15	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
17:30	0	1	0	2	3	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	5
17:45	0	1	0	3	4	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	7
Total	0	4	0	12	16	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0	23
18:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3

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

File Name : Driveways D-E Day 3

Site Code : 00000000

Start Date : 3/20/2018

Page No : 3

Groups Printed- Driveways

	Driveway D Southbound					Driveway E Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	1	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	3	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
19:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	5
20:00	0	0	0	1	1	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	5
20:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	2	3	0	3	0	4	7	0	0	0	0	0	0	0	0	0	0	10
21:00	0	1	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	13	0	203	216	0	373	0	120	493	0	0	0	0	0	0	0	0	0	0	709
Apprch %	0	6	0	94		0	75.7	0	24.3		0	0	0	0		0	0	0	0		
Total %	0	1.8	0	28.6	30.5	0	52.6	0	16.9	69.5	0	0	0	0	0	0	0	0	0	0	

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

File Name : Driveways F Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 1

Groups Printed- Driveways

	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time	IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
06:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
06:30	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
06:45	0	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Total	0	11	0	5	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
07:00	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:15	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
07:30	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:45	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Total	0	12	0	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
08:00	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
08:15	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
08:30	0	4	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
08:45	0	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Total	0	14	0	12	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	

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

File Name : Driveways F Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 2

Groups Printed- Driveways

[illegible]

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

File Name : Driveways F Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 3

Groups Printed- Driveways

	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
18:30	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:45	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
19:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	172	0	200	372	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	372
Approch %	0	46.2	0	53.8		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	46.2	0	53.8	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

GRAM Traffic Counting Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626

512-832-8650

File Name : Driveways F Day 1

Site Code : 00000000

Start Date : 3/20/2018

Page No : 4

	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30																					
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	50	0	50		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30					00:00					00:00					00:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	1															
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	50	0	50		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00	.25	.00	.25	.500	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

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

File Name : Driveways F Day 2

Site Code : 00000000

Start Date : 3/20/2018

Page No : 1

Groups Printed- Driveways

	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time	IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
06:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
06:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
06:30	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
06:45	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Total	0	12	0	5	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
07:00	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
07:15	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
07:30	0	3	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
07:45	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	16	0	8	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
08:00	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
08:15	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
08:30	0	2	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
08:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	5	0	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	

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

File Name : Driveways F Day 2

Site Code : 00000000

Start Date : 3/20/2018

Page No : 2

Groups Printed- Driveways

[illegible]

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

File Name : Driveways F Day 2

Site Code : 00000000

Start Date : 3/20/2018

Page No : 3

Groups Printed- Driveways

	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
18:30	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	147	0	176	323	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	323
Apprch %	0	45.5	0	54.5		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	45.5	0	54.5	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

GRAM Traffic Counting Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626

512-832-8650

File Name : Driveways F Day 2

Site Code : 00000000

Start Date : 3/20/2018

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	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30																					
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	50	0	50		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30					00:00					00:00					00:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1		1	2															
Total Volume	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	50	0	50		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00	.25	.00	.25	.250	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

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

File Name : Driveways F Day 3

Site Code : 00000000

Start Date : 3/20/2018

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Groups Printed- Driveways

	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time	IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
06:00	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
06:15	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
06:30	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
06:45	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Total	0	16	0	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
07:00	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
07:30	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
07:45	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total	0	10	0	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
08:00	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
08:15	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
08:30	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
08:45	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
Total	0	17	0	5	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	

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

File Name : Driveways F Day 3

Site Code : 00000000

Start Date : 3/20/2018

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Groups Printed- Driveways

	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
09:00	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	8	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
09:30	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
09:45	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	17	0	11	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00	0	7	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:15	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:45	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	20	0	9	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
11:00	0	6	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:15	0	9	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
11:30	0	5	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:45	0	5	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	25	0	15	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
12:00	0	3	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15	0	2	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:30	0	3	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:45	0	4	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	12	0	22	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
13:00	0	5	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
13:15	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	3	0	8	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
13:45	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	12	0	18	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
14:00	0	6	0	9	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
14:15	0	4	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
14:30	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	14	0	20	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
15:00	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
15:15	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:30	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
15:45	0	4	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	14	0	15	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
16:00	0	2	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
16:15	0	5	0	10	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
16:30	0	4	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
16:45	0	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	12	0	28	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
17:00	0	3	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
17:15	0	3	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
17:30	0	4	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
17:45	0	3	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	13	0	23	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
18:00	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	4	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8

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

File Name : Driveways F Day 3

Site Code : 00000000

Start Date : 3/20/2018

Page No : 3

Groups Printed- Driveways

[illegible]

GRAM Traffic Counting Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626

512-832-8650

File Name : Driveways F Day 3

Site Code : 00000000

Start Date : 3/20/2018

Page No : 4

	Driveway F Southbound					Westbound					Northbound					Eastbound					
Start Time		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total		IN		Out	App. Total	Int. Total
Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30																					
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	50	0	50		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 00:00 to 05:15 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30					00:00					00:00					00:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	1															
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	50	0	50		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.00	.25	.00	.25	.500	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000	.00	.00	.00	.00	.000
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

A.3 BACKGROUND PROJECTS



SP-2013-0144C - AUSTIN
SOUTH LAMAR APARTMENTS

PROPOSED 1311 S.
LAMAR REDEVELOPMENT

SP-2018-0296C - AUSTIN SOUTH LAMAR
APARTMENTS - TIA CURRENTLY IN REVIEW

SP-2016-0196C - 2010 SOUTH
LAMAR OFFICE





INTERSECTION IMPROVEMENTS

SITE PLAN

SITE PLAN

PEDESTRIAN HYBRID BEACON

NEW ROUNDABOUT TO IMPROVE SAFETY AND TRAFFIC FLOW; PAVEMENT RECONSTRUCTION

Hether St.

Collier St.

Lamar Square Dr.

Gibson St.

Treadwell St.

Mary St.

Evergreen Ave.

**CITY OF AUSTIN
TRAFFIC IMPACT ANALYSIS (TIA) DETERMINATION WORKSHEET**

APPLICANT MUST FILL IN WORKSHEET PRIOR TO SUBMITTING FOR TIA DETERMINATION

PROJECT NAME: Post South Lamar Phase II

LOCATION: 1414 South Lamar Boulevard

APPLICANT: Nick Brown, P.E. / Bury+Partners, Inc TELEPHONE NO: 512-328-0011

APPLICATION STATUS: DEVELOPMENT ASSESSMENT: _____ ZONING: _____ SITE PLAN: X

EXISTING:

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE	I.T.E CODE	TRIP RATE	TRIPS PER DAY
1	3.02	10,102	CS-V	Auto Parts and Service Center	943	0	0
1	3.02	6,214	CS-V	Auto Care Center	942	0	0
						TOTAL	0

PROPOSED

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE	I.T.E CODE	TRIP RATE	TRIPS PER DAY
1	3.02	351 DU	CS-V	Apartments	220	6.41	2251
1	3.02	6,000	CS-V	Restaurant	932	127.15	763
						TOTAL	3014

ABUTTING ROADWAYS

FOR OFFICE USE ONLY

STREET NAME	PROPOSED ACCESS?	PAVEMENT WIDTH	CLASSIFICATION
South Lamar Boulevard	Yes	Varies	Major Arterial

FOR OFFICE USE ONLY

☒ A traffic impact analysis is required. The consultant preparing the study must meet with a Transportation planner to discuss the scope and requirements of the study before beginning the study.

☐ A traffic impact analysis is NOT required. The traffic generated by the proposal does not exceed the thresholds established in the LDC.

☐ The traffic impact analysis has been waived for the following reason: _____

☐ A neighborhood traffic analysis will be performed by the City for this project. The applicant may have to collect existing traffic counts. See a Transportation planner for information.

REVIEWED BY: [Signature] DATE: 03/08/13

DISTRIBUTION: 1 FILE 1 CAP: METRO 1 TXDOT 2 TRANS. REV. 1 TRAVIS CO. 2 ATD 1 TOTAL COPIES 5

NOTE: A TIA determination must be made prior to submittal of any zoning or site plan application, therefore, this completed and reviewed form MUST ACCOMPANY any subsequent application for the IDENTICAL project. CHANGES to the proposed project will REQUIRE a new TIA determination to be made.



CITY OF AUSTIN
TRAFFIC IMPACT ANALYSIS (TIA) DETERMINATION WORKSHEET

APPLICANT MUST FILL IN WORKSHEET PRIOR TO SUBMITTING FOR TIA DETERMINATION

PROJECT NAME: 1509-1515 South Lamar Boulevard TIA
LOCATION: 1509-1515 South Lamar Boulevard, Austin, TX
APPLICANT'S AGENT: Big Red Dog, Inc (Dan Hennessey, P.E., P.T.O.E.) TELEPHONE NO: (512)-669-5560

APPLICATION STATUS: DEVELOPMENT ASSESSMENT ZONING: SITE PLAN: X

EXISTING:

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	INTENSITY	ZONING	LAND USE	I.T.E CODE	TRIP RATE	TRIPS PER DAY
1	3.898	472 units	CS-V	Mini Warehouse	151	0.25 /Storage Unit	118
							118

PROPOSED

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	INTENSITY	ZONING	LAND USE	I.T.E CODE	TRIP RATE/EQ	TRIPS PER DAY
1	3.898	350 Dwelling Units	CS-V	Apartment	220	T=6.06 (X) + 123.56	2,245
						Net total	2,127

ABUTTING ROADWAYS

FOR OFFICE USE ONLY

STREET NAME	PROPOSED ACCESS	PAVEMENT WIDTH	CLASSIFICATION
South Lamar Boulevard	Yes (up to two driveways)		
Evergreen Avenue	Yes (Fire Lane)		

FOR OFFICE USE ONLY

- ☒ A traffic impact analysis is required. The traffic consultant must meet with staff from Development Services/Land Use Review to discuss the TIA scope and requirements before beginning the study.
- A traffic impact analysis is NOT required. The traffic generated by the proposal does not exceed the thresholds established in the Land Development Code. Mitigation of the site traffic may be required based on Land Use Review/ Transportation Review staff review. See Land Use Review/ Transportation Review staff for additional information.
- The traffic impact analysis has been waived for the following reason: _____
- A neighborhood traffic analysis will be performed by the City for this project. The applicant may have to collect existing traffic counts. See a transportation planner for information.

REVIEWED BY: Mehmaz Mehraein, E. I. T. Mehraein DATE: 10.2.2017

DISTRIBUTION:

 FILE CAP. METRO SDHPT TRANS. REV. TRAVIS CO. TPSD TOTAL COPIES:

NOTE: A TIA determination must be made prior to submittal of any zoning or site plan application, therefore, this completed and reviewed form MUST ACCOMPANY any subsequent application for the IDENTICAL project. CHANGES to the proposed project will REQUIRE a new TIA determination to be made.

SP-2016-0196C



MEMORANDUM

To: Wendy Stucker, Fiscal Officer
Development Services Department

From: Scott A. James, P.E., PTOE
Development Services

Date: February 2, 2017

Subject: 2010 South Lamar Office
SP - 2016 - 0196C
Fiscal Surety Required

As a condition of site plan approval for the above referenced project, the applicant must post fiscal for the traffic signal improvements identified at the intersection of South Lamar Boulevard and Hether Street in the amount of \$37,000.00. The required fiscal amount is based on the proposed transportation improvements and cost estimates prepared by the Austin Transportation Department and the Development Services Department.

Please contact me at (512) 974 - 2208 if you have questions or require additional information.

Sincerely,

Scott A. James, P.E., PTOE
Development Services Department
Land Use Review Division / Transportation Review

Cc: Beth Robinson, P.E., DSD, Land Use Review Division Manager
Sangeeta Jain, AICP, DSD
Scott Grantham, DSD, Site Plan Case Manager
Anna Martin, P.E., PTOE, Austin Transportation Department
André Belit, P.E., ATD
Jarred Daw, P.E., Big Red Dog, LLC

FISCAL SURETY INTAKE MEMORANDUM2010 S Lamar Office

Project Name/Address

JP-2016-0196C

File/Permit Number

Scott Grantham

Case Manager/Reviewer

2/8/2017

Date Received

Frontier Realty, LLC

Developer's Name

Contact Person/Telephone No.

145 West 73rd St. New York, NY 10023

Developer's Street Address

City/State/Zip Code

CUA

Financial Institution

Expiration Date

50018988

LOC/Bond/Receipt No.

County Jurisdiction

The developer has posted surety in the form of ESC for the specified improvements below:

	Internal	External
Water Infrastructure	\$ _____	\$ _____
Wastewater Infrastructure	\$ _____	\$ _____
Street Construction	\$ _____	\$ _____
Drainage Collection System	\$ _____	\$ _____
Sidewalks	\$ _____	\$ _____
Erosion Controls	\$ _____	\$ _____
Restoration	\$ _____	\$ _____
Detention Pond(s)	\$ _____	\$ _____
Water Quality Pond(s)	\$ _____	\$ _____
Landscaping	\$ _____	\$ _____
Parkland	\$ _____	\$ _____
Transportation	\$ <u>37,000.00</u>	\$ _____
Other: _____	\$ _____	\$ _____

TOTAL

\$ 37,000.00Wendy Stucker

Wendy Stucker, Fiscal Surety Office

Comments:



City of Austin

Founded by Congress, Republic of Texas, 1839
Development Services Department
P.O. Box 1088, Austin, Texas 78767

ESCROW AGREEMENT

The City of Austin, Development Services Department acknowledges that Frontier Realty, LLC has deposited \$ 37,000.00 into a City of Austin interest-bearing escrow account to serve as fiscal surety for the completion of the project associated with City's File Number SP-2016-0196C for the project located at 2010 S Lamar Office.

The City of Austin agrees to return to the Issuer any escrowed funds, plus accrued interest, not expended or obligated by the City when any of the following occur:

- Upon acceptance of all Improvements for which the funds were deposited;
- Upon approved withdrawal of the project;
- Upon acceptable replacement of this fiscal surety deposit.

Wendy Stucker

Wendy Stucker, Fiscal Surety Office
Development Services Department

2/8/2017
Date

Estimate

MATERIAL QUANTITIES					
ITEM NUMBER	DESCRIPTION	QTY	UNIT	EST COST	Transcribe
104S-A	- REMOVE PORTLAND CEMENT CONCRETE CURB	15	LF	\$510.00	
430S-A	- PORTLAND CEMENT CONCRETE CURB AND GUTTER (EXCAVATION)	20	LF	\$2,800.00	\$75,025.06
430S-B	- PORTLAND CEMENT CONCRETE CURB AND GUTTER (FINE GRADING)	20	LF	\$2,800.00	\$7,502.51 CONTINGENCY
432SR-4	- RECONSTRUCT CONCRETE SIDEWALKS TO 4 INCH THICKNESS, INCLUDING REMOVAL OF EXISTING SIDEWALK	100	SF	\$4,500.00	
480S-RP-1	- CURB RAMP WITH PAVER (TYPE I)	2	EA	\$6,600.00	\$82,527.57 GRAND TOTAL
SP830S-SCF	- TRAFFIC SIGNAL CONTROLLER FOUNDATION	1	EA	\$3,900.00	
SS1004-1	- SET POLE	1	EA	\$1,500.00	
SS1004-2	- HANG MAST ARM	1	EA	\$1,500.00	Critical Movement Pro Rata
SS1005-448	- 48" DIAMETER TRAFFIC SIGNAL DRILLED SHAFT FOUNDATIONS	14	LF	\$6,930.00	
SS1005-5	- 4" DIAMETER PEDESTRIAN SIGNAL FOUNDATION	1	EA	\$2,000.00	Applicant Cost Participation \$37,000.00
COA - 4	- PROCURE 4C SIGNAL CABLE	500	LF	\$95.00	
COA - 5	- PROCURE 7C SIGNAL CABLE	500	LF	\$160.00	
COA - 6	- PROCURE 20C SIGNAL CABLE	400	LF	\$628.00	
COA - 12	- PROCURE CAT5E CABLE	100	LF	\$24.00	
COA - 14	- PROCURE RG6 COAX CABLE	800	LF	\$176.00	
COA - 15	- PROCURE PEDESTRIAN HEAD	2	EA	\$373.18	
COA - 19	- PROCURE PED PUSH BUTTON - APS BUTTON	8	EA	\$3,200.00	
COA - 20	- PROCURE PED PUSH BUTTON - APS CONTROL UNIT	1	EA	\$2,000.00	
COA - 23	- PROCURE 4-SECTION SIGNAL HEAD	5	EA	\$984.50	
COA - 25	- PROCURE 12" GREEN BALL LED	2	EA	\$46.80	
COA - 26	- PROCURE 12" YELLOW BALL LED	2	EA	\$53.00	
COA - 27	- PROCURE 12" RED BALL LED	2	EA	\$42.00	
COA - 28	- PROCURE 12" GREEN ARROW LED	5	EA	\$293.50	
COA - 29	- PROCURE 12" YELLOW ARROW LED	10	EA	\$365.00	
COA - 30	- PROCURE 12" RED ARROW LED	5	EA	\$179.50	
COA - 32	- PROCURE 332 CABINET	1	EA	\$4,900.00	
COA - 33	- CONFLICT MONITOR	1	EA	\$519.00	
COA - 42	- TYPE 2 POLE (GALV)	1	EA	\$3,659.00	
COA - 58	- 40' MAST ARM (GALV)	1	EA	\$2,266.00	
COA - 63	- LUMINAIRE ARM (GALV)	1	EA	\$488.00	
COA - 83	- PULLING FIBER, SPLICING, ETC.	1	LS	\$2,000.00	
COA - 84	- PROCURE 4' x 10' INTERMEDIATE CONDUIT	2	EA	\$107.58	
COA - 92	- COA LABOR	300	HR	\$7,500.00	
COA - 93	- INDIRECT COSTS	7500	%	\$11,925.00	

FRONTIER REALTY, LLC
165 WEST 73RD STREET
NEW YORK, NY 10023

Capital One Bank
299 Park Avenue, 29th FL
New York, NY 10171

50-791
214

CHECK NO
004193

DATE: 02/03/17

***\$37,000.00**

THIRTY SEVEN THOUSAND DOLLARS AND NO CENTS***

PAY
TO THE
ORDER
OF

THE CITY OF AUSTIN
PO BOX 2267
AUSTIN, TX 78783

CITY OF AUSTIN, TEXAS
RECEIPT FOR PAYMENT OF FUNDS

NO. 50018988

DATE RECEIVED: 2/8/2017

RECEIVED FROM: Frontier Realty, LLC

\$ 37,000.00

IN PAYMENT FOR: Transportation - Fiscal CLK# 004193

*AMOUNT VERIFIED BY: SP - 2018-0194C

CITY OF AUSTIN, TEXAS

XXXXXX	FUND	DEPT	UNIT	SUB ORG	ACTV	REV/ OBJT	WORKORDER	REPT CATG	B/S ACCT	AMOUNT
HOW PAID:	XXXX	XXXX	XXXX	XX	XXXX	XXXX	XXXXXXXX	XXXX	XXXX	XXXXXX
CASH <input type="checkbox"/>	280					2675				37,000.00
CHECK <input type="checkbox"/>										
MONEY ORDER <input type="checkbox"/>										



MEMORANDUM

TO: Clarissa Davis, Case Manager,
Development Services Department

CC: Anna Martin, PE, PTOE
Austin Transportation Department

FROM: ✎ Natalia Rodriguez, CNU-A
Scott A. James, P.E., PTOE
Sangeeta Jain, AICP
Development Services Department

DATE: July 27, 2017

SUBJECT: Revised Neighborhood Traffic Analysis for 2010 South Lamar Office
Site Plan Case# SP-2016-0196C

Per LDC 25-6-143: An applicant may appeal the director's denial of a site plan application under Section 25-6-141 (*Action On Application*) to the Land Use Commission. Staff recommended denial of the site plan application per LDC 25-6-141 (B) on November 30, 2016. The applicant appealed the decision to Land Use Commission on January 10, 2017. Land Use Commission approved the appeal with conditions as shown in the Conclusion.

The Land Use Review/Transportation staff has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

Roadways

South Lamar Boulevard is classified as a major undivided four lane arterial roadway, with a continuous left turn lane. The posted speed limit in the vicinity of the site is 40 MPH. Bicycle lanes are along both sides of the street.

Hether Street is a two lane undivided residential collector roadway. The posted speed limit is 30 MPH on the approach to the intersection with S. Lamar Boulevard. The speed limit is 25 MPH further to the west of the proposed site. Hether Street continues east of South Lamar Boulevard as West Mary Street.

Kinney Avenue is a two lane undivided residential collector roadway, with a posted speed limit of 25 MPH.

Oxford Avenue is a two lane undivided residential collector roadway, with a posted speed limit of 25 MPH.

Trip Generation and Neighborhood Traffic Analysis

According to Section 25 – 6 – 141 (B) of the Land Development Code, the Department Director or City Council shall deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by a project combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the study area.

Based on the Institute of Transportation Engineer's publication Trip Generation Manual, 9th Edition, the proposed development (consisting of general office, sit down restaurant and retail land uses) would generate approximately 2357 new daily trips, (as summarized in Table 1).

Table 1 – Trip Generation Estimates		
Land Use (ITE code)	Intensity	Daily Trips
General Office (710)	59,169 SF	881
Specialty Retail (826)	2,142 SF	95
High turnover sit down restaurant (932)	10,859 SF	1,381
Total new daily trips		2,357

The current occupant of the site, a restaurant, will be replaced; therefore the net estimated number of daily trips is 1,902.

According to the applicant, approximately 9.7% of the site related trips will use Hether Street, Oxford Avenue or Kinney Avenue to access the site. The remainder (90.3%) will travel to/from S. Lamar Boulevard. According to the study, the following daily volumes are estimated for the neighboring streets:

Table 2 – Estimated increase in daily traffic volumes				
Street	Existing Traffic	Site Traffic	Total Traffic	% Increase
Hether Street	2384	64	2448	2.7%
Oxford Avenue	393	9	402	2.3%
Kinney Avenue (north of site)	2705	71	2776	2.6%
Kinney Avenue (south of site)	1917	46	1963	2.4%

According to Section 25-6-116 of the Land Development Code, neighborhood residential streets are operating at a desirable level if the daily volumes do not exceed the following thresholds:

Pavement Width	Vehicles Per Day
Less than 30'	1,200
30' to less than 40'	1,800
40' or wider	4,000

The sole point of vehicular access to the site is from Hether Street, therefore, in accordance with the LDC, staff recommends denial of this site plan application as it would exceed the permitted total daily volumes for residential streets.

Conclusions

1. The potential trips generated by this site, in combination with the existing traffic of Hether Street, and Kinney Avenue, exceeds the thresholds set forth in the LDC 25-6-116. Therefore, staff recommends denial of this site plan application.
2. Land Use Commission approved the appeal on January 10, 2017 with the following conditions: *Conditionally approved based on mitigation, involving upgrading the traffic signal at the intersection of South Lamar and Hether (posting fiscal), and reconstructing the property's frontage for a protected bike lane.*
3. Fiscal was posted on February 8, 2017 in the amount of \$37,000 for the traffic signal upgrade at the intersection of South Lamar and Hether Street.
4. The protected bike lane improvements are to be constructed with this site plan application (SP-2016-0196C).

If you have any questions or require additional information, please contact me at 974 - 3099.



Natalia Rodriguez, CNU-A
Development Services Department

A.4 SITE PLAN

CS-MU-V-CO

P-NP

SF-3-NP

SF-3-NP

SF-3-NP

CS-V-CO

LEGEND :

- ACCESSIBLE ROUTE
- CURB & GUTTER
- FIRE LANE
- SIDEWALK
- BUILDING CORNER DIMENSION LINE
- STRUCTURE BELOW
- BUILDING ABOVE
- LIMITS OF CONSTRUCTION
- LIMITS OF CONSTRUCTION/SILT FENCE
- LIMITS OF CONSTRUCTION/MULCH SOCK
- PRIVATE COMMON OPEN SPACE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING OVERHEAD ELECTRIC LINE (ENERGIZED)
- PROPOSED RETAINING WALL
- PROPOSED TREE PER LANDSCAPE PLAN
- CONCRETE SIDEWALK
- BRICK PAVERS

NOTES:

- ALL EXTERIOR LIGHTING WILL BE FULL CUT-OFF AND FULLY SHIELDED IN COMPLIANCE WITH SUBCHAPTER E 2.5 AND WILL BE REVIEWED DURING BUILDING PLAN REVIEW. ANY CHANGE OR SUBSTITUTION OF LAMP/LIGHT FIXTURES SHALL BE SUBMITTED TO THE DIRECTOR FOR APPROVAL IN ACCORDANCE WITH SECTION 2.5.2.E.

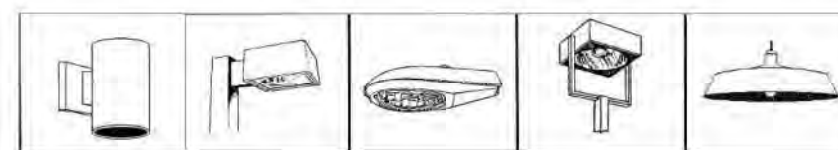


Figure 34: Examples of fully-shielded light fixtures.

- SCREENING FOR SOLID WASTE COLLECTION AND LOADING AREAS SHALL BE THE SAME AS, OR OF EQUAL QUALITY TO, PRINCIPAL BUILDING MATERIALS.
- APPROVAL OF THESE PLANS BY THE CITY OF AUSTIN INDICATES COMPLIANCE WITH APPLICABLE CITY REGULATIONS ONLY. APPROVAL BY OTHER GOVERNMENTAL ENTITIES MAY BE REQUIRED PRIOR TO THE START OF CONSTRUCTION. THE APPLICANT IS RESPONSIBLE FOR DETERMINING WHAT ADDITIONAL APPROVALS MAY BE NECESSARY.
- COMPLIANCE WITH ACCESSIBILITY STANDARDS SUCH AS THE 2010 STANDARDS FOR ACCESSIBLE DESIGN OR THE 2012 TEXAS ACCESSIBILITY STANDARDS WAS NOT VERIFIED. THE APPLICANT IS RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE ACCESSIBILITY STANDARDS.
- ALL EXISTING STRUCTURES SHOWN TO BE REMOVED WILL REQUIRE A DEMOLITION PERMIT FROM THE CITY OF AUSTIN DEVELOPMENT SERVICES DEPARTMENT.
- A DEVELOPMENT PERMIT MUST BE ISSUED PRIOR TO AN APPLICATION FOR BUILDING PERMIT FOR NON-CONSOLIDATED OR PLANNING COMMISSION APPROVED SITE PLANS.
- FOR DRIVEWAY CONSTRUCTION: THE OWNER IS RESPONSIBLE FOR ALL COSTS FOR RELOCATION OF, OR DAMAGE TO UTILITIES.
- FOR CONSTRUCTION WITHIN THE RIGHT-OF-WAY, A ROW EXCAVATION PERMIT IS REQUIRED.
- THE SITE IS COMPOSED OF 3 LOTS/TRACTS. IT HAS BEEN APPROVED AS ONE COHESIVE DEVELOPMENT. IF PORTIONS OF THE LOTS/TRACTS ARE SOLD, APPLICATION FOR SUBDIVISION AND SITE PLAN APPROVAL MAY BE REQUIRED.
- BUILDING SETBACK IS NOT APPLICABLE TO VMU FOR MULTIFAMILY PROJECTS.

ADDITIONAL MEASURES TO IMPROVE CONNECTIVITY:

- AT LEAST 10% OF THE PROVIDED PARKING IS UNDERGROUND OR WITHIN A PARKING STRUCTURE.
- PROVIDE SECURE INDOOR BICYCLE STORAGE IN BUILDING OR PARKING STRUCTURE.

LOCATION OF EXISTING UNDERGROUND AND OVERHEAD UTILITIES ARE APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR TO BEGINNING WORK AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT OCCUR.



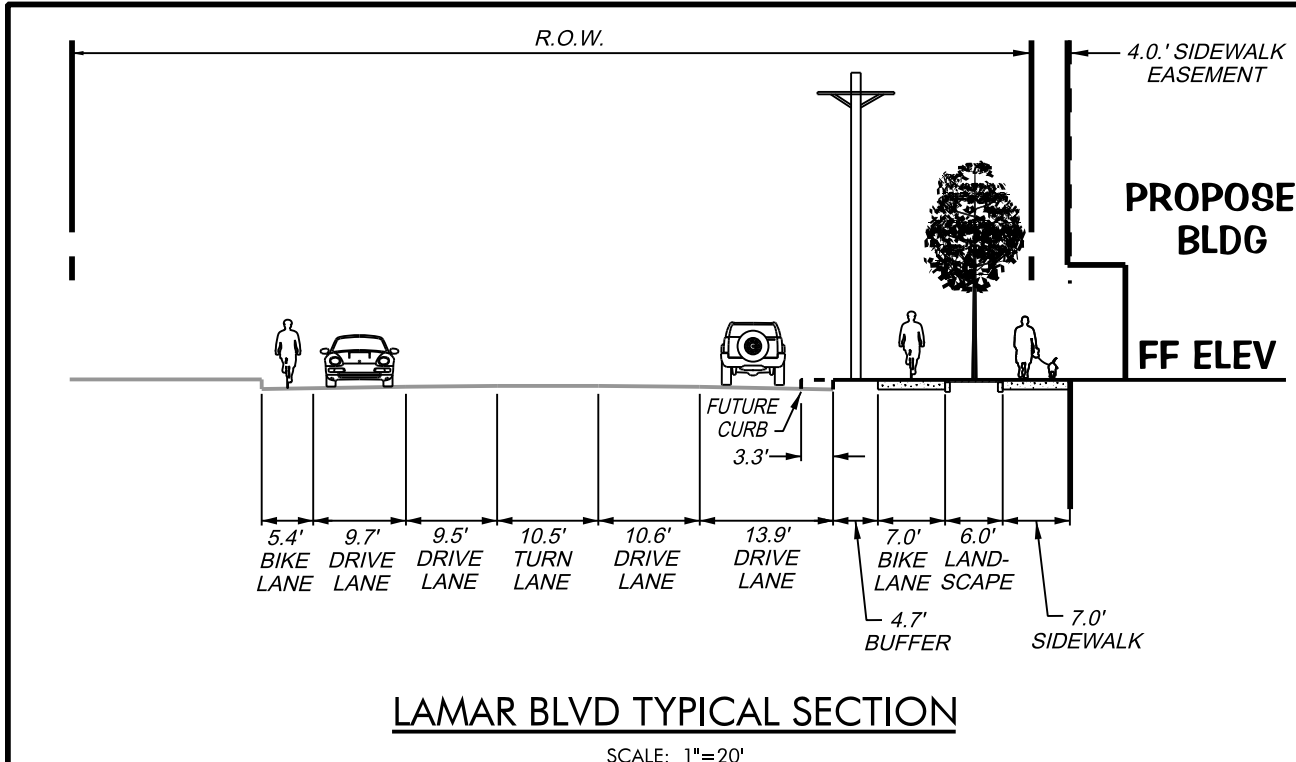
Know what's below.
Call before you dig.

SITE PLAN RELEASE

FILE NUMBER: SP-2018-0595C EXPIRATION DATE: 12/17/2018
CASE MANAGER: RANDY ROUDA APPLICATION DATE: 12/17/2018
APPROVED ADMINISTRATIVELY ON: _____
APPROVED BY PLANNING COMMISSION ON: _____
APPROVED BY CITY COUNCIL ON: _____
under Section 112 of Chapter 255 of the Austin City Code.

Director for Development Services Department CS-MU-V-CO, CS-V,
DATE OF RELEASE: _____ Zoning: CS-CO & CS-V-CO
Rev. No. 1 _____ Correction No.1
Rev. No. 2 _____ Correction No.2
Rev. No. 3 _____

RELEASE OF THIS APPLICATION DOES NOT CONSTITUTE A VERIFICATION OF ALL DATA, INFORMATION AND CALCULATIONS SUPPLIED BY THE APPLICANT. THE ENGINEER OF RECORD IS SOLELY RESPONSIBLE FOR THE COMPLETENESS, ACCURACY AND ADEQUACY OF HIS/HER SUBMITTAL. WHETHER OR NOT THE APPLICATION IS REVIEWED FOR CODE COMPLIANCE BY CITY ENGINEERS.

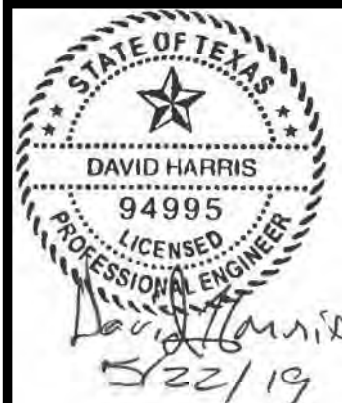


LAMAR BLVD TYPICAL SECTION

SCALE: 1"=20'

SEAMLESS TRACT
1311 S LAMAR BLVD
SITE PLAN

REVISIONS	DATE	BY	DESCRIPTION



Phone 512.306.0228
Fax 512.306.0338
FRN-F-1386

LJA Engineering, Inc.
3838 Bee Cave Road
Suite 150
Austin, Texas 78746

JOB NUMBER: A523-1013

SP1

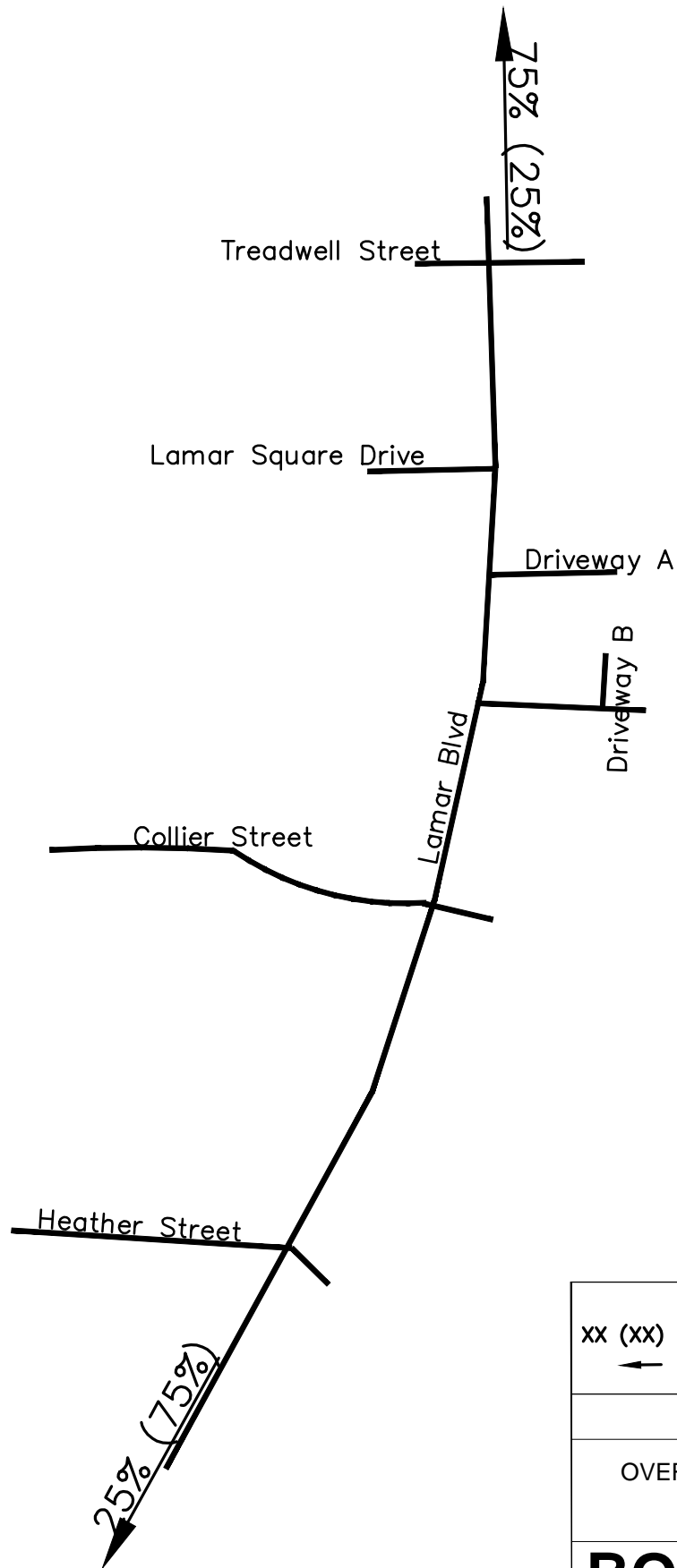
SHEET NO.

9

OF 44 SHEETS

SP-2018-0595C

A.5 TRIP DISTRIBUTION EXHIBITS



LEGEND

XX (XX) AM (PM)

← OVERALL DISTRIBUTION

EXHIBIT 3

OVERALL DIRECTIONAL
DISTRIBUTION

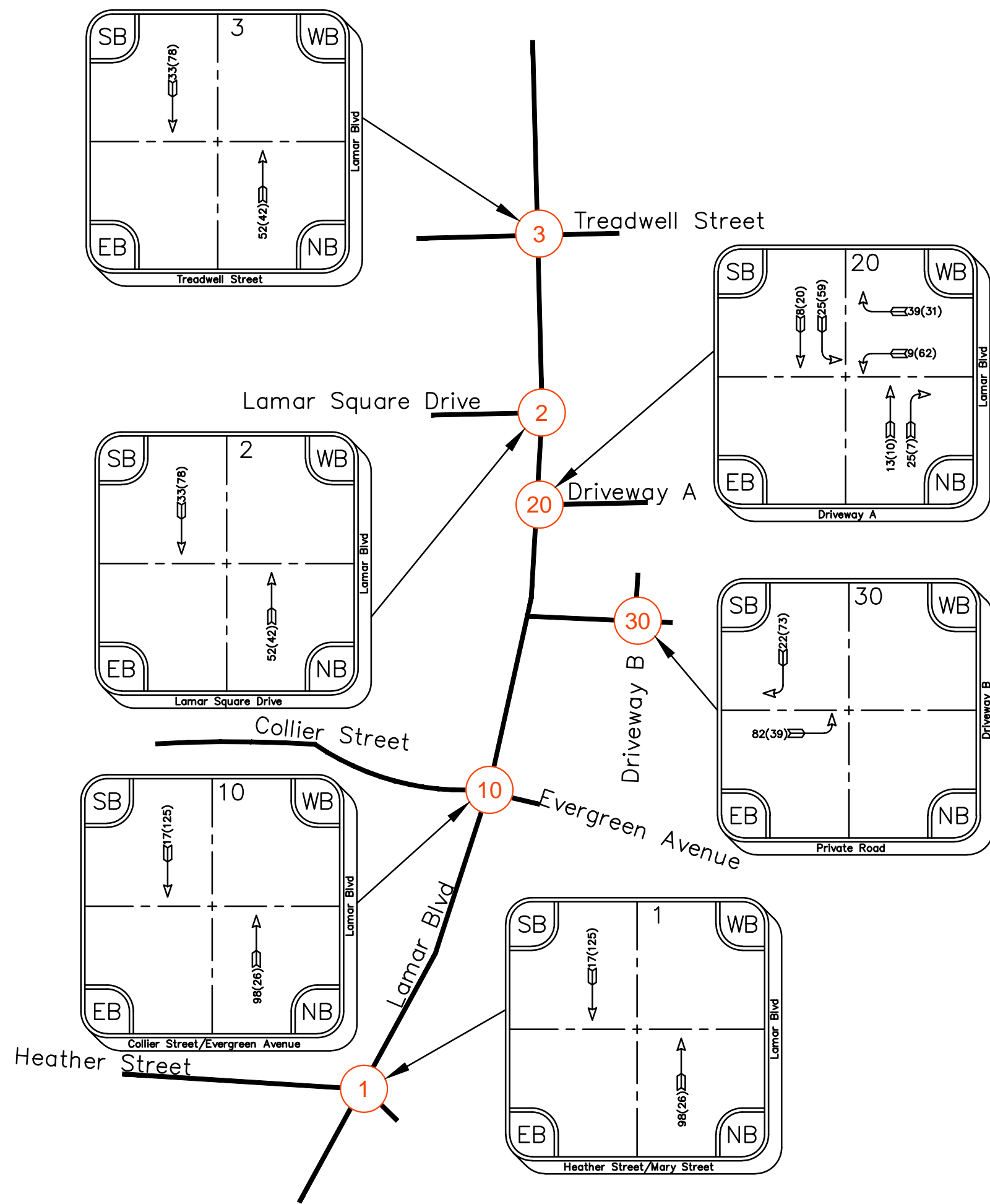
**BOE Consulting
Services, LLC**

9901 Brodie Lane 160-303
Austin, Texas 78748
Tel. (512) 632-7509
TBPE Registration Number F-19220

FILE:

PROJECT No.:

SCALE: N.T.S.



LEGEND
STUDY INTERSECTION
##(##) AM(PM) PEAK HOUR VOLUME
EXHIBIT 4
2021 SITE AM & PM PEAK HOUR
BOE Consulting Services, LLC 9901 Brodie Lane 160-303 Austin, Texas 78748 Tel. (512) 632-7509 TBPE Registration Number F-19220

A.6 SIGNAL CORRESPONDENCE/CPO APPROVED FRONTAGE IMPROVEMENTS

Bobak J. Tehrany

From: Jones, Austin <Austin.Jones@austintexas.gov>
Sent: Thursday, April 18, 2019 3:06 PM
To: Bobak J. Tehrany
Subject: 1311 South Lamar Signal Mitigation

Bobak,

After some further coordination with the CPO, they would prefer that fee be posted for the signal at Lamar and Collier, rather than construction.

Their initial estimates \$360,000.00 (including contingency) for the signal. We have \$47,900 that is already posted for the signal, this can be deducted from the cost. Therefore a fee of **\$312,100.00** will be required for the signal. Please also update this in the final version of the alternate TIA.

Please confirm this change with your client and I can prepare the final memo and invoice.

Thanks,

Austin Jones, P.E.
Project Manager (South)
Transportation Development Review Division
Austin Transportation Department
901 S. MoPac Expressway, Building 5, Suite 300
Austin, TX 78746
(512) 974-1449
austin.jones@austintexas.gov

Bobak J. Tehrany

From: Golden, Bryan <Bryan.Golden@austintexas.gov>
Sent: Thursday, May 9, 2019 1:49 PM
To: Bobak J. Tehrany; Jones, Austin; Jenkins, Joan; Wettick, Katie
Cc: Brett Denton; 'David M. Harris'; Schofield, Mike; Cantero, Fernando
Subject: RE: 1311 S. Lamar - CPO Exhibit

Bobak,

Looks good to go for CPO. There will be a few specific design/construction details to incorporate later in the site plan process, but as far as general layout goes, this is great.

Thanks,

Bryan Golden, CNUa

Urban Designer, Leveraging and Partnerships
Corridor Program Office | City of Austin
(o) 512-974-2426
www.AustinTexas.gov/CorridorOffice



From: Bobak J. Tehrany <bobak@bo-engineering.com>
Sent: Thursday, May 9, 2019 1:40 PM
To: Golden, Bryan <Bryan.Golden@austintexas.gov>; Jones, Austin <Austin.Jones@austintexas.gov>; Jenkins, Joan <Joan.Jenkins@austintexas.gov>; Wettick, Katie <Katie.Wettick@austintexas.gov>
Cc: Brett Denton <brett@ardent-residential.com>; 'David M. Harris' <dmharris@lja.com>; Schofield, Mike <Mike.Schofield@austintexas.gov>; Cantero, Fernando <Fernando.Cantero@austintexas.gov>
Subject: RE: 1311 S. Lamar - CPO Exhibit

Thanks Bryan!

Here is the revised to address the latest comment. Please let me know if this section/design is approved. Once approved, I'll roll this into the TIA to get that finalized.

Best,

Bobak

Bobak J. Tehrany, P.E.

BOE Consulting Services, LLC
512-632-7509 | bobak@bo-engineering.com

From: Golden, Bryan <Bryan.Golden@austintexas.gov>
Sent: Wednesday, May 8, 2019 2:05 PM

