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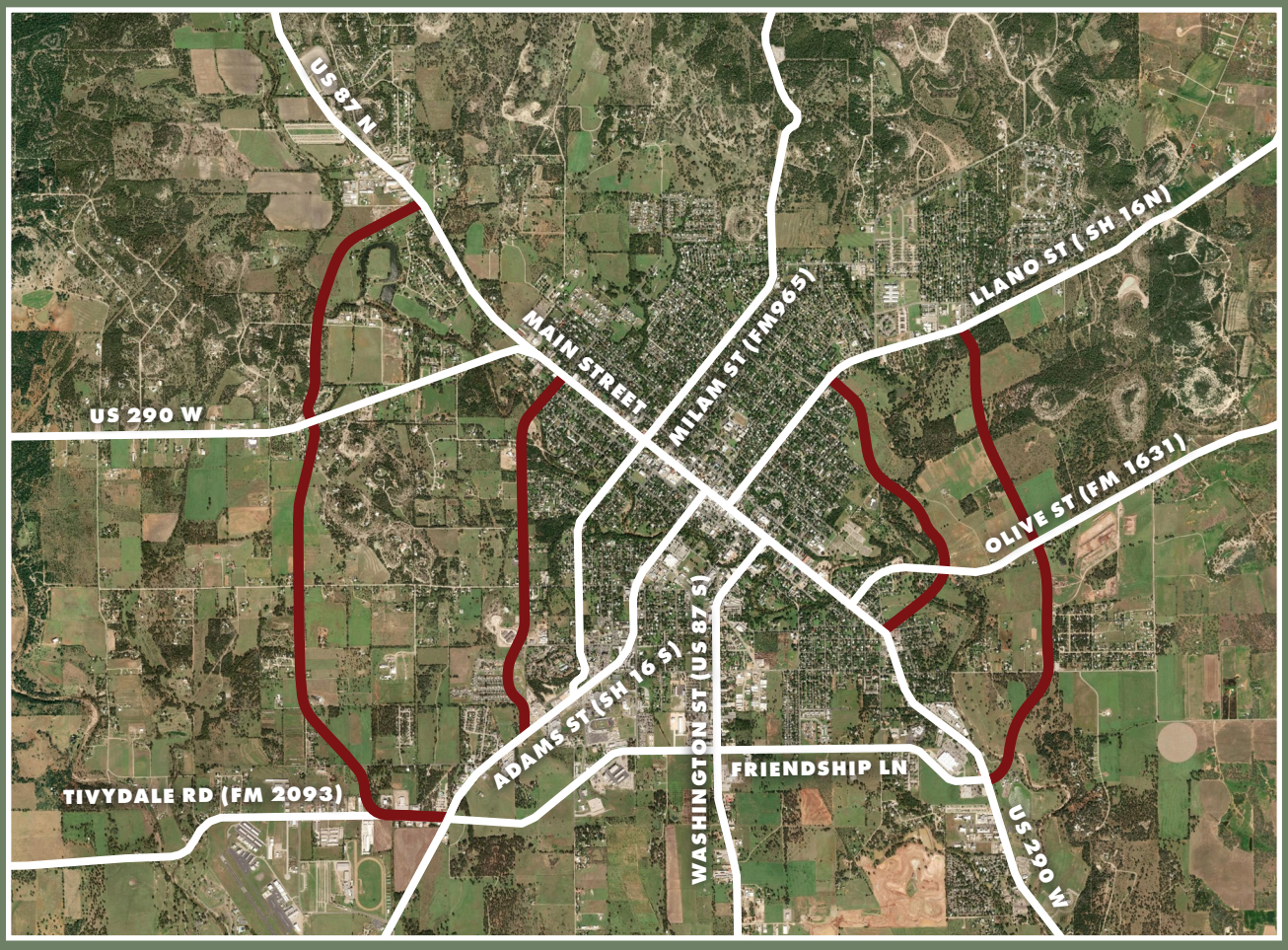
FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

FREDERICKSBURG PROJECTS

TRAFFIC IMPACT STUDY (TIS)



FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

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EXECUTIVE SUMMARY

In November 2019, the City of Fredericksburg, Texas initiated a Traffic Impact Study (TIS) to be performed by Kimley-Horn. The purpose of the TIS is to determine ways to provide local congestion relief. The TIS covers two major components – 1) an evaluation of high-priority new connection projects, identified in **Figure 1** below as medium-term solutions, and 2) short-term operational and safety improvements at intersections in the City Limits. In Figure 1 below, the new connections are as follows:

1. Post Oak Extension (completes gap from Bowie St to Main St, widens Post Oak)
2. Mulberry Extension (connects Mulberry at Llano to Main at Eagle)
3. Frederick Rd Extension (SH 16 to US 290 E)
4. Inner Loop Extension (formerly Friendship Lane or Interim Relief Route from SH 16 to US 87 N)

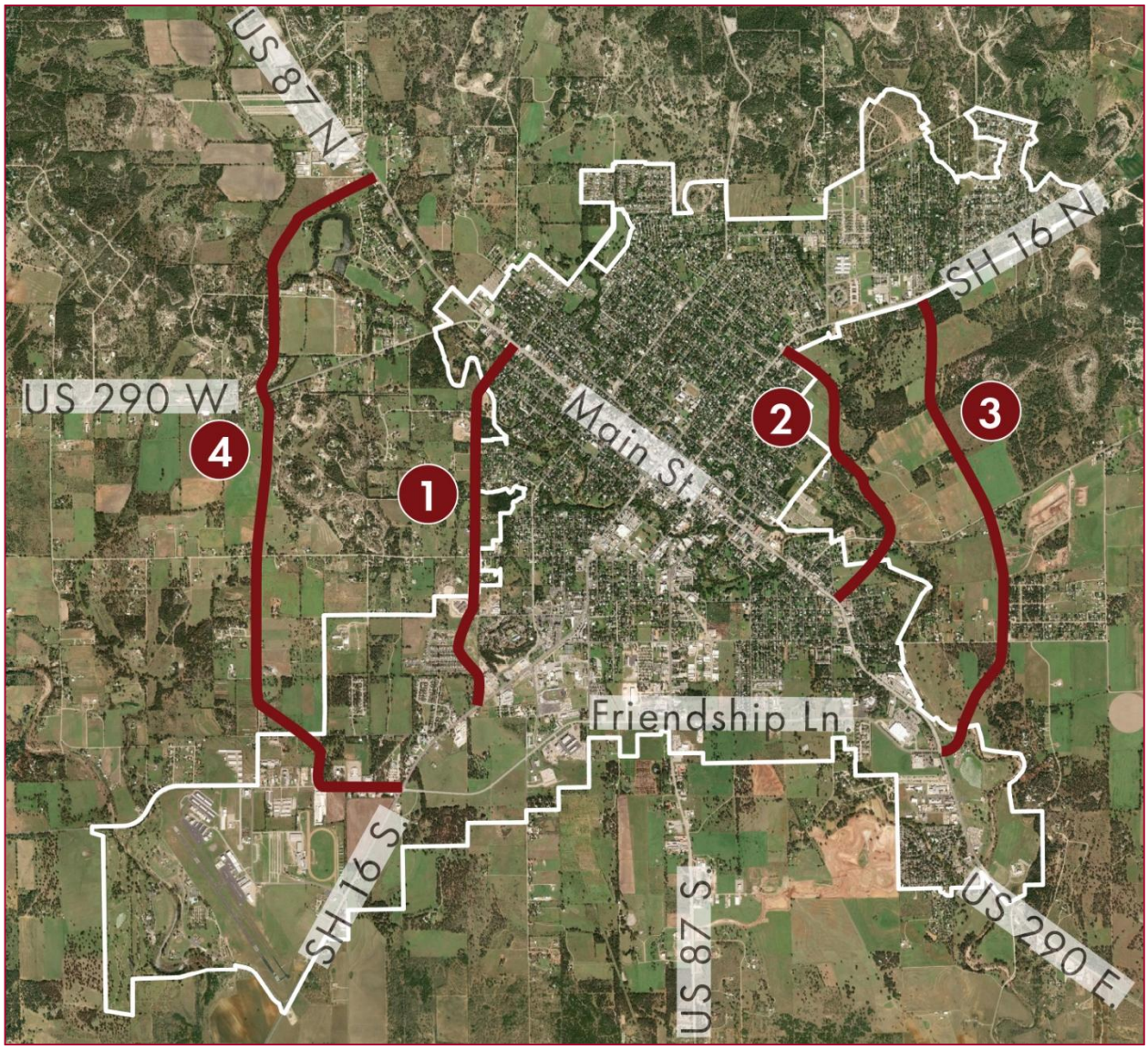


Figure 1: Four High-Priority Connection Options

SUMMARY OF RESULTS AND BENEFITS

MEDIUM TERM SOLUTIONS

In general, all four new connection options would see benefits in key travel measures of effectiveness, including travel time savings and amount of fuel consumed. Cost estimates for all projects include costs of construction, Right-of-Way (ROW) acquisition, new signals, widening at major intersections, and engineering costs. For comparison's sake, benefits for all projects were estimated using two factors over a 20-year period: (1) the daily reduction in travel delay multiplied by a person's value of time (i.e. how much a person values their time no longer spent in traffic), and (2) the amount of fuel cost savings. The benefit/cost ratio and cost estimate for each project is summarized in Table 1.

Table 1: Benefit-Cost Ratios for Extension Projects

Measure	Intersection plus Post Oak	Intersection plus Mulberry	Intersection plus Frederick	Intersection plus Inner Loop
Cost	$7.2 Million	$7.9 Million	$17 Million	$21 Million
Benefit/Cost (B/C) ratio over a 20-year period	3.9	3.8	1.8	1.6

Some of these new connections are identified on the 2017 Transportation Master Plan, while others are modifications of projects that appear in whole or in part in the 2017 Transportation Master Plan. The four new connection projects are classified as either collector streets or arterial streets, based on the ultimate anticipated function of each roadway. The following **Figure 2** and **Figure 3** illustrate the anticipated cross section for each roadway that was used as a basis for the project cost and ROW acquisition requirements. Post Oak Extension and Mulberry Extension are contemplated as collector roadways in Figure 2, while Frederick Rd and Inner Loop are contemplated as arterial roadways in Figure 3.

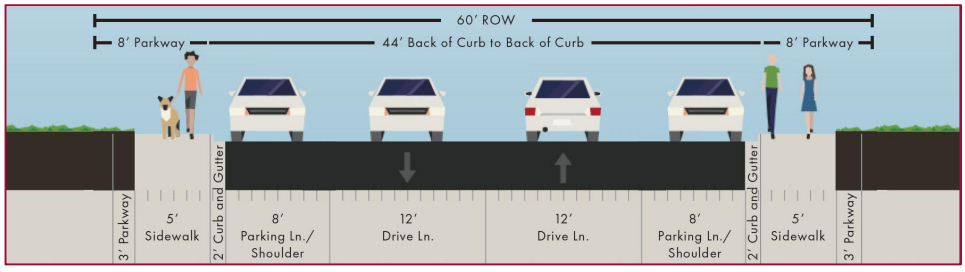


Figure 2: Recommended Collector Road with 60 Foot ROW Section (subject to change)

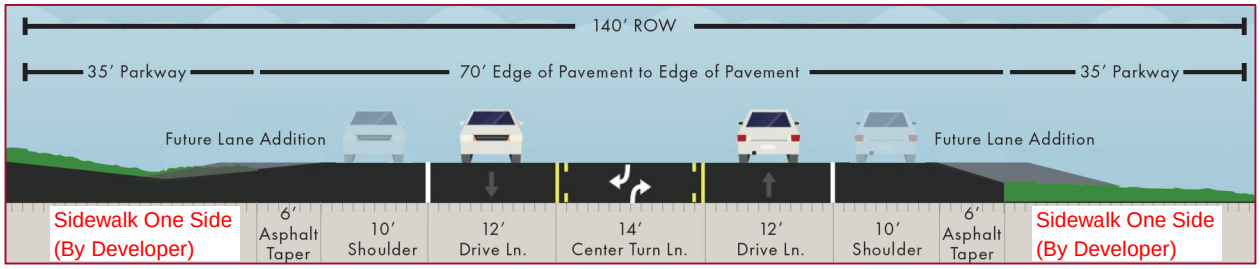


Figure 3: Recommended Minor Arterial Road with 140 Foot ROW Section (subject to change)

Post Oak Extension

The Post Oak Extension would connect Main St to SH 16 between Post Oak at SH 16 and Cherry at Main with a 44 ft wide roadway (face of curb to face of curb) within 60 ft of ROW. The projected average daily traffic on this road in 2040 is between 6,700-8,800 vehicles per day. It is assumed that this extension would relieve 10% of traffic turning at the intersection of Adams and Main, 25% of traffic turning at the intersection of Milam and Main, and 25% of traffic turning at the intersection of Milam at SH 16.

Mulberry Extension

The Mulberry Extension would connect Main St to Llano St between Eagle at Main and Mulberry at Llano with a 44 ft wide roadway (face of curb to face of curb) within 60 ft of ROW. The projected average daily traffic on this road in 2040 is 6,700 vehicles per day. It is assumed that this extension would relieve 50% of traffic turning between Llano and Main; 25% of traffic turning left off Llano between Austin and Travis; and 25% of traffic turning right along Main between Lincoln and Olive.

Frederick Extension

The Frederick Extension would connect Main St to Llano St between Friendship at US 290 and Frederick at Llano with a 70 ft wide roadway (face of curb to face of curb) within 140 ft of ROW. The projected average daily traffic on this road in 2040 is 6,000 vehicles per day. It is assumed that this extension would relieve 25% of traffic turning between Llano and Main; 15% of traffic turning left along Llano between Austin and Mulberry; and 15% of traffic turning right along Main between Lincoln and Goehmann.

Inner Loop Extension

The Inner Loop Extension, previously known as the Friendship Extension or Interim Relief Route, is situated around the western edge of Fredericksburg and would connect SH 16 to US 290 and US 87 with a 70 ft wide roadway (face of curb to face of curb) within 140 ft of ROW to primarily redirect non-local traffic. The projected average daily traffic on this road in 2040 is 5,700 vehicles per day. It is assumed that this extension would reroute 20% of traffic traveling to downtown at Friendship and US 290; 20% of traffic heading west at the intersection of Washington and Main; and a portion of traffic turning at Adams and Main.

SHORT TERM SOLUTIONS

Short-term relief options were considered by analyzing the twenty-six (26) signalized intersections in the City of Fredericksburg, as well as some additional intersections identified for safety issues, for a total of twenty-eight (28) studied intersections. Of these intersections, twenty-three (23) were found to have viable improvement options. The benefit of implementing these options is significant, and the impact of these projects (benefit and cost) is included in the benefit/cost ratio of each of the four new connection projects.

Lane Assignment and Signal Improvements

Many intersections can benefit from reassigning lanes to improve operations. Some lane reassignments involve “swapping” lanes – for example, changing a though-left lane and right turn only lane approach to instead be a left turn only and through-right lane approach. Some lane reassignments involve adding new lanes by better utilizing the existing road space with new paint for traffic. Some lane reassignments

involve adding new lanes by adding new pavement surface. At Washington at Main and Creek at Adams, a recommendation from the 2017 Transportation Master Plan has been reiterated to make Washington one-way northbound on the north side of Main and Creek Street one-way eastbound east of Adams. Some lane reassignments require upgrading existing signal heads, primarily for left turns, such as at Elk and Main on the southbound approach, to include left turn or right turn arrow indications.

Safety Improvements

Safety-specific improvements have been made for seven locations in Fredericksburg, including five signalized intersections which have also been analyzed for operational improvements. These seven intersections were selected based on crash history and include (1) US 290 at US 87 ("the Y"), (2) Main at Olive, (3) Main at Highway, (4) Main at Llano, (5) Washington at Walnut, (6) Llano at Travis, and (7) Milam at Austin. Safety improvements include restriping, adding new pedestrian or left turn signal heads, installing new signs, access management and drainage improvements. Additionally, many stop bars at minor streets intersecting with Main Street are suggested to be moved further back from the intersections to provide room for large trucks turning right that conflict with left turns

Signal Timing Improvements

Several intersection timing changes have been suggested to reduce overall delay at signalized intersections. It is recommended that signal timings at all signalized intersections are updated every 2-3 years in the future to respond to local demands.

Restriping Projects on Main

Two separate striping and signage design and construction projects were identified on Main Street to help improve safety and traffic flow. One project includes restriping Main Street between Baron's Creek to Crisol Dr to add a center turn lane in the existing pavement section the entire length. The other project is to remove the narrow 6' painted median area on Main Street between Milam St to Elk Street and extend the left turn lanes along this portion of Main Street to accommodate anticipated queues.

PRELIMINARY RECOMMENDATIONS

Based on the analysis performed, the short- and medium-term projects would improve conditions in Fredericksburg and the surrounding local area. The short-term projects would have a significant benefit to local traffic at a relatively low cost and could be implemented within the next 1-3 years. Each of the four new connection options offer different benefits to local traffic, though there are significant variations in costs and benefits between each project. Any recommendations made regarding the four new connection projects is reliant on the anticipated budget for these projects.

The findings of this report will be used to aid City Council in making decisions on whether to move forward with funding discussions for short- and long-term projects. Funding has not yet been identified or allocated for any of the projects, but partnerships with other agencies and potential grant funding will be explored to offset costs to the City to implement these projects.

STATE OF THE CITY

Fredericksburg is the county seat of Gillespie County in the central Texas Hill Country. In 2017, the population of Fredericksburg was estimated to be 11,400, while the Gillespie County population was estimated to be 26,600. The city has many unique cultural characteristics including a strong German heritage, a large peach industry, and several wineries which make it a popular tourist destination.

Two US highways, one state highway, and three major FM roads intersect in Fredericksburg. The following **Table 2** shows the 6 major roadways and primary direction in the City and County. Despite all these connections, no loop connects the regional roadways. All regional traffic must pass through downtown Fredericksburg. Traffic on regional roads in Fredericksburg is estimating to be growing at a rate of about three percent per year. Traffic count information from 2019 is available in **Appendix A**.

Table 2: Major Roadways and Direction

Highway Name	Primary Direction
US 290 (Main St)	East-West
US 87 (Washington Ave)	North-South
SH 16 (Adams / Llano)	North-South
FM 965 (Milam Street)	North-South
FM 1631 (Olive Street)	East-West
FM 2093 (Tivydale Rd)	East-West

Four significant developments are underway in Fredericksburg and are anticipated to either be completed or to have some intermediate stages completed within the next five years by 2025. These developments are the 7 Hills Hotel, the Windcrest area development, the Frieden development, and the Friendship Oaks development. These 4 developments are shown in **Figure 4**.

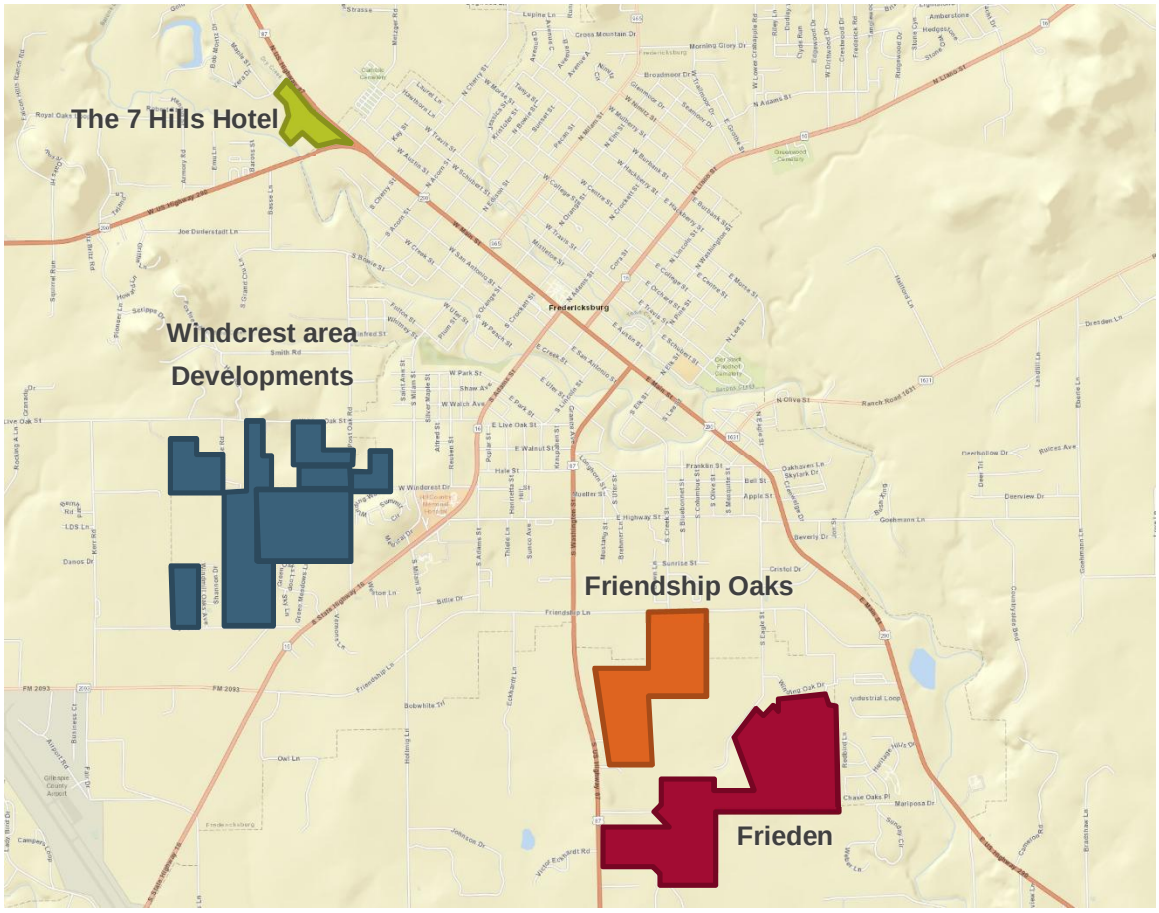


Figure 4: Planned Significant Developments

The 7 Hills Hotel is planned to be constructed near the intersection of US 290 and US 87 ("The Y") and is expected to generate as many as 920 trips during the weekday afternoon (or "PM") peak hour. It will include a hotel, several restaurants, some small residential developments, and offices. It is anticipated to be developed by 2020. The 7 Hills Hotel is estimated to have significant impacts at intersections along Main Street and along Washington Street, especially the intersections of US 290 at US 87 ("The Y") and Main at Milam.

The Windcrest area housing development is planned to be constructed near Windcrest Road west of SH 16 and is expected to generate as many as 860 trips during the PM peak hour. It will be a single-family and multi-family site with some commercial development. It is anticipated to be developed by 2023. The Windcrest area development is estimated to have significant impacts at intersections along Adams Street (SH 16), Milam Street, and Main Street, especially the intersection of SH 16 at Live Oak.

The Frieden development is planned to be constructed between Washington Street and US 290 East south of Winding Oak Drive and west of Heritage Hills, and it is expected to generate as many as 2,100 trips during the PM peak hour. It will be a single-family and multi-family site with significant commercial development. It is anticipated to be developed in five stages, with the final stage completing in 2023. The Frieden development is estimated to have significant impacts at intersections along Main Street and Washington Street, especially the intersections of Main at Washington, Washington at Highway,

Washington at Friendship, and US 290 at Friendship. New signals are also anticipated to be installed as part of the project at US 87 and Victor Eckhardt Rd and at US 290 E and Mariposa Dr.

The Friendship Oaks development is planned to be constructed near the southeast corner of Friendship Lane and Washington Street, slightly northwest of the Frieden development, and it is expected to generate as many as 480 trips in the PM peak hour. It will be a primarily single-family development with annual stages of development completing in 2026. The Friendship Oaks development is estimated to have significant impacts at intersections along Main Street and Washington Street, especially the intersections of Main at Lincoln, Main at Washington, Washington at Highway, and Washington at Friendship.

The analysis conducted in this TIS primarily focuses on traffic conditions in future year 2025, including any traffic effects induced by the developments mentioned above. However, all alignment options analyzed in this study have been evaluated for a horizon year of 2040 to ensure roadway sizing will be adequate. Traffic has been grown at a rate of 3% compounded annually based on historical count data in the area to evaluate both the 2025 and 2040 study years, in addition to the four described larger point sources of development.

MEDIUM TERM IMPROVEMENTS – NEW CONNECTIONS

In 2017, the Fredericksburg Transportation Master Plan identified four (4) high-priority connections for improving local traffic. These connections were the Mulberry Extension and the Frederick Extension in the northeast, and the Post Oak Extension and the Inner Loop Extension in the southwest. Alignments currently shown are subject to change and were chosen to maximize use of existing ROW and minimize property disturbances. These four high-priority connections are shown in **Figure 5** (also shown as **Figure 1** in the Executive Summary).

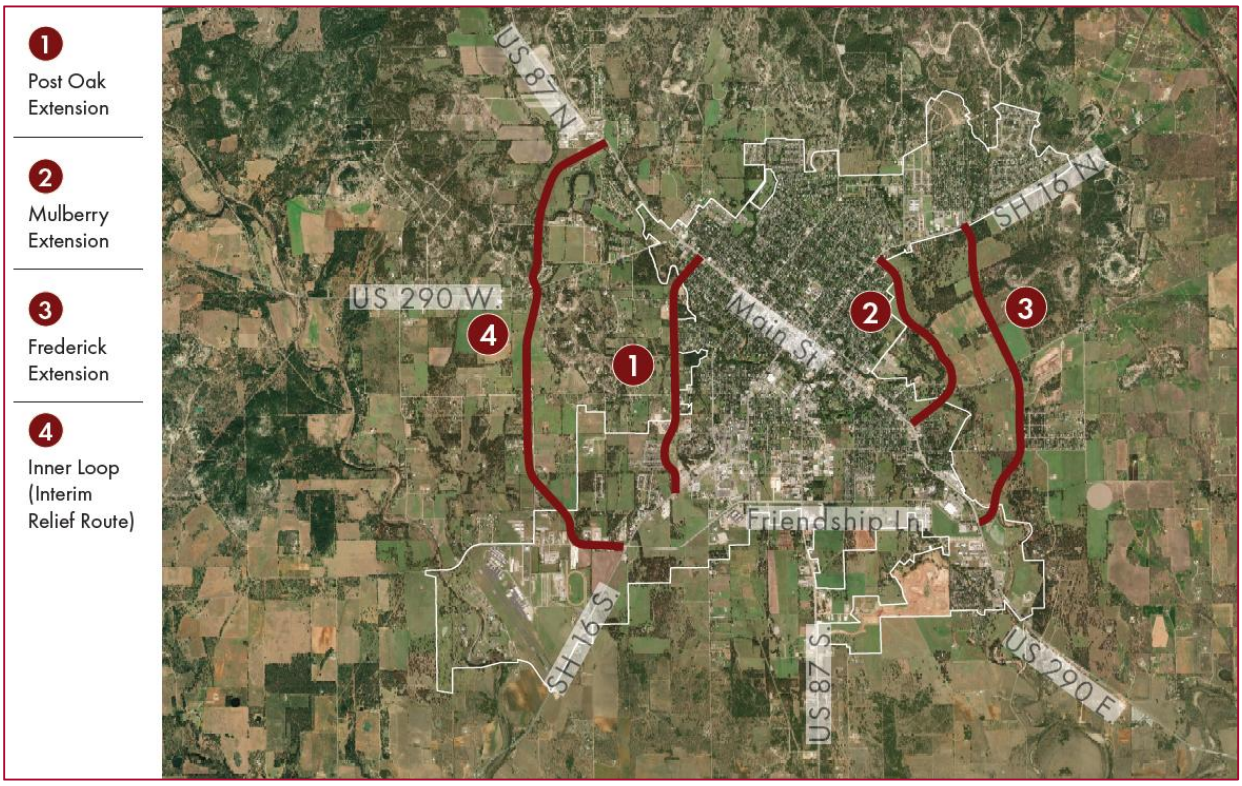


Figure 5: Four High-Priority Alignment Options

This study evaluates these four (4) projects based on the benefit each connection provides for the overall transportation system and some critical intersections. Implementation of any of these projects is expected to occur within 5-10 years to provide medium-term relief.

Baseline conditions assume that intersection projects identified later in this study are completed in all four new connection scenarios. In addition to updated cost estimates and performance analysis, each new connection project is compared using benefit / cost analysis. This analysis quantifies the economic impact of improvements based on delay savings and fuel savings, comparing the benefit to overall project cost to develop a metric for Return on Investment (ROI). This analysis helps create a more equal comparison of projects. Detailed cost information for all four alignments can be found in **Appendix B**. It should be noted that costs may change slightly when final alignments are set, and detailed design is completed, should these projects move forward to design and construction. A contingency is included in the costs to be conservative, and is shown in Appendix B.

(1) POST OAK EXTENSION

The Post Oak extension project would connect Main Street to SH 16 South by extending first from Creek to Bowie, then from Live Oak to Windcrest. Widening or reconstruction is needed in other portions of the project between US 290 and SH 16. The projected average daily traffic on this road in 2040 is between 6,700-8,800 vehicles per day (which includes existing traffic of 1,700 to 3,800 vehicles per day, a projected increase of 5,000 vehicles per day). The extents of this proposed extension / widening are shown in **Figure 6**.

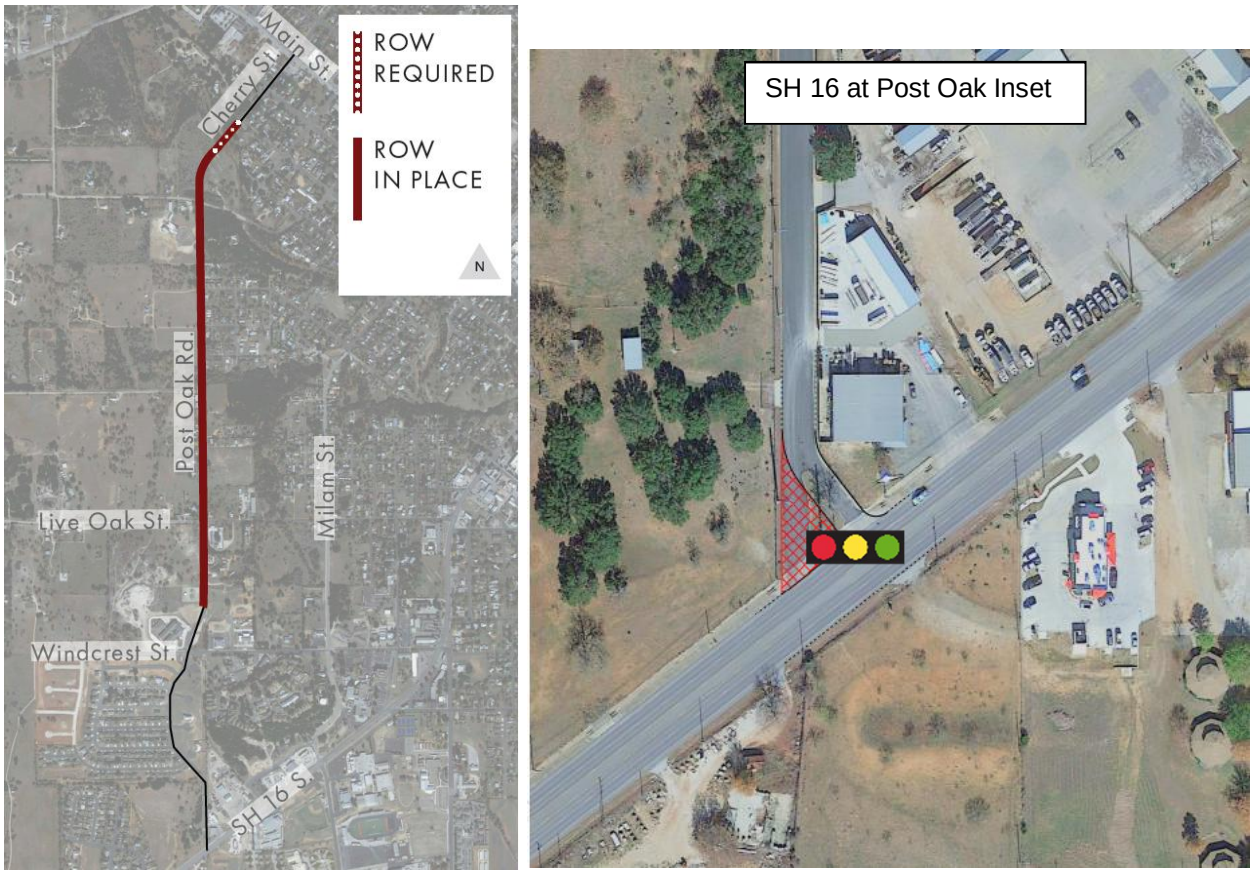


Figure 6: Post Oak Extension

ALIGNMENT & REDISTRIBUTION ASSUMPTIONS

The alignment for this connection will primarily follow existing Post Oak Rd, with the only new alignment connecting Post Oak Rd to Cherry Street across Baron's Creek between Bowie St and Creek St.

For this extension, the following redistribution assumptions were evaluated in the analysis presented:

1. Traffic turning between Adams and Main will be relieved by 10%
2. Traffic turning between Milam and Main will be relieved by 25%
3. Traffic turning between Milam and SH 16 will be relieved by 25%

COST CONSIDERATIONS

The total cost for this extension is anticipated to be **$7.2 Million**. The following costs were considered for this extension, anticipated to be built as shown in **Figure 2** in the Executive Summary.

1. Signals: New signals will likely be constructed at Main St and at SH 16 South. The cost of a new signal is roughly $400,000 each, so if both are needed, total cost is $800,000.
2. Right-of-way: Much of the ROW needed for this extension is already owned by the city. Some new right-of-way will need to be acquired for this extension project. The cost was calculated based on Gillespie Central Appraisal District land values and based on the footprint of this project ROW. This ROW is expected to cost $47,521.
3. Utilities: Utility adjustments are given an allowance in the total project, cost, but utility relocations and new utility lines under the roadway are not included in the projected cost.
4. This overall cost is different from the 2017 TMP cost due to complete roadway reconstruction, the addition of three signals, the addition of two bridges, and updated unit prices.

EXTENSION IMPROVEMENTS

Implementing the Post Oak extension would provide additional relief to local traffic in addition to the smaller intersection improvement projects planned.

At a network level, the Post Oak extension would decrease travel delay by 77 hours during the PM peak hour and by 109 hours during the weekend peak hour. Travelers would have to make fewer stops at intersections during the peak hours. Overall speed on the network would increase by 2 to 3 mph. Table 3 below shows these improvements in network-level Measures of Effectiveness (MOE's).

At an intersection level, the Post Oak extension would benefit Main at Milam and Washington at Highway. The extension would likely necessitate a signal at Cherry at Main St and at Post Oak at SH 16, and signals would greatly reduce the overall delay for these intersections. Information about corridor-level and intersection-level improvements can be found in Appendix C.

Table 3: Post Oak Extension Network MOE's

Measure	PM Peak		Weekend Peak	
	Intersection Improvements	Intersections plus Extension	Intersection Improvements	Intersections plus Extension
Travel Delay (hr)	383	306	432	323
Average Speed (mph)	23	25	22	25

(2) MULBERRY EXTENSION

The Mulberry extension project is an updated version of the earlier Morse extension project from the 2017 TMP, with alignment revised to minimize residential street disruption with new traffic but still utilize existing City ROW. The extension would connect Main Street to Llano Street by extending from Mulberry Street to US 290 (at intersection with N Eagle St). The projected average daily traffic on this road in 2020 is 6,700 vehicles per day. The extents of this proposed extension are shown in **Figure 7**, but the alignment is not set for this project.

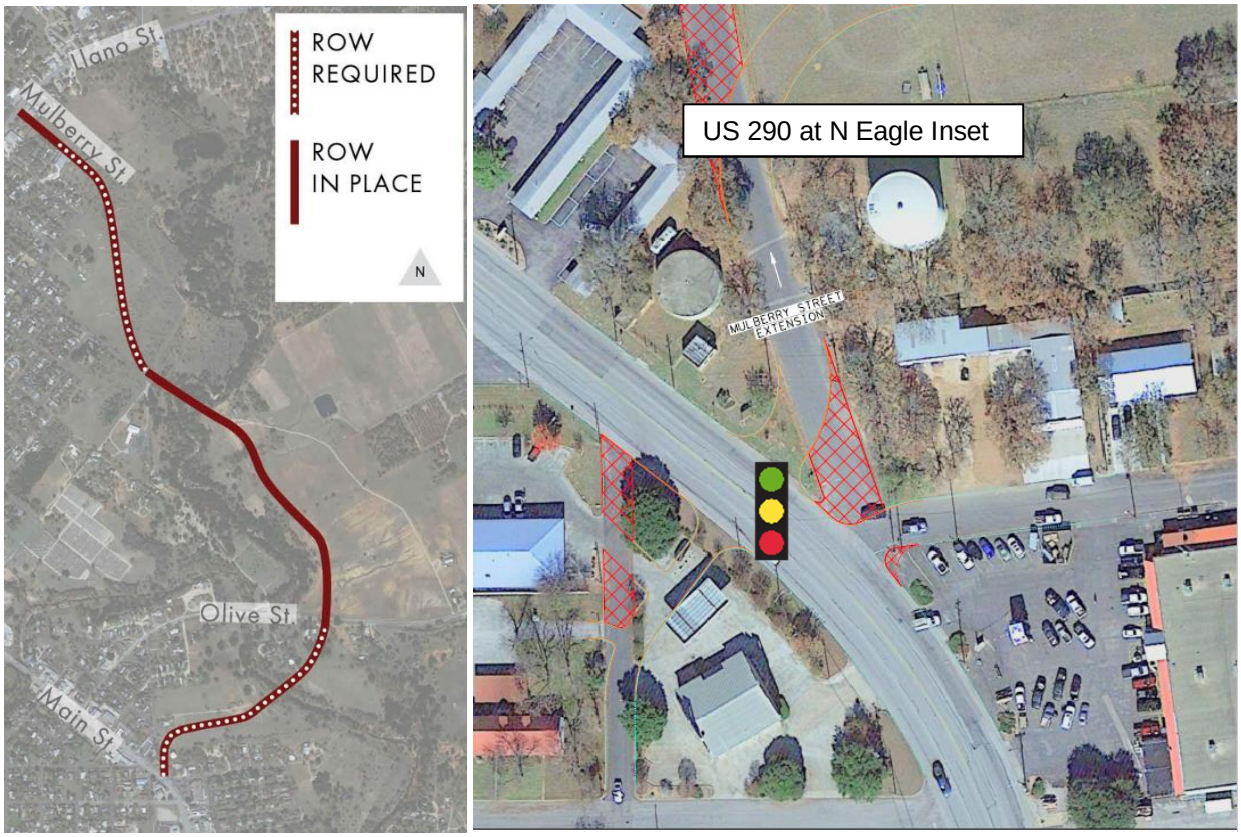


Figure 7: Mulberry Extension

ALIGNMENT & REDISTRIBUTION ASSUMPTIONS

The alignment for this connection will follow existing Mulberry Street and then connect to ROW previously acquired by the City for the Morse Street connection, but not to Morse Street. From the intersection with Olive Street, the alignment will continue until intersecting with N Eagle Street and then terminate at US 290 E.

For this extension, the following redistribution assumptions were evaluated in the analysis presented:

1. Traffic turning between Llano and Main will be relieved by 50%
2. Traffic turning left off Llano between Austin and Travis will be relieved by 25%
3. Traffic turning right along Main between Lincoln and Olive will be relieved by 25%

COST CONSIDERATIONS

The total cost for this extension is anticipated to be **$7.9 Million**. The following costs were considered for this extension, anticipated to be built as shown in **Figure 2** in the Executive Summary.

1. Signals: New signals may be constructed at Llano St, RR 1631, and US 290 near Eagle St. The cost of a new signal is roughly $400,000, so if all 3 are needed, total cost is $1.2 Million.
2. Right-of-way: New right-of-way will need to be acquired for the portion of this project not on the 2017 TMP, which was previously acquired by the City. The cost was calculated based on Gillespie Central Appraisal District land values and based on the footprint of this project ROW The expected cost of new ROW to acquire is $593,836.
3. Utilities: Utility adjustments are given an allowance in the total project, cost, but utility relocations and new utility lines under the roadway are not included in the projected cost.
4. This overall cost is different from the 2017 TMP cost due to an additional 5,000' of roadway and ROW acquisition, one additional bridge, and updated unit prices.

EXTENSION IMPROVEMENTS

Implementing the Mulberry extension would provide additional relief to Fredericksburg roads in addition to the smaller intersection improvement projects planned.

At a network level, the Mulberry extension would decrease travel delay by 77 hours during the PM peak hour and by 127 hours during the weekend peak hour. Travelers would have to make fewer stops at intersections during the peak hours. Overall speed on the network would increase by 2 to 3 mph. **Table 4** below shows these improvements in network level MOE's.

At a corridor level, the Mulberry extension would improve the performance of Llano St and Main St. Speeds would generally remain the same, but travel delay would decrease on these two corridors.

At an intersection level, the Mulberry extension would greatly benefit Main at Llano and Washington at Highway. The extension would likely necessitate a signal at N Eagle St and Main St, at Mulberry St and Llano St and at Mulberry St and Olive St. Information about corridor-level and intersection-level improvements can be found in Appendix C.

Table 4: Mulberry Extension Network MOE's

Measure	PM		Weekend	
	Intersection Improvements	Intersections plus Extension	Intersection Improvements	Intersections plus Extension
Travel Delay (hr)	383	306	432	305
Average Speed (mph)	23	25	22	25

(3) FREDERICK EXTENSION

The Frederick extension project would connect Main Street to Llano Street by extending first from RR 1631 to US 290 East, then from SH 16 (Llano) to RR 1631. The projected average daily traffic on this road in 2040 is 6,000 vehicles per day, excluding any future use by new developments in this area beyond the scope of this study. The extents of this proposed extension are shown in **Figure 8**.

Figure 8: Frederick Extension

ALIGNMENT & REDISTRIBUTION ASSUMPTIONS

The alignment of this roadway follows the 2017 TMP alignment and utilizes some existing Right-of-Way dedicated by plat in the mid-1980's near SH 16.

For this extension, the following redistribution assumptions were evaluated in the analysis presented:

1. Traffic turning between Llano and Main will be relieved by 25%
2. Traffic turning left along Llano between Austin and Mulberry will be relieved by 15%
3. Traffic turning right along Main between Lincoln and Goehmann will be relieved by 15%
4. As a result of redistributions, it is anticipated that the daily traffic on Frederick Extension in 2040 would be 6,000 vehicles per day. This ADT should be accommodated on an interim 3-lane section, with future expansion to a 5-lane section in the future, at least 20 years out.

COST CONSIDERATIONS

The total cost for this extension is anticipated to be **$17 Million**. The following costs were considered for this extension, anticipated to be built as shown in **Figure 3** in the Executive Summary.

1. Signals: A new signal may be constructed at SH 16, RR 1631, and US 290. The cost of a new signal is roughly $400,000 each; however, the signal at US 290 is already operational and would only need one new pole and associated required equipment, which would cost $150,000. If all 3 are needed, total cost is $950,000.
2. Right-of-way: New right-of-way will need to be acquired for this extension project. The cost was calculated based on Gillespie Central Appraisal District land values and based on the footprint of this project ROW. This ROW is expected to cost $1,708,390.
3. Utilities: Utility adjustments are given an allowance in the total project, cost, but utility relocations and new utility lines under the roadway are not included in the projected cost.
4. Intersections: Additional cost was put in for flaring out streets at major intersections.
5. This overall cost is different from the 2017 TMP cost due to reduced bridge size, change in ROW acquisition pricing, eliminating sidewalks, adding three signals, and updated unit prices.

EXTENSION IMPROVEMENTS

Implementing the Frederick extension would provide additional relief to Fredericksburg roads in addition to the smaller intersection improvement projects planned, though not as much relief as the Mulberry extension project.

At a network level, the Frederick extension would decrease travel delay by 73 hours during the PM peak hour and by 126 hours during the weekend peak hour. Travelers would have to make fewer stops at intersections during the peak hours. Overall speed on the network would increase by 2 to 3 mph. **Table 5** below shows these improvements in network level MOE's.

At a corridor level, the Frederick extension would improve the performance of Llano St and Main St. Speeds would increase during the weekend peak, and travel delay would decrease on these two corridors.

At an intersection level, the Frederick extension would greatly benefit Main at Llano. Information about corridor-level and intersection-level improvements can be found in Appendix C.

Table 5: Frederick Extension Network MOE's

Measure	PM		Weekend	
	Intersection Improvements	Intersections plus Extension	Intersection Improvements	Intersections plus Extension
Travel Delay (hr)	383	310	432	306
Average Speed (mph)	23	25	22	25

(4) INNER LOOP EXTENSION

The Inner Loop Extension, previously known as the Friendship Extension or Interim Relief Route, is situated around the western edge of Fredericksburg and would connect SH 16 South to US 290 W and US 87 N to primarily redirect non-local traffic. The projected average daily traffic on this road in 2040 is 5,700 vehicles per day, excluding any future use by new developments in this area beyond the scope of this study. The extents of this proposed extension are shown in **Figure 9**.

Figure 9: Inner Loop Extension

ALIGNMENT & REDISTRIBUTION ASSUMPTIONS

The alignment of this extension follows that of a 2015 study commissioned by the City.

For this extension, the following redistribution assumptions were evaluated in the analysis presented:

1. Traffic traveling downtown at Friendship and US 290 will be relieved by 20%
2. Traffic heading west at the intersection of Washington and Main will be relieved by 20%
3. Traffic heading west at the intersection of Adams and Main will be relieved by 5-20%
4. As a result of redistributions, it is anticipated that the daily traffic on Friendship extension in 2040 would be 5,700 vehicles per day. This ADT should be accommodated on an interim 3-lane section, with future expansion to a 5-lane section in the future, at least 20 years out.

COST CONSIDERATIONS

The total cost for this extension is anticipated to be **$21 Million**. The following costs were considered for this extension, anticipated to be built as shown in **Figure 3** in the Executive Summary.

1. Signals: A new signal will likely be constructed at FM 2093, Live Oak, US 290 W, and US 87 N. The cost of a new signal is $400,000, so if all 4 are needed the total is $1.6 Million.
2. Right-of-way: New right-of-way will need to be acquired for this extension project. The cost was calculated based on Gillespie Central Appraisal District land values and based on the footprint of this project ROW. This ROW is expected to cost $2,437,781.
3. Utilities: Utility adjustments are given an allowance in the total project, cost, but utility relocations and new utility lines under the roadway are not included in the projected cost.
4. Intersections: Additional cost was put in for flaring out streets at major intersections.
5. This overall cost is different from the 2017 TMP cost due to a shorter alignment, eliminating three bridges, change in ROW acquisition pricing, eliminating sidewalk, adding four signals, and updated unit prices.

EXTENSION IMPROVEMENTS

Implementing the Inner Loop extension would provide additional relief to local traffic by shifting regional traffic, in addition to the smaller intersection improvement projects planned.

At a network level, the Inner Loop extension would decrease travel delay by 79 hours during the PM peak hour and by 122 hours during the weekend peak hour. Travelers would have to make fewer stops at intersections during the peak hours. Overall speed on the network would increase by 2 to 3 mph. **Table 6** below shows these improvements in network level MOE's.

At a corridor level, the Inner Loop extension would improve the performance of Adams St and Main St. Speeds would increase during the weekend peak, and total travel time would decrease on these two corridors.

At an intersection level, the Inner Loop extension would benefit Milam at Main, Adams at Main, Llano at Main, and Washington at Main. Information about corridor-level and intersection-level improvements can be found in Appendix C.

Table 6: Inner Loop Extension PM Network MOE's

Measure	PM		Weekend	
	Intersection Improvements	Intersections plus Extension	Intersection Improvements	Intersections plus Extension
Travel Delay (hr)	383	304	432	310
Average Speed (mph)	23	25	22	25

BENEFIT-COST ANALYSIS

A benefit-cost (B/C) analysis allows for projects to be compared by the amount of benefit the project provides for every dollar spent. A higher B/C ratio means a higher return on investment (ROI). The process of generating benefit-cost values for the four new connection projects is outlined below.

Costs considered for each of these new connection projects were capital costs. Construction costs were calculated by quantities. Mobilization, drainage, utility, and other related costs were calculated as a percentage of construction costs. Additional capital improvement project costs like engineering, surveying, and geotechnical work and contingency costs were also calculated as a percentage of construction costs. A detailed breakdown of all costs is shown in Appendix B.

Benefits considered for each of these extension projects were operational improvements converted into a monetary benefit over a 20-year period. The two operational improvements considered were decreases in travel delay and decreases in fuel consumed.

Travel delay is modeled as hours of delay during the peak hour and was calculated at a corridor level and at a city-wide level, though only city-wide level delays were used for the benefit-cost analysis. Annual travel delay costs were calculated using methods similar to those used by the Texas Transportation Institute. Daily non-peak hour delay is estimated to be roughly equal to peak hour delay (i.e. double the peak hour for one day), and each hour of delay is estimated to cost $20 in economic losses. These daily delays were then multiplied by 365 days and by 20 years resulting in 20-year delay costs.

Fuel consumed is modeled as gallons of fuel during the peak hour and was calculated at a corridor level and at a city-wide level, though only city-wide level delays were used for the benefit-cost analysis. Gas was estimated at an average cost of $3.00 per gallon over the next 20 years. Daily non-peak hour fuel consumption is estimated to be the same amount as peak hour consumption. The daily cost of fuel consumed was then multiplied by 365 days and by 20 years resulting in 20-year fuel costs.

Benefit-cost ratios for each proposed project are shown below, a result of dividing the total benefit over 20 years by the total project costs.

Table 7: Benefit-Cost Ratios

Measure	Intersection plus Post Oak	Intersection plus Mulberry	Intersection plus Frederick	Intersection plus Inner Loop
Cost	$7.2 Million	$7.9 Million	$17 Million	$21 Million
Benefit/Cost (B/C) ratio over a 20-year period	3.9	3.8	1.8	1.6

SHORT TERM IMPROVEMENTS - INTERSECTION PROJECTS

While the alignment options presented in the previous section provide medium-term relief, options were sought for more immediate short-term relief. Traffic operations issues were observed and forecasted in the study area for the year 2025 to reflect short-term conditions, without building of new or widened routes. A citywide Synchro™ model was developed to analyze improvements in 2025, including all twenty-six (26) current intersections with a traffic signal and the four (4) locations without a signal that were analyzed for operations with potential new connections for a total of thirty (30) intersections. Twenty-three (23) intersections were found to have viable improvement options. These twenty-three intersections are listed below.

1. US 290 at US 87 (“The Y”)
2. Main at Milam
3. Main at Orange
4. Main at Adams
5. Main at Llano
6. Main at Lincoln
7. Main at Washington
8. Main at Elk
9. Main at Olive
10. US 290 at Highway
11. US 290 at Friendship
12. Llano at Austin
13. Llano at Travis
14. Adams at San Antonio
15. Adams at Creek
16. Adams at Live Oak
17. SH 16 at Windcrest
18. SH 16 at Highway
19. SH 16 at Milam
20. SH 16 at Friendship
21. Washington at Highway
22. Washington at Walnut
23. Milam at Austin

The short-term operational and safety improvements identified at these twenty-three intersections and the associated planning-level costs are presented in this section. A list of detailed improvements for each intersection can be found in Appendix D.

The planning-level cost to perform the improvements to all twenty-three intersections and two projects along Main Street is **$810,000**. This cost includes striping and lane assignment changes, signal timing changes, and various safety improvements and major construction costs as well as “soft costs” such as engineering, inspection, and testing. A detailed cost breakdown for all intersection projects can be found in Appendix E.

SHORT-TERM IMPROVEMENTS: MAIN STREET CORRIDOR SUMMARY

Intersections studied along Main Street and US 290 include:

- US 290 at US 87 (“The Y”)
- Main at Milam
- Main at Orange
- Main at Adams
- Main at Llano
- Main at Lincoln
- Main at Washington
- Main at Elk
- Main at Olive
- US 290 at Highway
- US 290 at Friendship

The Main Street corridor experiences much of the congestion in Fredericksburg, exacerbated by tourist traffic and truck traffic. Relief efforts which decrease congestion along Main Street can provide large benefits to the overall network. The three primary improvements suggested for the Main Street corridor include signal retiming, stop bar relocation, and the creation of new turn lanes.

Signal timing improvements primarily include providing more time to side streets or allowing permissive-protective left turn maneuvers for side streets. Optimizing signal timing in this way provides better traffic flow overall at intersections along Main Street. Stop bar relocation is intended to provide more room along side streets for trucks and other large vehicles to complete right turns. Side street stop bars may be

relocated as far as 30 feet back from their current locations to provide room for truck maneuvers. Using existing pavement space to create left or right turn lanes will help queueing issues and allow for more efficient flow along Main Street.

In addition to the intersection projects, two (2) projects were identified on Main Street to modify center turn lanes for both safety and operational benefits. One project includes restriping Main Street between Baron's Creek to Crisol Dr to add a center turn lane in the existing pavement section the entire length. The other project is to remove the narrow 6' painted median area on Main Street between Milam St to Elk Street and extend the left turn lanes along this portion of Main Street to accommodate anticipated queues. The total cost for engineering design on these projects is estimated to be roughly **$35,000** and total construction implementation cost is estimated to be roughly **$150,000.**

SHORT-TERM IMPROVEMENT (1) – RETIME EXISTING INTERSECTIONS

Intersections recommended for re-timing to account for new demand by 2025:

- US 290 at US 87 ("The Y")
- Main at Milam
- Main at Adams
- Main at Llano
- Main at Lincoln
- Main at Washington
- Main at Elk
- Main at Olive
- Llano at Travis
- SH 16 at Windcrest
- SH 16 at Highway
- Washington at Highway

Intersection retiming can improve operations at intersections by better optimizing traffic flow through the intersection. Retiming suggestions vary on a location-by-location basis, but some general trends include providing more time to minor streets to prevent backup and changing left turn operations to permissive-protective or providing protected left turn arrows at select locations.

The planning-level cost to retime these specific intersections is roughly **$30,000**. A general recommendation, not specific to any location, is to coordinate with TxDOT for regular re-timing of signalized intersections in the City to reflect current demands. It is suggested to re-time signals at least once every three years to keep up with the pace of active development.

During this study, coordination with TxDOTs consultant, Iteris, occurred to understand recent signal timing studies and changes in Fredericksburg, predominantly along US 290 and SH 16. There are ongoing efforts to upgrade signals in the City to have communication links for signal timing progression as well as implementation of demand responsive timing plans to improve traffic flow at intersections. These improvements were not reflected in this study for either the baseline "do nothing" scenario or the improved condition in 2025, as these improvements are not yet defined.

SHORT-TERM IMPROVEMENT (2) – LANE REASSIGNMENTS

Intersections where lane reassignments are recommended include:

- Main at Adams
- Main at Washington
- Main at Elk
- Main at Olive
- US 290 at Highway
- US 290 at Friendship
- Llano at Austin
- Llano at Travis
- Adams at San Antonio
- Adams at Creek
- Adams at Live Oak
- SH 16 at Windcrest
- SH 16 at Highway
- SH 16 at Milam
- Washington at Highway

Lane reassignments involve changing the lane layout of an intersection without changing the pavement width. This can be achieved either by changing the assignments of the existing lane layout or by

narrowing existing lanes to accommodate a new lane in the same pavement space. This is typically done to add a left turn lane to one or more approaches at an intersection, though sometimes it involves adding a right turn lane. It should be noted that due to existing street flow drainage design, this restriping may push outside lanes into areas where some anticipated design year water ponding will occur near the curb. However, the required minimum space for through lanes is not affected by restriping as these revisions do not affect pavement width. At the intersections of Main at Washington and Adams at Creek, one approach was eliminated to provide for a one-way movement and improved traffic optimization.

The planning-level cost to reassign these intersections, including any signal head changes needed as a result of the change, is roughly **$230,000**.

SHORT-TERM IMPROVEMENT (3) – SIGNING AND STRIPING

Intersections recommended for new striping and signs include:

- US 290 at US 87 ("The Y")
- Main at Milam
- Main at Orange
- Main at Llano
- Main at Lincoln
- Milam at Austin
- Washington at Walnut

Striping improvements involve applying pavement markings to better denote existing traffic conditions, such as striping a yellow centerline to separate travel directions or striping dashed-line "puppy tracks" to clearly denote turning movement paths. These improvements do not change the status quo of a roadway but rather make the status quo clearer to understand. These are relatively quick and cheap improvements to help both safety and operations.

The planning-level cost to restripe these intersections is roughly **$60,000**.

SHORT-TERM IMPROVEMENT (4) – SAFETY-SPECIFIC IMPROVEMENTS

Intersections where safety improvements are recommended include:

- US 290 at US 87 ("The Y")
- US 290 at Highway
- SH 16 at Windcrest
- Washington at Walnut
- Milam at Austin

Safety improvements focus more on eliminating potential dangers of an intersection than making its operations more efficient. Most safety improvements involve major construction efforts, such as constructing new medians, reconstructing the layout of an intersection, or reconstructing drainage structures at the intersection.

At the intersection of US 290 at US 87 (The "Y"), safety improvements involve restriping the intersection to guide the turning movement from eastbound US 290 to northbound US 87, the installation of medians to more clearly assign all traffic movements, and the installation of a pedestrian hybrid beacon to allow for the safer crossing of pedestrians in place of the existing traffic signal arm on US 87 N westbound from US 290, which is in dark mode unless activated by a pedestrian, generally resulting in better yield behavior.

At the intersection of US 290 and Highway, safety improvements include installing a pork chop median in the Whataburger driveway to make the driveway operate as was initially intended through permitting.

At the intersection of SH 16 and Windcrest, safety improvements include reconstructing the northeastern portion of the intersection where Windcrest intersects Adams to reduce the short-distance intersection conflicts in the area.

At the intersection of Washington and Walnut, safety improvements include installing a median between Washington and Granite to reduce vehicular conflicts, providing a center turn lane or raised median through the curve area on Washington, and generally consolidating or reorienting some access to reduce conflict points.

At the intersection of Milam at Austin, safety improvements include converting the intersection to an all-way stop, installing stop signs with flashing beacons or edge-lit LED signs on the Milam Street approaches, and adding high-visibility pedestrian crosswalks with sawtooth curb at corners to guide turning movements.

The planning-level cost to complete all five of these safety improvements is roughly **$400,000**.

SUMMARY OF COSTS

In order to facilitate discussions with TxDOT projects were broken into five (5) types of projects to aid in discussion for funding of improvements that may not require engineered design. A memo summarizing these cost breakdowns by project can be found in Appendix F. Project types include the following: 1) Minor Pavement Markings & Signs, 2) Signal Timing and Phasing Adjustments, 3) Designed Intersection Improvements, 4) Designed Striping and Signs, 5) Designed Structural Improvements.

The following Table 1 illustrates each project type with approximate engineering costs (if detailed design is needed) and estimated implementation costs.

Table 8: Estimated Planning Level Costs by Project Type

Project Type	Project Subtype	Estimated Engineering Costs	Estimated Implementation Costs
1) Minor Pavement Markings & Signs	Stop Bar Relocation	n/a[1]	$10,000
	Lane Assignment	n/a[1]	$70,000
2) Signal Timing and Phasing Adjustments	n/a	n/a[1]	$10,000
3) Designed Intersection Improvements	n/a	$30,000 to $40,000	$85,000 to $95,000
4) Designed Striping and Signs	n/a	$35,000	$150,000
5) Designed Structural Improvements	Operational	$75,000 to $90,000	$355,000 to $370,000
	TOTAL COSTS	**$140,000 to $165,000**	**$660,000 to $685,000[2]**
		GRAND TOTAL	**$810,000[2]**

[1]To be determined in coordination with TxDOT if design is necessary

[2]Assumes striping project on US 290 in project Type 4 moves forward, reducing project costs at Olive and Main and US 290 at Highway by $20,000 combined.

PUBLIC INPUT

The public in the City of Fredericksburg and Gillespie County was encouraged to provide feedback through various forms. The following section documents the multiple opportunities for public feedback and the general concerns that citizens have about the proposed projects.

METHODS OF ENGAGEMENT

The general public was provided several opportunities to provide feedback. Some of these opportunities are listed below.

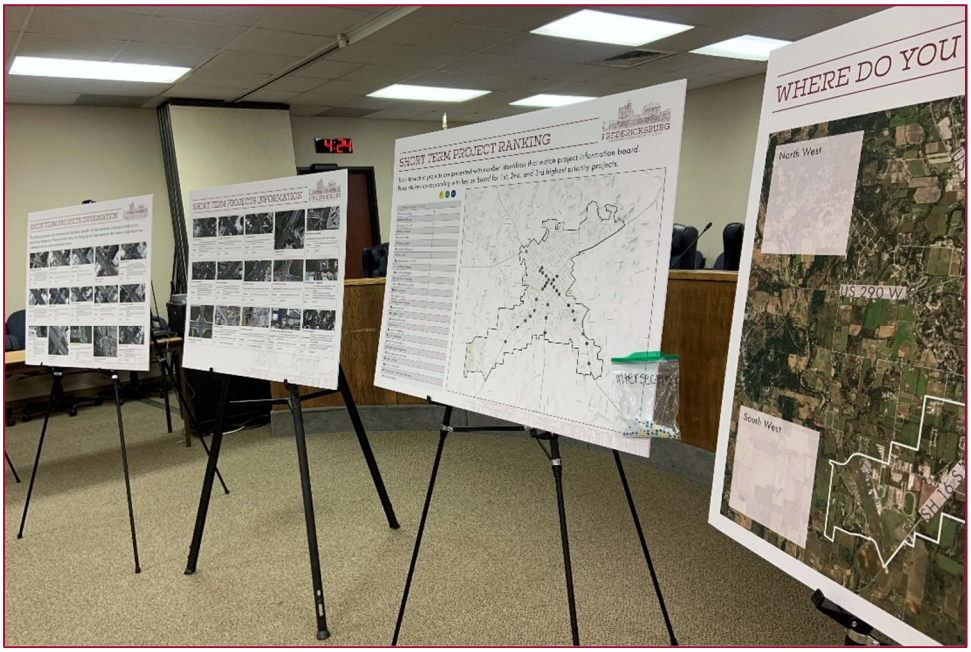
- Open House presentation on January 28th
  - Three interactive activities on boards
  - Two maps to leave open comments
  - Comment cards
  - Paper and online survey
  - Comments made directly to city staff and consultant staff
- Online survey that was open from January 24th through February 14th
- Emails to project email address
- In-person visits to city staff

Information about all these feedback opportunities were publicized through various forms of media, including newspaper, radio, business cards, and portable message boards. All of this information, including all information presented at the open house, was also available on a city website.

OPEN HOUSE SUMMARY

An open house was hosted on January 28th, 2020 from 5 PM to 8 PM to receive public feedback. The open house was advertised in the Fredericksburg Standard newspaper, on the local radio, on the city website, on business cards distributed throughout the city, and on portable message boards installed at heavily trafficked roadways on the edges of the city. In total, more than 180 individuals signed in at the open house, though several did not sign in from observations at the check-in station. The actual total was estimated to be 250-300 attendees.

The open house presented four potential alignment options which, if constructed, would each relieve local traffic congestion by providing new connections between major roads in the area. Additionally, possible improvement options for all twenty-six signalized (26) intersections in town and two intersections with observed safety issues were presented.



There were several activities available at the open house to ask questions and provide feedback. Open house attendees were encouraged to provide the following information on the presentation boards:

1. Where the attendee lives (to help calibrate feedback received)
2. The attendee's top 3 intersection projects
3. Three up- or down-votes for the four alignment options

Comment boards were also available for attendees to write a comment on a sticky note and place it on a map of the potential improvement options. Comment cards were available throughout the open house for people to record any comments they were not able to make while participating with the boards. City staff and consultant staff were available throughout the night for comments.

Of the attendees who participated in the “Where Do You Live?” board at the open house, roughly 60% resided somewhere outside the city limits and the remaining attendees resided within the city.

At the end of the open house, attendees had the opportunity to participate in a survey. During the open house, four attendees completed comment cards, thirty-eight attendees completed paper surveys, and three attendees completed online surveys. Several more comments were received on large format aerial layouts in the center of the room.

ADDITIONAL COMMENT OPPORTUNITIES

After the open house, the public had over two weeks to provide comments on the information presented through online surveys, paper surveys located in City Hall, emails to the project email address, and meetings with city staff. In this time, an additional thirty-three (32) online surveys were completed, and one additional paper survey was turned in at City Hall. Comment opportunities were closed on February 14, 2020 to begin processing results.

FEEDBACK ON MEDIUM-TERM PROJECTS

There were two major opportunities for feedback on the alignment options: 1) the open house board where attendees could up- or down-vote options, and 2) the survey where respondents could rank their preferred alignments.

FEEDBACK RANKING

Feedback from both the open house boards and the survey was ranked at an individual response level to create aggregate comparisons between options.

Feedback from the open house boards was evaluated under three major criteria – total number of votes per alignment, total number of up-votes per alignment, and percentage of up-votes per alignment. Feedback from the surveys was provided a score: a project ranked 1st would receive four points, a project ranked 2nd would receive three points, a project ranked 3rd would receive two points, and a project ranked 4th would receive one point. With a total of 55 survey responses which ranked the projects, the lowest possible overall score is 55, and the highest possible overall score is 220.

FEEDBACK GENERAL RESULTS

The general results of the alignment feedback are shown below in **Table 9**. A more detailed discussion of the results for each alignment is below.

Table 9: Alignment Option Feedback Results

	Open House			Online and Paper Survey		
Alignment	**Total Votes**	**Total Up-Votes**	**Percent Up-Votes**	**Most Common Rank**	**2nd Most Common Rank**	**Overall Score**
Post Oak	72	44	61%	4th	1st	148
Mulberry	48	36	75%	3rd	2nd	157
Frederick	42	34	81%	2nd	3rd	178
Inner Loop	85	59	69%	1st	4th	176

Overall, there was not a clear "winner" for the public-preferred alignment. Many of the options had conflicting results, and the rankings were relatively equal.

In general, it appears that "outer" extensions (Frederick and Inner Loop) were preferred over "inner" extensions (Post Oak and Mulberry). Additionally, it appears that eastern extensions (Mulberry and Frederick) received more positive responses than western extensions (Post Oak and Inner Loop). The residential demographics of respondents may be a factor in why the survey and open house results are this way.

POST OAK EXTENSION

The Post Oak Extension received a relatively high number of total votes from the open house board, but it had the overall lowest percentage of up-votes. The extension was most commonly ranked 4th out of the four alignment options and has the lowest overall score. However, the second most common rank the public gave the Post Oak Extension was 1st overall. The score generated from survey responses was the lowest of the four options.

Positive public comments about the Post Oak Extension mention its value relative to its cost and its benefits for city residents. Negative public comments about the Post Oak Extension mention its neighborhood impacts.

MULBERRY EXTENSION

The Mulberry Extension received a relatively low number of total votes from the open house board, but it had the second-highest overall percentage of up-votes. The extension was most commonly ranked 3rd and 2nd overall. The score generated from survey responses was roughly in the middle of the lowest score and the two highest scores.

Positive public comments about the Mulberry Extension mention its relatively low cost. Negative public comments about the Mulberry Extension mention its neighborhood impacts.

FREDERICK EXTENSION

The Frederick Extension received the lowest overall number of total votes from the open house board and the lowest number of up-votes, but it had the highest percentage of up-votes out of the four alignment options. The extension was most commonly ranked 2nd and 3rd overall. The score generated from survey responses was the highest out of the four alignment options.

Positive public comments about the Frederick Extension mention its effects on truck traffic. Negative public comments about the Frederick Extension mention its increased tax burden and land acquisition.

INNER LOOP EXTENSION

The Inner Loop Extension received the highest overall number of total votes from the open house board and the highest number of up-votes, but it received the second-lowest percentage of up-votes. The extension was most commonly ranked 1st overall, though its second most common ranking was 4th overall. The score generated from survey responses second highest out of the four alignment options.

Positive public comments about the Inner Loop Extension mention relief for Main Street and its advantages compared to the proposed TxDOT Relief Route. Negative public comments about the Inner Loop Extension mention its increased tax burden and land acquisition.

FEEDBACK ON SHORT-TERM PROJECTS

There were two major opportunities for feedback on the intersection options: 1) the open house board where attendees could rank their three most preferred projects, and 2) the survey where respondents could list their three top choice intersections.

FEEDBACK RANKING

Feedback from both the open house boards and the survey was ranked together at an individual response level to create aggregate comparisons between options.

Feedback from the open house boards was provided a score: a project ranked 1st would receive three points, a project ranked 2nd would receive two points, and a project ranked 3rd would receive one point. Feedback from the surveys was averaged at two points per intersection voted.

FEEDBACK GENERAL RESULTS

The general results of the intersection feedback are shown below in **Table 10**. A map displaying the frequency of votes at each intersection is shown in **Figure 10**.

Table 10: Intersections Which Received 10 or More Points

Intersection	Score
Main at Milam	66
Main at Washington	65
Main at Olive	60
Washington at Walnut/Granite	52
US 290 at US 87	45
Main at Llano	38
Main at Elk	33
Washington at Friendship	30
Washington at Highway	25
SH 16 at Friendship	17
Main at Adams	16
US 290 at Friendship	13
Llano at Travis	11
US 290 at Highway	10

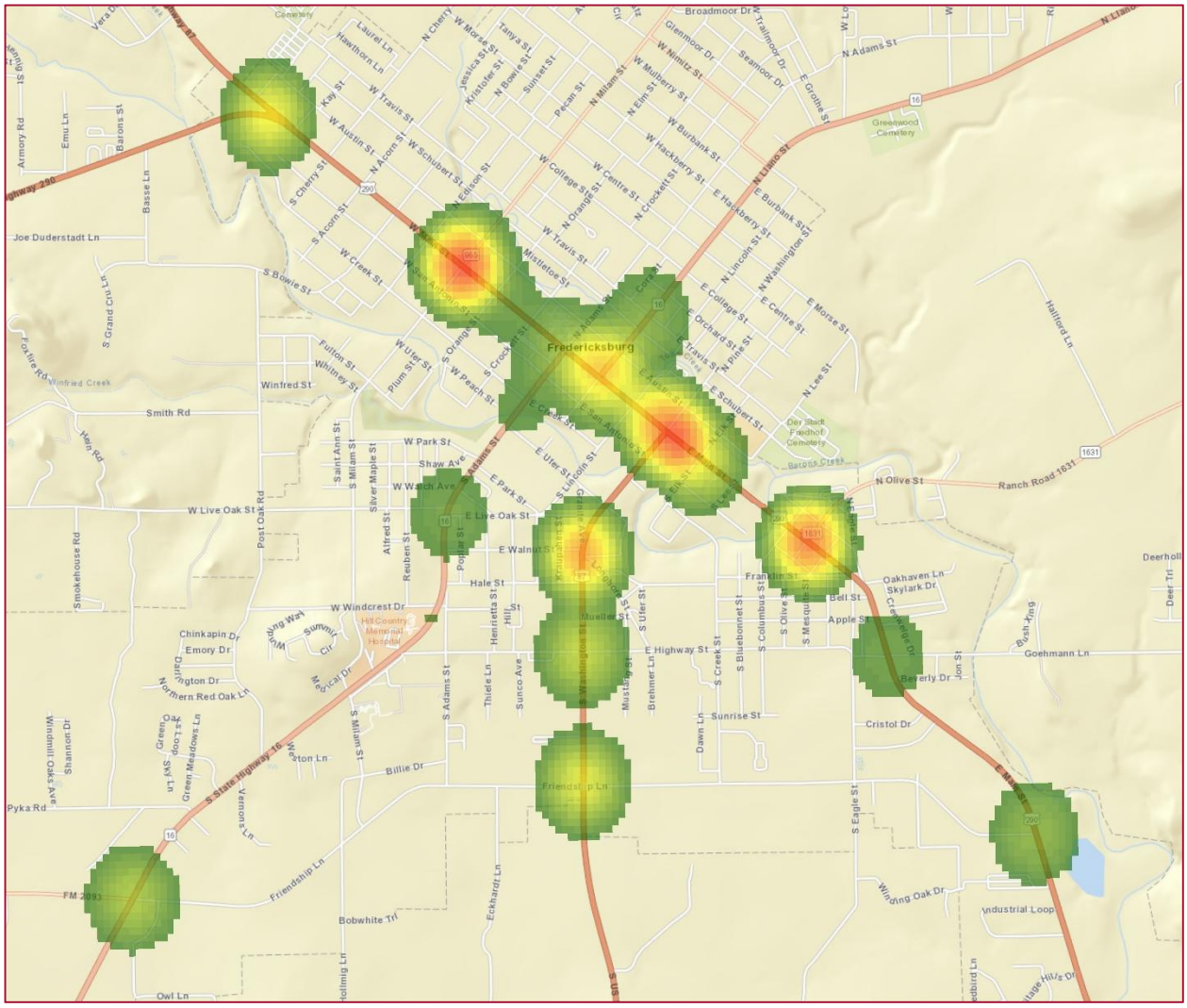
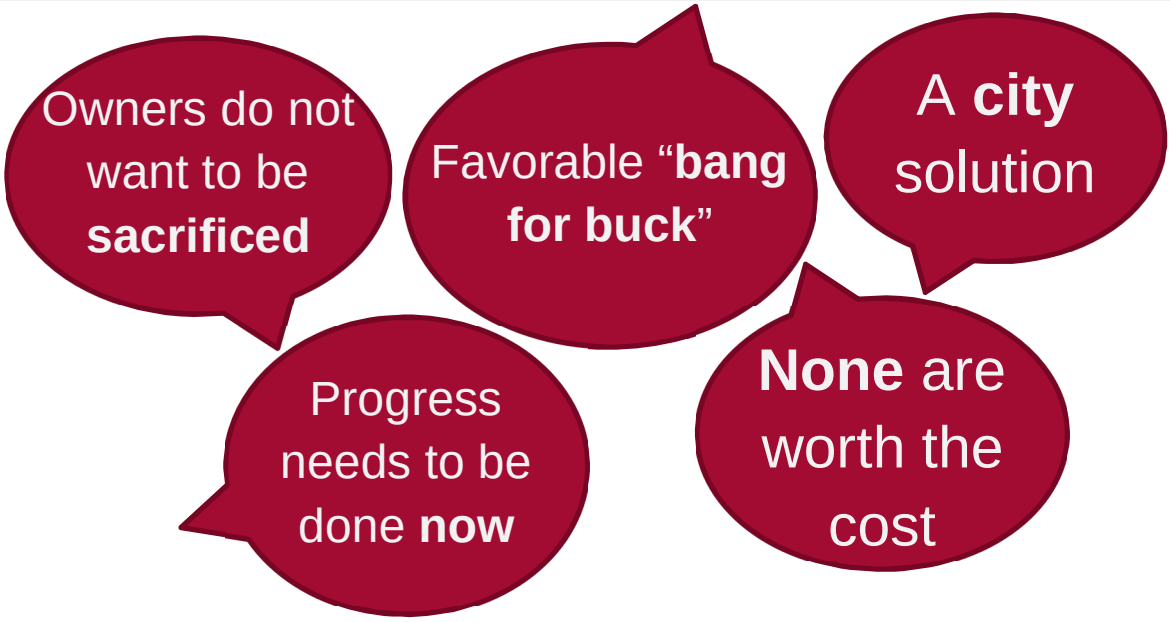


Figure 10: Intersection Vote Density

Intersections along Main Street and intersections along Washington Street received the most frequent votes. Intersections along Adams Street received relatively few votes.

From comments provided at the open house and in the survey, some of the primary concerns the public expressed with these intersections are that they are dangerous, it can be difficult to make left turns, and that they are confusing. Some of the primary benefits the public saw with these intersections are that they are cheap, they are short term, and they can improve safety.

PUBLIC COMMENTS SUMMARY



In total, an estimated 250-300 people attended the open house event, an estimated 130 open house attendees interacted with the boards presented at the open house, 4 open house attendees left comment cards at the open house, and 71 people participated in either the paper survey or the online survey. A compilation of public input materials can be found in Appendix G.

Several helpful public comments were made both in favor of and in opposition to all four alignment options. Some public comments were made in opposition to the intersection projects, but most respondents responded favorably to all intersection options. Five quotes from survey responses are included above to illustrate the diversity of opinion regarding these projects. As future planning and design decisions are made, all comments will continue to be considered.

CITY COUNCIL AND COMISSIONERS COURT SUMMARY

Kimley-Horn presented the draft TIS report and findings from the study to a joint meeting of the Gillespie County Commissioners and Fredericksburg City Council on February 28, 2020. Questions were taken and answered from both groups as well as the public at large that attended the meeting at Fredericksburg City Hall. Feedback on projects was received, but no commitments were made to funding or any specific projects at this meeting.

RECOMMENDATIONS

Recommendations are broken out between short-term projects, to be completed within 1-3 years of securing funding, and medium-term projects, which could feasibly be completed within 5-10 years of securing funding. The findings of this report will be used to aid City Council in making decisions on whether to move forward with funding discussions for short- and medium-term projects. Funding has not yet been identified or allocated for any of the projects, but partnerships with other agencies and potential grant funding are being explored to offset costs to the City to implement these projects.

The "primary" options listed in this section are the recommended projects to be implemented based on the benefit-cost analysis in this report and the associated budget range.

SHORT-TERM PROJECTS

It is recommended to move forward with all short-term projects to get near term benefits and ease congestion and address safety issues in the City. The baseline cost for all twenty-three intersection projects is **$810,000**, inclusive of engineering design and construction.

In order to facilitate discussions with TxDOT projects were broken into five (5) types of projects to aid in discussion for funding of improvements that may not require engineered design. A memo summarizing these cost breakdowns by project can be found in Appendix F.

The following Table 11 (repeat of Table 8 in body of report) illustrates each project type with approximate engineering costs (if detailed design is needed) and estimated implementation costs.

Table 11: Estimated Planning Level Costs by Project Type (Repeat Table 8)

Project Type	Project Subtype	Estimated Engineering Costs	Estimated Implementation Costs
1) Minor Pavement Markings & Signs	Stop Bar Relocation	n/a[1]	$10,000
	Lane Assignment	n/a[1]	$70,000
2) Signal Timing and Phasing Adjustments	n/a	n/a[1]	$10,000
3) Designed Intersection Improvements	n/a	$30,000 to $40,000	$85,000 to $95,000
4) Designed Striping and Signs	n/a	$35,000	$150,000
5) Designed Structural Improvements	Operational	$75,000 to $90,000	$355,000 to $370,000
	TOTAL COSTS	**$140,000 to $165,000**	**$660,000 to $685,000[2]**
		GRAND TOTAL	**$810,000[2]**

[1]To be determined in coordination with TxDOT if design is necessary

[2]Assumes striping project on US 290 in project Type 4 moves forward, reducing project costs at Olive and Main and US 290 at Highway by $20,000 combined.

MEDIUM-TERM PROJECTS

Medium-term projects will require a transportation bond election to fund any of the projects, as these projects are of a scope and dollar amount that exceed what could potentially be funded with general fund dollars by the City of Fredericksburg. Total costs and benefit/cost ratios are repeated in Table 12 (Table 7 in body of report) to summarize the technical-based priority ranking of projects for consideration in a future bond election.

Table 12: Benefit-Cost Ratios (Repeat Table 7)

Measure	Post Oak	Mulberry	Frederick	Inner Loop
Cost	$7.2 Million	$7.9 Million	$17 Million	$21 Million
Benefit/Cost (B/C) ratio over a 20-year period	3.9	3.8	1.8	1.6

In general, each route has a similar level of benefit in terms of reducing hours of delay and congestion for residents. The Mulberry and Frederick projects both ease congestion primarily in the eastern and northern parts of the City, whereas Post Oak and Inner Loop ease congestion primarily in the western and southern parts of the City. Frederick and Inner Loop are each substantially more expensive (2-3 times the cost of Post Oak and Mulberry), resulting in a lower cost-benefit ratio. However, Frederick and Inner Loop may serve future development not yet known or contemplated along these future corridors and have excess capacity for future growth and needs. Post Oak and Mulberry will help local congestion by providing collector capacity in the medium-term, but Frederick and Inner Loop arterials will likely be needed in the longer term as Fredericksburg continues to grow.

APPENDIX A: TRAFFIC COUNTS

Start Date: 3/20/2018
Start Time: 7:00:00 AM

	Southbound				US 87 Westbound				US 290 Northbound				US 87 Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00	0	0	0	0	12	36	0	0	3	0	26	0	0	50	2	0
07:15	0	0	0	0	13	23	0	0	4	0	24	0	0	71	1	0
07:30	0	0	0	0	28	31	0	0	6	0	56	0	0	105	0	0
07:45	0	0	0	0	31	43	0	0	4	0	76	0	0	134	4	0
Total	**0**	**0**	**0**	**0**	**84**	**133**	**0**	**0**	**17**	**0**	**182**	**0**	**0**	**360**	**7**	**0**
08:00	0	0	0	0	24	65	0	0	8	0	58	0	0	96	8	0
08:15	0	0	0	0	27	56	0	0	5	0	43	0	0	64	4	0
08:30	0	0	0	0	23	44	0	0	4	0	44	0	0	68	4	0
08:45	0	0	0	0	30	44	0	0	8	0	37	0	0	55	3	0
Total	**0**	**0**	**0**	**0**	**104**	**209**	**0**	**0**	**25**	**0**	**182**	**0**	**0**	**283**	**19**	**0**
16:00	0	0	0	0	47	62	0	0	8	0	43	0	0	70	5	0
16:15	0	0	0	0	45	82	0	0	4	0	32	0	0	61	6	0
16:30	0	0	0	0	40	72	0	0	5	0	32	0	0	61	6	0
16:45	0	0	0	0	42	75	0	0	3	0	46	0	0	55	6	0
Total	**0**	**0**	**0**	**0**	**174**	**291**	**0**	**0**	**20**	**0**	**153**	**0**	**0**	**247**	**23**	**0**
17:00	0	0	0	0	38	65	0	0	6	0	36	0	0	53	3	0
17:15	0	0	0	0	59	83	0	0	3	0	38	0	0	69	12	0
17:30	0	0	0	0	59	72	0	0	6	0	22	0	0	61	6	0
17:45	0	0	0	0	40	79	0	0	5	0	43	0	0	70	2	0
Total	**0**	**0**	**0**	**0**	**196**	**299**	**0**	**0**	**20**	**0**	**139**	**0**	**0**	**253**	**23**	**0**
Total	**0**	**0**	**0**	**0**	**558**	**932**	**0**	**0**	**82**	**0**	**656**	**0**	**0**	**1143**	**72**	**0**

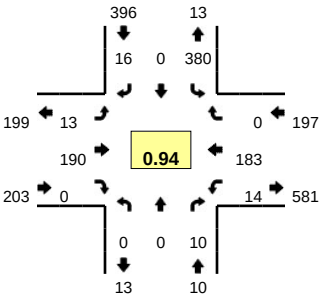
Type of peak hour being reported: Intersection Peak

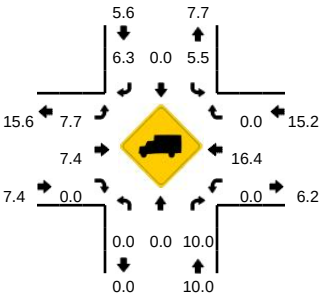
Method for determining peak hour: Total Entering Volume

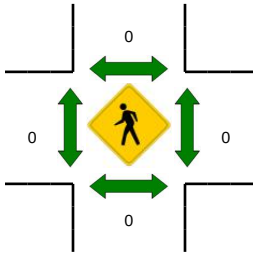
LOCATION: US Hwy 87 -- US Hwy 290
CITY/STATE: Fredericksburg, TX

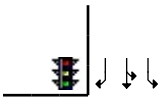
QC JOB #: 14451211
DATE: Sat, Jul 01 2017

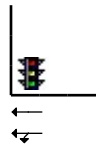
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

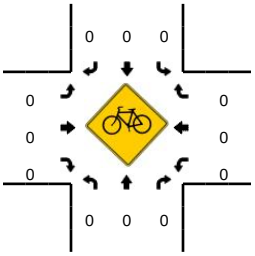


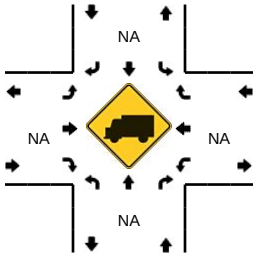


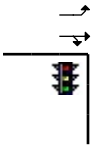


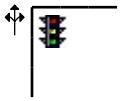


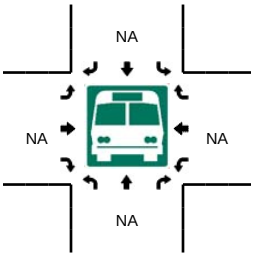












15-Min Count Period Beginning At	US Hwy 87 (Northbound)				US Hwy 87 (Southbound)				US Hwy 290 (Eastbound)				US Hwy 290 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	0	0	2	0	77	0	6	0	4	30	0	0	1	39	0	0	159	
10:15 AM	0	0	1	0	72	0	6	0	1	53	0	0	2	57	0	0	192	
10:30 AM	0	1	3	0	76	0	7	0	5	57	0	0	6	55	0	0	210	
10:45 AM	0	0	1	0	68	0	6	0	4	48	0	0	3	53	0	1	184	745
11:00 AM	0	0	1	0	73	0	2	0	3	47	0	0	5	49	0	0	180	766
11:15 AM	0	0	2	0	102	0	4	0	3	46	0	0	2	39	0	0	198	772
11:30 AM	0	0	3	0	110	0	4	0	3	43	0	0	1	50	0	0	214	776
11:45 AM	0	0	4	0	95	0	6	0	4	54	0	0	5	45	0	1	214	806
12:00 PM	0	1	2	0	66	1	3	0	2	39	0	0	5	46	0	6	171	797
12:15 PM	0	0	1	0	75	0	6	0	3	36	1	0	1	49	0	1	173	772
12:30 PM	0	0	1	0	94	0	5	0	6	61	1	0	6	50	0	2	226	784
12:45 PM	0	0	1	0	115	0	8	0	5	50	0	0	4	42	0	2	227	797
1:00 PM	0	0	3	0	71	0	3	0	5	50	0	0	1	36	0	0	169	795
1:15 PM	0	0	2	0	100	0	4	0	1	23	0	0	1	37	0	1	169	791
1:30 PM	0	0	0	0	84	0	5	0	4	38	0	0	1	35	0	0	167	732
1:45 PM	0	0	1	0	59	0	4	0	3	44	0	0	4	50	0	2	167	672

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	12	0	440	0	16	0	12	172	0	0	4	200	0	0	856
Heavy Trucks	0	0	4		16	0	0		4	12	0		0	24	0		60
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/17/2017 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Start Date: 3/20/2018
Start Time: 7:00:00 AM

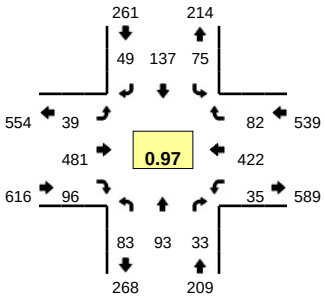
	Milam St Southbound				US 290 Westbound				Milam St Northbound				US 290 Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00	9	25	6	0	1	26	12	0	7	17	1	0	7	47	25	0
07:15	14	43	1	0	2	51	18	0	8	29	3	0	26	76	25	0
07:30	19	77	3	0	8	52	18	0	15	61	3	0	26	90	44	0
07:45	24	70	5	0	17	66	21	0	29	66	5	0	30	95	26	0
Total	**66**	**215**	**15**	**0**	**28**	**195**	**69**	**0**	**59**	**173**	**12**	**0**	**89**	**308**	**120**	**0**
08:00	19	67	8	0	3	61	23	0	22	52	7	0	16	82	22	0
08:15	10	43	7	0	5	61	16	0	13	36	2	0	15	63	20	0
08:30	13	37	7	0	3	60	26	0	18	31	5	0	9	63	21	0
08:45	16	44	5	0	4	65	15	0	10	34	2	0	15	67	16	0
Total	**58**	**191**	**27**	**0**	**15**	**247**	**80**	**0**	**63**	**153**	**16**	**0**	**55**	**275**	**79**	**0**
16:00	20	55	7	0	15	113	19	0	40	52	6	0	10	80	11	0
16:15	19	48	8	0	8	93	20	0	31	53	4	0	9	81	18	0
16:30	20	37	8	0	6	90	17	0	33	48	11	0	16	78	22	0
16:45	14	63	3	0	7	93	16	0	32	45	7	0	7	77	15	0
Total	**73**	**203**	**26**	**0**	**36**	**389**	**72**	**0**	**136**	**198**	**28**	**0**	**42**	**316**	**66**	**0**
17:00	26	65	11	0	5	103	14	0	39	55	7	0	13	79	20	0
17:15	24	61	11	0	4	92	24	0	29	66	6	0	12	62	20	0
17:30	12	68	6	0	10	93	13	0	21	66	5	0	9	75	24	0
17:45	13	49	7	0	9	90	15	0	30	43	7	0	15	72	18	0
Total	**75**	**243**	**35**	**0**	**28**	**378**	**66**	**0**	**119**	**230**	**25**	**0**	**49**	**288**	**82**	**0**
Total	**272**	**852**	**103**	**0**	**107**	**1209**	**287**	**0**	**377**	**754**	**81**	**0**	**235**	**1187**	**347**	**0**

Type of peak hour being reported: Intersection Peak

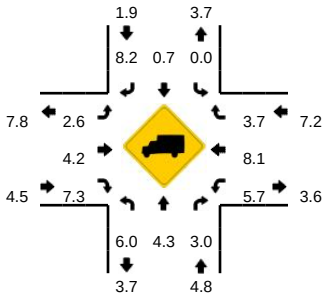
Method for determining peak hour: Total Entering Volume

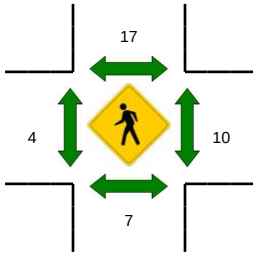
LOCATION: Milam St -- Main St
CITY/STATE: Fredericksburg, TX

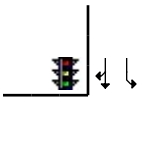
QC JOB #: 14451201
DATE: Sat, Jul 01 2017

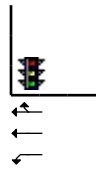


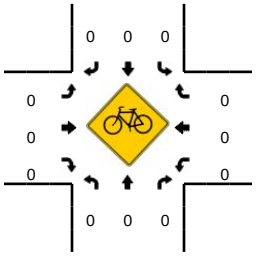
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:45 AM -- 12:00 PM

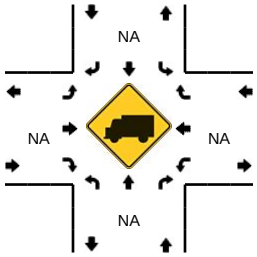


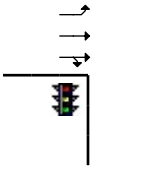


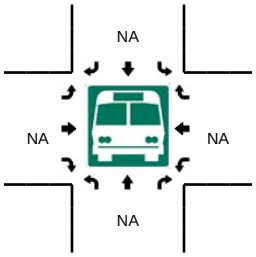












15-Min Count Period Beginning At	Milam St (Northbound)				Milam St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	9	22	7	0	23	38	14	0	5	90	13	0	8	91	25	0	345	
10:15 AM	22	20	10	0	30	34	12	0	8	119	19	0	4	109	13	0	400	
10:30 AM	12	16	9	0	33	36	10	0	5	134	15	0	7	113	20	0	410	
10:45 AM	25	26	3	0	37	37	12	0	10	107	19	0	4	107	21	0	408	1563
11:00 AM	21	18	7	0	26	32	11	0	11	109	21	0	3	120	16	0	395	1613
11:15 AM	21	24	12	0	19	35	15	0	8	117	26	0	10	93	23	0	403	1616
11:30 AM	25	23	7	0	11	29	14	0	10	130	25	0	10	108	18	0	410	1616
11:45 AM	16	28	7	0	19	41	9	0	10	125	24	0	12	101	25	0	417	1625
12:00 PM	15	35	14	0	10	37	8	0	8	107	14	0	4	110	18	0	380	1610
12:15 PM	13	32	5	0	23	31	4	0	10	108	15	0	6	118	16	0	381	1588
12:30 PM	16	23	7	0	32	46	4	0	6	126	14	0	10	96	18	0	398	1576
12:45 PM	18	35	10	0	15	25	8	0	9	152	22	0	8	126	31	0	459	1618
1:00 PM	13	24	7	0	19	35	8	0	1	126	13	0	6	86	21	0	359	1597
1:15 PM	19	22	4	0	20	29	12	0	7	110	14	0	9	96	18	0	360	1576
1:30 PM	18	29	13	0	14	18	2	0	6	115	5	0	10	91	16	0	337	1515
1:45 PM	18	20	6	0	15	32	7	0	5	115	16	1	1	108	20	0	364	1420

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	112	28	0	76	164	36	0	40	500	96	0	48	404	100	0	1668
Heavy Trucks	8	4	4		0	0	0		0	16	0		0	24	4		60
Pedestrians		4				20				4				20			48
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/17/2017 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

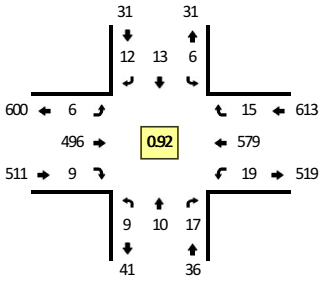
Type of peak hour being reported: Intersection Peak

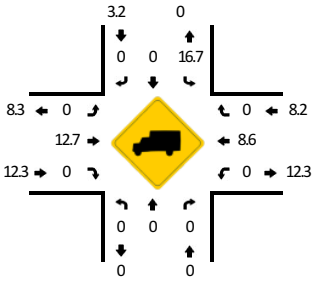
Method for determining peak hour: Total Entering Volume

LOCATION: Orange St -- W Main St
CITY/STATE: Fredericksburg, TX

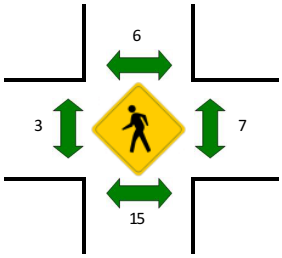
QC JOB #: 15103726
DATE: Thu, Nov 14 2019

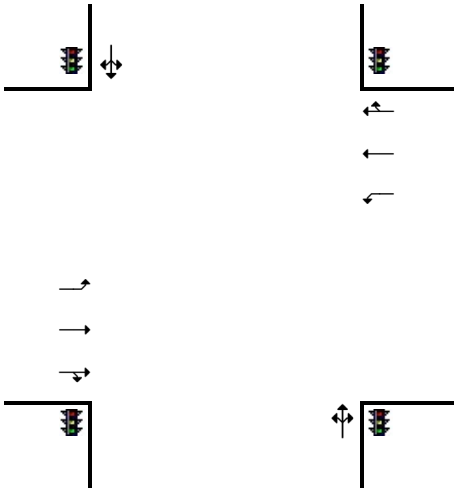
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

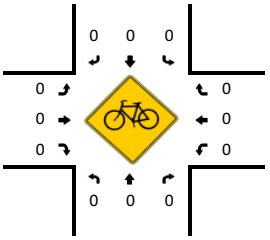


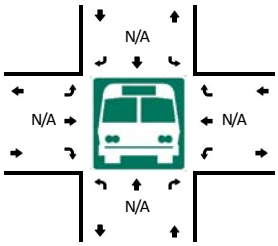


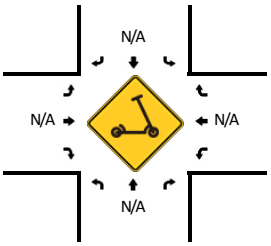
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Orange St (Northbound)				Orange St (Southbound)				W Main St (Eastbound)				W Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	2	2	0	4	3	6	0	1	110	2	0	4	128	3	0	268	
4:15 PM	2	1	4	0	2	5	0	0	3	102	5	0	2	123	9	0	258	
4:30 PM	3	6	1	0	2	4	2	0	1	127	1	0	7	140	7	0	301	
4:45 PM	0	0	3	0	1	4	1	0	3	97	3	0	4	153	1	0	270	1097
5:00 PM	3	2	10	0	3	5	6	0	0	142	0	0	2	147	5	0	325	1154
5:15 PM	3	2	3	0	0	0	3	0	2	130	5	0	6	139	2	0	295	1191
5:30 PM	3	5	1	0	1	1	4	0	1	103	3	0	4	126	6	1	259	1149
5:45 PM	3	2	1	0	2	2	3	0	0	101	3	0	3	125	4	0	249	1128

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	8	40	0	12	20	24	0	0	568	0	0	8	588	20	0	1300
Heavy Trucks	0	0	0		4	0	0		0	80	0		0	52	0		136
Buses																	
Pedestrians		12				0				0				12			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

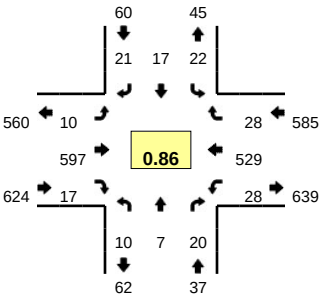
Type of peak hour being reported: Intersection Peak

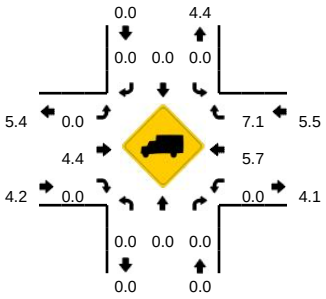
Method for determining peak hour: Total Entering Volume

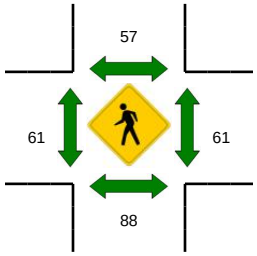
LOCATION: Orange St -- Main St
CITY/STATE: Fredericksburg, TX

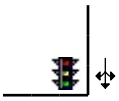
QC JOB #: 14451202
DATE: Sat, Jul 01 2017

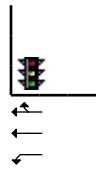
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

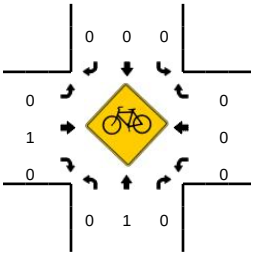


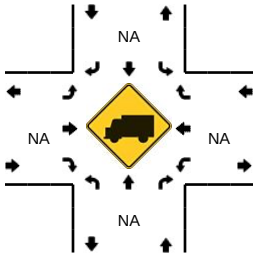


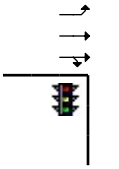


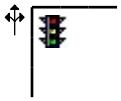


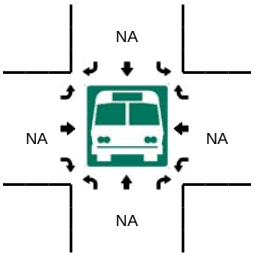












15-Min Count Period Beginning At	Orange St (Northbound)				Orange St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	1	1	1	0	1	3	3	0	1	117	5	0	5	126	5	0	269	
10:15 AM	0	0	1	0	3	0	5	0	0	151	1	0	1	123	3	0	288	
10:30 AM	2	1	5	0	0	2	4	0	5	166	2	1	4	136	2	0	330	
10:45 AM	2	1	3	0	1	1	5	0	1	149	0	0	7	129	4	1	304	1191
11:00 AM	3	1	0	0	3	2	1	0	1	140	0	0	3	134	5	1	294	1216
11:15 AM	2	3	3	0	4	2	3	0	4	141	1	0	1	124	8	0	296	1224
11:30 AM	3	1	6	0	0	1	9	0	1	138	1	0	2	138	2	0	302	1196
11:45 AM	3	1	4	0	2	3	3	0	0	144	7	0	10	126	14	0	317	1209
12:00 PM	2	3	7	0	4	1	3	0	1	121	4	0	4	149	8	0	307	1222
12:15 PM	3	1	3	0	1	3	4	0	0	133	3	0	7	138	3	0	299	1225
12:30 PM	1	1	6	0	7	6	5	0	4	150	5	0	5	117	6	0	313	1236
12:45 PM	1	2	7	0	4	1	9	0	5	166	5	0	10	162	9	0	381	1300
1:00 PM	5	3	4	0	10	7	3	0	1	148	4	0	6	112	10	0	313	1306
1:15 PM	1	5	4	0	1	4	7	0	2	137	6	0	8	106	8	0	289	1296
1:30 PM	1	0	13	0	5	4	5	0	2	144	1	0	5	111	14	0	305	1288
1:45 PM	2	0	6	0	8	0	1	0	3	124	6	0	10	140	6	0	306	1213

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	8	28	0	16	4	36	0	20	664	20	0	40	648	36	0	1524
Heavy Trucks	0	0	0		0	0	0		0	24	0		0	44	0		68
Pedestrians		100				44				76				36			256
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

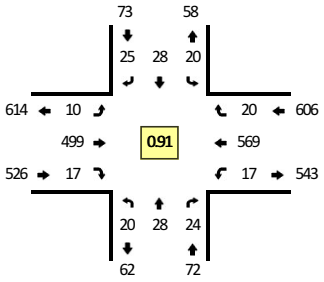
Report generated on 7/17/2017 2:41 PM

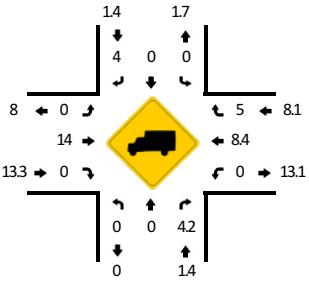
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

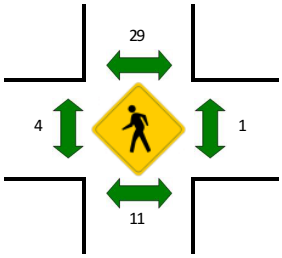
LOCATION: Crockett St -- W Main St | **QC JOB #:** 15103727
CITY/STATE: Fredericksburg, TX | **DATE:** Thu, Nov 14 2019

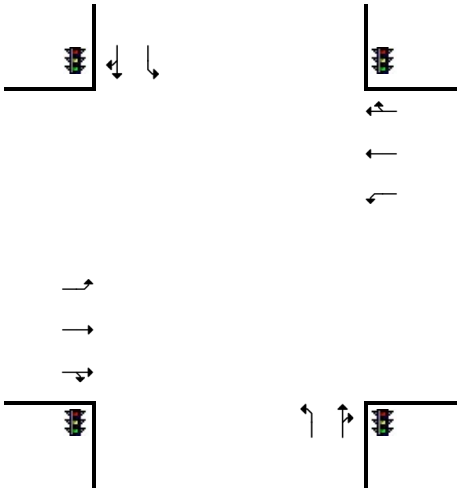
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

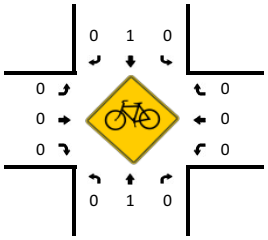


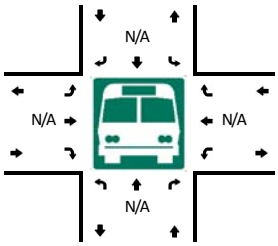


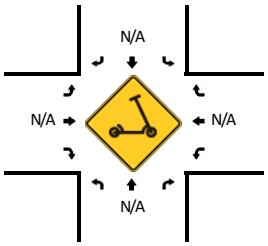
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Crockett St (Northbound)				Crockett St (Southbound)				W Main St (Eastbound)				W Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	8	5	0	10	15	6	0	2	103	4	0	2	128	8	0	297	
4:15 PM	8	3	6	0	7	11	8	0	2	103	3	0	1	122	5	0	279	
4:30 PM	3	6	3	0	9	9	3	0	5	114	7	0	0	143	4	0	306	
4:45 PM	6	11	7	0	4	4	6	0	0	106	0	0	8	147	6	0	305	1187
5:00 PM	8	6	9	0	5	7	9	0	4	151	6	0	4	136	6	0	351	1241
5:15 PM	3	5	5	0	2	8	7	0	1	128	4	0	5	143	4	0	315	1277
5:30 PM	6	2	3	0	4	7	7	0	1	104	3	0	5	124	1	0	267	1238
5:45 PM	5	7	4	0	4	3	2	0	1	102	3	0	2	126	3	0	262	1195

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	24	36	0	20	28	36	0	16	604	24	0	16	544	24	0	1404
Heavy Trucks	0	0	0		0	0	0		0	92	0		0	44	4		140
Buses																	
Pedestrians		4				32				16				0			52
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

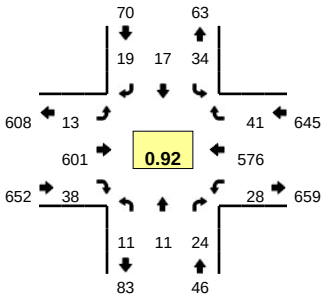
Method for determining peak hour: Total Entering Volume

LOCATION: Crockett St -- Main St

CITY/STATE: Fredericksburg, TX

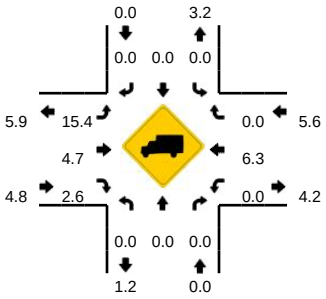
QC JOB #: 14451203

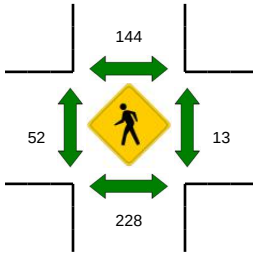
DATE: Sat, Jul 01 2017

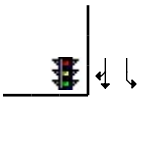


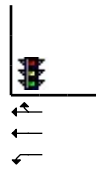
Peak-Hour: 12:15 PM -- 1:15 PM

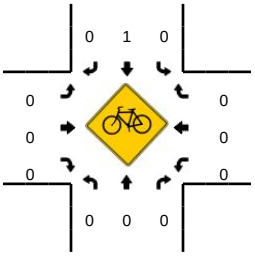
Peak 15-Min: 12:45 PM -- 1:00 PM

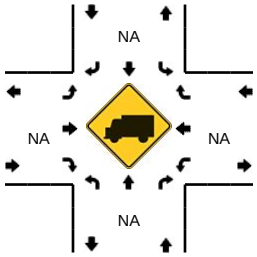


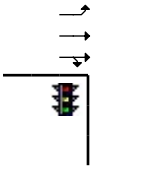


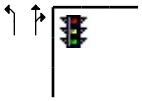


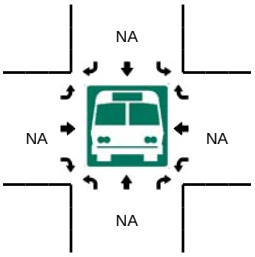












15-Min Count Period Beginning At	Crockett St (Northbound)				Crockett St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	2	3	3	0	3	6	6	0	2	108	5	0	5	124	3	0	270	
10:15 AM	2	4	4	0	5	6	7	0	1	155	5	0	4	131	2	0	326	
10:30 AM	3	2	7	0	2	5	5	0	2	150	10	0	9	139	2	0	336	
10:45 AM	5	2	5	0	4	4	6	0	3	150	9	0	11	132	7	0	338	1270
11:00 AM	2	1	7	0	4	5	8	0	0	142	6	0	8	144	10	0	337	1337
11:15 AM	4	4	4	0	7	4	7	0	3	142	7	0	7	146	12	0	347	1358
11:30 AM	4	6	6	0	3	2	7	0	2	136	6	0	7	126	11	0	316	1338
11:45 AM	5	7	6	0	11	5	14	0	2	132	8	0	3	138	9	0	340	1340
12:00 PM	3	1	1	0	10	4	4	0	3	118	6	0	4	156	13	1	324	1327
12:15 PM	7	1	3	0	9	4	4	0	4	130	7	0	3	149	9	0	330	1310
12:30 PM	3	7	5	0	10	3	4	0	1	151	13	0	10	139	10	0	356	1350
12:45 PM	1	2	9	0	6	6	6	0	2	159	9	0	9	166	10	0	385	1395
1:00 PM	0	1	7	0	9	4	5	0	4	161	9	2	6	122	12	0	342	1413
1:15 PM	2	0	7	0	11	5	6	0	4	126	5	0	7	119	8	0	300	1383
1:30 PM	3	0	4	0	3	2	7	0	1	165	13	0	3	123	13	0	337	1364
1:45 PM	4	1	8	0	8	5	9	0	3	127	4	0	8	148	12	0	337	1316

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	8	36	0	24	24	24	0	8	636	36	0	36	664	40	0	1540
Heavy Trucks	0	0	0		0	0	0		0	20	4		0	40	0		64
Pedestrians		268				156				36				16			476
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

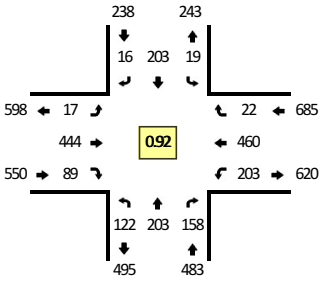
Report generated on 7/17/2017 2:41 PM

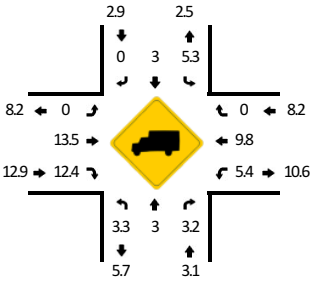
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

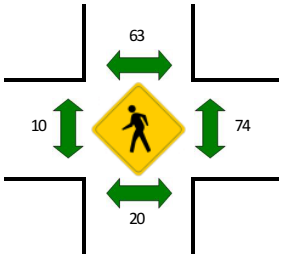
LOCATION: SH 16 -- Main St | **QC JOB #:** 15103720
CITY/STATE: Fredericksburg, TX | **DATE:** Thu, Nov 14 2019

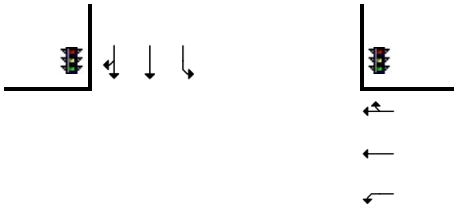
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

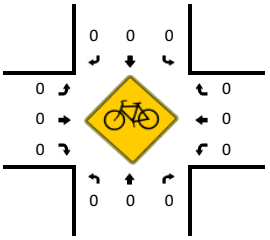


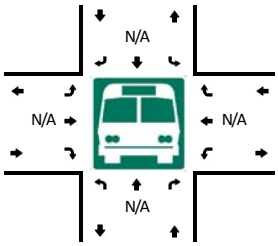


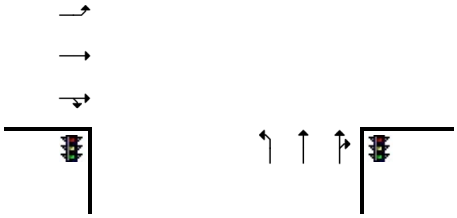
Quality Counts
DATA THAT DRIVES COMMUNITIES

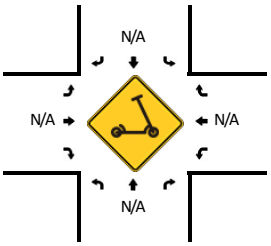












15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	35	63	52	0	5	48	7	0	5	104	18	0	46	98	14	0	495	
4:15 PM	36	57	39	0	4	40	2	0	1	105	17	0	43	91	11	0	446	
4:30 PM	30	47	53	0	8	41	1	0	5	100	19	0	40	113	5	0	462	
4:45 PM	28	54	33	0	2	41	6	0	5	95	22	0	48	127	5	0	466	1869
5:00 PM	36	51	40	0	4	70	2	0	6	132	22	0	60	106	2	0	531	1905
5:15 PM	28	51	32	0	4	51	7	1	1	117	26	0	55	114	10	0	497	1956
5:30 PM	30	55	43	0	3	39	4	0	2	93	14	0	47	96	5	0	431	1925
5:45 PM	29	45	49	0	3	26	2	0	3	82	18	0	41	100	6	1	405	1864

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	144	204	160	0	16	280	8	0	24	528	88	0	240	424	8	0	2124
Heavy Trucks	8	4	0		0	8	0		0	80	12		8	40	0		160
Buses																	
Pedestrians		4				88				8				112			212
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

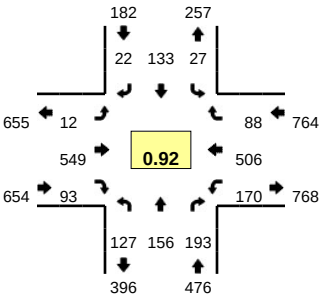
Type of peak hour being reported: Intersection Peak

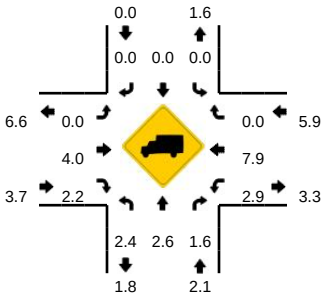
Method for determining peak hour: Total Entering Volume

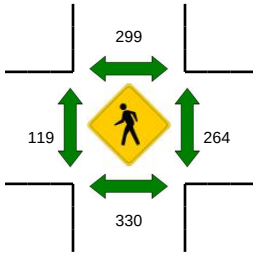
LOCATION: Adams St -- Main St
CITY/STATE: Fredericksburg, TX

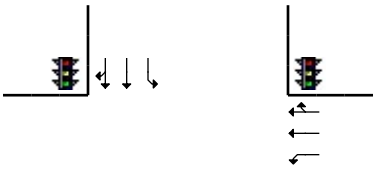
QC JOB #: 14451204
DATE: Sat, Jul 01 2017

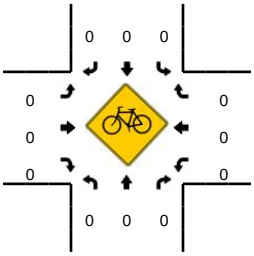
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

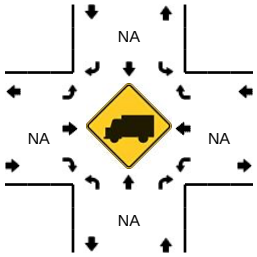


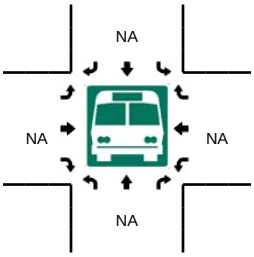












15-Min Count Period Beginning At	Adams St (Northbound)				Adams St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	23	21	41	0	9	20	4	0	4	88	24	0	45	114	10	0	403	
10:15 AM	36	50	38	0	7	30	4	0	6	133	20	0	39	110	21	0	494	
10:30 AM	21	38	48	0	9	40	3	0	8	129	22	0	52	136	23	0	529	
10:45 AM	14	30	57	0	9	34	4	0	3	121	20	0	51	135	18	0	496	1922
11:00 AM	29	29	44	0	3	26	3	0	5	121	17	0	43	133	18	0	471	1990
11:15 AM	27	29	46	0	3	25	3	0	6	132	21	0	54	133	16	0	495	1991
11:30 AM	22	38	41	0	7	41	1	0	5	117	25	0	47	131	22	0	497	1959
11:45 AM	26	39	40	0	6	39	7	0	2	109	24	0	59	116	18	0	485	1948
12:00 PM	32	41	44	0	10	32	10	0	10	112	27	0	46	129	12	0	505	1982
12:15 PM	32	31	37	0	8	33	8	0	2	108	20	0	35	122	25	0	461	1948
12:30 PM	23	39	55	0	5	28	6	0	3	143	30	0	44	139	19	0	534	1985
12:45 PM	43	46	50	0	7	38	4	1	4	140	19	0	49	137	25	0	563	2063
1:00 PM	29	40	51	0	6	34	4	0	3	158	24	0	42	108	19	0	518	2076
1:15 PM	34	36	41	0	9	28	5	0	3	124	15	0	46	98	17	0	456	2071
1:30 PM	20	34	49	0	10	31	4	0	1	129	22	0	39	119	15	0	473	2010
1:45 PM	22	43	44	0	8	23	7	0	2	142	19	0	42	134	12	0	498	1945

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	172	184	200	0	28	152	16	4	16	560	76	0	196	548	100	0	2252
Heavy Trucks	8	4	0		0	0	0		0	20	4		12	36	0		84
Pedestrians		380				216				156				252			1004
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/17/2017 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

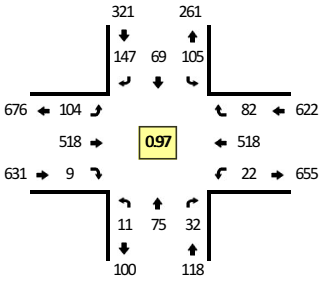
Type of peak hour being reported: Intersection Peak

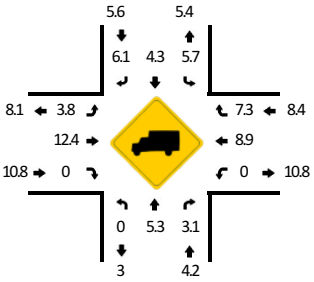
Method for determining peak hour: Total Entering Volume

LOCATION: Llano St -- E Main St
CITY/STATE: Fredericksburg, TX

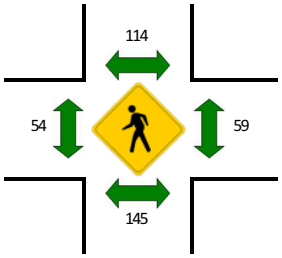
QC JOB #: 15103708
DATE: Thu, Nov 14 2019

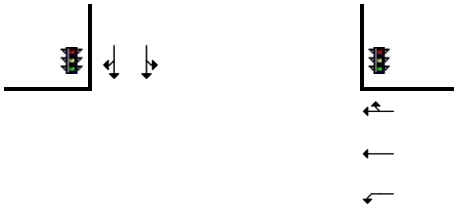
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

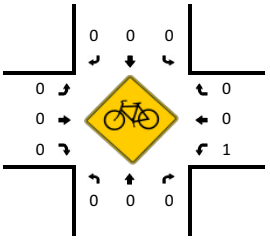


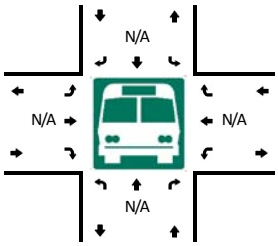


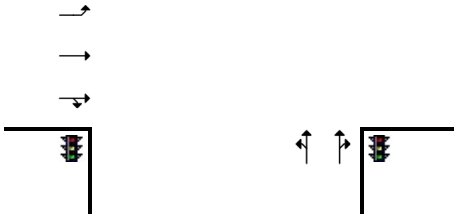
Quality Counts
DATA THAT DRIVES COMMUNITIES

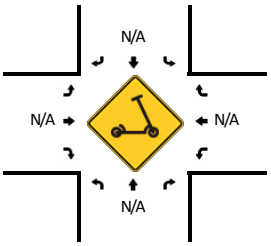












15-Min Count Period Beginning At	Llano St (Northbound)				Llano St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	22	7	0	30	16	35	0	30	124	2	0	3	114	8	0	393	
4:15 PM	0	25	2	0	34	19	32	0	20	126	5	0	1	107	20	0	391	
4:30 PM	3	24	8	0	21	16	29	0	33	122	5	0	5	138	22	0	426	
4:45 PM	2	19	10	0	26	18	41	0	29	106	0	0	11	127	22	0	411	1621
5:00 PM	3	15	11	0	33	14	43	0	26	156	2	0	3	116	14	0	436	1664
5:15 PM	3	17	3	0	25	21	34	0	16	134	2	0	3	137	24	0	419	1692
5:30 PM	2	16	8	0	31	12	29	0	33	106	1	0	8	121	20	0	387	1653
5:45 PM	1	20	11	0	21	8	39	0	28	112	3	0	5	100	22	0	370	1612

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	60	44	0	132	56	172	0	104	624	8	0	12	464	56	0	1744
Heavy Trucks	0	8	0		4	4	8		0	84	0		0	40	0		148
Buses																	
Pedestrians		172				56				64				52			344
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

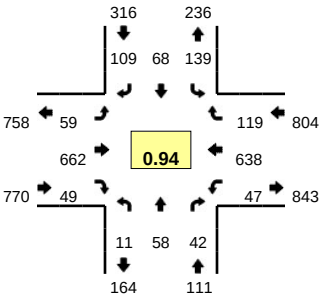
Type of peak hour being reported: Intersection Peak

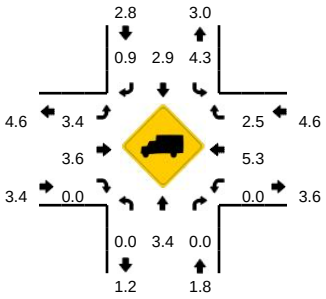
Method for determining peak hour: Total Entering Volume

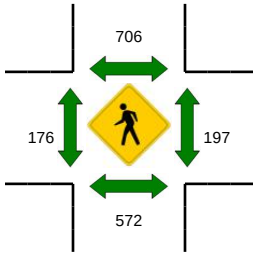
LOCATION: Llano St -- Main St
CITY/STATE: Fredericksburg, TX

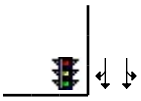
QC JOB #: 14451205
DATE: Sat, Jul 01 2017

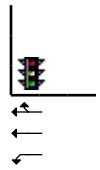
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

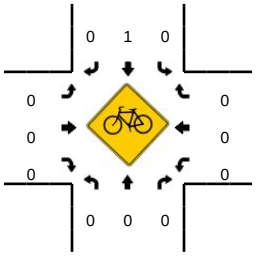


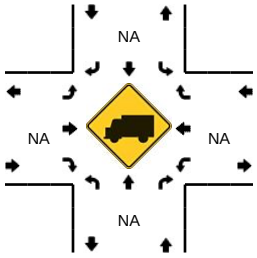


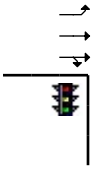


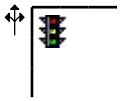


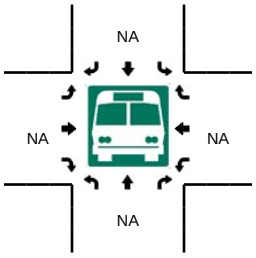












15-Min Count Period Beginning At	Llano St (Northbound)				Llano St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	1	8	4	0	32	15	45	0	22	98	4	0	8	130	23	0	390	
10:15 AM	1	8	6	0	31	21	37	0	20	143	4	0	3	141	22	0	437	
10:30 AM	3	8	7	0	27	10	39	0	22	154	9	0	6	169	31	0	485	
10:45 AM	2	19	12	0	33	15	32	0	22	150	18	0	6	163	37	0	509	1821
11:00 AM	5	17	12	0	32	22	29	0	17	135	10	0	6	157	38	0	480	1911
11:15 AM	3	15	9	0	31	18	33	0	11	152	15	0	6	162	39	0	494	1968
11:30 AM	2	5	4	0	30	20	34	0	13	148	7	0	9	154	30	0	456	1939
11:45 AM	4	13	7	0	35	20	41	0	20	131	14	0	15	152	21	0	473	1903
12:00 PM	4	19	12	0	33	20	27	0	16	141	10	0	8	163	37	1	491	1914
12:15 PM	3	12	8	0	42	17	31	0	12	133	8	0	17	151	30	0	464	1884
12:30 PM	3	18	15	0	26	16	29	0	15	172	10	0	7	163	35	0	509	1937
12:45 PM	3	15	8	0	46	15	31	0	14	178	12	0	15	175	20	0	532	1996
1:00 PM	2	13	11	0	25	20	18	0	18	179	19	0	8	149	34	0	496	2001
1:15 PM	3	13	11	0	27	17	27	0	16	161	6	0	13	132	31	0	457	1994
1:30 PM	4	15	8	0	31	16	24	0	15	155	15	0	10	143	22	0	458	1943
1:45 PM	5	21	11	0	28	17	18	0	16	189	11	0	9	184	34	0	543	1954

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	60	32	0	184	60	124	0	56	712	48	0	60	700	80	0	2128
Heavy Trucks	0	8	0		8	0	0		0	28	0		0	48	0		92
Pedestrians		508				704				148				152			1512
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

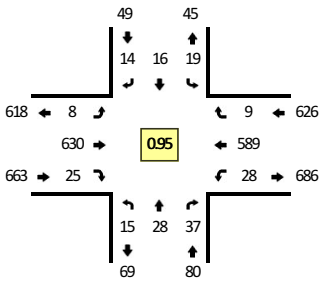
Report generated on 7/17/2017 2:41 PM

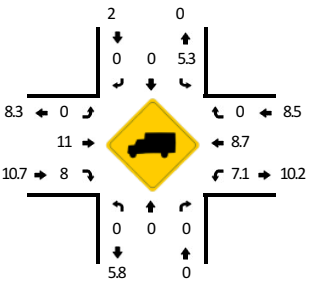
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

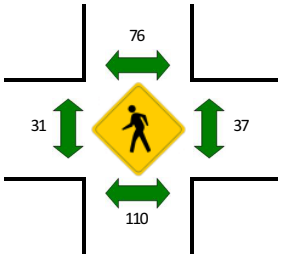
LOCATION: Lincoln St -- E Main St | **QC JOB #:** 15103728
CITY/STATE: Fredericksburg, TX | **DATE:** Thu, Nov 14 2019

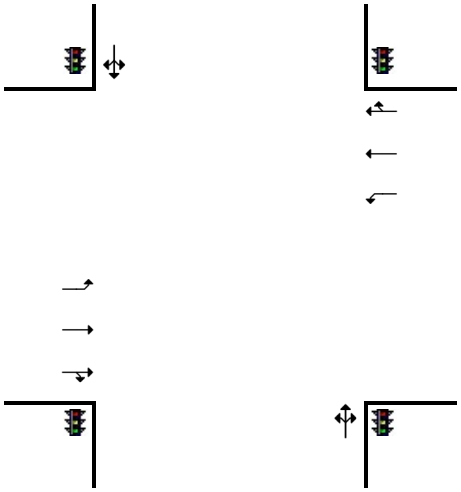
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

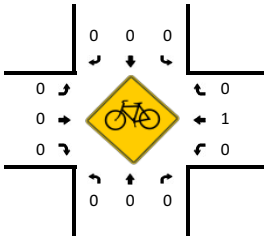


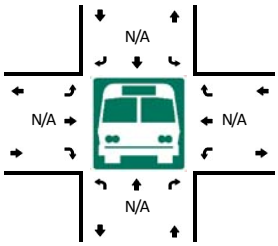


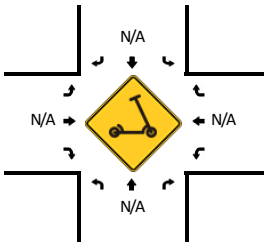
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Lincoln St (Northbound)				Lincoln St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	11	8	0	9	8	6	0	2	156	4	1	7	114	3	0	330	
4:15 PM	3	9	10	0	4	3	3	0	3	146	3	0	5	134	4	0	327	
4:30 PM	4	7	10	0	2	3	4	0	2	150	7	0	7	151	3	0	350	
4:45 PM	5	9	6	0	3	1	5	0	1	131	8	0	3	154	1	0	327	1334
5:00 PM	4	9	9	0	7	7	4	0	3	183	5	0	11	125	1	0	368	1372
5:15 PM	2	3	12	0	7	5	1	0	2	166	5	0	7	159	4	0	373	1418
5:30 PM	4	11	14	0	3	4	2	0	1	146	8	0	6	136	5	0	340	1408
5:45 PM	3	7	6	0	1	6	4	0	3	129	8	0	9	126	5	0	307	1388

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	12	48	0	28	20	4	0	8	664	20	0	28	636	16	0	1492
Heavy Trucks	0	0	0		0	0	0		0	88	4		0	44	0		136
Buses																	
Pedestrians		148				32				12				60			252
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

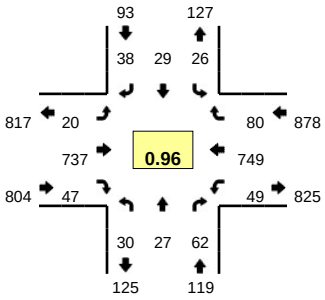
Type of peak hour being reported: Intersection Peak

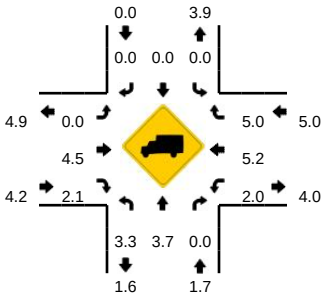
Method for determining peak hour: Total Entering Volume

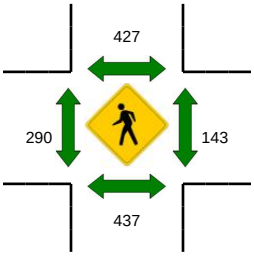
LOCATION: Lincoln St -- Main St
CITY/STATE: Fredericksburg, TX

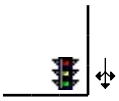
QC JOB #: 14451206
DATE: Sat, Jul 01 2017

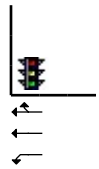
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

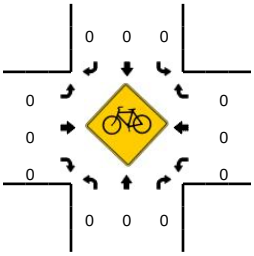


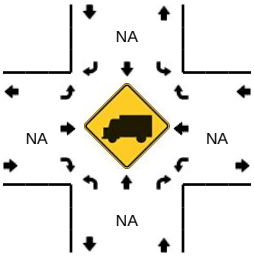


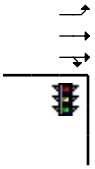


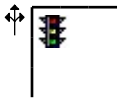


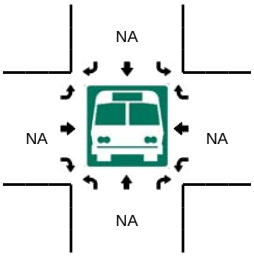












15-Min Count Period Beginning At	Lincoln St (Northbound)				Lincoln St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	6	7	7	0	5	6	5	0	3	118	5	0	6	157	18	0	343	
10:15 AM	3	7	8	0	5	4	7	0	3	152	6	0	6	170	11	0	382	
10:30 AM	6	5	7	0	4	11	5	0	13	164	12	0	9	193	18	0	447	
10:45 AM	4	5	11	0	9	5	13	0	3	179	15	0	9	187	12	0	452	1624
11:00 AM	9	16	9	0	2	3	9	0	7	156	19	0	11	188	10	0	439	1720
11:15 AM	1	4	10	0	5	7	6	0	6	161	22	0	9	199	15	0	445	1783
11:30 AM	4	5	11	0	2	10	6	0	6	170	16	0	9	186	22	0	447	1783
11:45 AM	9	8	12	0	2	5	10	0	7	148	10	0	10	180	18	0	419	1750
12:00 PM	7	8	18	0	5	6	5	0	6	176	13	0	18	184	19	0	465	1776
12:15 PM	8	9	15	0	5	7	12	0	5	158	5	0	18	184	30	0	456	1787
12:30 PM	9	5	15	0	11	8	3	0	4	198	20	0	7	196	17	0	493	1833
12:45 PM	6	5	14	0	5	8	18	0	5	205	9	0	6	185	14	0	480	1894
1:00 PM	9	7	8	0	5	5	8	0	7	197	18	0	8	164	20	0	456	1885
1:15 PM	3	4	14	0	8	8	9	0	8	182	10	0	7	167	12	0	432	1861
1:30 PM	8	8	10	0	7	3	8	0	5	176	8	0	5	174	21	0	433	1801
1:45 PM	4	14	10	0	6	6	4	0	2	197	21	0	8	207	20	0	499	1820

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	20	60	0	44	32	12	0	16	792	80	0	28	784	68	0	1972
Heavy Trucks	0	4	0		0	0	0		0	32	4		4	56	8		108
Pedestrians		580				432				188				176			1376
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/17/2017 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

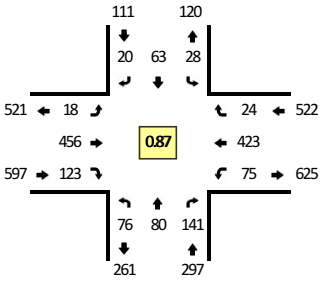
Type of peak hour being reported: Intersection Peak

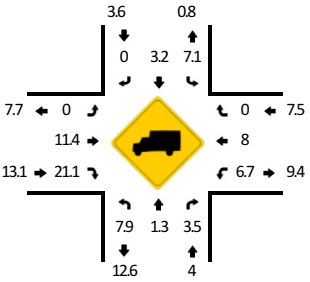
Method for determining peak hour: Total Entering Volume

LOCATION: Washington St -- E Main St
CITY/STATE: Fredericksburg, TX

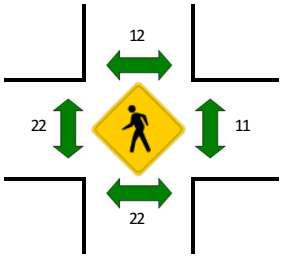
QC JOB #: 15103709
DATE: Wed, Nov 13 2019

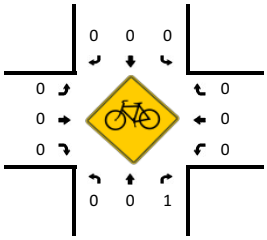
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

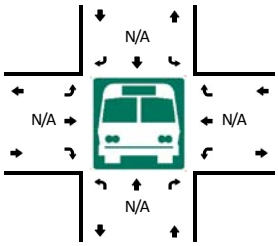


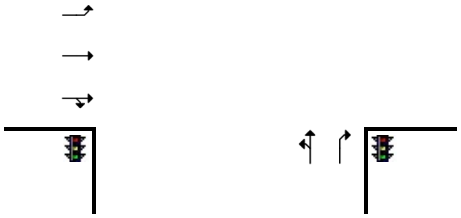


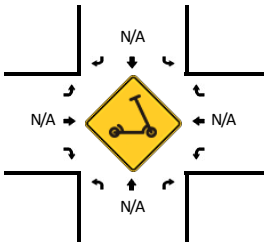
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Washington St (Northbound)				Washington St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	32	30	39	0	5	28	5	0	3	114	23	0	16	97	4	0	396	
4:15 PM	17	15	31	0	6	24	2	0	2	113	46	0	21	110	4	0	391	
4:30 PM	28	15	25	0	3	9	1	0	2	109	24	0	20	116	4	0	356	
4:45 PM	12	17	32	0	2	15	4	0	2	95	23	0	17	99	2	0	320	1463
5:00 PM	28	20	38	0	14	19	5	0	5	135	39	1	21	111	5	0	441	1508
5:15 PM	18	22	42	0	5	10	5	0	7	118	26	1	23	113	7	0	397	1514
5:30 PM	18	27	33	0	3	13	4	0	1	93	36	0	16	95	4	0	343	1501
5:45 PM	12	11	28	0	6	21	6	0	3	110	22	0	15	104	8	0	346	1527

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	80	152	0	56	76	20	0	20	540	156	4	84	444	20	0	1764
Heavy Trucks	12	0	8		4	0	0		0	44	44		4	28	0		144
Buses																	
Pedestrians		48				20				64				20			152
Bicycles	0	0	1		0	0	0		0	0	0		0	0	0		1
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

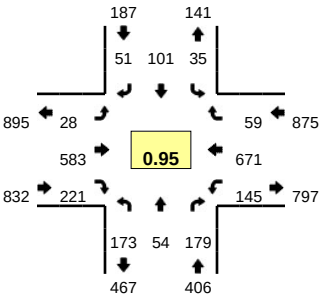
Type of peak hour being reported: Intersection Peak

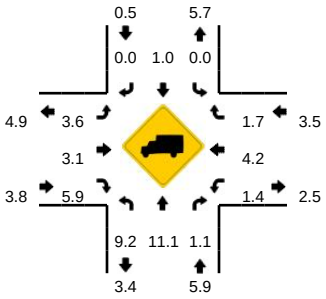
Method for determining peak hour: Total Entering Volume

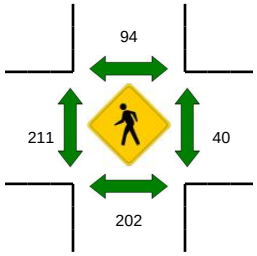
LOCATION: Washington St -- Main St
CITY/STATE: Fredericksburg, TX

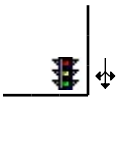
QC JOB #: 14451207
DATE: Sat, Jul 01 2017

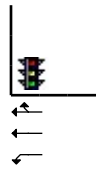
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

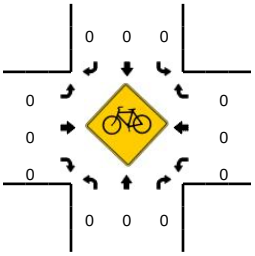


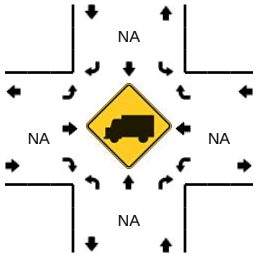


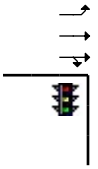


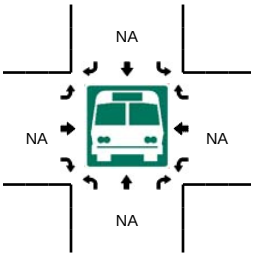












15-Min Count Period Beginning At	Washington St (Northbound)				Washington St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	43	25	38	0	5	16	6	0	7	94	25	0	25	132	17	0	433	
10:15 AM	47	23	48	0	14	24	5	0	12	120	32	0	22	141	11	0	499	
10:30 AM	57	20	41	0	7	20	8	0	1	133	38	0	21	157	8	0	511	
10:45 AM	42	36	36	0	4	18	5	0	10	126	55	0	18	150	13	0	513	1956
11:00 AM	50	12	51	0	7	21	7	0	4	113	55	0	25	156	8	0	509	2032
11:15 AM	68	22	50	0	7	8	7	0	5	114	47	0	27	156	9	0	520	2053
11:30 AM	37	26	55	0	3	20	8	0	6	143	41	0	23	179	14	0	555	2097
11:45 AM	41	25	38	0	13	24	7	0	4	106	37	0	19	152	14	0	480	2064
12:00 PM	39	17	45	0	9	25	16	0	7	147	47	0	32	167	9	0	560	2115
12:15 PM	43	15	34	0	6	15	18	0	5	129	52	0	40	167	12	0	536	2131
12:30 PM	48	14	59	0	14	30	7	0	11	137	53	0	33	169	24	0	599	2175
12:45 PM	43	8	41	0	6	31	10	0	5	170	69	0	40	168	14	0	605	2300
1:00 PM	44	20	52	0	10	18	6	0	6	132	58	0	29	123	8	0	506	2246
1:15 PM	51	8	39	0	4	12	10	0	5	157	48	0	36	136	12	0	518	2228
1:30 PM	35	28	55	0	7	25	14	0	6	135	45	0	31	153	19	0	553	2182
1:45 PM	50	13	48	0	6	14	17	0	6	146	59	0	34	164	11	0	568	2145

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	172	32	164	0	24	124	40	0	20	680	276	0	160	672	56	0	2420
Heavy Trucks	16	4	4		0	0	0		4	16	16		0	36	0		96
Pedestrians		168				76				260				16			520
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/17/2017 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

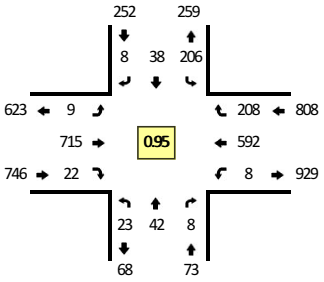
Type of peak hour being reported: Intersection Peak

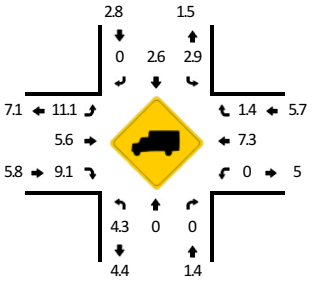
Method for determining peak hour: Total Entering Volume

LOCATION: Elk St -- E Main St
CITY/STATE: Fredericksburg, TX

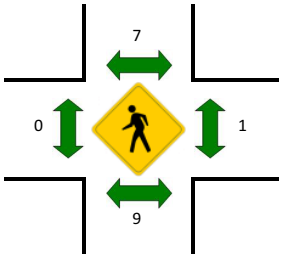
QC JOB #: 15103710
DATE: Thu, Nov 14 2019

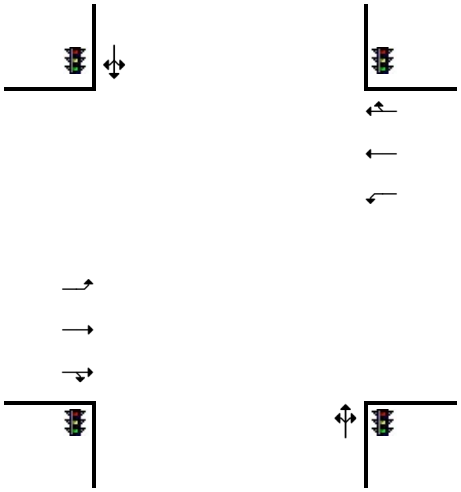
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

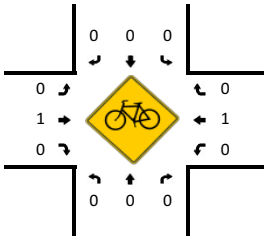


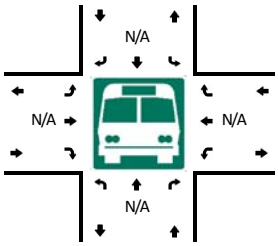


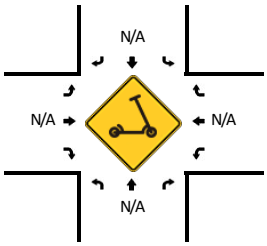
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Elk St (Northbound)				Elk St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	5	3	0	66	7	3	0	3	198	2	0	1	124	33	0	451	
4:15 PM	2	12	2	0	46	6	3	0	1	162	2	0	1	156	55	0	448	
4:30 PM	3	11	2	0	58	7	2	0	1	166	7	0	0	159	54	0	470	
4:45 PM	7	8	1	0	50	11	3	0	2	154	5	0	1	139	47	0	428	1797
5:00 PM	7	10	2	0	47	15	2	0	2	206	3	0	5	131	63	0	493	1839
5:15 PM	6	13	3	0	51	5	1	0	4	189	7	0	2	163	44	0	488	1879
5:30 PM	12	10	1	0	40	4	4	0	1	153	4	0	1	130	34	0	394	1803
5:45 PM	7	8	6	0	40	8	2	0	1	132	2	0	4	131	56	0	397	1772

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	40	8	0	188	60	8	0	8	824	12	0	20	524	252	0	1972
Heavy Trucks	0	0	0		0	0	0		0	36	0		0	40	0		76
Buses																	
Pedestrians		8				28				0				0			36
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

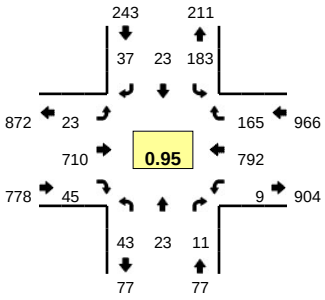
Type of peak hour being reported: Intersection Peak

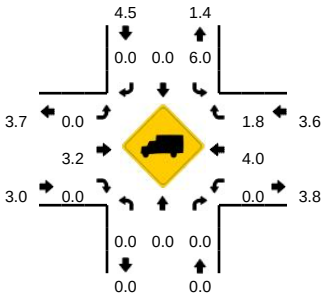
Method for determining peak hour: Total Entering Volume

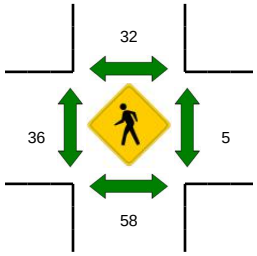
LOCATION: Elk St -- Main St
CITY/STATE: Fredericksburg, TX

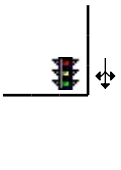
QC JOB #: 14451208
DATE: Sat, Jul 01 2017

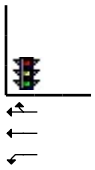
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

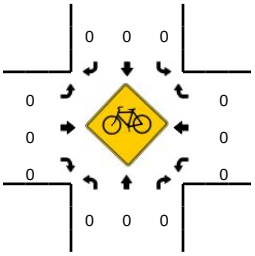


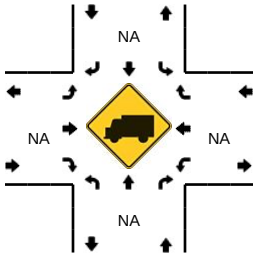


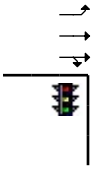


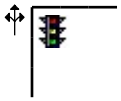


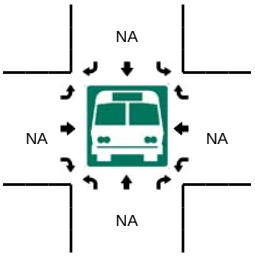












15-Min Count Period Beginning At	Elk St (Northbound)				Elk St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	5	10	3	0	32	2	0	0	3	127	4	0	1	171	45	0	403	
10:15 AM	10	9	5	0	46	2	4	0	0	176	1	0	2	169	41	0	465	
10:30 AM	8	4	7	0	56	6	4	0	3	167	7	0	0	178	35	0	475	
10:45 AM	3	4	3	0	42	7	4	0	3	167	2	0	0	184	42	0	461	1804
11:00 AM	11	5	5	0	35	3	5	0	6	153	8	0	0	154	52	0	437	1838
11:15 AM	9	9	6	0	46	3	6	0	3	160	8	0	3	189	58	0	500	1873
11:30 AM	12	5	4	0	40	4	6	0	8	192	4	0	1	191	49	0	516	1914
11:45 AM	3	7	4	0	61	2	10	0	3	143	10	0	2	184	52	0	481	1934
12:00 PM	15	4	5	0	58	7	10	0	3	175	13	0	1	181	38	0	510	2007
12:15 PM	7	8	1	0	44	3	16	0	7	145	9	0	3	204	45	0	492	1999
12:30 PM	8	6	1	0	49	1	10	0	9	174	13	0	2	205	39	0	517	2000
12:45 PM	13	5	4	0	32	12	1	0	4	216	10	0	3	202	43	0	545	2064
1:00 PM	14	9	3	0	48	5	3	0	2	179	7	0	2	148	38	0	458	2012
1:15 PM	14	3	1	0	58	6	6	0	3	197	6	0	1	157	37	0	489	2009
1:30 PM	8	5	3	0	50	3	7	0	3	183	9	0	1	184	53	0	509	2001
1:45 PM	7	5	2	0	48	6	8	0	8	175	8	0	1	198	47	0	513	1969

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	20	16	0	128	48	4	0	16	864	40	0	12	808	172	0	2180
Heavy Trucks	0	0	0		16	0	0		0	24	0		0	40	4		84
Pedestrians		80				16				36				0			132
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/17/2017 2:41 PM

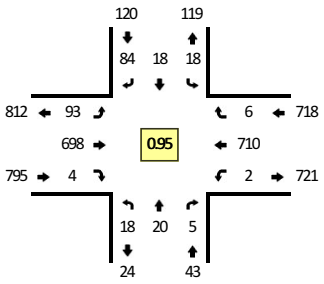
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

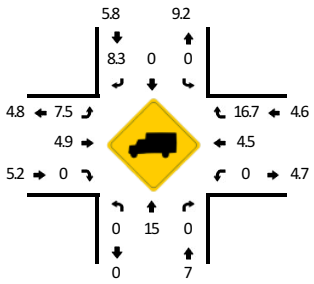
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Olive St -- E Main St
CITY/STATE: Fredericksburg, TX

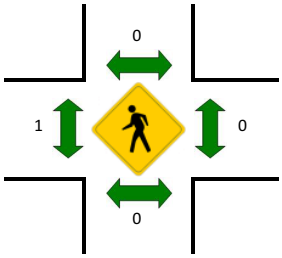
QC JOB #: 15103711
DATE: Thu, Nov 14 2019

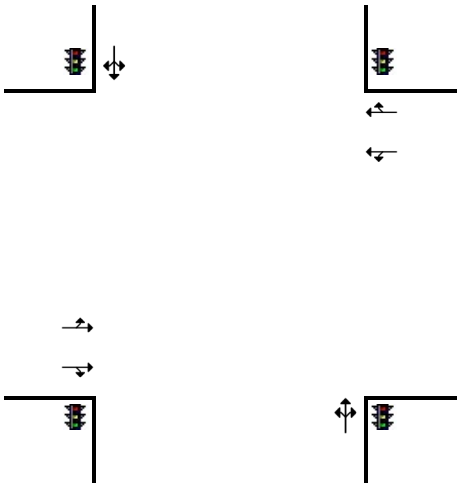
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

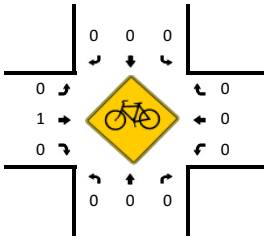


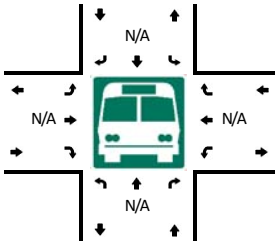


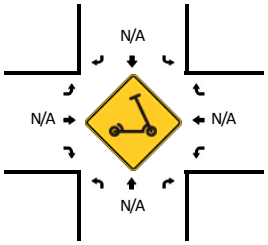
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Olive St (Northbound)				Olive St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	6	0	0	6	2	26	0	23	210	3	0	0	144	2	0	426	
4:15 PM	1	11	1	0	8	3	23	0	29	161	2	0	0	167	1	0	407	
4:30 PM	4	8	1	0	4	1	16	0	22	172	0	0	0	195	2	0	425	
4:45 PM	4	4	1	0	4	8	23	0	23	161	1	0	2	171	1	0	403	1661
5:00 PM	4	7	1	0	8	4	25	0	23	188	2	0	0	176	1	0	439	1674
5:15 PM	6	1	2	0	2	5	20	0	25	177	1	0	0	168	2	0	409	1676
5:30 PM	0	2	0	0	8	2	14	0	25	161	1	0	0	160	1	0	374	1625
5:45 PM	0	2	2	0	6	3	16	0	19	152	4	0	0	154	0	0	358	1580

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	28	4	0	32	16	100	0	92	752	8	0	0	704	4	0	1756
Heavy Trucks	0	0	0		0	0	0		8	24	0		0	36	4		72
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

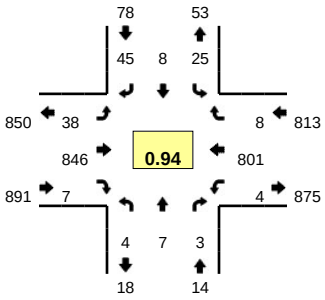
Type of peak hour being reported: Intersection Peak

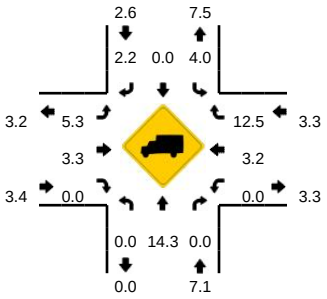
Method for determining peak hour: Total Entering Volume

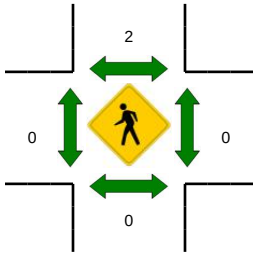
LOCATION: Olive St -- Main St
CITY/STATE: Fredericksburg, TX

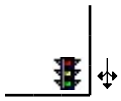
QC JOB #: 14451209
DATE: Sat, Jul 01 2017

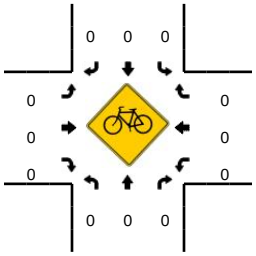
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:30 PM -- 1:45 PM

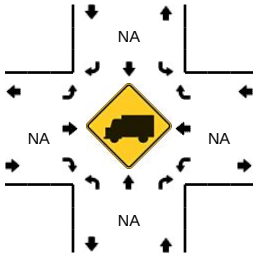


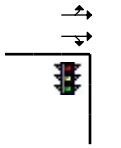


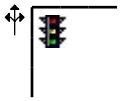


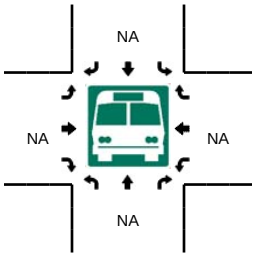












15-Min Count Period Beginning At	Olive St (Northbound)				Olive St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	1	0	0	0	3	1	15	0	9	135	1	0	0	188	0	0	353	
10:15 AM	4	3	0	0	4	3	17	0	14	175	0	0	0	170	0	0	390	
10:30 AM	3	1	0	0	7	4	18	0	11	195	4	0	0	181	2	0	426	
10:45 AM	3	0	1	0	7	3	9	0	7	179	0	0	0	207	1	0	417	1586
11:00 AM	3	2	0	0	4	2	24	0	15	156	2	0	0	192	2	0	402	1635
11:15 AM	2	2	0	0	8	1	26	0	13	169	2	0	0	219	1	0	443	1688
11:30 AM	1	1	1	0	3	2	21	0	14	185	2	0	0	205	2	0	437	1699
11:45 AM	4	3	1	0	6	2	13	0	8	187	1	0	0	204	2	0	431	1713
12:00 PM	0	2	0	0	3	1	24	0	10	176	2	0	0	203	4	0	425	1736
12:15 PM	3	0	0	0	9	0	14	0	9	186	2	0	0	216	0	0	439	1732
12:30 PM	2	2	0	0	9	4	19	0	8	184	2	1	0	226	0	0	457	1752
12:45 PM	1	3	0	0	7	2	10	0	15	204	1	0	1	214	2	0	460	1781
1:00 PM	0	3	1	0	5	3	12	0	11	213	3	0	1	179	2	0	433	1789
1:15 PM	0	0	1	0	5	2	15	0	7	211	2	0	1	176	3	0	423	1773
1:30 PM	3	1	1	0	8	1	8	0	5	218	1	0	0	232	1	1	480	1796
1:45 PM	2	2	1	0	1	2	10	0	9	178	0	0	1	201	1	0	408	1744

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	4	4	0	32	4	32	0	20	872	4	0	0	928	4	4	1920
Heavy Trucks	0	4	0		0	0	0		0	16	0		0	24	0		44
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/17/2017 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

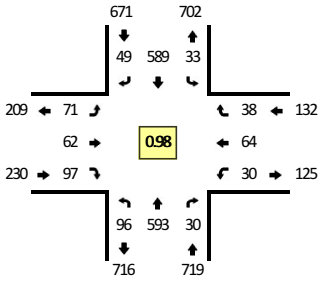
Type of peak hour being reported: Intersection Peak

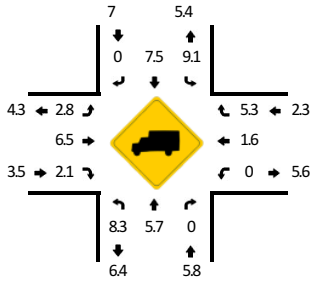
Method for determining peak hour: Total Entering Volume

LOCATION: E Main St -- E Hwy/Goehmann Ln
CITY/STATE: Fredericksburg, TX

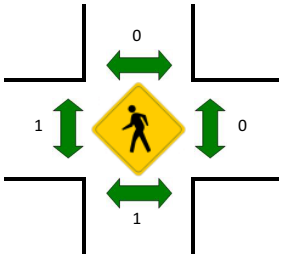
QC JOB #: 15103712
DATE: Thu, Nov 14 2019

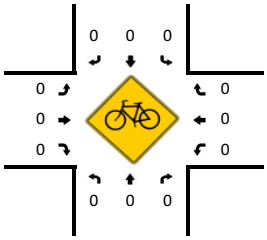
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

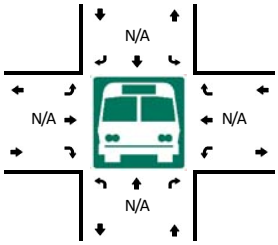


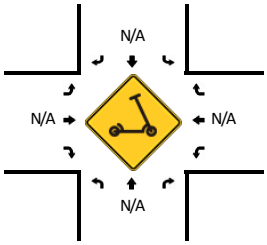


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	E Main St (Northbound)				E Main St (Southbound)				E Hwy/Goehmann Ln (Eastbound)				E Hwy/Goehmann Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	119	3	0	11	155	13	0	23	21	20	0	7	10	5	0	404	
4:15 PM	17	143	14	0	13	137	14	0	14	17	23	0	8	14	6	0	420	
4:30 PM	29	153	14	0	6	135	12	0	14	18	22	0	9	21	9	0	442	
4:45 PM	28	128	6	0	6	142	11	0	23	14	21	0	8	17	13	0	417	1683
5:00 PM	17	158	6	0	12	151	10	0	16	18	31	0	6	16	6	0	447	1726
5:15 PM	22	154	4	0	9	161	16	0	18	12	23	0	7	10	10	0	446	1752
5:30 PM	17	155	7	0	4	138	8	0	14	19	17	0	11	15	7	0	412	1722
5:45 PM	19	134	9	0	10	129	13	0	13	19	19	0	11	12	14	0	402	1707

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	632	24	0	48	604	40	0	64	72	124	0	24	64	24	0	1788
Heavy Trucks	0	40	0		8	28	0		0	8	4		0	0	0		88
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

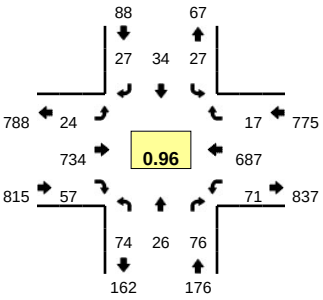
Type of peak hour being reported: Intersection Peak

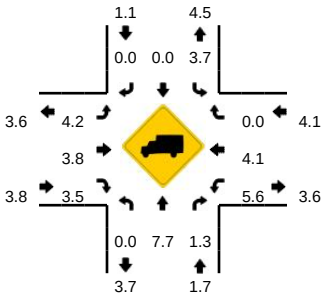
Method for determining peak hour: Total Entering Volume

LOCATION: Hwy St -- Main St
CITY/STATE: Fredericksburg, TX

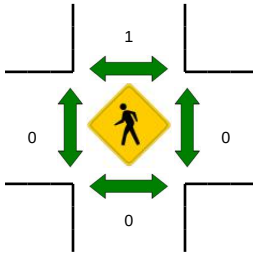
QC JOB #: 14451210
DATE: Sat, Jul 01 2017

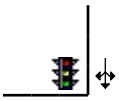
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:30 PM -- 1:45 PM

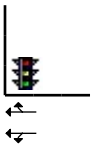


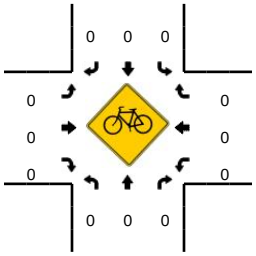


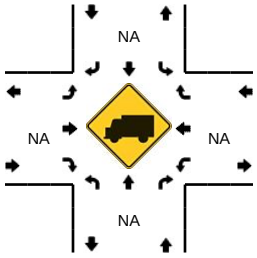
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

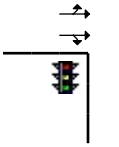


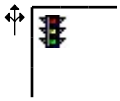


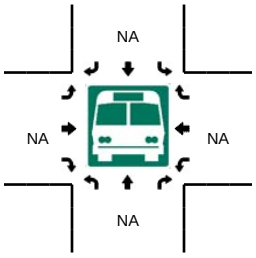












15-Min Count Period Beginning At	Hwy St (Northbound)				Hwy St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
10:00 AM	16	6	8	0	11	10	10	0	6	107	6	0	17	160	3	0	360	
10:15 AM	12	8	16	0	2	9	11	0	6	144	7	0	27	143	6	0	391	
10:30 AM	12	10	31	0	8	9	12	0	9	157	9	0	9	136	2	0	404	
10:45 AM	20	4	18	0	7	9	5	0	7	166	13	0	21	190	1	0	461	1616
11:00 AM	24	7	16	0	7	12	5	0	5	143	5	0	20	160	3	0	407	1663
11:15 AM	12	11	22	0	5	7	9	0	3	142	9	0	17	196	1	0	434	1706
11:30 AM	15	7	24	0	7	7	6	0	4	159	18	0	21	188	3	0	459	1761
11:45 AM	18	12	24	0	13	13	9	0	3	150	9	0	25	192	5	0	473	1773
12:00 PM	19	6	27	0	4	11	8	0	7	156	14	0	25	173	8	0	458	1824
12:15 PM	12	5	26	0	5	9	3	0	4	146	13	0	27	202	7	0	459	1849
12:30 PM	20	5	23	0	11	8	6	0	5	141	11	0	15	180	4	0	429	1819
12:45 PM	21	8	20	0	5	7	2	0	3	177	14	0	14	181	3	0	455	1801
1:00 PM	18	9	20	0	6	13	7	0	12	183	11	0	15	152	8	0	454	1797
1:15 PM	16	5	17	0	8	6	9	0	4	195	17	0	25	159	3	0	464	1802
1:30 PM	19	4	19	0	8	8	9	0	5	179	15	0	17	195	3	0	481	1854
1:45 PM	12	6	24	0	4	5	7	0	5	153	12	0	18	180	4	0	430	1829

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	16	76	0	32	32	36	0	20	716	60	0	68	780	12	0	1924
Heavy Trucks	0	0	4		0	0	0		0	20	0		8	20	0		52
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/17/2017 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

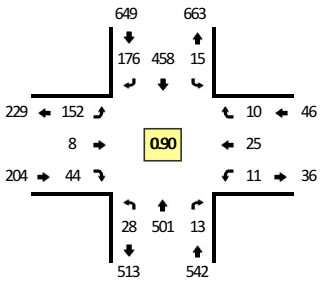
Type of peak hour being reported: Intersection Peak

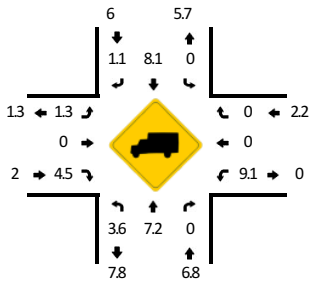
Method for determining peak hour: Total Entering Volume

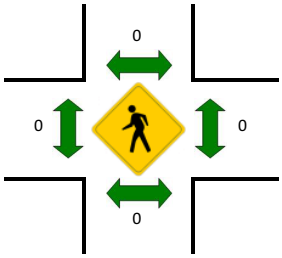
LOCATION: E Main St -- Walmart Dwy
CITY/STATE: Fredericksburg, TX

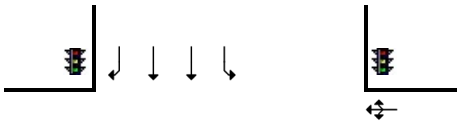
QC JOB #: 15103724
DATE: Thu, Nov 14 2019

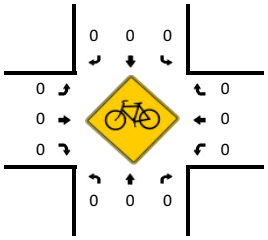
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

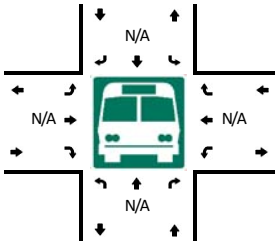


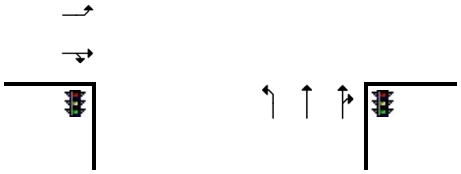


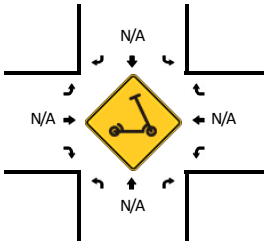












15-Min Count Period Beginning At	E Main St (Northbound)				E Main St (Southbound)				Walmart Dwy (Eastbound)				Walmart Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	84	3	0	3	116	42	0	38	7	21	0	5	7	7	0	344	
4:15 PM	9	108	1	0	2	100	42	0	50	4	7	0	5	6	3	0	337	
4:30 PM	13	148	5	0	1	126	39	0	42	3	11	0	4	7	0	0	399	
4:45 PM	7	118	3	0	5	94	47	0	39	1	14	0	4	6	2	0	340	1420
5:00 PM	5	120	1	0	8	114	47	0	35	0	7	0	2	8	7	0	354	1430
5:15 PM	3	115	4	0	1	124	43	0	36	4	12	0	1	4	1	0	348	1441
5:30 PM	8	112	2	0	1	128	24	0	52	3	11	0	2	9	4	0	356	1398
5:45 PM	5	114	2	0	1	109	35	0	35	3	12	0	3	5	3	0	327	1385

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	592	20	0	4	504	156	0	168	12	44	0	16	28	0	0	1596
Heavy Trucks	0	32	0		0	68	0		4	0	8		4	0	0		116
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

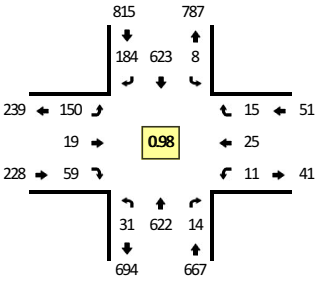
Report generated on 11/26/2019 9:09 AM

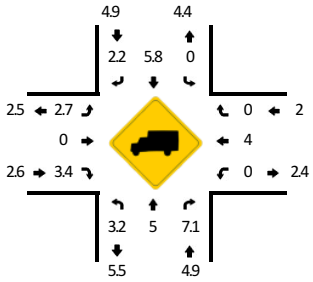
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

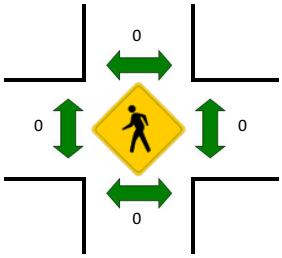
LOCATION: E Main St -- Walmart Dwy | **QC JOB #:** 15103746
CITY/STATE: Fredericksburg, TX | **DATE:** Sat, Nov 16 2019

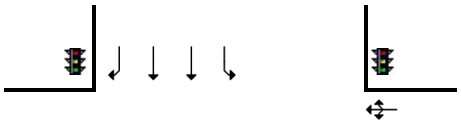
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

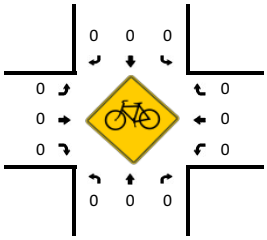


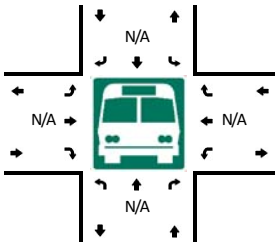


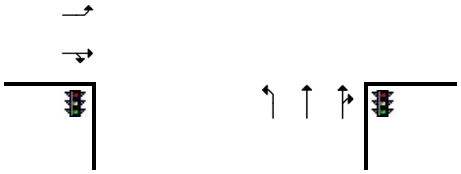
Quality Counts
DATA THAT DRIVES COMMUNITIES

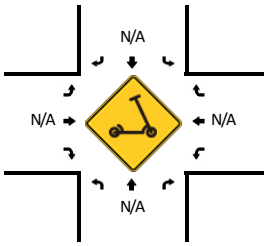












15-Min Count Period Beginning At	E Main St (Northbound)				E Main St (Southbound)				Walmart Dwy (Eastbound)				Walmart Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	6	160	4	0	4	162	47	0	38	3	12	0	3	6	5	0	450	
11:15 AM	9	142	2	0	1	163	51	0	28	6	14	0	7	9	3	0	435	
11:30 AM	11	165	2	1	0	153	47	0	40	4	20	0	1	4	3	0	451	
11:45 AM	4	155	6	0	3	145	39	0	44	6	13	0	0	6	4	0	425	1761
12:00 PM	1	172	3	0	3	155	38	0	38	5	14	0	3	11	3	0	446	1757
12:15 PM	6	146	4	0	4	146	40	0	39	7	7	0	4	7	3	0	413	1735
12:30 PM	5	187	4	0	2	166	51	1	35	3	7	0	1	6	0	0	468	1752
12:45 PM	9	146	4	0	7	160	29	0	38	6	8	0	1	4	4	0	416	1743

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	660	8	4	0	612	188	0	160	16	80	0	4	16	12	0	1804
Heavy Trucks	4	36	0		0	48	0		8	0	0		0	0	0		96
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

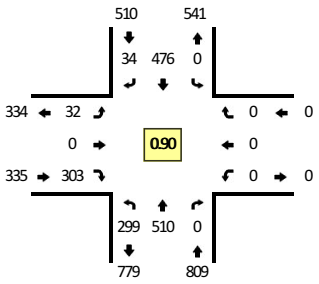
Type of peak hour being reported: Intersection Peak

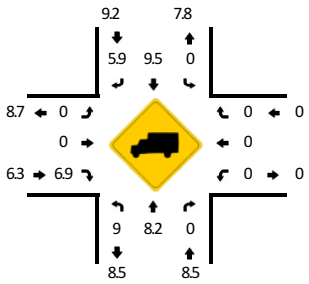
Method for determining peak hour: Total Entering Volume

LOCATION: E Main St -- Friendship Ln
CITY/STATE: Fredericksburg, TX

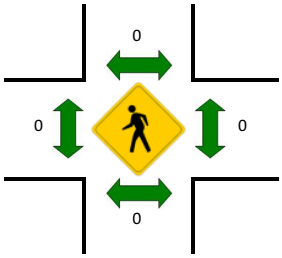
QC JOB #: 15103707
DATE: Thu, Nov 14 2019

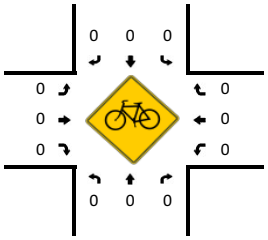
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

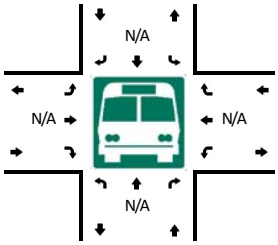


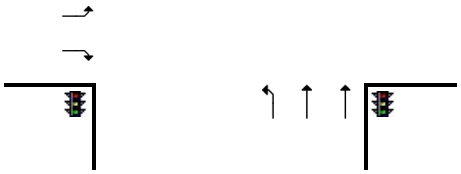


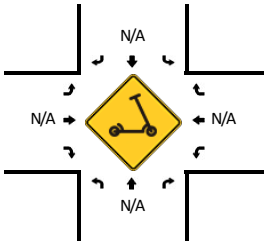
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	E Main St (Northbound)				E Main St (Southbound)				Friendship Ln (Eastbound)				Friendship Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	67	93	0	0	0	140	9	0	3	0	83	0	0	0	0	0	395	
4:15 PM	76	117	0	0	0	105	9	0	6	0	77	0	0	0	0	0	390	
4:30 PM	77	151	0	0	0	129	15	0	8	0	80	1	0	0	0	0	461	
4:45 PM	60	119	0	0	0	97	8	0	10	0	65	0	0	0	0	0	359	1605
5:00 PM	82	124	0	0	0	114	5	0	7	0	79	0	0	0	0	0	411	1621
5:15 PM	80	116	0	0	0	136	6	0	6	0	79	0	0	0	0	0	423	1654
5:30 PM	70	112	0	0	0	141	5	0	14	0	65	0	0	0	0	0	407	1600
5:45 PM	60	109	0	0	0	110	9	0	7	0	70	0	0	0	0	0	365	1606

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	308	604	0	0	0	516	60	0	32	0	320	4	0	0	0	0	1844
Heavy Trucks	16	28	0		0	76	8		0	0	16		0	0	0		144
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

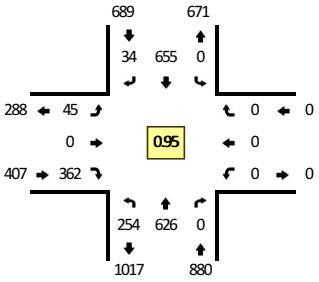
Type of peak hour being reported: Intersection Peak

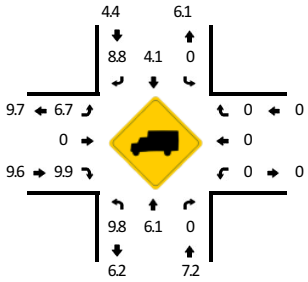
Method for determining peak hour: Total Entering Volume

LOCATION: E Main St -- Friendship Ln
CITY/STATE: Fredericksburg, TX

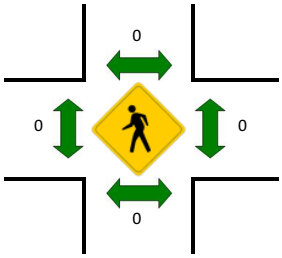
QC JOB #: 15103744
DATE: Sat, Nov 16 2019

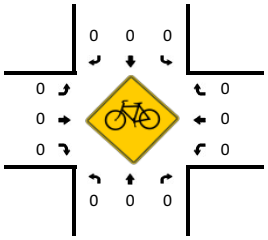
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

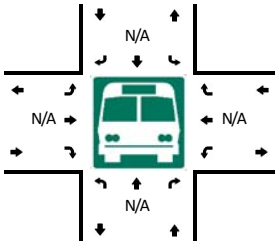


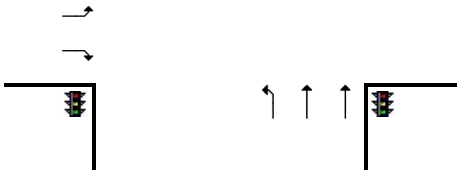


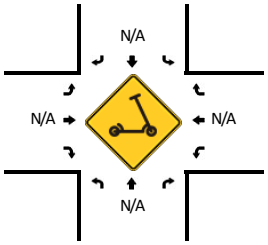
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	E Main St (Northbound)				E Main St (Southbound)				Friendship Ln (Eastbound)				Friendship Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	53	166	0	0	0	157	7	0	8	0	88	0	0	0	0	0	479	
11:15 AM	53	146	0	0	0	177	8	0	13	0	78	0	0	0	0	0	475	
11:30 AM	75	156	0	0	0	170	6	0	11	0	103	0	0	0	0	0	521	
11:45 AM	66	157	0	0	0	149	10	0	13	0	96	0	0	0	0	0	491	1966
12:00 PM	60	167	0	0	0	159	10	0	8	0	85	0	0	0	0	0	489	1976
12:15 PM	54	152	0	0	0	153	13	0	5	0	74	0	0	0	0	0	451	1952
12:30 PM	63	183	0	0	0	162	7	0	12	0	94	0	0	0	0	0	521	1952
12:45 PM	56	158	0	0	0	163	7	0	5	0	84	0	0	0	0	0	473	1934

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	300	624	0	0	0	680	24	0	44	0	412	0	0	0	0	0	2084
Heavy Trucks	32	56	0		0	40	4		0	0	32		0	0	0		164
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

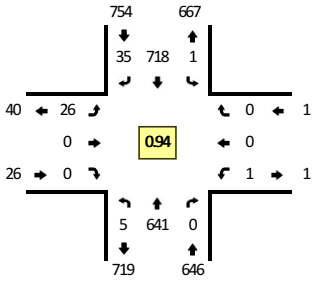
Type of peak hour being reported: Intersection Peak

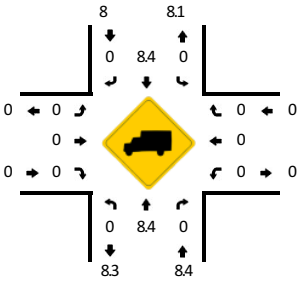
Method for determining peak hour: Total Entering Volume

LOCATION: E Main St -- Heritage Hills Dr
CITY/STATE: Fredericksburg, TX

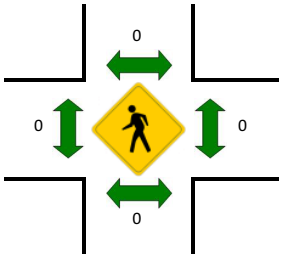
QC JOB #: 15103725
DATE: Thu, Nov 14 2019

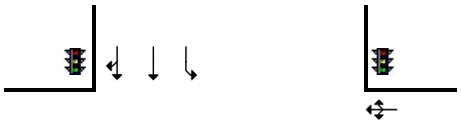
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

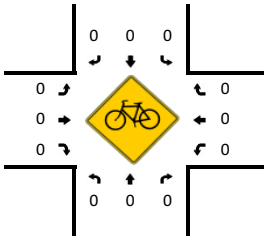


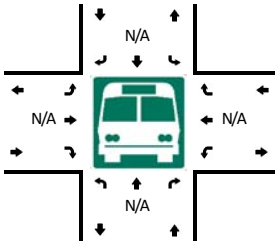


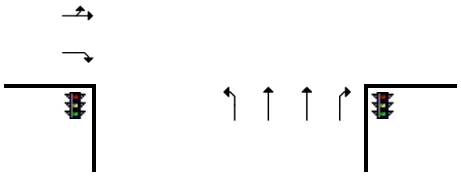
Quality Counts
DATA THAT DRIVES COMMUNITIES

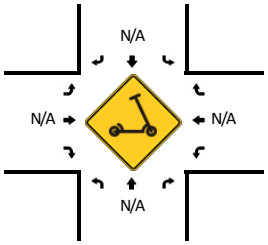












15-Min Count Period Beginning At	E Main St (Northbound)				E Main St (Southbound)				Heritage Hills Dr (Eastbound)				Heritage Hills Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	128	0	0	0	197	11	0	8	0	4	0	0	0	0	0	349	
4:15 PM	0	152	0	0	0	154	7	0	10	0	1	0	0	0	0	0	324	
4:30 PM	2	128	0	0	0	203	7	0	9	0	0	0	0	0	0	0	349	
4:45 PM	1	143	0	0	0	144	7	0	6	0	1	0	0	0	0	0	302	1324
5:00 PM	4	167	0	0	1	182	8	0	4	0	0	0	0	0	0	0	366	1341
5:15 PM	0	164	0	0	0	194	12	0	10	0	0	0	0	0	0	0	380	1397
5:30 PM	1	168	0	0	0	177	8	0	8	0	0	0	1	0	0	0	363	1411
5:45 PM	0	142	0	0	0	165	7	0	4	0	0	0	0	0	0	0	318	1427

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	656	0	0	0	776	48	0	40	0	0	0	0	0	0	0	1520
Heavy Trucks	0	76	0		0	84	0		0	0	0		0	0	0		160
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

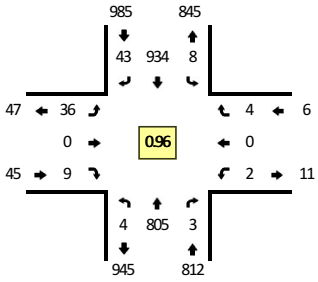
Type of peak hour being reported: Intersection Peak

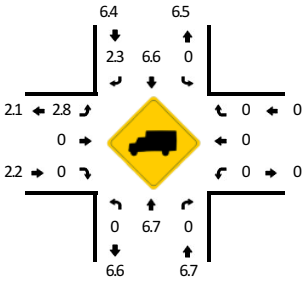
Method for determining peak hour: Total Entering Volume

LOCATION: E Main St -- Heritage Hills Dr
CITY/STATE: Fredericksburg, TX

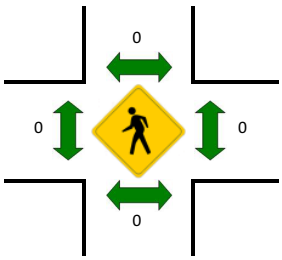
QC JOB #: 15103747
DATE: Sat, Nov 16 2019

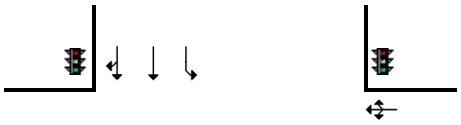
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

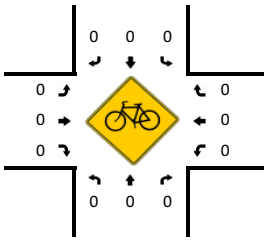


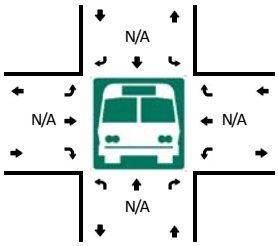


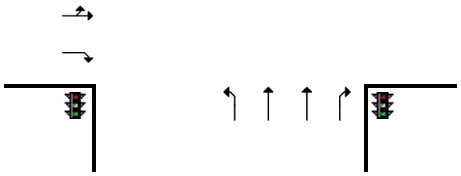
Quality Counts
DATA THAT DRIVES COMMUNITIES

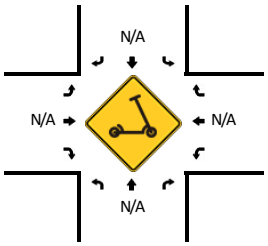












15-Min Count Period Beginning At	E Main St (Northbound)				E Main St (Southbound)				Heritage Hills Dr (Eastbound)				Heritage Hills Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	1	193	1	0	1	234	7	0	8	0	0	0	0	0	1	0	446	
11:15 AM	1	184	1	0	2	228	14	0	12	0	3	0	0	0	1	0	446	
11:30 AM	0	207	2	0	4	242	10	0	10	0	3	0	1	0	2	0	481	
11:45 AM	1	204	0	0	0	238	9	0	8	0	1	0	1	0	1	0	463	1836
12:00 PM	2	210	0	0	2	226	10	0	6	0	2	0	0	0	0	0	458	1848
12:15 PM	0	199	0	1	1	213	11	0	5	0	3	0	0	0	3	0	436	1838
12:30 PM	0	231	3	0	0	226	11	0	6	0	1	0	2	0	3	0	483	1840
12:45 PM	0	206	0	0	0	235	5	1	2	0	0	0	2	0	0	0	451	1828

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	828	8	0	16	968	40	0	40	0	12	0	4	0	8	0	1924
Heavy Trucks	0	60	0		0	68	0		4	0	0		0	0	0		132
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

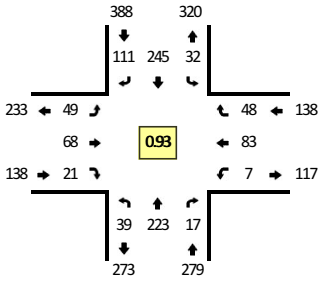
Type of peak hour being reported: Intersection Peak

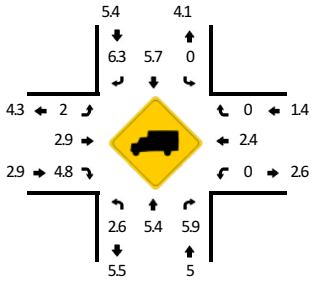
Method for determining peak hour: Total Entering Volume

LOCATION: N Llano St -- E Austin St
CITY/STATE: Fredericksburg, TX

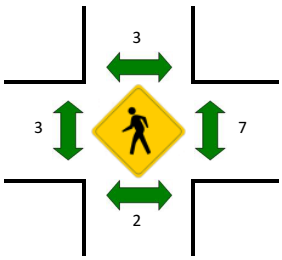
QC JOB #: 15103723
DATE: Thu, Nov 14 2019

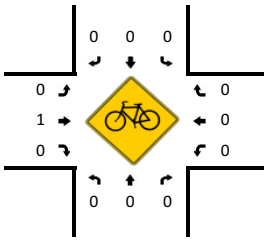
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

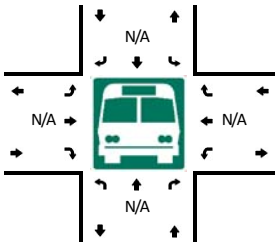


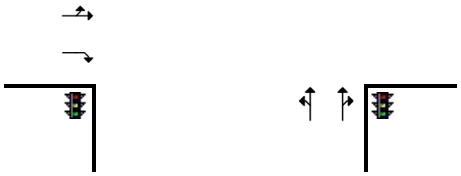


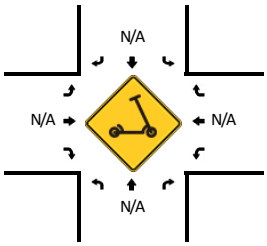
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	N Llano St (Northbound)				N Llano St (Southbound)				E Austin St (Eastbound)				E Austin St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	55	6	0	15	56	26	0	18	30	9	0	1	15	10	0	245	
4:15 PM	9	53	2	0	11	64	23	1	11	15	5	0	3	14	13	0	224	
4:30 PM	11	70	4	0	8	48	18	0	12	17	4	0	1	20	13	0	226	
4:45 PM	12	60	3	0	7	60	28	0	11	12	6	0	2	27	7	0	235	930
5:00 PM	8	47	4	0	9	67	40	0	12	19	9	0	3	21	15	0	254	939
5:15 PM	8	46	6	0	8	70	25	0	14	20	2	0	1	15	13	0	228	943
5:30 PM	7	63	0	0	3	51	15	0	11	12	7	0	2	13	11	0	195	912
5:45 PM	5	62	1	0	8	45	9	0	12	9	5	0	2	8	11	0	177	854

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	188	16	0	36	268	160	0	48	76	36	0	12	84	60	0	1016
Heavy Trucks	4	4	0		0	4	8		0	0	4		0	0	0		24
Buses																	
Pedestrians		4				0				0				8			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

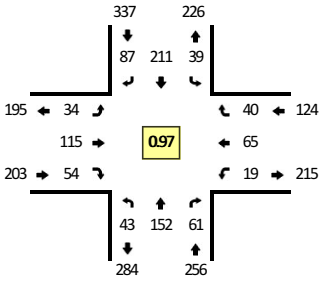
Type of peak hour being reported: Intersection Peak

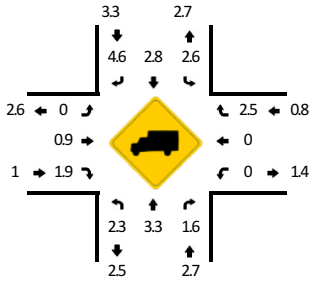
Method for determining peak hour: Total Entering Volume

LOCATION: N Llano St -- E Austin St
CITY/STATE: Fredericksburg, TX

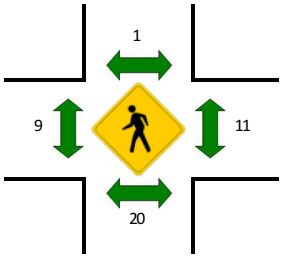
QC JOB #: 15103740
DATE: Sat, Nov 16 2019

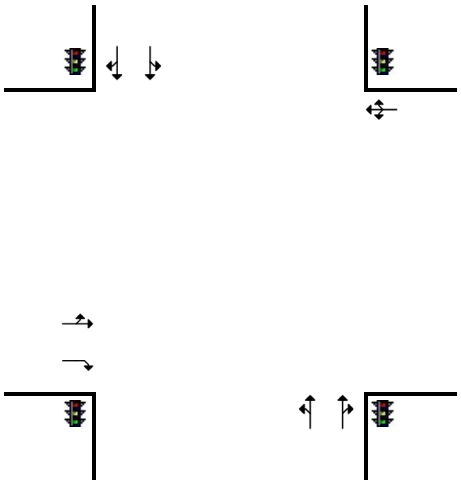
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

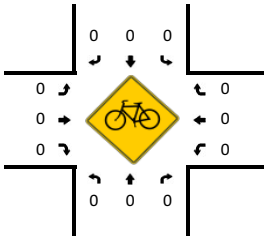


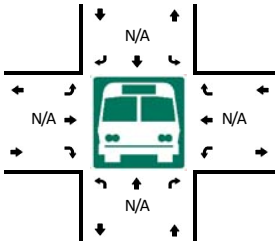


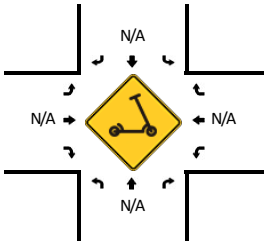
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	N Llano St (Northbound)				N Llano St (Southbound)				E Austin St (Eastbound)				E Austin St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	12	32	13	1	18	60	16	0	4	17	7	0	3	14	5	0	202	
11:15 AM	17	34	13	0	8	52	21	0	7	35	12	0	2	20	8	0	229	
11:30 AM	11	41	16	0	11	53	23	0	12	25	13	0	7	16	9	0	237	
11:45 AM	8	41	16	0	12	50	24	0	7	33	16	0	6	19	5	0	237	905
12:00 PM	7	36	16	0	8	56	19	0	8	22	13	0	4	10	18	0	217	920
12:15 PM	8	34	13	0	7	51	13	0	1	34	14	0	3	26	6	0	210	901
12:30 PM	5	31	9	0	9	46	12	0	10	36	17	0	3	20	9	2	209	873
12:45 PM	8	27	11	0	6	46	17	0	13	18	13	0	17	23	4	0	203	839

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	164	64	0	44	212	92	0	48	100	52	0	28	64	36	0	948
Heavy Trucks	0	8	4		0	8	4		0	0	0		0	0	0		24
Buses																	
Pedestrians		32				0				8				8			48
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

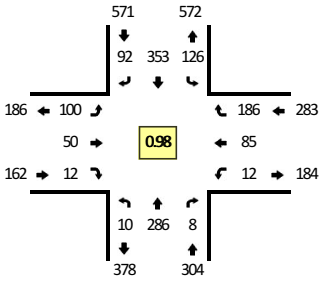
Type of peak hour being reported: Intersection Peak

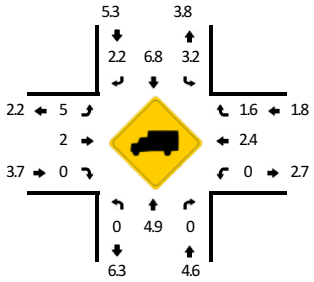
Method for determining peak hour: Total Entering Volume

LOCATION: N Llano St -- E Travis St
CITY/STATE: Fredericksburg, TX

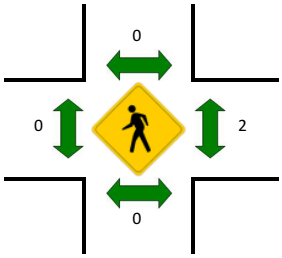
QC JOB #: 15103705
DATE: Thu, Nov 14 2019

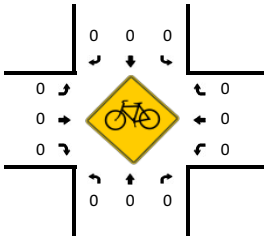
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

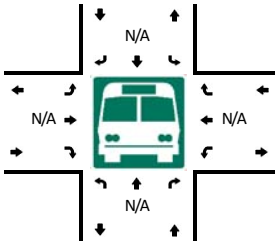


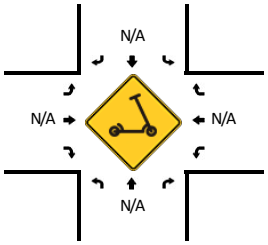


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	N Llano St (Northbound)				N Llano St (Southbound)				E Travis St (Eastbound)				E Travis St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	77	3	0	33	92	14	0	34	18	3	0	2	18	41	0	337	
4:15 PM	1	69	1	0	33	88	17	0	33	9	6	0	0	17	55	0	329	
4:30 PM	1	87	1	1	30	73	18	0	20	14	1	0	3	19	49	0	317	
4:45 PM	3	72	4	0	30	87	24	0	26	10	7	0	2	22	42	0	329	1312
5:00 PM	2	61	1	0	33	100	27	0	22	12	2	0	3	29	45	0	337	1312
5:15 PM	3	66	2	0	33	93	23	0	32	14	2	0	4	15	50	0	337	1320
5:30 PM	0	80	0	0	32	63	14	0	31	9	3	0	2	16	29	0	279	1282
5:45 PM	2	81	0	0	33	61	15	0	24	5	2	0	2	24	39	0	288	1241

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	244	4	0	132	400	108	0	88	48	8	0	12	116	180	0	1348
Heavy Trucks	0	0	0		0	24	0		8	4	0		0	0	4		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

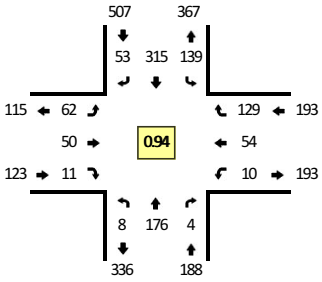
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

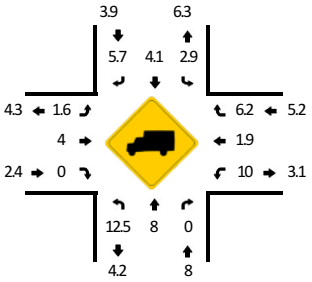
LOCATION: N Llano St -- E Travis St
CITY/STATE: Fredericksburg, TX

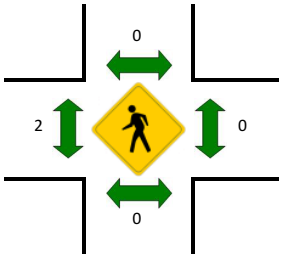
QC JOB #: 15103742
DATE: Sat, Nov 16 2019

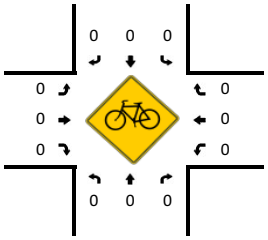
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:15 AM -- 11:30 AM

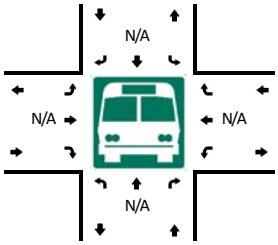


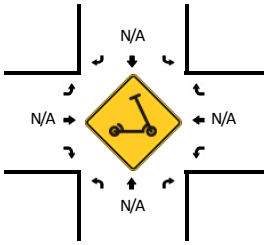
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	N Llano St (Northbound)				N Llano St (Southbound)				E Travis St (Eastbound)				E Travis St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	37	0	0	31	100	11	0	17	13	1	0	4	13	34	0	263	
11:15 AM	0	45	4	0	44	66	17	0	15	22	4	0	3	19	30	0	269	
11:30 AM	4	48	0	0	26	78	15	0	9	7	3	0	1	11	25	0	227	
11:45 AM	2	46	0	0	38	71	10	0	21	8	3	0	2	11	40	0	252	1011
12:00 PM	2	50	3	0	28	76	17	0	23	10	0	0	2	13	33	0	257	1005
12:15 PM	1	37	1	0	33	68	14	0	14	13	1	0	3	9	37	0	231	967
12:30 PM	0	37	5	0	33	65	10	0	16	12	0	0	3	15	33	0	229	969
12:45 PM	2	37	1	0	23	58	9	0	24	19	3	0	4	17	40	0	237	954

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	180	16	0	176	264	68	0	60	88	16	0	12	76	120	0	1076
Heavy Trucks	0	8	0		8	16	4		0	0	0		4	0	12		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

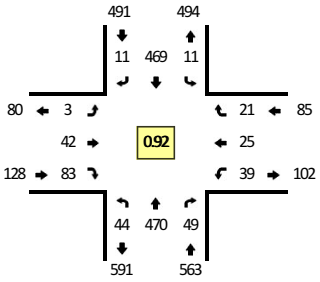
Type of peak hour being reported: Intersection Peak

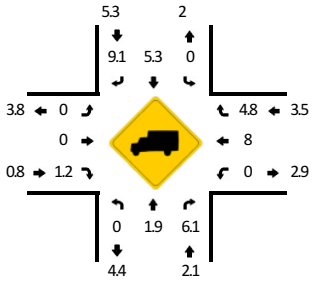
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- San Antonio St
CITY/STATE: Fredericksburg, TX

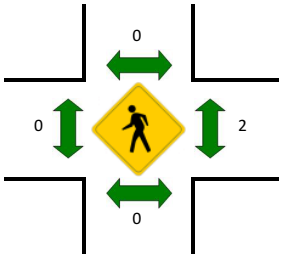
QC JOB #: 15103719
DATE: Thu, Nov 14 2019

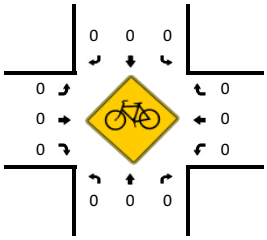
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

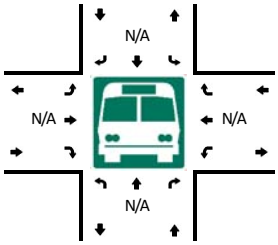


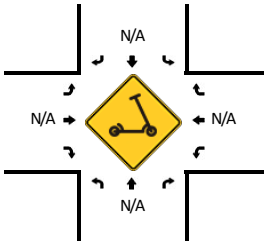


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				San Antonio St (Eastbound)				San Antonio St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	14	139	22	0	2	114	2	0	4	12	24	0	7	5	4	0	349	
4:15 PM	13	117	16	0	8	87	2	0	1	7	15	0	8	6	9	0	289	
4:30 PM	8	130	16	0	2	97	3	0	1	8	22	0	15	10	7	0	319	
4:45 PM	9	106	10	0	5	103	1	0	2	11	11	0	10	3	2	0	273	1230
5:00 PM	13	119	9	0	1	136	3	0	0	15	30	0	5	6	6	0	343	1224
5:15 PM	14	115	14	0	3	133	4	0	0	8	20	0	9	6	6	0	332	1267
5:30 PM	7	112	10	0	3	91	3	0	1	8	13	0	14	10	3	0	275	1223
5:45 PM	13	119	11	0	1	90	2	0	2	12	9	0	7	6	3	0	275	1225

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	476	36	0	4	544	12	0	0	60	120	0	20	24	24	0	1372
Heavy Trucks	0	8	4		0	12	4		0	0	4		0	4	0		36
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

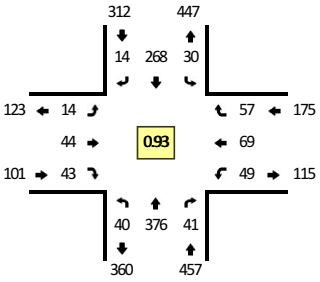
Type of peak hour being reported: Intersection Peak

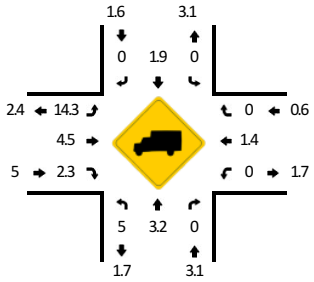
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- San Antonio St
CITY/STATE: Fredericksburg, TX

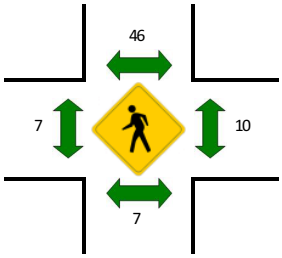
QC JOB #: 15103739
DATE: Sat, Nov 16 2019

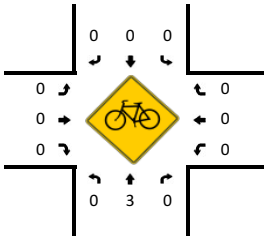
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

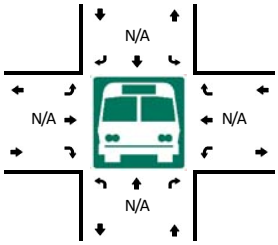


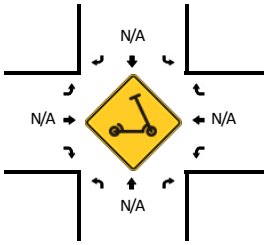


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				San Antonio St (Eastbound)				San Antonio St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	3	97	11	0	7	73	3	0	2	7	14	0	5	9	10	0	241	
11:15 AM	8	102	9	0	4	90	5	0	2	12	9	0	7	5	14	0	267	
11:30 AM	5	88	9	0	7	86	2	2	4	13	7	0	5	4	9	1	242	
11:45 AM	5	94	13	0	7	72	4	0	4	8	11	0	12	8	8	0	246	996
12:00 PM	6	97	7	0	5	68	8	0	4	9	14	0	17	13	7	0	255	1010
12:15 PM	14	87	8	0	13	77	2	0	2	7	11	0	10	12	13	0	256	999
12:30 PM	6	90	11	0	8	54	2	0	1	18	11	0	11	21	21	0	254	1011
12:45 PM	14	102	15	0	4	69	2	0	7	10	7	0	11	23	16	0	280	1045

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	56	408	60	0	16	276	8	0	28	40	28	0	44	92	64	0	1120
Heavy Trucks	0	20	0		0	0	0		4	0	0		0	4	0		28
Buses																	
Pedestrians		0				12				0				16			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

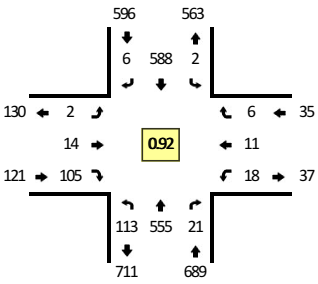
Type of peak hour being reported: Intersection Peak

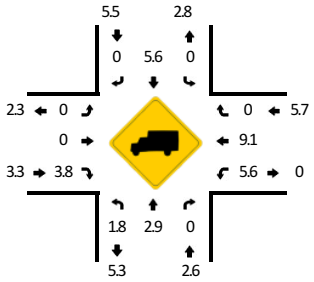
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- Creek St
CITY/STATE: Fredericksburg, TX

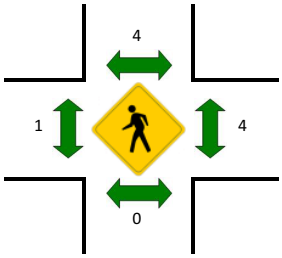
QC JOB #: 15103718
DATE: Thu, Nov 14 2019

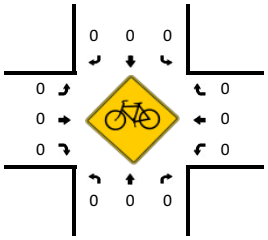
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

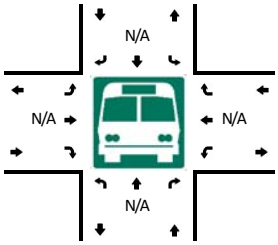


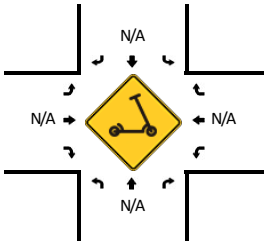


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Creek St (Eastbound)				Creek St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	24	175	4	0	1	146	1	0	2	4	27	0	6	0	1	0	391	
4:15 PM	33	140	3	0	0	113	0	0	0	2	20	0	5	0	0	0	316	
4:30 PM	35	155	6	0	0	134	0	0	0	3	18	0	3	2	1	0	357	
4:45 PM	19	124	8	0	0	127	1	0	0	3	20	0	4	6	0	0	312	1376
5:00 PM	25	142	4	0	2	167	3	0	1	4	30	0	7	2	3	0	390	1375
5:15 PM	34	134	3	0	0	160	2	0	1	4	37	0	4	1	2	0	382	1441
5:30 PM	26	129	5	0	0	119	3	0	0	3	24	0	3	2	0	0	314	1398
5:45 PM	24	145	2	0	0	104	1	0	0	0	16	0	2	0	0	0	294	1380

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	100	568	16	0	8	668	12	0	4	16	120	0	28	8	12	0	1560
Heavy Trucks	0	16	0		0	20	0		0	0	4		0	0	0		40
Buses																	
Pedestrians		0				8				0				8			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

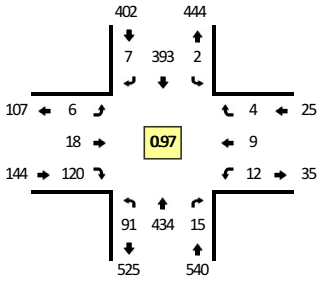
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

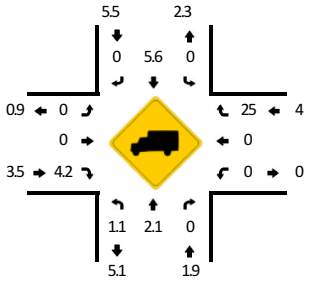
LOCATION: SH 16 -- Creek St
CITY/STATE: Fredericksburg, TX

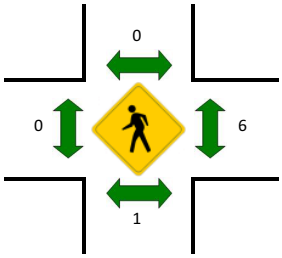
QC JOB #: 15103738
DATE: Sat, Nov 16 2019

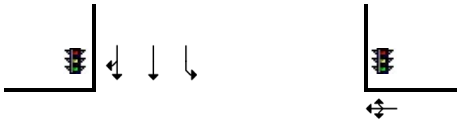
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 11:15 AM -- 11:30 AM

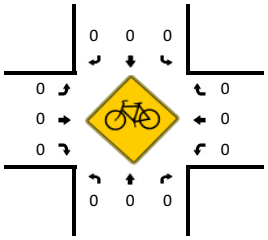


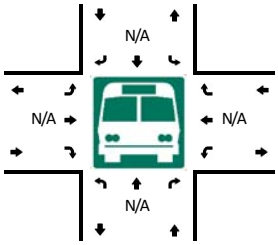
Quality Counts
DATA THAT DRIVES COMMUNITIES

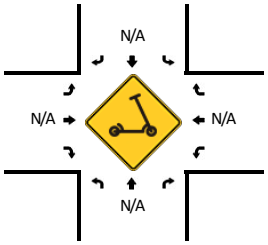












15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Creek St (Eastbound)				Creek St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	25	108	4	0	1	94	0	0	1	1	24	0	0	0	0	0	258	
11:15 AM	24	116	4	0	2	104	0	0	0	4	25	0	2	2	2	0	285	
11:30 AM	23	101	3	0	0	97	2	0	1	5	30	0	2	1	1	0	266	
11:45 AM	24	110	5	0	0	94	1	0	1	6	29	0	3	3	0	0	276	1085
12:00 PM	20	107	3	0	0	98	4	0	4	3	36	0	5	3	1	0	284	1111
12:15 PM	17	112	6	0	1	94	4	0	1	0	23	0	4	0	3	0	265	1091
12:30 PM	25	107	3	0	1	72	2	0	0	1	27	0	2	0	2	0	242	1067
12:45 PM	28	132	5	0	1	83	3	0	1	6	26	0	5	3	0	0	293	1084

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	96	464	16	0	8	416	0	0	0	16	100	0	8	8	8	0	1140
Heavy Trucks	4	8	0		0	20	0		0	0	4		0	0	0		36
Buses																	
Pedestrians		0				0				0				12			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

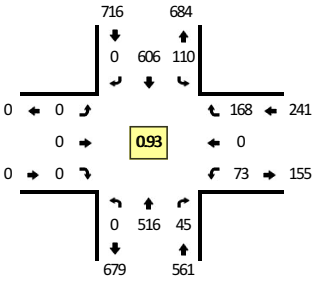
Report generated on 11/26/2019 9:09 AM

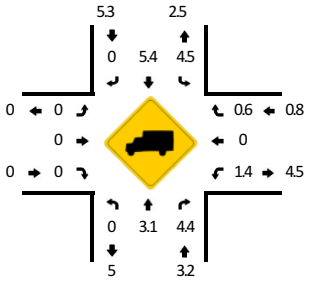
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

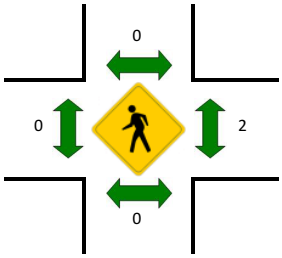
LOCATION: SH 16 -- E Ufer St | **QC JOB #:** 15103714
CITY/STATE: Fredericksburg, TX | **DATE:** Thu, Nov 14 2019

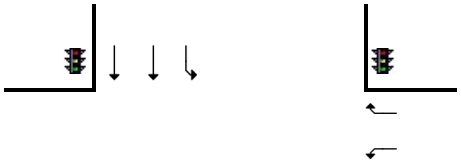
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

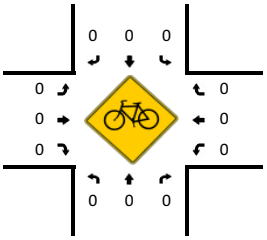


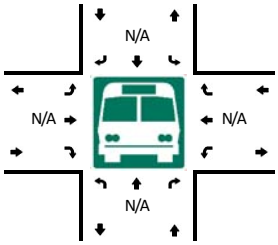


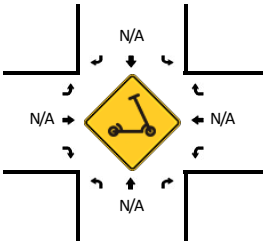
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				E Ufer St (Eastbound)				E Ufer St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	165	8	0	34	149	0	0	0	0	0	0	12	0	38	0	406	
4:15 PM	0	145	18	0	29	113	0	0	0	0	0	0	17	0	33	0	355	
4:30 PM	0	139	9	0	22	129	0	0	0	0	0	0	19	0	52	0	370	
4:45 PM	0	117	8	0	24	129	0	0	0	0	0	0	17	0	35	0	330	1461
5:00 PM	0	136	15	0	34	171	0	0	0	0	0	0	19	0	35	0	410	1465
5:15 PM	0	124	13	0	30	177	0	0	0	0	0	0	18	0	46	0	408	1518
5:30 PM	0	131	9	0	22	124	0	0	0	0	0	0	17	0	34	0	337	1485
5:45 PM	0	118	7	0	22	96	0	0	0	0	0	0	18	0	51	0	312	1467

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	544	60	0	136	684	0	0	0	0	0	0	76	0	140	0	1640
Heavy Trucks	0	16	0		8	20	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

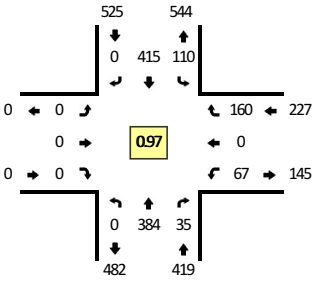
Comments:

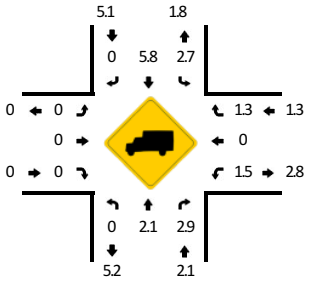
Report generated on 11/26/2019 9:08 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

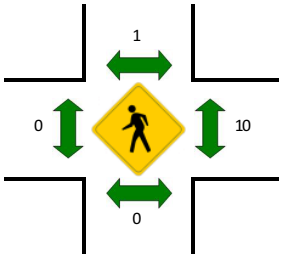
LOCATION: SH 16 -- E Ufer St | **QC JOB #:** 15103737
CITY/STATE: Fredericksburg, TX | **DATE:** Sat, Nov 16 2019

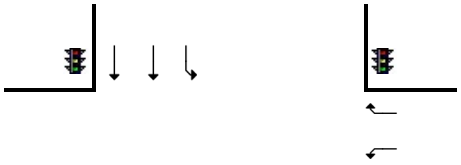
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

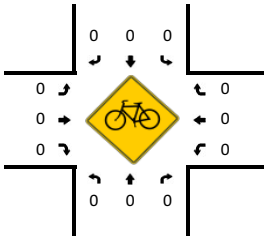


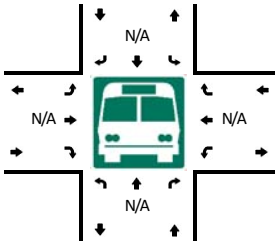


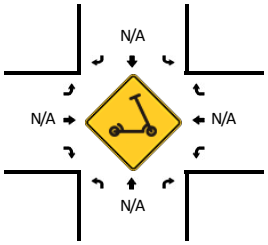
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				E Ufer St (Eastbound)				E Ufer St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	105	9	0	29	89	0	0	0	0	0	0	13	0	32	0	277	
11:15 AM	0	105	8	0	20	108	0	0	0	0	0	0	18	0	42	0	301	
11:30 AM	0	85	12	0	33	101	0	0	0	0	0	0	10	0	40	0	281	
11:45 AM	0	104	7	0	26	95	0	0	0	0	0	0	19	0	36	0	287	1146
12:00 PM	0	90	8	0	31	111	0	0	0	0	0	0	20	0	42	0	302	1171
12:15 PM	0	87	16	0	27	90	0	0	0	0	0	0	20	0	47	0	287	1157
12:30 PM	0	98	13	0	27	79	0	0	0	0	0	0	14	0	39	0	270	1146
12:45 PM	0	114	4	0	24	92	0	0	0	0	0	0	16	0	52	0	302	1161

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	360	32	0	124	444	0	0	0	0	0	0	80	0	168	0	1208
Heavy Trucks	0	8	0		0	36	0		0	0	0		0	0	4		48
Buses																	
Pedestrians		0				0				0				20			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

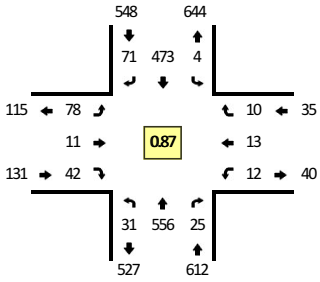
Type of peak hour being reported: Intersection Peak

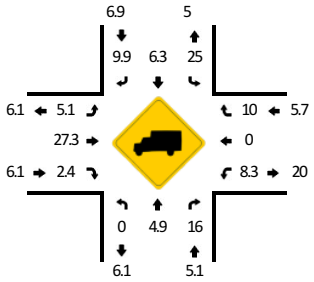
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- Live Oak St
CITY/STATE: Fredericksburg, TX

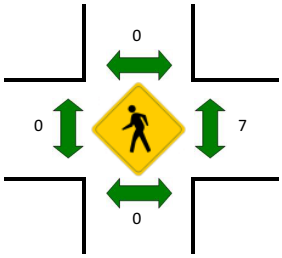
QC JOB #: 15103717
DATE: Thu, Nov 14 2019

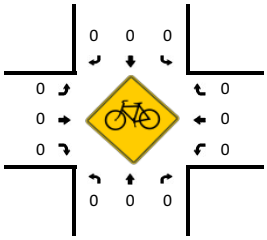
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

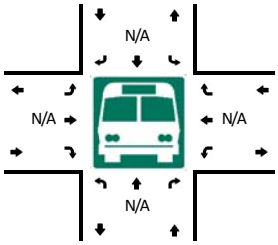


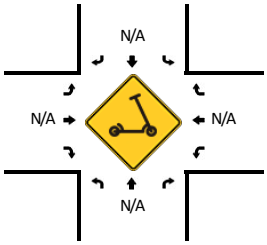


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Live Oak St (Eastbound)				Live Oak St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	11	168	9	0	1	128	24	0	19	1	12	0	1	4	1	0	379	
4:15 PM	6	142	6	0	2	118	11	0	24	4	9	0	6	0	4	0	332	
4:30 PM	7	133	3	0	1	106	24	0	19	5	6	0	3	6	3	0	316	
4:45 PM	7	113	7	0	0	121	12	0	16	1	15	0	2	3	2	0	299	1326
5:00 PM	5	136	4	0	0	139	21	0	18	3	13	0	2	1	6	0	348	1295
5:15 PM	4	133	2	0	1	162	12	0	19	5	13	0	6	2	3	0	362	1325
5:30 PM	11	114	4	0	0	105	8	0	21	6	10	0	5	1	2	0	287	1296
5:45 PM	6	106	4	0	0	92	15	0	10	1	9	0	3	3	1	0	250	1247

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	672	36	0	4	512	96	0	76	4	48	0	4	16	4	0	1516
Heavy Trucks	0	44	4		0	40	24		12	0	0		0	0	0		124
Buses																	
Pedestrians		0				0				0				24			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

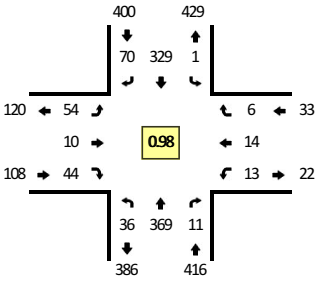
Report generated on 11/26/2019 9:08 AM

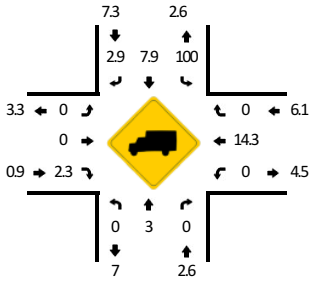
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

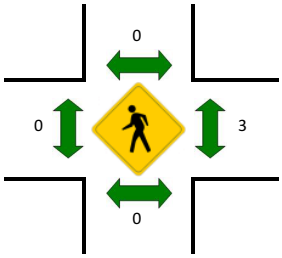
LOCATION: SH 16 -- Live Oak St | **QC JOB #:** 15103735
CITY/STATE: Fredericksburg, TX | **DATE:** Sat, Nov 16 2019

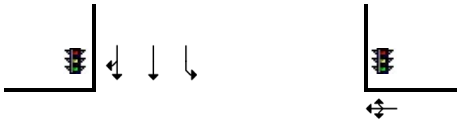
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

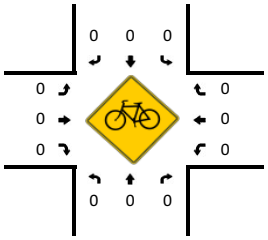


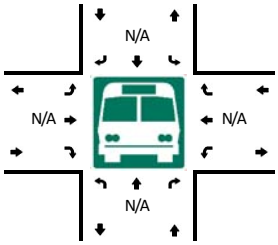


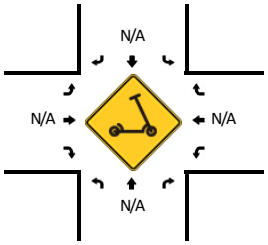
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Live Oak St (Eastbound)				Live Oak St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	8	108	5	0	0	64	13	0	16	4	9	0	3	2	0	0	232	
11:15 AM	5	94	3	0	0	90	21	0	9	5	8	0	3	2	3	0	243	
11:30 AM	10	94	3	0	0	77	13	0	16	2	13	0	2	4	0	0	234	
11:45 AM	14	91	4	0	0	76	16	0	16	1	11	0	3	3	1	0	236	945
12:00 PM	7	90	1	0	1	86	20	0	13	2	12	0	5	5	2	0	244	957
12:15 PM	4	93	3	0	0	79	14	0	11	4	5	0	2	3	2	0	220	934
12:30 PM	13	85	3	0	1	74	12	0	11	3	5	0	2	1	1	0	211	911
12:45 PM	7	117	5	0	0	87	6	0	11	3	6	0	3	2	4	0	251	926

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	360	4	0	4	344	80	0	52	8	48	0	20	20	8	0	976
Heavy Trucks	0	4	0		4	24	4		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

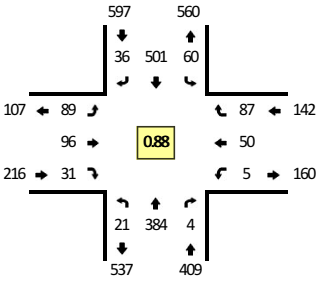
Type of peak hour being reported: Intersection Peak

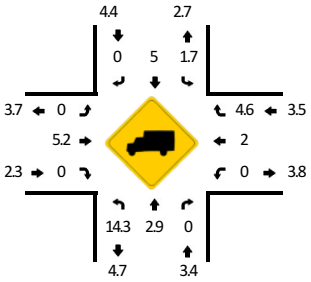
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- Windcrest St
CITY/STATE: Fredericksburg, TX

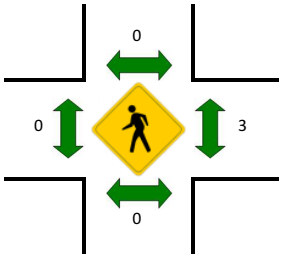
QC JOB #: 15103716
DATE: Thu, Nov 14 2019

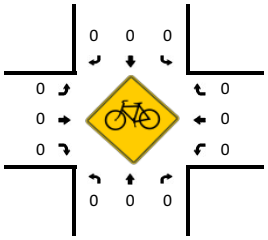
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

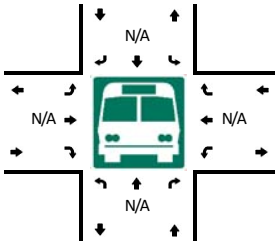


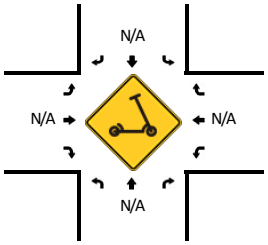


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Windcrest St (Eastbound)				Windcrest St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	136	3	0	21	106	9	0	18	17	15	0	0	21	47	0	400	
4:15 PM	11	89	0	0	25	106	14	0	19	13	5	0	0	18	37	0	337	
4:30 PM	5	110	1	0	15	94	5	0	18	13	4	0	2	13	16	0	296	
4:45 PM	4	78	0	0	14	120	5	0	20	24	9	0	0	12	19	0	305	1338
5:00 PM	8	92	1	0	12	129	9	0	32	37	11	0	1	15	28	0	375	1313
5:15 PM	4	104	2	0	19	158	17	0	19	22	7	0	2	10	24	0	388	1364
5:30 PM	7	96	0	0	10	97	3	0	13	20	4	0	0	7	14	0	271	1339
5:45 PM	4	86	0	0	3	93	2	0	9	12	4	0	0	5	13	0	231	1265

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	416	8	0	76	632	68	0	76	88	28	0	8	40	96	0	1552
Heavy Trucks	0	12	0		0	36	0		0	4	0		0	0	4		56
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

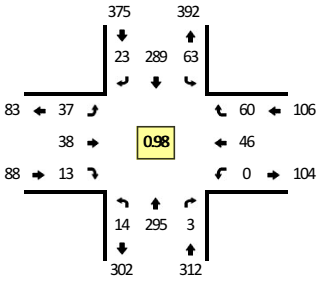
Report generated on 11/26/2019 9:08 AM

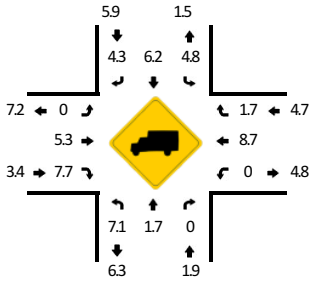
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

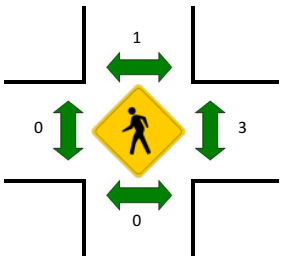
LOCATION: SH 16 -- Windcrest St | **QC JOB #:** 15103734
CITY/STATE: Fredericksburg, TX | **DATE:** Sat, Nov 16 2019

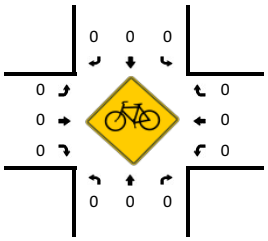
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

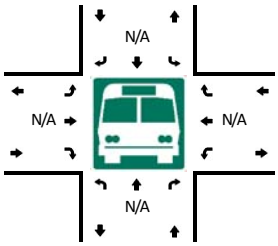


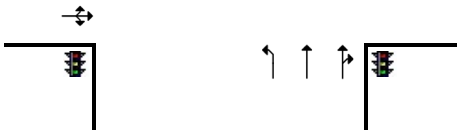


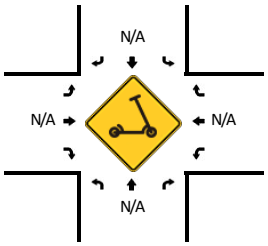
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Windcrest St (Eastbound)				Windcrest St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	88	1	0	13	57	2	0	7	8	3	0	0	12	19	0	212	
11:15 AM	1	68	0	0	18	77	4	0	15	6	4	0	0	12	17	0	222	
11:30 AM	5	78	0	0	9	67	8	0	6	11	4	0	0	10	18	0	216	
11:45 AM	3	72	2	0	18	65	6	0	9	9	2	0	0	11	21	0	218	868
12:00 PM	5	77	1	0	18	80	5	0	7	12	3	0	0	13	4	0	225	881
12:15 PM	1	80	1	0	15	63	5	0	7	8	3	0	1	12	11	0	207	866
12:30 PM	1	78	0	0	10	75	7	0	4	6	2	0	0	7	13	0	203	853
12:45 PM	3	91	0	0	12	69	11	0	5	9	3	0	0	5	23	0	231	866

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	308	4	0	72	320	20	0	28	48	12	0	0	52	16	0	900
Heavy Trucks	4	0	0		4	20	0		0	0	4		0	4	0		36
Buses																	
Pedestrians		0				4				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

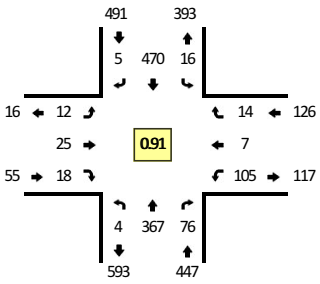
Comments:

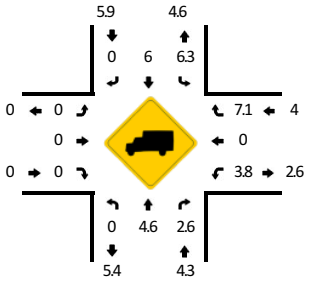
Report generated on 11/26/2019 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

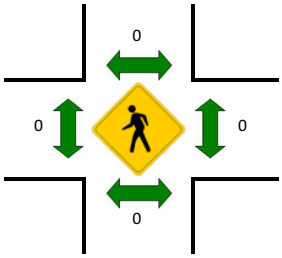
LOCATION: SH 16 -- E Hwy St | **QC JOB #:** 15103715
CITY/STATE: Fredericksburg, TX | **DATE:** Thu, Nov 14 2019

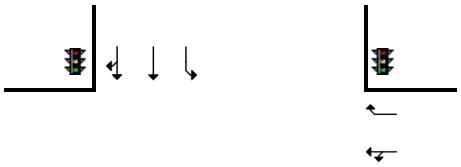
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

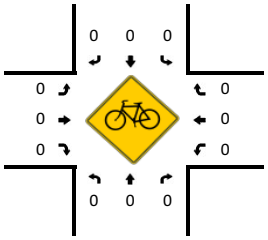


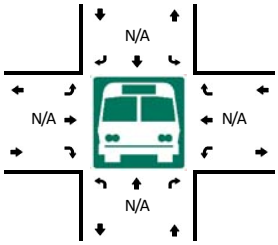


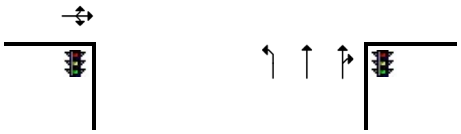
Quality Counts
DATA THAT DRIVES COMMUNITIES

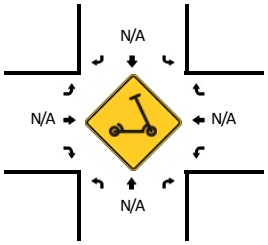












15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				E Hwy St (Eastbound)				E Hwy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	129	35	0	30	88	1	0	1	3	2	0	20	2	4	0	318	
4:15 PM	0	88	18	0	9	95	2	0	2	4	0	0	19	6	4	0	247	
4:30 PM	1	108	21	0	3	87	3	0	4	9	3	0	21	2	3	0	265	
4:45 PM	1	80	20	0	2	110	0	0	1	5	5	0	13	3	3	0	243	1073
5:00 PM	1	85	22	0	7	124	0	0	4	8	7	0	39	1	6	0	304	1059
5:15 PM	1	94	13	0	4	149	2	0	3	3	3	0	32	1	2	0	307	1119
5:30 PM	1	93	23	0	3	98	3	0	1	3	6	0	17	1	2	0	251	1105
5:45 PM	0	87	16	0	5	90	0	0	0	2	3	0	22	2	4	0	231	1093

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	376	52	0	16	596	8	0	12	12	12	0	128	4	8	0	1228
Heavy Trucks	0	20	0		0	40	0		0	0	0		4	0	0		64
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

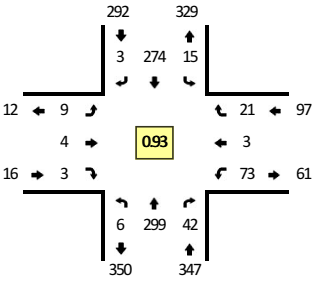
Type of peak hour being reported: Intersection Peak

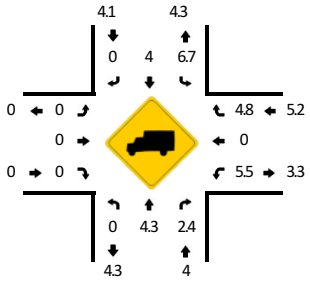
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- E Hwy St
CITY/STATE: Fredericksburg, TX

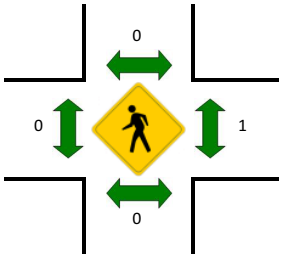
QC JOB #: 15103733
DATE: Sat, Nov 16 2019

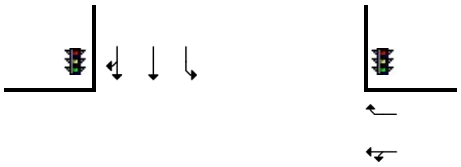
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

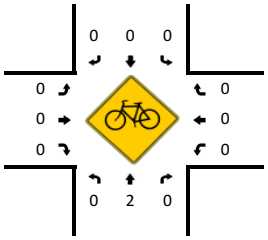


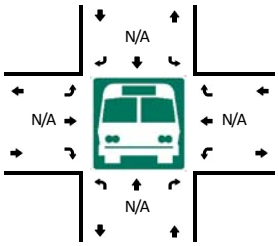


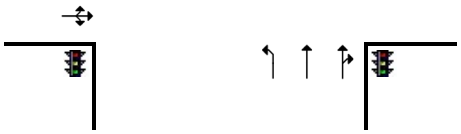
Quality Counts
DATA THAT DRIVES COMMUNITIES

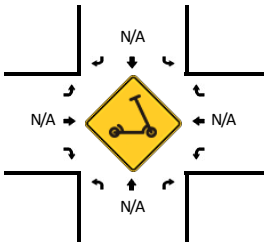












15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				E Hwy St (Eastbound)				E Hwy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	1	79	13	0	2	53	0	0	3	0	1	0	12	0	3	0	167	
11:15 AM	0	57	4	0	2	70	1	0	2	1	1	0	17	0	3	0	158	
11:30 AM	0	75	14	0	4	56	3	0	2	1	4	0	15	2	4	0	180	
11:45 AM	3	71	17	0	2	58	3	0	1	1	1	0	18	0	3	0	178	683
12:00 PM	4	62	11	0	3	75	1	0	3	0	1	0	17	1	8	0	186	702
12:15 PM	1	70	11	0	5	61	1	0	3	1	1	0	20	0	6	0	180	724
12:30 PM	0	74	12	0	5	70	0	0	2	1	1	0	14	0	5	0	184	728
12:45 PM	1	93	8	0	2	68	1	0	1	2	0	0	22	2	2	0	202	752

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	372	32	0	8	272	4	0	4	8	0	0	88	8	8	0	808
Heavy Trucks	0	8	0		0	4	0		0	0	0		8	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

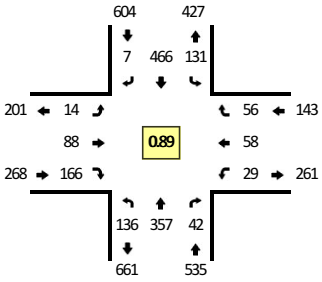
Type of peak hour being reported: Intersection Peak

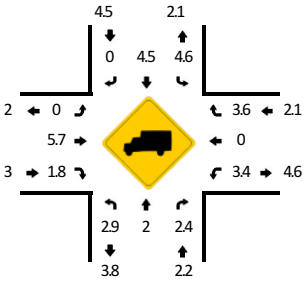
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- S Milam St
CITY/STATE: Fredericksburg, TX

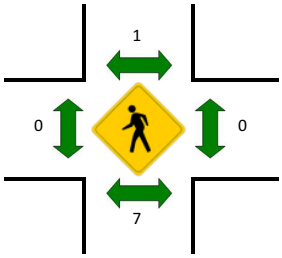
QC JOB #: 15103703
DATE: Thu, Nov 14 2019

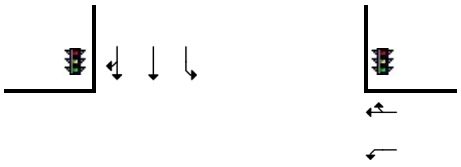
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

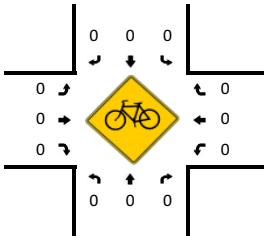


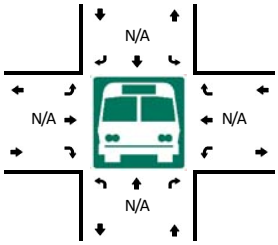


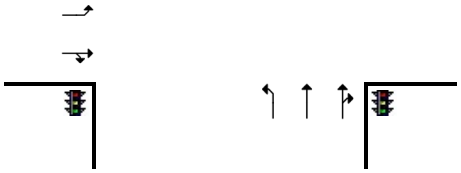
Quality Counts
DATA THAT DRIVES COMMUNITIES

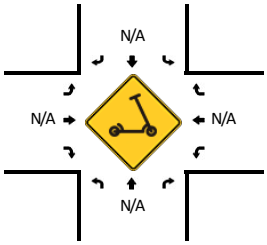












15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				S Milam St (Eastbound)				S Milam St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	33	85	3	0	26	90	1	0	4	15	37	0	15	38	68	0	415	
4:15 PM	18	78	4	0	9	93	3	0	1	6	32	0	12	18	23	0	297	
4:30 PM	33	112	8	0	14	107	1	0	7	17	31	0	11	19	10	0	370	
4:45 PM	32	82	12	0	22	108	1	0	3	13	35	0	8	15	15	0	346	1428
5:00 PM	33	81	8	0	31	129	1	0	7	25	41	0	9	16	13	0	394	1407
5:15 PM	32	96	9	0	55	133	3	0	2	31	39	0	7	13	16	0	436	1546
5:30 PM	39	98	13	0	23	96	2	0	2	19	51	0	5	14	12	0	374	1550
5:45 PM	14	88	3	0	12	102	1	0	2	17	34	0	8	9	16	0	306	1510

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	128	384	36	0	220	532	12	0	8	124	156	0	28	52	64	0	1744
Heavy Trucks	0	12	0		8	28	0		0	4	4		4	0	4		64
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

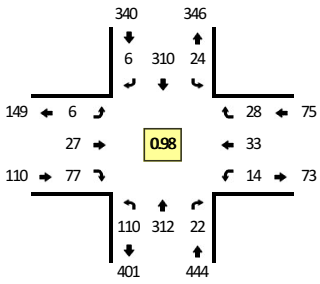
Type of peak hour being reported: Intersection Peak

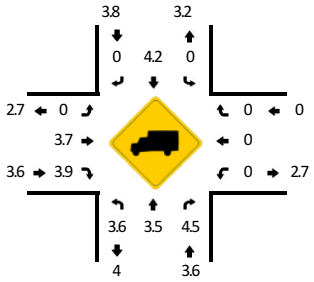
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- S Milam St
CITY/STATE: Fredericksburg, TX

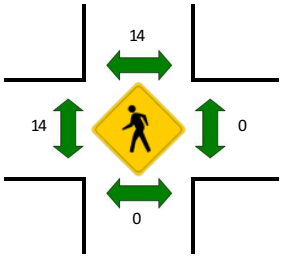
QC JOB #: 15103736
DATE: Sat, Nov 16 2019

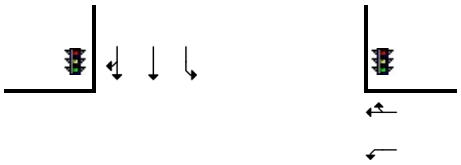
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

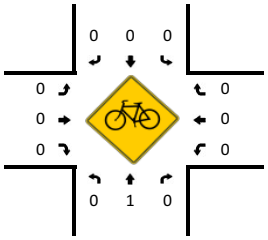


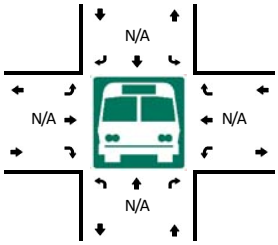


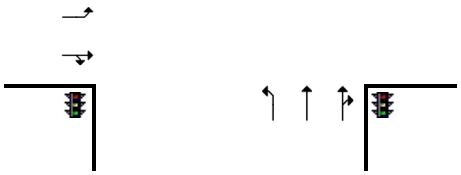
Quality Counts
DATA THAT DRIVES COMMUNITIES

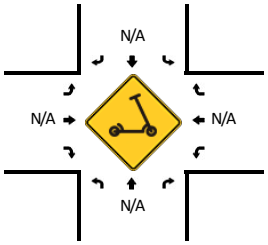












15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				S Milam St (Eastbound)				S Milam St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	10	79	1	0	5	65	1	0	0	7	25	0	3	7	9	0	212	
11:15 AM	22	57	1	0	6	85	1	0	3	5	22	0	6	1	6	0	215	
11:30 AM	23	75	5	0	4	62	4	0	1	5	28	0	2	14	8	0	231	
11:45 AM	16	85	3	0	7	69	2	0	2	5	20	0	1	12	1	0	223	881
12:00 PM	28	68	4	0	10	81	0	0	1	9	20	0	6	13	8	0	248	917
12:15 PM	27	75	10	0	2	80	2	0	3	6	23	0	3	6	6	0	243	945
12:30 PM	33	77	5	0	7	72	1	0	2	4	17	0	3	7	4	0	232	946
12:45 PM	22	92	3	0	5	77	3	0	0	8	17	0	2	7	10	0	246	969

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	272	16	0	40	324	0	0	4	36	80	0	24	52	32	0	992
Heavy Trucks	0	4	0		0	16	0		0	4	4		0	0	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

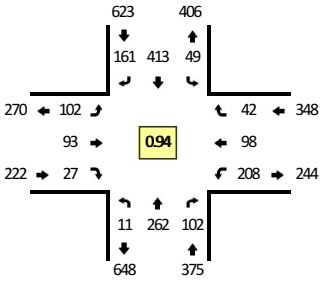
Type of peak hour being reported: Intersection Peak

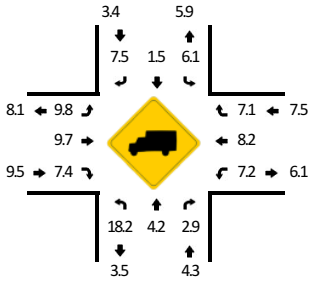
Method for determining peak hour: Total Entering Volume

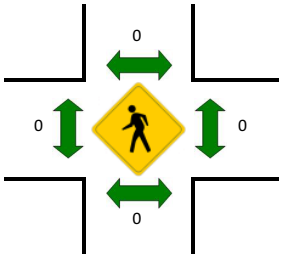
LOCATION: SH 16 -- Friendship Ln/FM 2093
CITY/STATE: Fredericksburg, TX

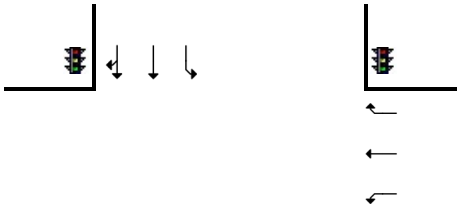
QC JOB #: 15103713
DATE: Thu, Nov 14 2019

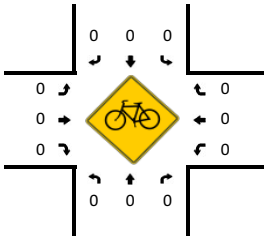
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

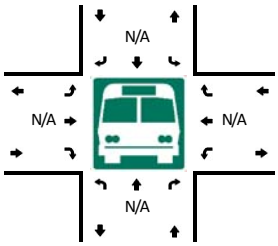


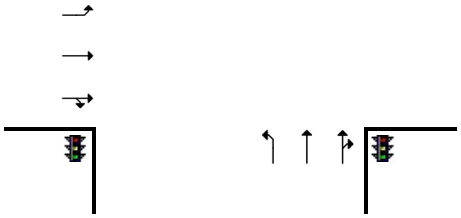


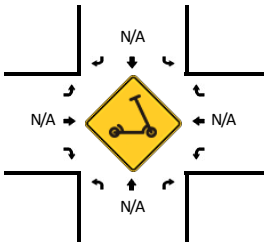












15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Friendship Ln/FM 2093 (Eastbound)				Friendship Ln/FM 2093 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	62	26	0	11	94	21	0	20	12	6	0	47	27	15	0	343	
4:15 PM	1	44	39	0	11	73	29	0	19	19	3	0	49	21	10	0	318	
4:30 PM	4	79	37	0	7	81	27	0	25	24	4	0	46	27	17	0	378	
4:45 PM	1	55	23	0	4	105	29	0	17	18	5	0	47	23	14	0	341	1380
5:00 PM	2	58	26	0	24	108	43	0	29	31	6	0	55	27	9	0	418	1455
5:15 PM	1	71	26	0	8	99	48	0	27	24	13	0	63	23	7	0	410	1547
5:30 PM	7	78	27	0	13	101	41	0	29	20	3	0	43	25	12	0	399	1568
5:45 PM	2	55	29	0	8	93	31	0	30	15	5	0	37	20	8	0	333	1560

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	232	104	0	96	432	172	0	116	124	24	0	220	108	36	0	1672
Heavy Trucks	0	12	4		8	4	20		20	16	4		16	8	4		116
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

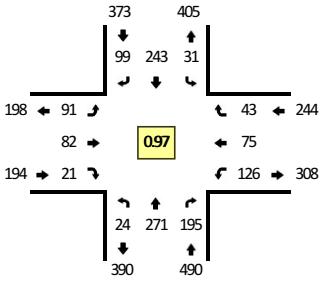
Type of peak hour being reported: Intersection Peak

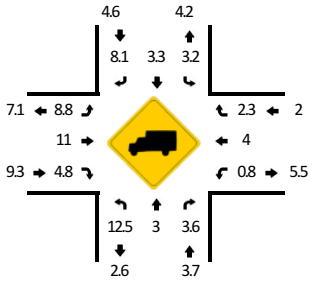
Method for determining peak hour: Total Entering Volume

LOCATION: SH 16 -- Friendship Ln/FM 2093
CITY/STATE: Fredericksburg, TX

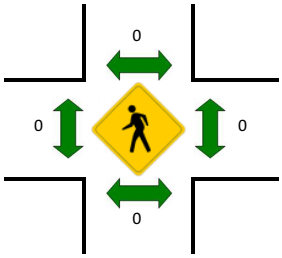
QC JOB #: 15103731
DATE: Sat, Nov 16 2019

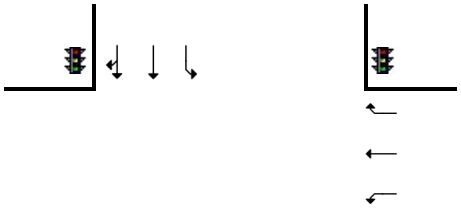
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

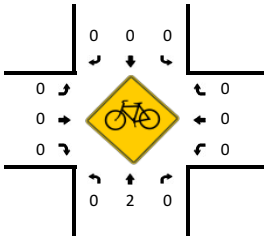


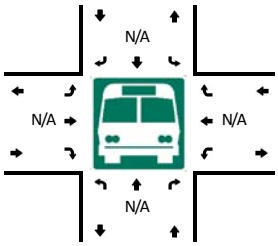


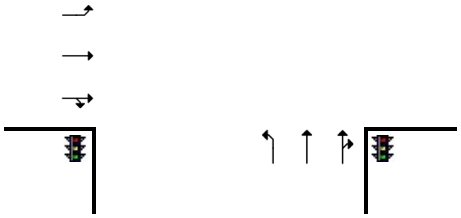
Quality Counts
DATA THAT DRIVES COMMUNITIES

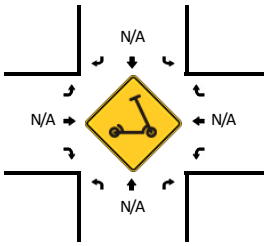












15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Friendship Ln/FM 2093 (Eastbound)				Friendship Ln/FM 2093 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	52	50	0	5	64	15	0	19	15	4	0	43	20	3	0	292	
11:15 AM	6	62	47	0	6	64	19	0	23	17	4	0	37	12	5	0	302	
11:30 AM	2	61	60	0	7	53	21	0	17	21	4	0	36	16	14	0	312	
11:45 AM	3	60	33	0	5	62	9	0	17	15	3	0	35	19	6	0	267	1173
12:00 PM	7	67	48	0	3	64	18	0	17	22	5	0	28	21	14	0	314	1195
12:15 PM	7	59	44	0	8	61	39	0	27	21	7	0	31	13	13	0	330	1223
12:30 PM	5	71	51	0	7	52	22	0	27	22	3	0	36	18	7	0	321	1232
12:45 PM	5	74	52	0	13	66	20	0	20	17	6	0	31	23	9	0	336	1301

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	296	208	0	52	264	80	0	80	68	24	0	124	92	36	0	1344
Heavy Trucks	4	8	12		4	12	0		0	8	0		0	0	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

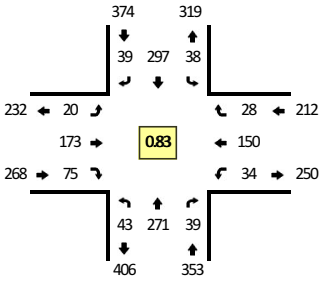
Type of peak hour being reported: Intersection Peak

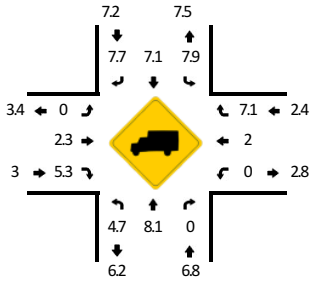
Method for determining peak hour: Total Entering Volume

LOCATION: S Washington St -- E Hwy St
CITY/STATE: Fredericksburg, TX

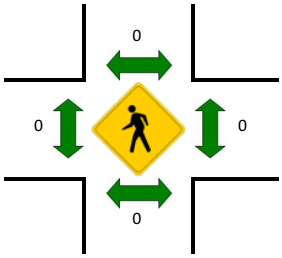
QC JOB #: 15103722
DATE: Thu, Nov 14 2019

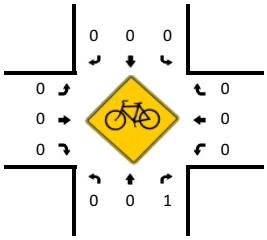
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

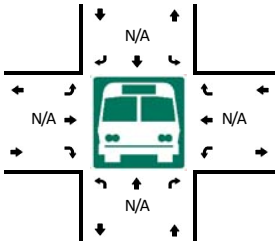


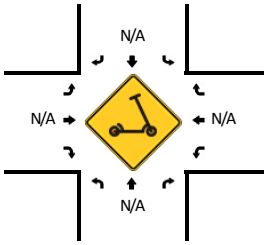


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	S Washington St (Northbound)				S Washington St (Southbound)				E Hwy St (Eastbound)				E Hwy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	81	17	0	7	87	7	0	13	71	19	0	8	32	3	0	354	
4:15 PM	12	73	12	0	6	90	4	0	6	45	8	0	5	25	5	0	291	
4:30 PM	7	60	7	0	10	76	11	0	5	35	15	0	8	29	7	0	270	
4:45 PM	10	76	11	0	8	46	7	0	2	42	19	0	7	37	7	0	272	1187
5:00 PM	18	67	11	0	12	88	8	0	7	60	28	0	8	46	9	0	362	1195
5:15 PM	8	68	10	0	8	87	13	0	6	36	13	0	11	38	5	0	303	1207
5:30 PM	12	50	12	0	2	71	5	0	6	31	15	0	5	20	1	0	230	1167
5:45 PM	9	50	9	0	6	66	5	0	3	30	7	0	5	31	2	0	223	1118

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	268	44	0	48	352	32	0	28	240	112	0	32	184	36	0	1448
Heavy Trucks	0	20	0		4	24	12		0	4	4		0	4	4		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

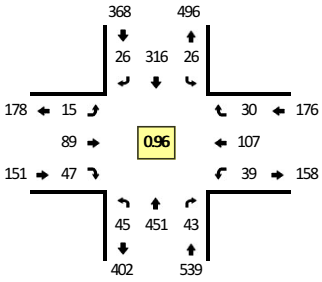
Type of peak hour being reported: Intersection Peak

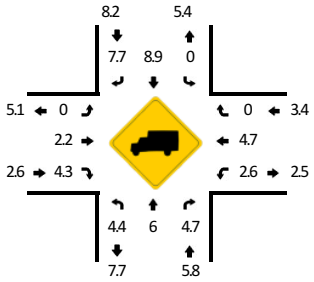
Method for determining peak hour: Total Entering Volume

LOCATION: S Washington St -- E Hwy St
CITY/STATE: Fredericksburg, TX

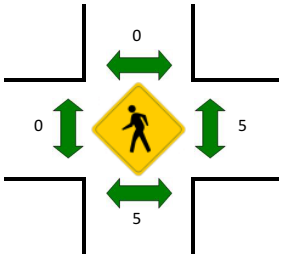
QC JOB #: 15103749
DATE: Sat, Nov 16 2019

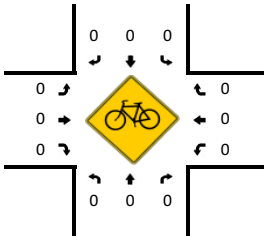
Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 11:45 AM -- 12:00 PM

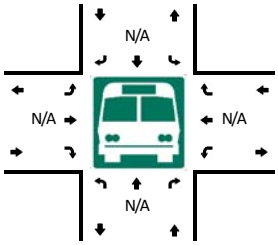


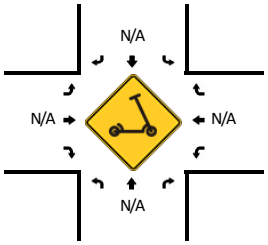


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	S Washington St (Northbound)				S Washington St (Southbound)				E Hwy St (Eastbound)				E Hwy St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	17	101	8	0	7	56	7	0	8	17	7	0	8	18	4	0	258	
11:15 AM	8	93	7	0	2	78	6	0	7	25	5	0	7	20	9	0	267	
11:30 AM	13	111	10	0	10	73	8	0	4	18	11	0	11	29	9	0	307	
11:45 AM	15	120	11	0	7	80	4	0	1	29	12	0	9	21	11	0	320	1152
12:00 PM	10	102	11	0	6	92	8	0	3	23	12	0	11	24	6	0	308	1202
12:15 PM	7	118	11	0	3	71	6	0	7	19	12	0	8	33	4	0	299	1234
12:30 PM	13	93	10	0	5	75	5	0	5	19	10	0	4	19	8	0	266	1193
12:45 PM	11	100	5	0	6	64	4	0	2	21	9	0	9	36	5	0	272	1145

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	480	44	0	28	320	16	0	4	116	48	0	36	84	44	0	1280
Heavy Trucks	4	20	0		0	28	4		0	4	0		0	4	0		64
Buses																	
Pedestrians		20				0				0				20			40
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

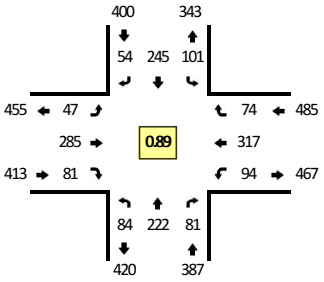
Type of peak hour being reported: Intersection Peak

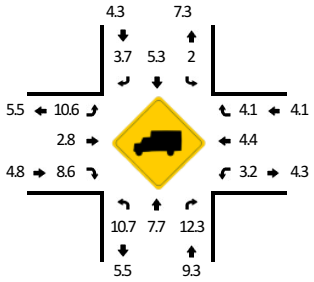
Method for determining peak hour: Total Entering Volume

LOCATION: S Washington St -- Friendship Ln
CITY/STATE: Fredericksburg, TX

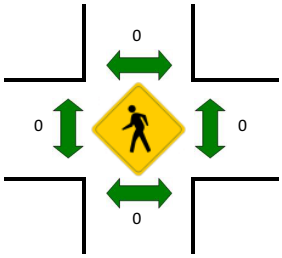
QC JOB #: 15103721
DATE: Thu, Nov 14 2019

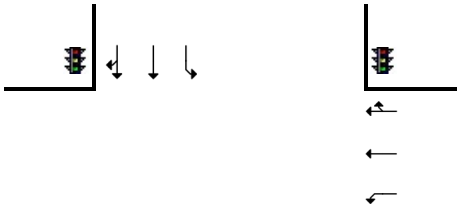
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

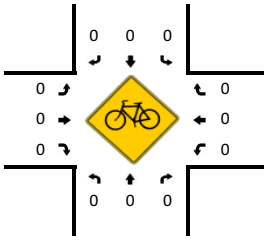


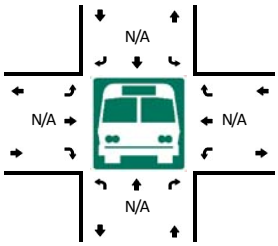


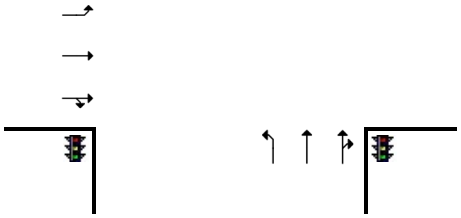
Quality Counts
DATA THAT DRIVES COMMUNITIES

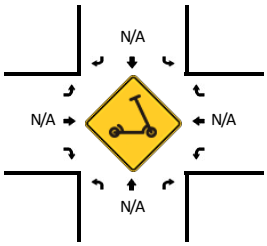












15-Min Count Period Beginning At	S Washington St (Northbound)				S Washington St (Southbound)				Friendship Ln (Eastbound)				Friendship Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	18	47	10	0	28	68	9	0	37	89	31	0	14	52	20	0	423	
4:15 PM	18	59	21	0	23	72	13	0	12	68	23	0	27	80	20	0	436	
4:30 PM	17	46	25	0	23	58	17	0	10	70	18	0	30	78	19	0	411	
4:45 PM	21	59	11	0	23	41	4	0	9	61	19	0	23	75	19	0	365	1635
5:00 PM	28	58	24	0	32	74	20	0	16	86	21	0	14	84	16	0	473	1685
5:15 PM	23	51	20	0	27	78	15	0	10	54	16	0	26	87	18	0	425	1674
5:30 PM	19	51	17	0	15	52	14	0	7	62	18	0	13	63	18	0	349	1612
5:45 PM	13	36	20	0	18	47	13	0	3	58	20	0	25	62	17	0	332	1579

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	232	96	0	128	296	80	0	64	344	84	0	56	336	64	0	1892
Heavy Trucks	4	12	20		4	20	0		8	12	8		0	16	4		108
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

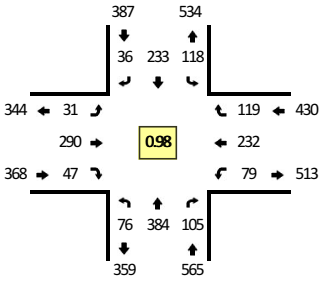
Type of peak hour being reported: Intersection Peak

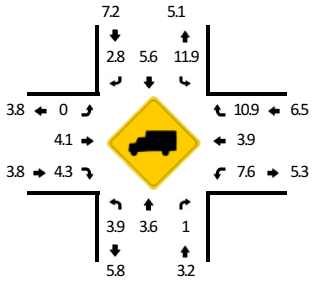
Method for determining peak hour: Total Entering Volume

LOCATION: S Washington St -- Friendship Ln
CITY/STATE: Fredericksburg, TX

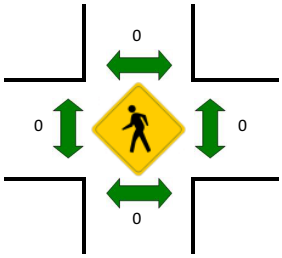
QC JOB #: 15103748
DATE: Sat, Nov 16 2019

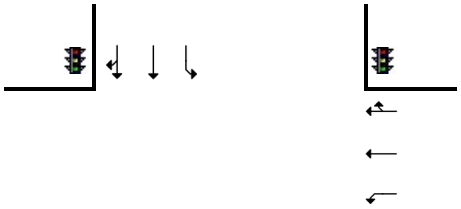
Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

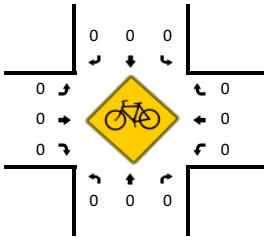


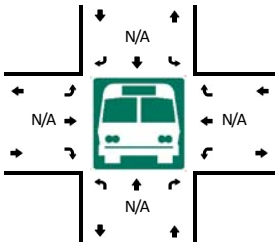


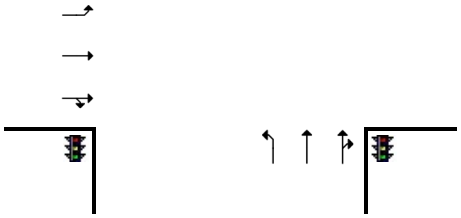
Quality Counts
DATA THAT DRIVES COMMUNITIES

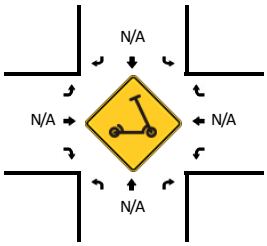












15-Min Count Period Beginning At	S Washington St (Northbound)				S Washington St (Southbound)				Friendship Ln (Eastbound)				Friendship Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	13	75	24	0	27	41	13	0	6	71	9	0	16	57	28	0	380	
11:15 AM	12	83	25	0	17	57	11	0	6	69	9	0	12	58	22	0	381	
11:30 AM	15	103	26	0	26	56	8	0	6	85	6	0	18	60	33	0	442	
11:45 AM	24	107	27	0	32	45	8	0	6	63	12	0	12	60	29	0	425	1628
12:00 PM	19	76	26	0	32	77	12	0	4	69	11	0	22	58	30	0	436	1684
12:15 PM	18	98	26	0	28	55	8	0	15	73	18	0	27	54	27	0	447	1750
12:30 PM	11	72	25	0	24	57	8	0	7	73	21	0	16	61	25	0	400	1708
12:45 PM	16	87	18	0	20	55	8	0	6	76	17	0	20	51	27	0	401	1684

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	392	104	0	112	220	32	0	60	292	72	0	108	216	108	0	1788
Heavy Trucks	0	4	0		8	20	0		0	12	4		12	4	12		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

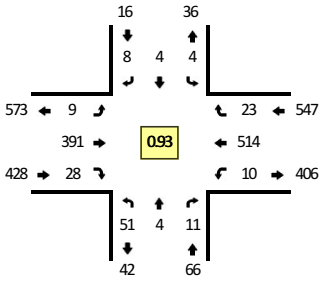
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

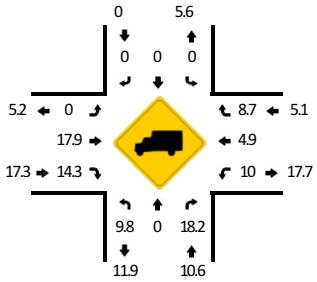
LOCATION: S Cherry St -- W Main St
CITY/STATE: Fredericksburg, TX

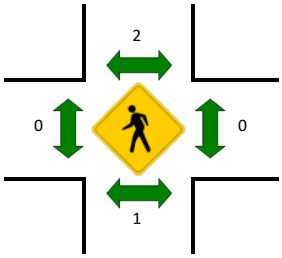
QC JOB #: 15103701
DATE: Wed, Nov 13 2019

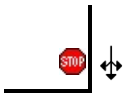
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

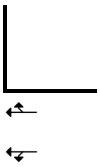


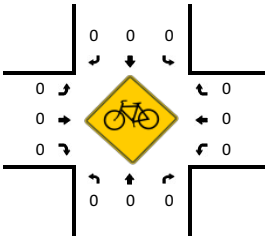
Quality Counts
DATA THAT DRIVES COMMUNITIES

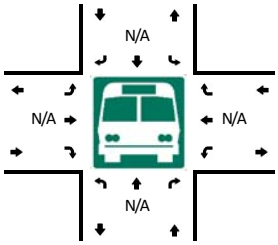


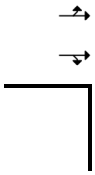


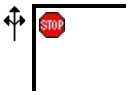


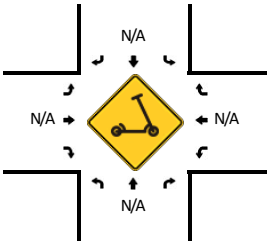












15-Min Count Period Beginning At	S Cherry St (Northbound)				S Cherry St (Southbound)				W Main St (Eastbound)				W Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	1	2	0	3	3	7	1	0	94	3	0	3	135	11	0	275	
4:15 PM	12	5	3	0	4	4	2	0	3	101	8	0	3	131	4	0	280	
4:30 PM	6	3	2	0	1	2	2	0	1	84	13	0	5	106	6	0	231	
4:45 PM	13	1	5	0	1	0	1	0	4	91	5	0	3	123	4	0	251	1037
5:00 PM	16	1	0	0	1	1	2	0	2	96	11	0	2	130	3	0	265	1027
5:15 PM	12	0	1	0	1	1	4	0	2	98	7	0	3	148	8	0	285	1032
5:30 PM	10	2	5	0	1	2	1	0	1	106	5	0	2	113	8	0	256	1057
5:45 PM	13	4	0	0	6	3	1	0	1	75	3	0	2	115	4	0	227	1033

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	48	0	4	0	4	4	16	0	8	392	28	0	12	592	32	0	1140
Heavy Trucks	4	0	0		0	0	0		0	40	4		4	32	4		88
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

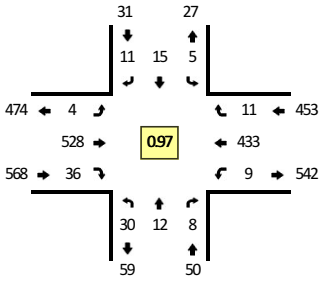
Type of peak hour being reported: Intersection Peak

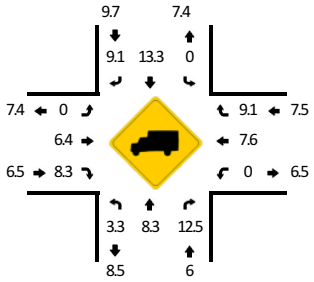
Method for determining peak hour: Total Entering Volume

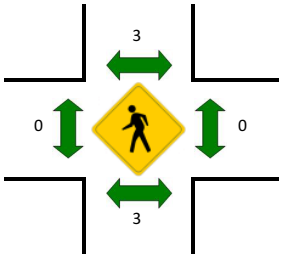
LOCATION: S Cherry St -- W Main St
CITY/STATE: Fredericksburg, TX

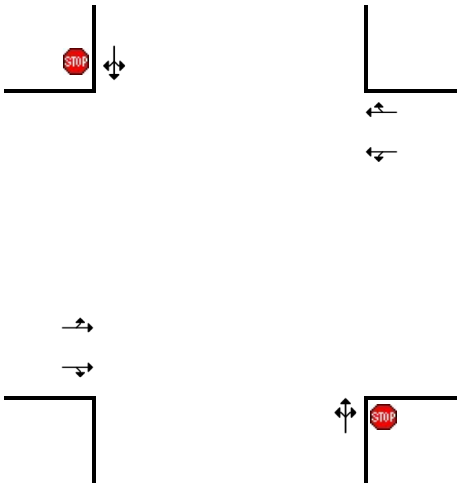
QC JOB #: 15103730
DATE: Sat, Nov 16 2019

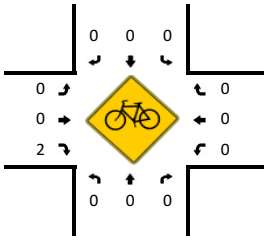
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

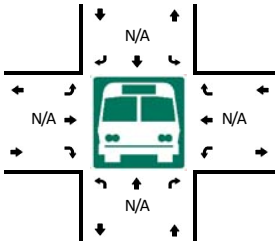


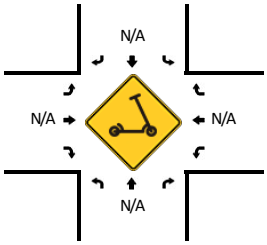












15-Min Count Period Beginning At	S Cherry St (Northbound)				S Cherry St (Southbound)				W Main St (Eastbound)				W Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	7	2	6	0	2	3	4	0	2	124	4	0	2	82	4	1	243	
11:15 AM	8	3	1	0	1	3	1	0	0	136	10	0	1	98	4	0	266	
11:30 AM	7	2	1	0	0	4	5	0	3	123	11	0	3	124	1	1	285	
11:45 AM	6	3	3	0	1	6	3	0	1	135	6	0	2	107	3	0	276	1070
12:00 PM	9	4	3	0	3	2	2	0	0	134	9	0	2	104	3	0	275	1102
12:15 PM	4	1	2	0	4	1	4	0	2	114	5	0	3	107	1	0	248	1084
12:30 PM	15	1	4	0	3	6	2	0	1	115	10	0	4	116	4	2	283	1082
12:45 PM	19	1	1	0	2	2	5	0	3	117	17	0	1	103	3	1	275	1081

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	8	4	0	0	16	20	0	12	492	44	0	12	496	4	4	1140
Heavy Trucks	0	0	0		0	0	0		0	20	8		0	44	0		72
Buses																	
Pedestrians		8				8				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

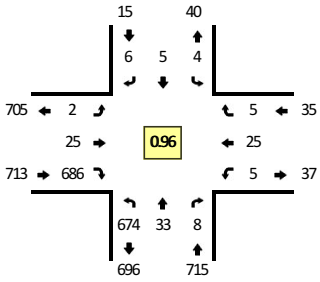
Type of peak hour being reported: Intersection Peak

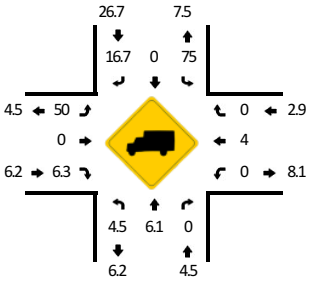
Method for determining peak hour: Total Entering Volume

LOCATION: E Main St/Eagle St -- E Main St/Oakhaven Ln
CITY/STATE: Fredericksburg, TX

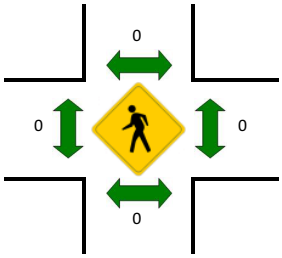
QC JOB #: 15103729
DATE: Thu, Nov 14 2019

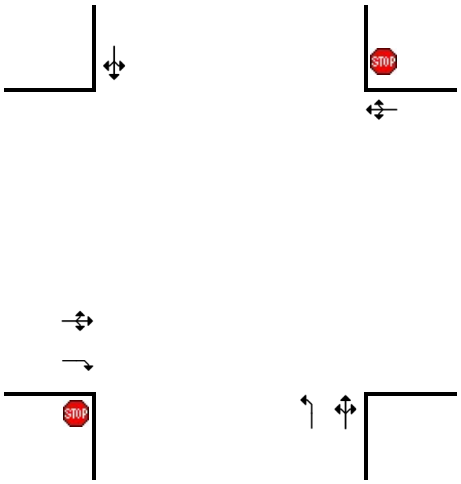
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

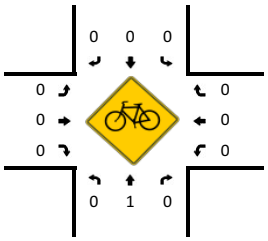


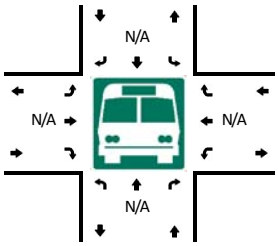


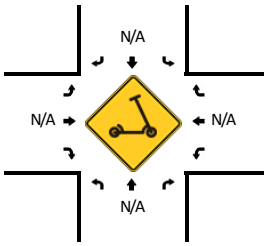
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	E Main St/Eagle St (Northbound)				E Main St/Eagle St (Southbound)				E Main St/Oakhaven Ln (Eastbound)				E Main St/Oakhaven Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	129	11	4	0	0	1	0	0	0	8	200	0	1	7	1	0	362	
4:15 PM	177	18	0	0	4	1	0	0	1	10	157	0	1	2	1	0	372	
4:30 PM	182	6	2	0	1	1	1	0	0	4	174	0	0	11	2	0	384	
4:45 PM	159	7	2	0	3	1	1	0	1	8	149	0	2	2	2	0	337	1455
5:00 PM	165	10	2	0	0	0	2	0	1	4	190	0	1	6	1	0	382	1475
5:15 PM	168	10	2	0	0	3	2	0	0	9	173	0	2	6	0	0	375	1478
5:30 PM	151	12	5	0	0	0	0	0	0	3	166	0	0	4	2	0	343	1437
5:45 PM	154	8	2	0	1	0	0	0	1	6	152	1	4	4	1	0	334	1434

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	728	24	8	0	4	4	4	0	0	16	696	0	0	44	8	0	1536
Heavy Trucks	16	0	0		4	0	0		0	0	72		0	0	0		92
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

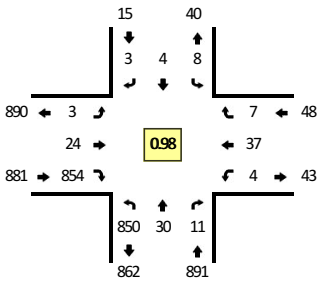
Report generated on 11/26/2019 9:09 AM

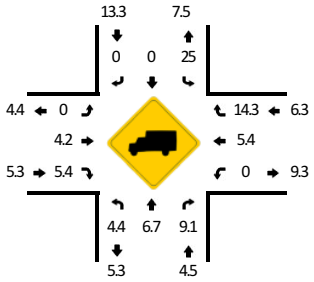
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

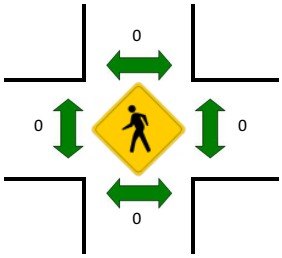
LOCATION: E Main St/Eagle St -- E Main St/Oakhaven Ln | **QC JOB #:** 15103745
CITY/STATE: Fredericksburg, TX | **DATE:** Sat, Nov 16 2019

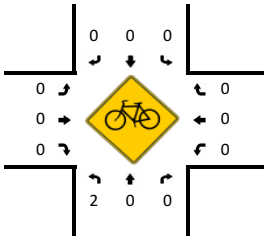
Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

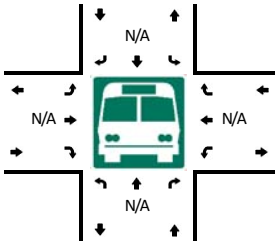


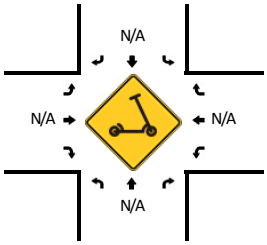


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	E Main St/Eagle St (Northbound)				E Main St/Eagle St (Southbound)				E Main St/Oakhaven Ln (Eastbound)				E Main St/Oakhaven Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	175	3	3	0	1	1	0	0	2	4	200	0	1	15	4	0	409	
11:15 AM	188	6	1	0	2	1	0	0	1	6	228	0	1	4	0	0	438	
11:30 AM	178	4	1	0	3	2	1	0	0	6	202	0	1	8	2	0	408	
11:45 AM	215	6	4	0	4	0	0	0	0	5	207	0	3	12	4	0	460	1715
12:00 PM	196	11	3	0	2	0	0	0	0	7	209	0	0	11	1	0	440	1746
12:15 PM	215	5	2	0	1	2	1	0	2	9	221	0	0	7	1	0	466	1774
12:30 PM	224	8	2	0	1	2	2	0	1	3	217	0	1	7	1	0	469	1835
12:45 PM	196	4	2	0	2	1	0	0	2	3	209	0	1	7	0	0	427	1802

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	896	32	8	0	4	8	8	0	4	12	868	0	4	28	4	0	1876
Heavy Trucks	36	0	0		4	0	0		0	0	64		0	0	0		104
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	2	0	0		0	0	0		0	0	0		0	0	0		2
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

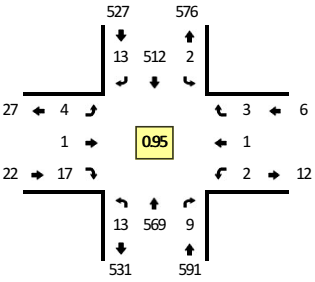
Type of peak hour being reported: Intersection Peak

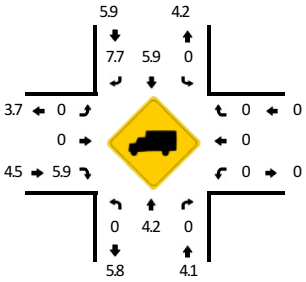
Method for determining peak hour: Total Entering Volume

LOCATION: N Llano St -- E Morse St
CITY/STATE: Fredericksburg, TX

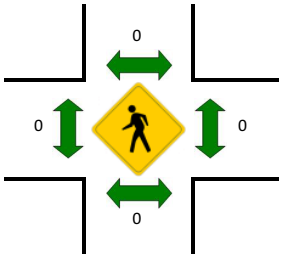
QC JOB #: 15103706
DATE: Thu, Nov 14 2019

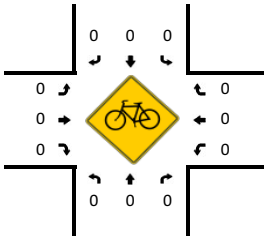
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

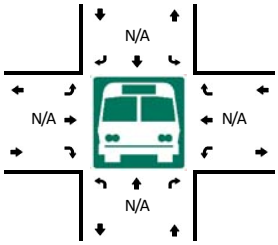


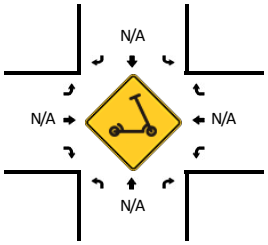


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	N Llano St (Northbound)				N Llano St (Southbound)				E Morse St (Eastbound)				E Morse St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	147	2	0	2	137	5	0	3	0	4	0	1	0	2	0	303	
4:15 PM	3	149	3	0	0	127	4	0	0	0	5	0	0	0	1	0	292	
4:30 PM	6	142	1	0	0	110	0	0	1	0	5	0	1	0	0	0	266	
4:45 PM	4	131	3	0	0	138	4	0	0	1	3	0	0	1	0	0	285	1146
5:00 PM	4	122	1	0	1	156	3	0	2	0	3	0	2	0	0	0	294	1137
5:15 PM	6	135	0	0	0	130	3	0	3	0	3	0	3	1	1	0	285	1130
5:30 PM	4	141	3	0	1	103	2	0	1	3	2	0	3	1	2	0	266	1130
5:45 PM	3	138	3	0	0	106	2	0	1	4	3	0	0	0	1	0	261	1106

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	588	8	0	8	548	20	0	12	0	16	0	4	0	8	0	1212
Heavy Trucks	0	44	0		0	32	0		0	0	0		0	0	0		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

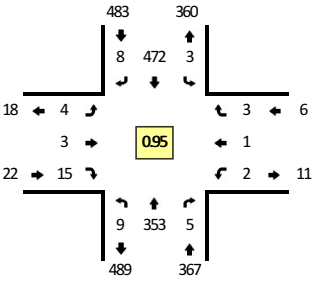
Type of peak hour being reported: Intersection Peak

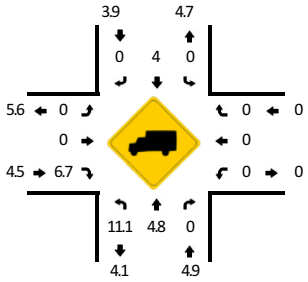
Method for determining peak hour: Total Entering Volume

LOCATION: N Llano St -- E Morse St
CITY/STATE: Fredericksburg, TX

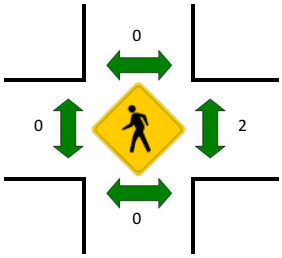
QC JOB #: 15103743
DATE: Sat, Nov 16 2019

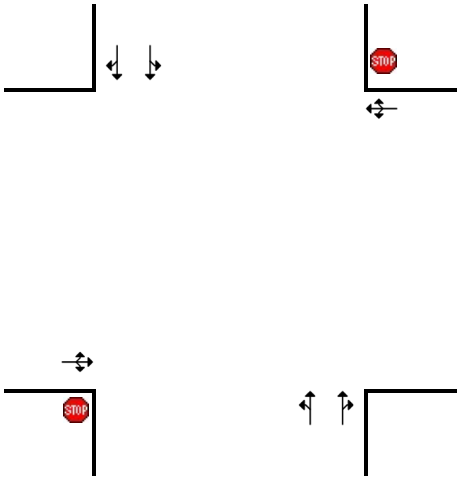
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:00 AM -- 11:15 AM

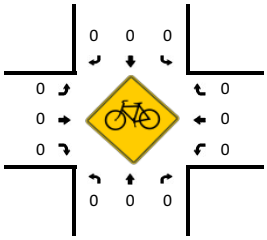


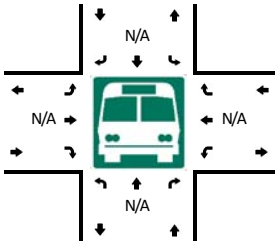


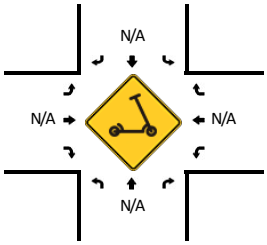
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	N Llano St (Northbound)				N Llano St (Southbound)				E Morse St (Eastbound)				E Morse St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	1	90	1	0	1	128	2	0	1	0	4	0	1	0	1	0	230	
11:15 AM	2	86	0	0	0	125	3	0	0	2	3	0	0	0	1	0	222	
11:30 AM	3	77	0	0	2	108	0	0	1	1	5	0	0	1	1	0	199	
11:45 AM	3	100	4	0	0	111	3	0	2	0	3	0	1	0	0	0	227	878
12:00 PM	0	98	0	0	1	109	0	0	3	1	3	0	3	0	1	0	219	867
12:15 PM	1	82	1	0	0	107	1	0	1	0	2	0	0	0	2	0	197	842
12:30 PM	2	85	1	0	0	102	0	0	1	0	4	0	1	1	0	0	197	840
12:45 PM	2	92	0	0	2	88	2	0	1	1	3	0	0	1	0	0	192	805

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	360	4	0	4	512	8	0	4	0	16	0	4	0	4	0	920
Heavy Trucks	0	24	0		0	28	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

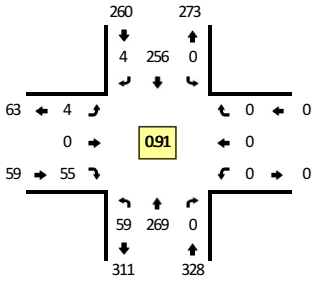
Type of peak hour being reported: Intersection Peak

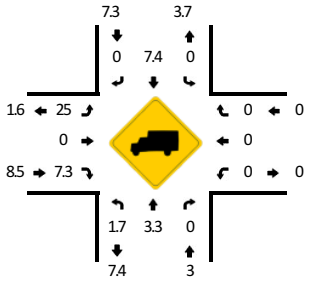
Method for determining peak hour: Total Entering Volume

LOCATION: N Llano St -- Frederick Rd
CITY/STATE: Fredericksburg, TX

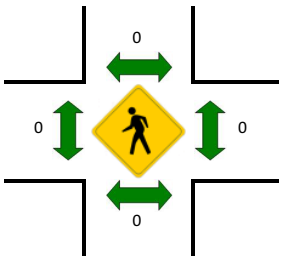
QC JOB #: 15103704
DATE: Thu, Nov 14 2019

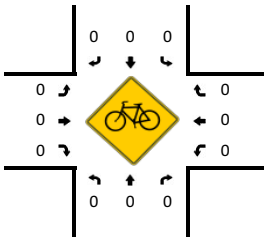
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

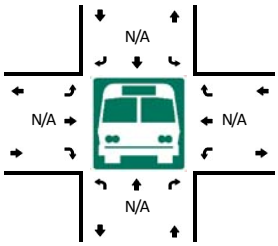


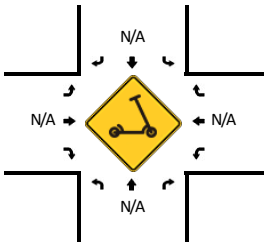


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	N Llano St (Northbound)				N Llano St (Southbound)				Frederick Rd (Eastbound)				Frederick Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	76	0	0	0	49	1	0	1	0	22	0	0	0	0	0	162	
4:15 PM	16	66	0	0	0	48	0	0	1	0	14	0	0	0	0	0	145	
4:30 PM	17	56	0	0	0	53	1	0	3	0	11	0	0	0	0	0	141	
4:45 PM	17	74	0	0	0	67	1	0	1	0	18	0	0	0	0	0	178	626
5:00 PM	14	72	0	0	0	69	0	0	0	0	10	0	0	0	0	0	165	629
5:15 PM	11	67	0	0	0	67	2	0	0	0	16	0	0	0	0	0	163	647
5:30 PM	12	62	0	0	0	49	0	0	1	0	12	0	0	0	0	0	136	642
5:45 PM	16	70	0	0	0	45	0	0	0	0	17	0	0	0	0	0	148	612

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	296	0	0	0	268	4	0	4	0	72	0	0	0	0	0	712
Heavy Trucks	0	8	0		0	28	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

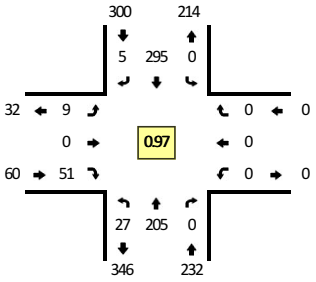
Type of peak hour being reported: Intersection Peak

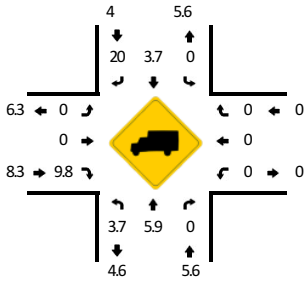
Method for determining peak hour: Total Entering Volume

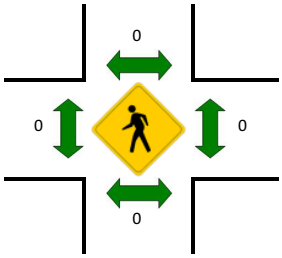
LOCATION: N Llano St -- Frederick Rd
CITY/STATE: Fredericksburg, TX

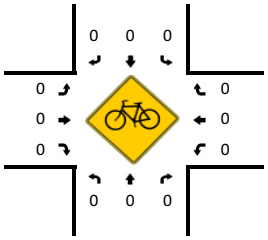
QC JOB #: 15103741
DATE: Sat, Nov 16 2019

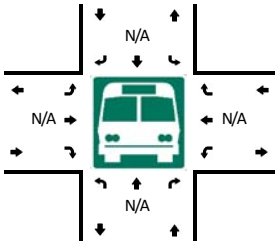
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:00 AM -- 11:15 AM

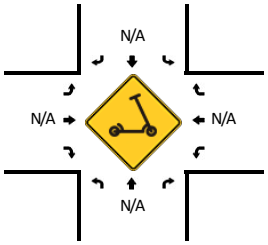












15-Min Count Period Beginning At	N Llano St (Northbound)				N Llano St (Southbound)				Frederick Rd (Eastbound)				Frederick Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	12	47	0	0	0	76	4	0	3	0	11	0	0	0	0	0	153	
11:15 AM	5	46	0	0	0	79	0	0	0	0	17	0	0	0	0	0	147	
11:30 AM	4	54	0	0	0	72	1	0	5	0	14	0	0	0	0	0	150	
11:45 AM	6	58	0	0	0	68	0	0	1	0	9	0	0	0	0	0	142	592
12:00 PM	8	55	0	0	0	49	1	1	3	0	10	0	0	0	0	0	127	566
12:15 PM	5	51	0	0	0	66	1	0	1	0	12	0	0	0	0	0	136	555
12:30 PM	4	56	0	0	0	60	2	0	0	0	7	0	0	0	0	0	129	534
12:45 PM	11	48	0	0	0	53	2	0	0	0	8	0	0	0	0	0	122	514

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	48	188	0	0	0	304	16	0	12	0	44	0	0	0	0	0	612
Heavy Trucks	4	12	0		0	24	4		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

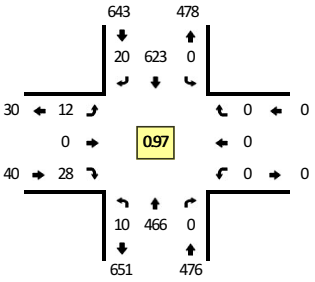
Report generated on 11/26/2019 9:09 AM

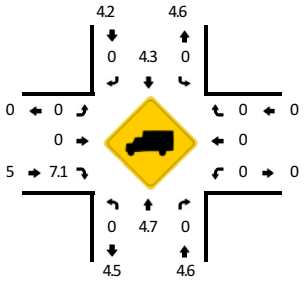
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

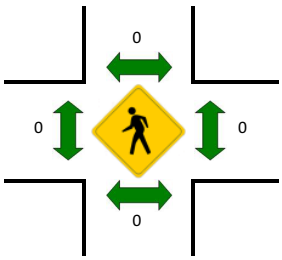
LOCATION: SH 16 -- Post Oak Rd | **QC JOB #:** 15103702
CITY/STATE: Fredericksburg, TX | **DATE:** Thu, Nov 14 2019

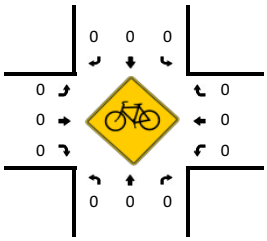
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

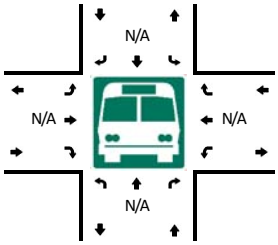


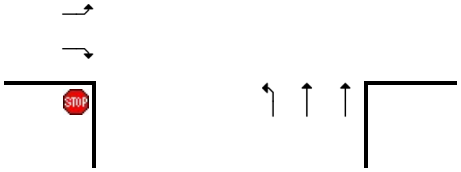


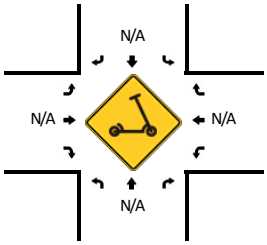
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Post Oak Rd (Eastbound)				Post Oak Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	102	0	0	0	125	7	0	3	0	4	0	0	0	0	0	241	
4:15 PM	2	87	0	0	0	121	5	0	3	0	5	0	0	0	0	0	223	
4:30 PM	7	129	0	0	0	129	6	0	6	0	2	0	0	0	0	0	279	
4:45 PM	0	104	0	0	0	148	1	0	4	0	4	0	0	0	0	0	261	1004
5:00 PM	2	112	0	0	0	162	12	0	1	0	10	0	0	0	0	0	299	1062
5:15 PM	4	122	0	0	0	159	4	0	2	0	8	0	0	0	0	0	299	1138
5:30 PM	4	128	0	0	0	154	3	0	5	0	6	0	0	0	0	0	300	1159
5:45 PM	6	98	0	0	0	130	4	0	3	0	4	0	0	0	0	0	245	1143

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	512	0	0	0	616	12	0	20	0	24	0	0	0	0	0	1200
Heavy Trucks	0	12	0		0	28	0		0	0	0		0	0	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

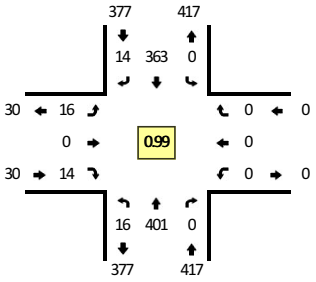
Comments:

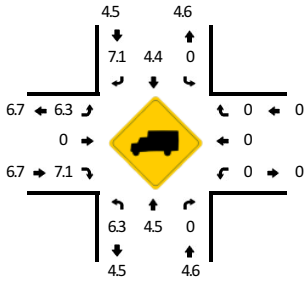
Report generated on 11/26/2019 9:08 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

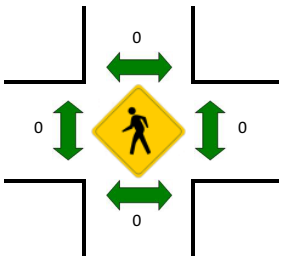
LOCATION: SH 16 -- Post Oak Rd | **QC JOB #:** 15103732
CITY/STATE: Fredericksburg, TX | **DATE:** Sat, Nov 16 2019

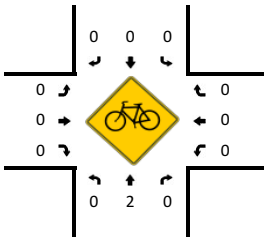
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

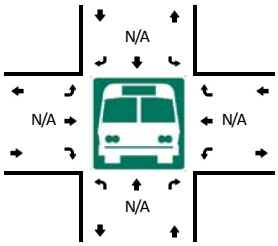


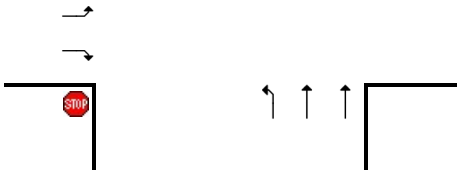


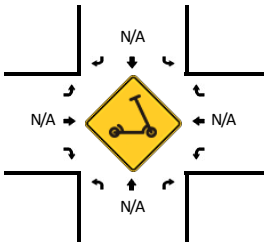
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	SH 16 (Northbound)				SH 16 (Southbound)				Post Oak Rd (Eastbound)				Post Oak Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	3	79	0	0	0	90	4	0	3	0	0	0	0	0	0	0	179	
11:15 AM	1	82	0	0	0	103	5	0	2	0	3	0	0	0	0	0	196	
11:30 AM	1	98	0	0	0	82	1	1	5	0	4	0	0	0	0	0	192	
11:45 AM	4	92	0	0	0	80	5	0	2	0	3	0	0	0	0	0	186	753
12:00 PM	8	92	0	0	0	98	3	0	4	0	1	0	0	0	0	0	206	780
12:15 PM	0	97	0	0	0	93	2	0	8	0	4	0	0	0	0	0	204	788
12:30 PM	5	110	0	0	0	81	5	0	2	0	3	0	0	0	0	0	206	802
12:45 PM	3	102	0	0	0	91	4	0	2	0	6	0	0	0	0	0	208	824

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	408	0	0	0	364	16	0	8	0	24	0	0	0	0	0	832
Heavy Trucks	0	12	0		0	12	4		0	0	4		0	0	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2019 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of report: Tube Count - Volume Data

LOCATION: FM 965 North of Cross Mountain Dr
QC JOB #: 15103750
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fredericksburg, TX
DATE: Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				4		4			4	
01:00 AM				1		1			1	
02:00 AM				0		0			0	
03:00 AM				1		1			1	
04:00 AM				1		1			1	
05:00 AM				3		3			3	
06:00 AM				13		13			13	
07:00 AM				44		44			44	
08:00 AM				75		75			75	
09:00 AM				**89**		**89**			**89**	
10:00 AM				76		76			76	
11:00 AM				49		49			49	
12:00 PM				75		75			75	
01:00 PM				83		83			83	
02:00 PM				**85**		**85**			**85**	
03:00 PM				50		50			50	
04:00 PM				68		68			68	
05:00 PM				83		83			83	
06:00 PM				78		78			78	
07:00 PM				61		61			61	
08:00 PM				38		38			38	
09:00 PM				29		29			29	
10:00 PM				19		19			19	
11:00 PM				18		18			18	
Day Total				1043		1043			1043	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				9:00 AM 89		9:00 AM 89			9:00 AM 89	
PM Peak Volume				2:00 PM 85		2:00 PM 85			2:00 PM 85	

Comments:

Report generated on 11/26/2019 9:06 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: FM 965 North of Cross Mountain Dr
QC JOB #: 15103750
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Fredericksburg, TX
DATE: Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				6		6			6	
01:00 AM				2		2			2	
02:00 AM				0		0			0	
03:00 AM				2		2			2	
04:00 AM				2		2			2	
05:00 AM				9		9			9	
06:00 AM				24		24			24	
07:00 AM				77		77			77	
08:00 AM				**166**		**166**			**166**	
09:00 AM				143		143			143	
10:00 AM				142		142			142	
11:00 AM				130		130			130	
12:00 PM				145		145			145	
01:00 PM				135		135			135	
02:00 PM				143		143			143	
03:00 PM				130		130			130	
04:00 PM				156		156			156	
05:00 PM				169		169			169	
06:00 PM				**190**		**190**			**190**	
07:00 PM				108		108			108	
08:00 PM				65		65			65	
09:00 PM				44		44			44	
10:00 PM				32		32			32	
11:00 PM				37		37			37	
Day Total				2057		2057			2057	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				8:00 AM 166		8:00 AM 166			8:00 AM 166	
PM Peak Volume				6:00 PM 190		6:00 PM 190			6:00 PM 190	

Comments:

Report generated on 11/26/2019 9:06 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: FM 965 North of Cross Mountain Dr
QC JOB #: 15103750
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fredericksburg, TX
DATE: Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2		2			2	
01:00 AM				1		1			1	
02:00 AM				0		0			0	
03:00 AM				1		1			1	
04:00 AM				1		1			1	
05:00 AM				6		6			6	
06:00 AM				11		11			11	
07:00 AM				33		33			33	
08:00 AM				**91**		**91**			**91**	
09:00 AM				54		54			54	
10:00 AM				66		66			66	
11:00 AM				81		81			81	
12:00 PM				70		70			70	
01:00 PM				52		52			52	
02:00 PM				58		58			58	
03:00 PM				80		80			80	
04:00 PM				88		88			88	
05:00 PM				86		86			86	
06:00 PM				**112**		**112**			**112**	
07:00 PM				47		47			47	
08:00 PM				27		27			27	
09:00 PM				15		15			15	
10:00 PM				13		13			13	
11:00 PM				19		19			19	
Day Total				1014		1014			1014	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				8:00 AM 91		8:00 AM 91			8:00 AM 91	
PM Peak Volume				6:00 PM 112		6:00 PM 112			6:00 PM 112	

Comments:

Report generated on 11/26/2019 9:06 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: FM 1631 E of Landfill Ln
QC JOB #: 15103751
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Fredericksburg, TX
DATE: Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
01:00 AM				3		3			3	
02:00 AM				2		2			2	
03:00 AM				0		0			0	
04:00 AM				1		1			1	
05:00 AM				0		0			0	
06:00 AM				9		9			9	
07:00 AM				16		16			16	
08:00 AM				62		62			62	
09:00 AM				**74**		**74**			**74**	
10:00 AM				68		68			68	
11:00 AM				58		58			58	
12:00 PM				52		52			52	
01:00 PM				82		82			82	
02:00 PM				87		87			87	
03:00 PM				91		91			91	
04:00 PM				86		86			86	
05:00 PM				**152**		**152**			**152**	
06:00 PM				136		136			136	
07:00 PM				63		63			63	
08:00 PM				67		67			67	
09:00 PM				54		54			54	
10:00 PM				25		25			25	
11:00 PM				11		11			11	
Day Total				1202		1202			1202	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				9:00 AM 74		9:00 AM 74			9:00 AM 74	
PM Peak Volume				5:00 PM 152		5:00 PM 152			5:00 PM 152	

Comments:

Report generated on 11/26/2019 9:06 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: FM 1631 E of Landfill Ln
QC JOB #: 15103751
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Fredericksburg, TX
DATE: Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
01:00 AM				3		3			3	
02:00 AM				2		2			2	
03:00 AM				1		1			1	
04:00 AM				1		1			1	
05:00 AM				3		3			3	
06:00 AM				28		28			28	
07:00 AM				62		62			62	
08:00 AM				**222**		**222**			**222**	
09:00 AM				189		189			189	
10:00 AM				164		164			164	
11:00 AM				132		132			132	
12:00 PM				145		145			145	
01:00 PM				150		150			150	
02:00 PM				161		161			161	
03:00 PM				162		162			162	
04:00 PM				174		174			174	
05:00 PM				**247**		**247**			**247**	
06:00 PM				218		218			218	
07:00 PM				121		121			121	
08:00 PM				88		88			88	
09:00 PM				63		63			63	
10:00 PM				29		29			29	
11:00 PM				19		19			19	
Day Total				2387		2387			2387	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				8:00 AM 222		8:00 AM 222			8:00 AM 222	
PM Peak Volume				5:00 PM 247		5:00 PM 247			5:00 PM 247	

Comments:

Report generated on 11/26/2019 9:06 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: FM 1631 E of Landfill Ln | **QC JOB #:** 15103751

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Fredericksburg, TX | **DATE:** Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				0		0			0	
01:00 AM				0		0			0	
02:00 AM				0		0			0	
03:00 AM				1		1			1	
04:00 AM				0		0			0	
05:00 AM				3		3			3	
06:00 AM				19		19			19	
07:00 AM				46		46			46	
08:00 AM				**160**		**160**			**160**	
09:00 AM				115		115			115	
10:00 AM				96		96			96	
11:00 AM				74		74			74	
12:00 PM				93		93			93	
01:00 PM				68		68			68	
02:00 PM				74		74			74	
03:00 PM				71		71			71	
04:00 PM				88		88			88	
05:00 PM				**95**		**95**			**95**	
06:00 PM				82		82			82	
07:00 PM				58		58			58	
08:00 PM				21		21			21	
09:00 PM				9		9			9	
10:00 PM				4		4			4	
11:00 PM				8		8			8	
Day Total				1185		1185			1185	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				8:00 AM 160		8:00 AM 160			8:00 AM 160	
PM Peak Volume				5:00 PM 95		5:00 PM 95			5:00 PM 95	

Comments:

Report generated on 11/26/2019 9:06 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: S Cherry St S of W Main St
QC JOB #: 15103752
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fredericksburg, TX
DATE: Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				6		6			6	
01:00 AM				1		1			1	
02:00 AM				2		2			2	
03:00 AM				0		0			0	
04:00 AM				0		0			0	
05:00 AM				3		3			3	
06:00 AM				2		2			2	
07:00 AM				24		24			24	
08:00 AM				43		43			43	
09:00 AM				**78**		**78**			**78**	
10:00 AM				72		72			72	
11:00 AM				62		62			62	
12:00 PM				66		66			66	
01:00 PM				75		75			75	
02:00 PM				75		75			75	
03:00 PM				66		66			66	
04:00 PM				77		77			77	
05:00 PM				65		65			65	
06:00 PM				**83**		**83**			**83**	
07:00 PM				49		49			49	
08:00 PM				38		38			38	
09:00 PM				36		36			36	
10:00 PM				20		20			20	
11:00 PM				12		12			12	
Day Total				955		955			955	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				9:00 AM 78		9:00 AM 78			9:00 AM 78	
PM Peak Volume				6:00 PM 83		6:00 PM 83			6:00 PM 83	

Comments:

Report generated on 11/26/2019 11:00 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: S Cherry St S of W Main St
QC JOB #: 15103752
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Fredericksburg, TX
DATE: Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
01:00 AM				1		1			1	
02:00 AM				2		2			2	
03:00 AM				0		0			0	
04:00 AM				0		0			0	
05:00 AM				5		5			5	
06:00 AM				9		9			9	
07:00 AM				54		54			54	
08:00 AM				122		122			122	
09:00 AM				**189**		**189**			**189**	
10:00 AM				161		161			161	
11:00 AM				150		150			150	
12:00 PM				147		147			147	
01:00 PM				159		159			159	
02:00 PM				153		153			153	
03:00 PM				141		141			141	
04:00 PM				159		159			159	
05:00 PM				138		138			138	
06:00 PM				**172**		**172**			**172**	
07:00 PM				105		105			105	
08:00 PM				63		63			63	
09:00 PM				58		58			58	
10:00 PM				30		30			30	
11:00 PM				18		18			18	
Day Total				2045		2045			2045	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				9:00 AM 189		9:00 AM 189			9:00 AM 189	
PM Peak Volume				6:00 PM 172		6:00 PM 172			6:00 PM 172	

Comments:

Report generated on 11/26/2019 11:00 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: S Cherry St S of W Main St
QC JOB #: 15103752
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fredericksburg, TX
DATE: Nov 14 2019 - Nov 14 2019

Start Time	Mon	Tue	Wed	Thu 14 Nov 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				3		3			3	
01:00 AM				0		0			0	
02:00 AM				0		0			0	
03:00 AM				0		0			0	
04:00 AM				0		0			0	
05:00 AM				2		2			2	
06:00 AM				7		7			7	
07:00 AM				30		30			30	
08:00 AM				79		79			79	
09:00 AM				**111**		**111**			**111**	
10:00 AM				89		89			89	
11:00 AM				88		88			88	
12:00 PM				81		81			81	
01:00 PM				84		84			84	
02:00 PM				78		78			78	
03:00 PM				75		75			75	
04:00 PM				82		82			82	
05:00 PM				73		73			73	
06:00 PM				**89**		**89**			**89**	
07:00 PM				56		56			56	
08:00 PM				25		25			25	
09:00 PM				22		22			22	
10:00 PM				10		10			10	
11:00 PM				6		6			6	
Day Total				1090		1090			1090	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				9:00 AM 111		9:00 AM 111			9:00 AM 111	
PM Peak Volume				6:00 PM 89		6:00 PM 89			6:00 PM 89	

Comments:

Report generated on 11/26/2019 11:00 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	8	3	1	1	0	0	0	0	0	0	0	0	0	13
00:15	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
00:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
00:45	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
	0	13	5	1	2	0	0	2	0	0	0	0	0	0	23
01:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
01:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
	0	7	3	1	2	0	0	1	0	0	0	0	0	0	14
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
02:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	1	0	4	0	0	1	1	0	0	0	0	0	9
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
03:30	0	1	0	0	2	0	0	0	1	0	1	0	0	0	5
03:45	0	2	3	0	1	0	0	0	1	0	0	0	0	0	7
	0	3	3	1	3	0	0	0	2	0	2	0	0	0	14
04:00	0	2	0	0	0	0	0	0	2	0	1	0	0	0	5
04:15	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
04:30	0	4	3	2	0	0	0	0	1	0	0	0	0	0	10
04:45	0	2	2	0	1	0	0	0	1	0	1	0	0	0	7
	0	8	6	2	1	0	0	0	4	0	2	1	0	0	24
05:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
05:15	0	7	4	0	1	0	0	0	4	0	1	0	0	0	17
05:30	0	4	1	0	0	0	0	0	1	0	0	1	0	0	7
05:45	0	6	2	1	2	1	0	1	5	0	0	0	0	0	18
	0	19	8	1	4	1	0	1	10	0	1	1	0	0	46
06:00	1	17	10	0	2	0	0	0	1	0	0	0	0	1	32
06:15	3	4	8	0	3	3	0	0	2	0	0	0	0	0	23
06:30	1	13	7	0	10	2	0	1	0	0	0	0	0	1	35
06:45	0	13	13	2	7	4	0	2	0	0	0	0	0	2	43
	5	47	38	2	22	9	0	3	3	0	0	0	0	4	133
07:00	2	24	20	0	6	4	0	3	1	0	0	0	0	0	60
07:15	1	29	15	0	15	2	0	5	2	1	0	0	0	1	71
07:30	5	48	26	3	12	4	2	1	1	0	0	0	0	3	105
07:45	12	58	24	0	15	5	3	2	1	0	0	0	0	1	121
	20	159	85	3	48	15	5	11	5	1	0	0	0	5	357
08:00	9	50	26	2	17	3	0	1	1	0	0	0	0	0	109
08:15	1	48	35	0	10	0	2	6	1	0	0	0	0	0	103
08:30	4	52	21	1	12	3	1	5	0	0	0	0	0	1	100
08:45	1	43	27	0	11	3	0	2	2	1	0	0	0	1	91
	15	193	109	3	50	9	3	14	4	1	0	0	0	2	403
09:00	3	39	24	1	15	3	2	3	0	0	0	0	0	2	92
09:15	0	45	23	1	14	1	0	3	0	0	0	0	0	4	91
09:30	0	48	24	2	19	3	0	3	0	1	0	0	0	1	101
09:45	6	46	17	1	12	6	0	3	1	0	0	0	0	4	96
	9	178	88	5	60	13	2	12	1	1	0	0	0	11	380
10:00	5	51	33	0	15	3	3	6	1	1	0	0	0	2	120
10:15	2	56	18	0	15	3	0	5	1	0	0	0	1	4	105
10:30	1	51	25	0	10	3	0	5	2	0	0	0	0	2	99
10:45	1	56	38	0	14	0	0	6	3	0	0	0	0	3	121
	9	214	114	0	54	9	3	22	7	1	0	0	1	11	445
11:00	4	57	24	1	16	2	1	2	0	0	0	0	0	8	115
11:15	5	72	27	0	20	3	0	3	0	0	0	0	0	1	131
11:30	6	51	21	0	9	3	1	6	0	1	0	0	0	1	99
11:45	3	77	15	2	14	3	0	6	0	1	0	0	0	6	127
	18	257	87	3	59	11	2	17	0	2	0	0	0	16	472
Total	76	1100	547	22	309	67	15	84	37	6	5	2	1	49	2320
Percent	3.3%	47.4%	23.6%	0.9%	13.3%	2.9%	0.6%	3.6%	1.6%	0.3%	0.2%	0.1%	0.0%	2.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	66	30	1	14	4	0	4	2	0	0	0	0	3	125
12:15	5	69	22	1	10	3	2	3	1	0	0	0	0	1	117
12:30	3	67	28	1	17	3	0	6	3	0	0	0	0	6	134
12:45	5	68	27	0	10	3	1	5	1	0	0	0	0	3	123
	14	270	107	3	51	13	3	18	7	0	0	0	0	13	499
13:00	2	76	26	0	13	2	0	3	0	0	0	0	0	3	125
13:15	7	64	23	1	11	3	0	2	0	2	0	0	0	3	116
13:30	2	53	22	1	13	3	0	1	3	0	0	0	0	1	99
13:45	4	60	23	2	14	1	0	4	2	0	0	0	0	2	112
	15	253	94	4	51	9	0	10	5	2	0	0	0	9	452
14:00	2	50	30	0	10	3	0	1	5	0	0	0	0	3	104
14:15	7	63	29	0	11	6	0	3	0	1	0	0	0	3	123
14:30	7	68	25	1	11	6	1	2	0	1	0	0	0	4	126
14:45	3	66	24	0	12	3	0	4	1	1	0	0	0	5	119
	19	247	108	1	44	18	1	10	6	3	0	0	0	15	472
15:00	4	50	23	1	10	3	0	5	0	1	0	1	0	1	99
15:15	10	58	30	0	12	2	1	3	1	0	0	0	1	2	120
15:30	4	64	28	0	9	0	0	6	1	0	0	1	0	6	119
15:45	4	72	23	1	12	4	1	3	1	1	0	0	0	3	125
	22	244	104	2	43	9	2	17	3	2	0	2	1	12	463
16:00	3	57	26	1	10	5	0	2	1	0	0	0	0	4	109
16:15	1	56	20	1	8	8	0	4	0	1	0	0	0	0	99
16:30	5	44	25	1	8	4	1	3	1	2	1	0	0	2	97
16:45	5	64	31	1	8	5	1	1	0	0	0	0	0	3	119
	14	221	102	4	34	22	2	10	2	3	1	0	0	9	424
17:00	5	78	25	0	7	5	1	3	1	1	0	0	0	4	130
17:15	7	74	27	0	9	7	0	1	0	0	0	0	0	4	129
17:30	11	58	26	0	9	6	1	4	1	1	0	0	1	1	119
17:45	6	64	37	0	11	2	1	4	1	0	0	0	0	4	130
	29	274	115	0	36	20	3	12	3	2	0	0	1	13	508
18:00	2	74	30	0	9	4	0	6	2	1	0	0	0	0	128
18:15	4	55	26	0	10	2	0	4	2	0	0	0	0	3	106
18:30	0	63	31	0	7	2	0	2	0	0	0	0	0	0	105
18:45	6	66	22	0	7	2	0	4	0	0	0	0	0	2	109
	12	258	109	0	33	10	0	16	4	1	0	0	0	5	448
19:00	6	47	20	0	9	7	0	0	1	0	0	0	0	4	94
19:15	3	40	29	0	8	0	0	1	2	0	0	0	0	0	83
19:30	7	39	20	1	7	0	0	5	2	0	0	0	0	2	83
19:45	2	51	24	1	16	0	2	2	0	1	0	0	0	2	101
	18	177	93	2	40	7	2	8	5	1	0	0	0	8	361
20:00	6	36	26	2	8	0	0	2	2	0	0	0	0	1	83
20:15	0	45	27	0	4	2	0	2	0	0	0	0	0	3	83
20:30	2	42	10	1	10	2	0	2	1	0	0	0	0	3	73
20:45	6	35	24	0	8	2	0	5	0	0	0	0	0	1	81
	14	158	87	3	30	6	0	11	3	0	0	0	0	8	320
21:00	3	40	17	1	5	1	0	1	1	0	0	0	0	0	69
21:15	1	37	10	1	6	2	0	4	0	0	0	0	0	1	62
21:30	0	23	12	0	5	1	0	3	2	1	0	0	0	0	47
21:45	0	16	11	0	6	0	0	1	0	0	2	0	0	1	37
	4	116	50	2	22	4	0	9	3	1	2	0	0	2	215
22:00	0	24	6	0	2	0	0	1	1	0	0	0	0	1	35
22:15	0	24	14	0	6	0	0	1	3	0	0	0	0	0	48
22:30	0	12	8	0	3	0	0	0	0	0	0	0	0	0	23
22:45	0	17	7	1	6	0	0	1	0	0	0	0	0	0	32
	0	77	35	1	17	0	0	3	4	0	0	0	0	1	138
23:00	0	13	8	0	5	1	0	1	2	0	0	0	0	0	30
23:15	0	15	6	0	4	0	0	1	2	0	0	0	0	0	28
23:30	0	9	4	0	5	0	0	1	0	0	0	0	0	0	19
23:45	0	6	6	0	1	0	0	0	2	0	0	0	0	0	15
	0	43	24	0	15	1	0	3	6	0	0	0	0	0	92
Total	161	2338	1028	22	416	119	13	127	51	15	3	2	2	95	4392
Percent	3.7%	53.2%	23.4%	0.5%	9.5%	2.7%	0.3%	2.9%	1.2%	0.3%	0.1%	0.0%	0.0%	2.2%	

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	6	4	0	1	0	0	1	1	0	0	0	0	0	13
00:15	0	6	2	0	1	0	0	0	2	0	0	0	0	0	11
00:30	0	3	1	0	0	1	0	1	0	0	0	0	0	0	6
00:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
	0	15	9	0	4	1	0	2	3	0	0	0	0	0	34
01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
01:15	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4
01:30	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6
	0	12	5	1	2	0	0	1	0	0	0	0	0	0	21
02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
02:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	5	0	0	0	0	0	2	0	0	0	0	0	12
03:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
	0	6	1	0	0	0	0	0	1	0	0	0	0	1	9
04:00	0	2	0	1	0	0	0	0	2	0	0	1	0	0	6
04:15	0	1	1	0	1	0	0	0	0	0	1	0	0	0	4
04:30	0	3	2	1	0	0	1	0	2	0	0	0	0	0	9
04:45	0	2	3	1	2	0	0	1	0	0	0	0	0	0	9
	0	8	6	3	3	0	1	1	4	0	1	1	0	0	28
05:00	0	4	4	0	0	0	0	0	3	0	1	0	0	0	12
05:15	0	6	3	1	0	1	0	1	2	0	0	0	0	0	14
05:30	0	5	5	0	4	0	0	0	4	0	0	1	0	0	19
05:45	1	10	4	0	4	0	1	1	1	0	0	0	0	1	23
	1	25	16	1	8	1	1	2	10	0	1	1	0	1	68
06:00	0	14	8	0	0	0	0	1	0	0	1	0	0	0	24
06:15	1	12	8	0	5	2	0	0	0	0	0	0	0	1	29
06:30	0	11	14	0	7	0	0	1	1	0	0	0	0	0	34
06:45	1	22	11	0	8	3	0	1	0	0	0	0	0	3	49
	2	59	41	0	20	5	0	3	1	0	1	0	0	4	136
07:00	1	20	11	1	10	5	0	2	1	1	0	0	0	3	55
07:15	3	37	23	2	17	1	0	4	1	0	0	0	0	2	90
07:30	8	52	21	2	14	3	2	5	0	2	0	0	0	5	114
07:45	5	63	36	0	8	9	2	3	0	0	0	0	1	3	130
	17	172	91	5	49	18	4	14	2	3	0	0	1	13	389
08:00	2	51	22	0	10	6	0	4	1	0	0	0	0	7	103
08:15	4	36	21	0	19	7	1	4	2	0	1	0	0	4	99
08:30	5	45	27	1	16	4	0	4	2	0	0	0	0	2	106
08:45	6	46	22	0	9	3	1	2	4	0	0	0	0	0	93
	17	178	92	1	54	20	2	14	9	0	1	0	0	13	401
09:00	3	58	22	0	10	5	1	2	0	0	0	0	0	4	105
09:15	3	45	21	2	9	4	0	5	1	0	0	0	1	0	91
09:30	10	62	24	0	11	5	0	2	1	2	0	0	0	1	118
09:45	7	53	23	0	16	4	2	7	3	0	0	0	0	0	115
	23	218	90	2	46	18	3	16	5	2	0	0	1	5	429
10:00	7	60	25	2	7	3	1	7	0	0	0	0	0	7	119
10:15	1	52	21	0	12	2	0	5	1	0	0	0	0	2	96
10:30	4	60	33	0	10	5	0	6	0	0	0	0	0	1	119
10:45	7	62	25	3	9	1	1	2	1	0	0	0	0	6	117
	19	234	104	5	38	11	2	20	2	0	0	0	0	16	451
11:00	3	67	20	2	14	6	0	3	0	0	0	0	0	4	119
11:15	0	76	26	0	11	1	1	3	2	0	0	0	0	3	123
11:30	2	73	25	1	9	1	0	2	4	0	0	1	0	2	120
11:45	2	73	18	1	14	9	1	4	0	0	0	0	0	4	126
	7	289	89	4	48	17	2	12	6	0	0	1	0	13	488
Total	86	1221	549	22	272	91	15	85	45	5	4	3	2	66	2466
Percent	3.5%	49.5%	22.3%	0.9%	11.0%	3.7%	0.6%	3.4%	1.8%	0.2%	0.2%	0.1%	0.1%	2.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	7	75	25	1	18	3	1	6	3	0	0	0	1	2	142
12:15	5	88	21	0	9	5	1	5	3	0	0	0	0	2	139
12:30	7	71	29	1	18	6	1	2	0	0	0	0	0	6	141
12:45	12	70	32	1	22	2	1	3	1	0	0	0	0	3	147
	31	304	107	3	67	16	4	16	7	0	0	0	1	13	569
13:00	4	71	30	2	14	7	0	4	3	0	0	0	0	4	139
13:15	9	74	24	0	11	3	0	2	2	0	0	0	0	5	130
13:30	3	64	25	1	8	4	1	1	2	0	0	0	0	3	112
13:45	2	87	24	0	8	1	0	3	1	0	0	1	0	2	129
	18	296	103	3	41	15	1	10	8	0	0	1	0	14	510
14:00	8	61	21	1	9	2	0	2	0	0	0	0	0	6	110
14:15	2	61	31	0	9	6	1	4	2	1	0	0	0	2	119
14:30	6	77	18	1	7	3	0	1	0	0	0	0	0	5	118
14:45	5	65	13	0	10	3	0	8	0	0	1	0	0	7	112
	21	264	83	2	35	14	1	15	2	1	1	0	0	20	459
15:00	2	58	17	1	8	0	1	2	2	0	0	0	0	3	94
15:15	6	81	20	0	12	3	0	5	0	0	0	0	0	4	131
15:30	3	78	27	4	14	4	1	1	0	0	0	0	0	3	135
15:45	4	72	21	0	14	8	1	8	2	0	0	0	0	8	138
	15	289	85	5	48	15	3	16	4	0	0	0	0	18	498
16:00	4	70	27	2	11	4	0	3	1	0	1	0	0	4	127
16:15	6	76	21	0	11	3	1	7	1	0	0	0	0	2	128
16:30	7	71	28	2	11	6	0	3	2	0	0	0	0	6	136
16:45	4	80	17	0	9	3	0	10	1	1	0	0	0	5	130
	21	297	93	4	42	16	1	23	5	1	1	0	0	17	521
17:00	6	71	27	2	9	2	1	2	1	0	0	0	0	4	125
17:15	1	85	34	0	12	7	1	5	0	0	0	0	0	6	151
17:30	3	65	31	0	15	3	0	4	1	0	0	0	0	5	127
17:45	8	62	31	0	16	5	0	5	2	0	1	0	0	3	133
	18	283	123	2	52	17	2	16	4	0	1	0	0	18	536
18:00	6	79	30	0	11	2	1	7	2	1	0	0	0	6	145
18:15	1	70	40	0	22	5	0	3	0	0	0	0	0	4	145
18:30	6	72	18	1	12	6	0	2	1	0	0	0	0	3	121
18:45	4	70	36	1	15	1	0	5	2	0	0	0	0	1	135
	17	291	124	2	60	14	1	17	5	1	0	0	0	14	546
19:00	4	54	24	0	11	2	0	3	0	0	0	0	0	3	101
19:15	6	65	24	1	13	2	0	5	1	1	0	0	0	3	121
19:30	5	66	18	1	7	1	1	7	3	0	0	0	0	4	113
19:45	5	67	22	1	10	4	0	1	2	0	0	0	0	2	114
	20	252	88	3	41	9	1	16	6	1	0	0	0	12	449
20:00	6	52	27	0	5	1	0	1	0	1	0	0	1	6	100
20:15	2	60	21	0	9	2	0	2	0	0	0	0	0	2	98
20:30	1	57	23	0	7	0	0	3	0	0	0	0	0	3	94
20:45	4	53	23	0	9	3	1	1	2	0	0	0	0	2	98
	13	222	94	0	30	6	1	7	2	1	0	0	1	13	390
21:00	3	45	12	1	9	2	0	5	3	1	0	0	0	3	84
21:15	4	49	22	0	17	0	0	3	1	0	0	0	0	0	96
21:30	3	50	22	0	7	1	0	0	2	0	0	0	0	1	86
21:45	4	58	19	0	7	1	0	1	0	1	0	0	0	0	91
	14	202	75	1	40	4	0	9	6	2	0	0	0	4	357
22:00	1	64	24	0	6	2	0	0	2	0	0	0	0	1	100
22:15	2	42	18	0	4	2	0	1	0	1	1	0	0	1	72
22:30	1	35	13	0	4	2	0	2	1	0	0	0	0	0	58
22:45	0	24	9	0	3	1	0	2	0	0	0	0	0	2	41
	4	165	64	0	17	7	0	5	3	1	1	0	0	4	271
23:00	2	33	9	0	10	2	0	1	0	1	0	0	0	1	59
23:15	1	17	8	1	1	0	0	1	1	0	0	0	0	0	30
23:30	3	24	10	0	2	1	0	2	1	0	0	0	0	0	43
23:45	0	16	14	0	2	1	0	0	0	0	0	0	0	0	33
	6	90	41	1	15	4	0	4	2	1	0	0	0	1	165
Total	198	2955	1080	26	488	137	15	154	54	9	4	1	2	148	5271
Percent	3.8%	56.1%	20.5%	0.5%	9.3%	2.6%	0.3%	2.9%	1.0%	0.2%	0.1%	0.0%	0.0%	2.8%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	1	11	14	0	1	1	0	0	0	0	0	0	0	0	28
00:15	0	11	4	1	0	0	0	0	0	0	0	0	0	0	16
00:30	0	6	6	0	1	0	0	1	0	0	0	0	0	0	14
00:45	1	11	5	0	1	0	0	1	1	0	0	0	0	0	20
	2	39	29	1	3	1	0	2	1	0	0	0	0	0	78
01:00	0	8	2	0	0	0	0	0	1	0	0	0	0	0	11
01:15	0	1	5	1	1	0	0	0	1	0	0	0	0	0	9
01:30	0	5	4	0	1	0	0	0	1	0	0	0	0	0	11
01:45	0	6	4	0	0	0	0	0	1	0	0	0	0	0	11
	0	20	15	1	2	0	0	0	4	0	0	0	0	0	42
02:00	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
02:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	3	1	0	2	0	0	2	1	0	0	0	0	0	9
02:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
	0	17	10	0	3	0	0	2	1	0	0	0	0	0	33
03:00	0	3	0	0	2	0	0	0	0	1	1	0	0	0	7
03:15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
03:30	0	3	2	1	0	0	0	0	1	0	0	0	1	0	8
03:45	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5
	0	10	4	2	3	0	0	0	2	1	1	0	1	0	24
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	3	3	0	1	0	0	1	1	0	0	0	0	0	9
04:30	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
04:45	0	1	2	0	2	0	0	0	1	0	1	0	0	0	7
	0	8	6	2	3	0	0	1	2	0	1	0	0	0	23
05:00	0	1	2	0	1	0	0	0	0	0	1	0	0	0	5
05:15	0	3	3	0	1	0	0	0	3	0	1	0	0	0	11
05:30	0	4	7	0	2	0	0	0	2	0	0	0	0	1	16
05:45	0	7	5	0	0	0	0	1	0	0	0	0	0	0	13
	0	15	17	0	4	0	0	1	5	0	2	0	0	1	45
06:00	0	6	4	0	3	0	0	0	1	0	0	0	0	0	14
06:15	2	14	6	0	2	1	0	1	0	0	0	0	0	0	26
06:30	0	13	9	0	5	0	0	2	1	0	0	0	0	0	30
06:45	2	19	12	0	2	2	0	1	0	1	0	0	0	1	40
	4	52	31	0	12	3	0	4	2	1	0	0	0	1	110
07:00	0	13	11	0	6	0	0	5	0	1	0	0	0	0	36
07:15	2	19	16	1	11	2	0	1	1	0	0	0	0	0	53
07:30	2	32	25	1	6	0	0	4	1	0	0	0	0	2	73
07:45	6	45	37	1	12	1	0	2	0	0	0	0	0	1	105
	10	109	89	3	35	3	0	12	2	1	0	0	0	3	267
08:00	4	39	23	0	9	0	1	3	0	0	0	0	0	1	80
08:15	10	58	17	0	14	7	1	1	0	2	0	0	0	2	112
08:30	3	62	25	1	12	6	1	5	1	0	0	0	0	5	121
08:45	3	53	24	0	13	3	0	3	1	1	0	0	0	4	105
	20	212	89	1	48	16	3	12	2	3	0	0	0	12	418
09:00	7	61	22	0	19	2	0	2	0	0	0	0	0	8	121
09:15	5	61	19	0	16	2	0	6	1	0	0	0	0	4	114
09:30	2	55	27	0	11	5	1	5	0	0	0	0	0	3	109
09:45	6	68	21	0	17	1	0	1	1	0	0	0	0	2	117
	20	245	89	0	63	10	1	14	2	0	0	0	0	17	461
10:00	11	76	23	0	11	2	0	4	3	2	0	1	0	1	134
10:15	3	90	17	2	16	6	0	6	0	0	0	0	1	6	147
10:30	10	81	22	0	17	3	1	2	0	1	0	0	0	1	138
10:45	4	73	23	0	14	3	0	0	0	3	0	0	0	3	123
	28	320	85	2	58	14	1	12	3	6	0	1	1	11	542
11:00	8	76	20	0	10	4	0	1	0	0	0	0	0	2	121
11:15	5	67	21	0	5	5	0	1	2	0	0	0	0	1	107
11:30	5	68	29	0	9	3	0	1	1	0	0	0	0	1	117
11:45	5	76	29	2	19	4	0	3	1	0	0	0	0	2	141
	23	287	99	2	43	16	0	6	4	0	0	0	0	6	486
Total	107	1334	563	14	277	63	5	66	30	12	4	1	2	51	2529
Percent	4.2%	52.7%	22.3%	0.6%	11.0%	2.5%	0.2%	2.6%	1.2%	0.5%	0.2%	0.0%	0.1%	2.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	71	28	0	14	2	0	3	0	0	0	0	0	2	122
12:15	5	67	25	0	9	6	0	3	2	1	0	0	0	6	124
12:30	3	83	20	0	13	5	0	2	1	0	1	0	0	4	132
12:45	2	70	23	0	13	2	1	3	0	0	0	0	0	2	116
	12	291	96	0	49	15	1	11	3	1	1	0	0	14	494
13:00	12	62	21	0	12	3	1	2	1	0	0	0	0	7	121
13:15	4	86	15	0	12	3	1	2	0	0	0	0	0	3	126
13:30	3	75	23	1	6	2	0	3	1	0	0	0	0	1	115
13:45	3	75	26	0	10	1	0	2	1	0	0	0	0	2	120
	22	298	85	1	40	9	2	9	3	0	0	0	0	13	482
14:00	4	62	23	1	21	1	0	4	0	0	0	0	0	2	118
14:15	10	59	23	0	8	4	0	1	0	0	0	0	0	2	107
14:30	8	70	25	0	12	4	0	4	0	0	0	1	0	1	125
14:45	3	73	18	2	12	1	0	3	1	1	0	0	0	4	118
	25	264	89	3	53	10	0	12	1	1	0	1	0	9	468
15:00	4	69	27	0	13	2	1	1	1	0	0	0	0	3	121
15:15	5	54	33	1	12	2	0	1	0	0	1	0	0	2	111
15:30	1	75	31	1	11	3	0	2	1	0	0	0	0	4	129
15:45	5	65	20	0	11	2	1	1	1	0	0	0	1	2	109
	15	263	111	2	47	9	2	5	3	0	1	0	1	11	470
16:00	11	71	31	0	12	6	2	1	2	0	0	0	0	4	140
16:15	1	62	22	0	14	2	0	1	2	0	0	0	0	6	110
16:30	4	52	19	0	12	3	1	1	1	0	0	0	0	1	94
16:45	5	69	25	0	16	5	1	4	0	0	0	0	0	4	129
	21	254	97	0	54	16	4	7	5	0	0	0	0	15	473
17:00	6	69	26	0	13	4	0	4	0	0	0	0	0	3	125
17:15	9	79	25	3	11	4	0	0	2	0	0	0	0	5	138
17:30	4	76	35	1	17	3	0	2	0	0	0	0	0	1	139
17:45	6	89	33	2	13	4	1	2	0	0	0	0	0	1	151
	25	313	119	6	54	15	1	8	2	0	0	0	0	10	553
18:00	11	70	30	0	16	0	0	3	1	0	0	0	0	3	134
18:15	8	79	27	0	16	5	0	2	1	0	0	0	0	3	141
18:30	7	67	26	0	17	5	1	1	0	1	0	0	0	3	128
18:45	3	74	22	0	6	1	1	3	0	0	0	0	0	4	114
	29	290	105	0	55	11	2	9	2	1	0	0	0	13	517
19:00	3	58	32	0	6	3	1	4	0	0	0	0	0	2	109
19:15	4	55	19	0	8	3	0	3	0	0	0	0	0	3	95
19:30	2	67	22	1	9	3	0	4	0	0	0	0	0	1	109
19:45	4	60	27	0	5	4	0	2	0	0	0	0	1	3	106
	13	240	100	1	28	13	1	13	0	0	0	0	1	9	419
20:00	0	43	24	1	7	5	0	1	0	0	0	0	0	4	85
20:15	6	50	17	1	13	2	0	1	1	0	0	0	0	5	96
20:30	2	36	21	1	11	2	1	3	0	1	0	0	1	2	81
20:45	0	48	25	0	7	1	0	3	0	0	0	0	0	0	84
	8	177	87	3	38	10	1	8	1	1	0	0	1	11	346
21:00	1	43	26	0	10	1	0	2	0	0	0	0	0	0	83
21:15	1	35	20	0	7	1	0	1	0	0	0	0	0	1	66
21:30	3	49	13	0	4	1	0	3	1	0	0	0	0	1	75
21:45	2	45	18	0	7	0	0	2	0	0	0	0	0	2	76
	7	172	77	0	28	3	0	8	1	0	0	0	0	4	300
22:00	2	39	25	1	8	1	0	1	0	0	0	0	0	2	79
22:15	2	33	13	0	8	0	0	3	0	0	0	0	0	1	60
22:30	0	30	21	0	6	2	0	2	0	0	0	0	0	1	62
22:45	1	54	18	0	6	0	0	0	0	0	0	0	0	2	81
	5	156	77	1	28	3	0	6	0	0	0	0	0	6	282
23:00	1	25	16	2	7	0	0	0	0	0	0	0	0	0	51
23:15	0	30	13	0	2	0	0	0	0	0	0	0	0	1	46
23:30	0	19	10	0	3	0	0	0	0	0	0	0	0	0	32
23:45	0	27	11	0	7	0	0	0	0	0	0	0	0	0	45
	1	101	50	2	19	0	0	0	0	0	0	0	0	1	174
Total	183	2819	1093	19	493	114	14	96	21	4	2	1	3	116	4978
Percent	3.7%	56.6%	22.0%	0.4%	9.9%	2.3%	0.3%	1.9%	0.4%	0.1%	0.0%	0.0%	0.1%	2.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
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512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	13	10	0	5	0	0	1	0	0	0	0	0	0	29
00:15	0	13	9	0	2	0	0	1	0	1	0	0	0	0	26
00:30	0	6	4	0	3	0	0	0	0	0	0	0	0	0	13
00:45	0	9	7	0	1	0	0	0	0	0	0	0	0	0	17
	0	41	30	0	11	0	0	2	0	1	0	0	0	0	85
01:00	0	7	5	0	0	0	1	2	0	0	0	0	0	0	15
01:15	0	5	3	0	0	0	0	0	1	0	0	0	0	0	9
01:30	0	8	7	0	1	0	0	1	1	0	0	0	0	0	18
01:45	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
	0	28	18	0	2	0	1	3	2	0	0	0	0	0	54
02:00	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
02:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
02:30	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
02:45	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
	0	18	11	0	2	0	0	0	1	0	0	0	0	0	32
03:00	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
03:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
03:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	10	4	0	2	0	0	0	1	0	0	0	0	0	17
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	1	0	0	2	0	0	0	1	0	0	0	0	0	4
	0	3	2	0	2	0	0	0	1	0	0	0	0	0	8
05:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
05:15	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
05:30	0	2	2	0	1	0	0	1	0	0	0	0	0	0	6
05:45	0	6	4	3	0	1	0	0	0	0	0	0	0	0	14
	0	13	9	4	3	1	0	1	0	0	0	0	0	0	31
06:00	1	5	3	0	1	1	0	0	0	0	0	0	0	0	11
06:15	0	10	2	0	1	0	0	0	1	0	0	0	0	0	14
06:30	0	9	4	0	1	1	0	3	1	0	0	0	0	0	19
06:45	0	16	8	0	5	0	0	0	0	0	0	0	0	1	30
	1	40	17	0	8	2	0	3	2	0	0	0	0	1	74
07:00	3	33	9	2	11	1	0	1	0	0	0	0	0	0	60
07:15	2	20	14	0	7	0	0	0	0	0	0	0	0	1	44
07:30	3	22	12	1	12	1	0	1	0	0	0	1	0	0	53
07:45	4	31	19	0	4	1	0	2	1	0	0	0	0	2	64
	12	106	54	3	34	3	0	4	1	0	0	1	0	3	221
08:00	1	24	14	1	9	1	0	2	0	1	0	0	0	0	53
08:15	6	34	10	0	11	0	0	1	0	0	0	0	0	2	64
08:30	1	45	11	2	8	2	0	4	2	0	0	0	0	4	79
08:45	5	47	26	1	7	3	2	6	0	0	0	0	0	3	100
	13	150	61	4	35	6	2	13	2	1	0	0	0	9	296
09:00	5	50	24	0	14	3	0	6	1	0	0	0	0	6	109
09:15	4	43	22	1	15	1	0	2	1	3	0	0	0	6	98
09:30	8	57	22	0	11	1	0	5	1	0	0	0	0	4	109
09:45	12	58	28	0	10	2	0	1	0	0	0	0	0	3	114
	29	208	96	1	50	7	0	14	3	3	0	0	0	19	430
10:00	12	77	20	0	11	3	1	4	0	0	0	0	0	2	130
10:15	4	70	18	1	11	2	0	3	0	0	0	0	0	4	113
10:30	5	79	27	0	14	3	2	6	0	0	0	0	0	4	140
10:45	6	84	24	0	9	4	1	4	0	1	0	0	0	1	134
	27	310	89	1	45	12	4	17	0	1	0	0	0	11	517
11:00	5	90	27	0	8	5	1	4	2	0	0	0	1	5	148
11:15	7	77	37	1	9	4	0	5	2	0	0	0	0	5	147
11:30	6	81	25	0	7	5	0	7	0	2	0	0	0	6	139
11:45	7	83	20	0	11	6	0	2	1	0	0	0	0	6	136
	25	331	109	1	35	20	1	18	5	2	0	0	1	22	570
Total	107	1258	500	14	229	51	8	75	18	8	0	1	1	65	2335
Percent	4.6%	53.9%	21.4%	0.6%	9.8%	2.2%	0.3%	3.2%	0.8%	0.3%	0.0%	0.0%	0.0%	2.8%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	70	25	0	9	2	0	3	0	1	0	1	1	3	116
12:15	4	70	21	1	8	4	1	3	0	0	0	0	0	3	115
12:30	6	67	16	0	11	3	0	2	0	0	0	0	0	7	112
12:45	5	77	19	0	14	4	1	1	0	1	0	0	0	1	123
	16	284	81	1	42	13	2	9	0	2	0	1	1	14	466
13:00	4	61	20	0	9	4	1	0	1	2	0	0	0	8	110
13:15	5	60	22	0	7	4	0	6	0	1	0	0	0	7	112
13:30	7	56	21	0	5	6	1	1	2	0	0	0	0	0	99
13:45	2	66	21	1	10	4	1	3	0	0	0	0	0	6	114
	18	243	84	1	31	18	3	10	3	3	0	0	0	21	435
14:00	6	53	16	0	12	3	0	3	2	0	0	0	0	3	98
14:15	5	61	22	0	9	5	0	3	0	0	0	0	0	2	107
14:30	4	67	19	2	9	3	1	3	2	0	0	1	0	2	113
14:45	3	65	18	0	7	3	0	2	0	0	0	0	0	5	103
	18	246	75	2	37	14	1	11	4	0	0	1	0	12	421
15:00	4	45	26	0	8	2	0	2	0	0	1	0	0	5	93
15:15	8	59	27	0	9	3	1	1	0	0	0	0	0	2	110
15:30	5	52	26	0	10	1	0	3	1	0	0	0	0	3	101
15:45	4	49	17	0	9	3	0	3	0	1	0	0	0	2	88
	21	205	96	0	36	9	1	9	1	1	1	0	0	12	392
16:00	5	51	20	1	9	2	0	3	2	0	0	0	0	2	95
16:15	5	66	18	0	7	1	0	2	0	0	0	1	1	2	103
16:30	4	59	22	1	11	3	0	3	2	1	1	0	0	2	109
16:45	4	54	14	0	8	4	0	4	0	0	0	0	1	3	92
	18	230	74	2	35	10	0	12	4	1	1	1	2	9	399
17:00	2	63	15	0	5	2	1	4	2	1	0	0	0	1	96
17:15	0	57	26	1	6	2	0	2	1	2	0	0	1	2	100
17:30	4	50	23	1	8	3	0	3	1	1	0	0	0	4	98
17:45	3	54	13	0	14	2	1	2	2	0	0	0	0	3	94
	9	224	77	2	33	9	2	11	6	4	0	0	1	10	388
18:00	1	66	23	0	11	2	0	3	0	0	1	0	0	2	109
18:15	6	68	27	3	7	6	0	4	0	0	0	0	0	2	123
18:30	2	61	25	0	13	1	0	1	0	0	0	0	0	2	105
18:45	1	44	26	1	11	0	0	3	1	1	0	0	0	1	89
	10	239	101	4	42	9	0	11	1	1	1	0	0	7	426
19:00	4	58	25	0	7	4	0	1	0	0	0	0	0	4	103
19:15	3	45	22	0	9	1	0	5	0	0	0	0	0	1	86
19:30	1	35	32	0	8	2	0	4	3	0	0	0	0	3	88
19:45	4	43	24	0	11	3	0	1	2	0	0	0	0	2	90
	12	181	103	0	35	10	0	11	5	0	0	0	0	10	367
20:00	2	42	21	0	15	1	1	1	2	0	0	0	0	1	86
20:15	4	43	22	0	7	1	0	0	0	0	0	0	0	1	78
20:30	3	30	20	0	5	1	0	0	1	0	0	0	0	0	60
20:45	2	35	13	0	9	0	0	0	1	0	0	0	0	3	63
	11	150	76	0	36	3	1	1	4	0	0	0	0	5	287
21:00	1	33	9	1	7	1	0	4	1	0	0	0	0	1	58
21:15	0	31	9	0	5	1	0	1	0	0	0	0	0	1	48
21:30	2	21	10	0	5	1	0	0	1	0	0	0	0	1	41
21:45	0	21	11	2	4	0	0	2	0	0	0	0	0	0	40
	3	106	39	3	21	3	0	7	2	0	0	0	0	3	187
22:00	0	22	10	0	3	1	0	0	0	0	0	0	0	0	36
22:15	0	16	9	0	2	0	0	1	1	0	0	0	0	0	29
22:30	2	12	9	0	2	0	0	0	3	0	0	0	0	0	28
22:45	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
	2	59	31	0	8	1	0	1	4	0	0	0	0	0	106
23:00	0	17	4	1	3	0	0	1	1	0	0	0	0	0	27
23:15	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
23:30	0	6	4	0	0	0	0	0	1	0	0	0	0	0	11
23:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	39	13	1	4	0	0	1	2	0	0	0	0	0	60
Total	138	2206	850	16	360	99	10	94	36	12	3	3	4	103	3934
Percent	3.5%	56.1%	21.6%	0.4%	9.2%	2.5%	0.3%	2.4%	0.9%	0.3%	0.1%	0.1%	0.1%	2.6%	
Grand Total	1056	15231	6210	155	2844	741	95	781	292	71	25	14	17	693	28225
Percent	3.7%	54.0%	22.0%	0.5%	10.1%	2.6%	0.3%	2.8%	1.0%	0.3%	0.1%	0.0%	0.1%	2.5%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	3	2	0	0	0	0	0	2	0	0	0	0	0	7
00:15	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6
00:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	0	3	0	1	0	0	0	1	0	0	0	0	0	5
	0	7	10	2	1	0	0	0	3	0	0	0	0	0	23
01:00	0	1	4	0	0	0	0	0	2	0	0	0	0	0	7
01:15	0	2	1	0	0	0	0	0	2	0	0	0	0	0	5
01:30	0	4	0	2	1	0	0	1	1	0	0	0	0	0	9
01:45	0	1	3	0	1	0	0	0	1	0	0	0	0	0	6
	0	8	8	2	2	0	0	1	6	0	0	0	0	0	27
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	4	0	1	0	0	0	1	0	0	0	0	0	7
02:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	4	0	2	0	0	0	1	0	0	0	0	0	11
03:00	0	2	1	0	0	0	0	0	2	0	0	0	0	0	5
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
	0	5	3	0	0	0	0	0	5	0	0	0	0	0	13
04:00	0	0	1	0	1	0	0	0	3	0	0	0	0	0	5
04:15	0	4	1	0	0	0	0	0	2	0	0	0	0	0	7
04:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
04:45	0	7	5	0	2	0	0	0	2	0	0	0	0	0	16
	0	14	8	0	4	0	0	0	7	0	0	0	0	0	33
05:00	0	6	3	0	0	0	0	0	1	0	0	0	0	0	10
05:15	0	3	6	0	2	0	1	0	0	0	0	0	0	0	12
05:30	0	8	7	0	3	0	0	0	3	0	0	0	0	0	21
05:45	0	11	11	0	5	0	0	0	3	0	0	0	0	0	30
	0	28	27	0	10	0	1	0	7	0	0	0	0	0	73
06:00	1	6	8	0	5	0	0	0	4	0	0	0	0	1	25
06:15	0	16	2	0	5	1	0	0	2	0	0	0	0	1	27
06:30	1	12	13	1	8	2	0	0	3	0	0	0	0	1	41
06:45	1	26	14	0	15	2	0	1	2	0	0	0	0	1	62
	3	60	37	1	33	5	0	1	11	0	0	0	0	4	155
07:00	1	26	21	0	8	0	0	2	1	0	0	0	0	2	61
07:15	6	39	25	1	13	3	1	3	2	1	0	0	0	3	97
07:30	4	65	27	0	21	3	0	2	2	1	1	0	0	4	130
07:45	7	69	32	0	11	2	1	2	1	1	1	0	1	5	133
	18	199	105	1	53	8	2	9	6	3	2	0	1	14	421
08:00	8	49	17	3	6	2	1	1	1	0	0	0	0	2	90
08:15	1	43	21	0	11	2	1	4	1	0	0	0	0	4	88
08:30	2	28	17	2	5	1	0	5	0	0	0	0	1	3	64
08:45	9	56	28	1	12	3	3	2	5	0	0	0	1	2	122
	20	176	83	6	34	8	5	12	7	0	0	0	2	11	364
09:00	3	53	20	2	9	2	0	5	1	0	0	0	1	1	97
09:15	5	43	16	0	14	2	1	2	2	0	0	0	1	1	87
09:30	1	42	22	0	6	1	0	2	2	0	0	0	0	1	77
09:45	1	59	22	0	9	3	1	7	3	0	0	0	0	0	105
	10	197	80	2	38	8	2	16	8	0	0	0	2	3	366
10:00	7	40	29	0	9	3	4	2	0	0	0	0	0	4	98
10:15	2	46	27	0	12	4	0	3	4	0	0	0	0	1	99
10:30	3	58	20	0	15	4	2	5	1	0	0	0	1	2	111
10:45	3	58	18	0	6	3	0	3	0	0	0	0	0	0	91
	15	202	94	0	42	14	6	13	5	0	0	0	1	7	399
11:00	5	61	25	3	9	6	1	4	3	0	0	0	0	1	118
11:15	4	60	19	1	8	2	1	2	1	0	0	0	0	0	98
11:30	4	62	31	2	7	0	2	0	1	0	0	0	0	3	112
11:45	6	66	16	0	12	3	0	2	2	0	0	0	0	9	116
	19	249	91	6	36	11	4	8	7	0	0	0	0	13	444
Total	85	1149	550	20	255	54	20	60	73	3	2	0	6	52	2329
Percent	3.6%	49.3%	23.6%	0.9%	10.9%	2.3%	0.9%	2.6%	3.1%	0.1%	0.1%	0.0%	0.3%	2.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
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between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	3	69	24	2	13	1	1	2	0	0	0	0	0	2	117
12:15	3	49	19	0	11	1	0	2	2	0	0	0	0	1	88
12:30	2	59	17	1	7	2	1	1	0	0	0	0	0	1	91
12:45	3	63	16	1	11	4	0	1	2	0	0	0	1	2	104
	11	240	76	4	42	8	2	6	4	0	0	0	1	6	400
13:00	5	81	16	2	6	4	0	4	3	0	0	0	0	2	123
13:15	3	61	19	1	4	0	0	1	1	0	0	0	0	1	91
13:30	6	60	25	4	8	1	1	2	0	0	0	0	0	2	109
13:45	0	66	26	1	18	4	0	1	0	0	0	0	0	6	122
	14	268	86	8	36	9	1	8	4	0	0	0	0	11	445
14:00	2	62	21	0	12	3	2	1	1	0	0	0	0	8	112
14:15	5	50	18	0	11	0	1	3	1	0	0	0	0	1	90
14:30	8	70	17	1	12	1	1	2	0	0	0	0	0	6	118
14:45	2	50	21	1	10	2	1	2	0	0	0	0	0	4	93
	17	232	77	2	45	6	5	8	2	0	0	0	0	19	413
15:00	1	62	21	0	7	2	1	0	3	2	0	0	0	3	102
15:15	7	71	23	1	12	5	0	2	0	0	0	0	0	5	126
15:30	9	64	29	1	11	5	3	5	0	0	0	0	0	3	130
15:45	7	80	28	0	5	4	0	0	1	1	0	0	0	2	128
	24	277	101	2	35	16	4	7	4	3	0	0	0	13	486
16:00	3	63	26	0	11	1	0	7	3	0	0	0	0	1	115
16:15	3	69	15	1	6	3	1	2	0	0	0	0	0	0	100
16:30	5	64	23	0	8	1	0	5	1	0	0	0	1	0	108
16:45	10	51	16	1	11	3	1	0	3	0	0	0	0	5	101
	21	247	80	2	36	8	2	14	7	0	0	0	1	6	424
17:00	6	69	20	0	9	2	2	3	0	0	0	0	0	5	116
17:15	2	62	18	2	17	3	1	4	0	1	0	0	1	1	112
17:30	7	61	21	0	6	4	1	2	0	0	0	0	0	1	103
17:45	4	52	16	0	7	7	0	6	1	1	0	0	0	2	96
	19	244	75	2	39	16	4	15	1	2	0	0	1	9	427
18:00	5	47	20	0	11	2	0	2	2	0	0	0	0	1	90
18:15	4	48	16	0	6	2	0	2	1	0	0	1	0	2	82
18:30	0	38	15	0	9	0	0	1	1	0	0	0	0	2	66
18:45	9	50	20	2	5	1	0	0	0	0	0	0	0	1	88
	18	183	71	2	31	5	0	5	4	0	0	1	0	6	326
19:00	2	42	21	0	3	1	0	1	0	0	0	0	0	2	72
19:15	1	44	17	0	5	6	0	5	0	0	0	0	0	2	80
19:30	2	43	11	1	2	2	0	0	2	0	0	0	0	0	63
19:45	0	42	17	0	5	1	0	1	3	0	0	0	0	1	70
	5	171	66	1	15	10	0	7	5	0	0	0	0	5	285
20:00	1	36	12	0	5	0	0	2	4	0	0	0	0	0	60
20:15	3	30	10	0	3	0	1	2	1	0	0	0	0	1	51
20:30	0	39	12	0	7	1	0	2	2	0	0	0	0	1	64
20:45	2	30	15	1	3	0	0	1	1	0	0	0	0	0	53
	6	135	49	1	18	1	1	7	8	0	0	0	0	2	228
21:00	0	27	12	0	5	2	0	1	2	0	0	0	0	1	50
21:15	1	29	5	0	5	1	0	2	2	0	1	0	0	0	46
21:30	3	29	8	0	7	0	0	0	3	0	0	0	0	0	50
21:45	0	25	9	0	2	0	0	1	2	0	0	0	0	0	39
	4	110	34	0	19	3	0	4	9	0	1	0	0	1	185
22:00	0	26	13	1	1	0	0	2	2	0	0	0	0	0	45
22:15	0	20	8	1	2	0	0	1	2	0	0	0	0	1	35
22:30	0	16	5	0	4	0	0	0	4	0	0	0	0	0	29
22:45	0	21	8	0	3	0	0	1	4	0	0	0	0	0	37
	0	83	34	2	10	0	0	4	12	0	0	0	0	1	146
23:00	0	14	4	0	2	0	0	0	0	0	1	0	0	0	21
23:15	1	7	6	0	3	1	1	0	3	0	0	0	0	0	22
23:30	0	9	7	0	1	0	0	0	0	0	0	1	0	0	18
23:45	0	0	7	0	0	0	0	0	2	0	1	0	0	0	10
	1	30	24	0	6	1	1	0	5	0	2	1	0	0	71
Total	140	2220	773	26	332	83	20	85	65	5	3	2	3	79	3836
Percent	3.6%	57.9%	20.2%	0.7%	8.7%	2.2%	0.5%	2.2%	1.7%	0.1%	0.1%	0.1%	0.1%	2.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	10	2	0	1	0	0	0	4	0	2	0	0	0	19
00:15	0	8	1	0	0	0	0	1	2	0	0	0	0	0	12
00:30	0	3	2	1	2	0	0	1	0	0	0	0	0	0	9
00:45	0	4	0	1	1	0	0	0	2	0	0	0	0	0	8
	0	25	5	2	4	0	0	2	8	0	2	0	0	0	48
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
01:30	0	2	2	0	0	0	0	1	0	0	0	0	0	0	5
01:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	4	0	1	0	0	1	1	0	0	0	0	0	13
02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
02:15	0	1	1	1	0	0	0	1	1	0	0	0	0	0	5
02:30	0	2	1	0	0	0	0	0	2	0	0	0	0	0	5
02:45	0	3	0	0	0	0	0	0	2	0	0	0	0	0	5
	0	7	2	1	0	0	0	1	6	0	0	0	0	0	17
03:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
03:45	1	1	0	0	0	0	1	0	1	0	0	0	0	0	4
	1	3	3	1	1	0	1	0	2	0	0	0	0	0	12
04:00	0	2	5	0	1	0	0	0	2	0	1	0	0	0	11
04:15	0	3	1	0	3	0	0	0	2	0	0	0	0	0	9
04:30	1	4	2	0	0	1	0	0	4	0	0	0	0	0	12
04:45	0	9	6	0	0	0	0	1	3	0	0	0	0	0	19
	1	18	14	0	4	1	0	1	11	0	1	0	0	0	51
05:00	0	7	4	0	1	0	0	0	2	0	0	0	0	0	14
05:15	0	10	6	0	0	0	0	0	3	0	0	0	0	0	19
05:30	0	2	7	0	5	0	0	1	4	0	0	1	0	0	20
05:45	0	19	9	0	4	0	0	2	2	0	0	0	0	0	36
	0	38	26	0	10	0	0	3	11	0	0	1	0	0	89
06:00	1	9	4	0	5	0	0	1	0	0	0	0	0	0	20
06:15	0	10	9	0	3	0	0	1	3	0	0	0	1	1	28
06:30	1	8	12	0	3	1	0	0	6	0	0	0	1	0	32
06:45	1	19	10	0	8	1	0	1	1	0	0	0	1	0	42
	3	46	35	0	19	2	0	3	10	0	0	0	3	1	122
07:00	2	37	21	0	5	2	0	3	1	0	3	0	0	1	75
07:15	2	32	17	1	10	2	0	9	2	0	0	0	0	3	78
07:30	7	55	29	1	13	8	0	3	1	0	0	0	0	3	120
07:45	7	65	24	1	13	5	3	2	0	0	0	0	0	3	123
	18	189	91	3	41	17	3	17	4	0	3	0	0	10	396
08:00	1	49	17	0	17	4	0	4	3	1	0	0	1	2	99
08:15	1	42	14	0	11	1	1	3	3	1	0	0	0	4	81
08:30	3	54	18	1	11	5	0	3	0	0	0	0	0	3	98
08:45	3	38	32	0	16	1	0	8	1	2	0	0	0	2	103
	8	183	81	1	55	11	1	18	7	4	0	0	1	11	381
09:00	4	54	16	0	10	3	0	6	1	1	0	0	1	4	100
09:15	2	62	23	1	9	0	0	3	1	0	0	0	0	2	103
09:30	2	41	14	0	20	3	0	3	4	1	0	0	0	2	90
09:45	3	53	15	0	13	7	0	5	3	0	0	0	0	1	100
	11	210	68	1	52	13	0	17	9	2	0	0	1	9	393
10:00	4	51	23	1	6	3	0	5	0	0	0	0	0	2	95
10:15	2	61	23	0	14	2	0	2	1	0	2	1	0	3	111
10:30	4	65	15	1	11	4	0	3	0	0	0	0	0	3	106
10:45	6	73	26	0	5	1	2	6	1	0	0	0	0	2	122
	16	250	87	2	36	10	2	16	2	0	2	1	0	10	434
11:00	5	57	16	0	8	2	0	4	0	0	0	1	1	0	94
11:15	3	77	22	0	9	1	0	1	0	0	0	0	0	0	113
11:30	0	60	11	0	11	1	1	0	1	1	0	0	0	0	86
11:45	4	70	18	0	8	1	1	1	0	0	0	0	0	3	106
	12	264	67	0	36	5	2	6	1	1	0	1	1	3	399
Total	70	1239	483	11	259	59	9	85	72	7	8	3	6	44	2355
Percent	3.0%	52.6%	20.5%	0.5%	11.0%	2.5%	0.4%	3.6%	3.1%	0.3%	0.3%	0.1%	0.3%	1.9%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	4	84	14	1	10	3	2	4	1	0	0	0	0	0	123
12:15	5	79	11	0	6	5	0	2	0	0	0	0	0	2	110
12:30	5	85	22	0	5	3	0	4	0	0	0	0	0	0	124
12:45	3	65	14	0	10	4	0	0	0	0	0	0	0	2	98
	17	313	61	1	31	15	2	10	1	0	0	0	0	4	455
13:00	3	83	17	0	7	4	0	3	2	0	0	0	0	1	120
13:15	9	94	17	3	3	1	0	0	0	0	0	0	0	0	127
13:30	4	87	19	1	5	1	0	0	0	0	0	0	0	1	118
13:45	2	78	24	0	5	1	0	2	0	0	0	0	0	2	114
	18	342	77	4	20	7	0	5	2	0	0	0	0	4	479
14:00	6	92	20	0	7	6	0	3	0	1	0	0	0	3	138
14:15	2	91	20	0	9	2	0	5	0	0	0	0	0	2	131
14:30	3	84	19	0	12	2	0	2	0	0	0	0	0	4	126
14:45	6	94	19	1	6	3	0	1	0	0	0	0	0	2	132
	17	361	78	1	34	13	0	11	0	1	0	0	0	11	527
15:00	8	76	16	0	13	6	1	1	0	0	0	0	0	2	123
15:15	3	87	20	0	7	3	0	3	0	0	0	0	0	5	128
15:30	6	87	20	1	7	3	0	2	1	0	0	0	0	6	133
15:45	6	85	16	0	5	5	3	3	2	0	0	0	0	2	127
	23	335	72	1	32	17	4	9	3	0	0	0	0	15	511
16:00	9	84	28	0	7	0	0	1	1	1	0	0	0	4	135
16:15	3	92	26	0	7	2	0	0	0	0	0	0	0	1	131
16:30	6	89	15	1	3	3	0	4	0	0	1	0	0	0	122
16:45	4	88	23	0	5	2	0	4	0	0	0	0	0	3	129
	22	353	92	1	22	7	0	9	1	1	1	0	0	8	517
17:00	4	77	23	1	12	3	0	2	0	0	1	0	0	1	124
17:15	3	62	23	0	5	1	0	1	0	0	0	0	0	2	97
17:30	5	78	25	0	7	2	0	1	2	0	0	1	0	2	123
17:45	6	70	17	0	9	3	2	3	0	0	1	0	0	2	113
	18	287	88	1	33	9	2	7	2	0	2	1	0	7	457
18:00	3	64	27	0	5	1	1	1	0	0	0	0	0	1	103
18:15	2	74	23	0	12	4	0	1	0	1	0	0	0	2	119
18:30	1	61	19	1	7	1	1	2	1	0	0	0	0	2	96
18:45	6	47	14	1	6	1	0	1	0	0	0	0	0	2	78
	12	246	83	2	30	7	2	5	1	1	0	0	0	7	396
19:00	9	56	30	0	14	2	0	2	0	0	0	0	0	1	114
19:15	4	50	20	0	7	3	0	2	3	0	0	0	0	0	89
19:30	1	63	19	0	3	5	0	1	0	1	0	0	0	4	97
19:45	3	62	19	0	4	0	0	3	1	0	0	0	0	1	93
	17	231	88	0	28	10	0	8	4	1	0	0	0	6	393
20:00	5	51	22	0	9	1	0	4	1	0	0	0	0	3	96
20:15	3	46	17	2	3	2	0	0	2	0	0	0	0	0	75
20:30	0	50	23	0	6	2	0	0	0	0	0	0	0	2	83
20:45	1	46	15	0	9	0	0	4	0	1	0	0	0	1	77
	9	193	77	2	27	5	0	8	3	1	0	0	0	6	331
21:00	2	35	21	0	5	2	0	0	3	0	0	0	0	1	69
21:15	2	40	12	1	6	0	0	2	0	0	0	0	0	0	63
21:30	3	34	13	0	3	1	0	0	0	0	0	0	0	1	55
21:45	2	46	18	0	6	2	1	0	1	0	0	0	0	2	78
	9	155	64	1	20	5	1	2	4	0	0	0	0	4	265
22:00	4	30	16	0	3	1	1	1	1	0	0	0	0	1	58
22:15	3	28	17	0	2	0	2	2	0	0	0	0	0	0	54
22:30	3	39	14	0	7	2	0	0	2	0	0	0	0	0	67
22:45	2	35	12	0	8	0	0	2	1	0	0	0	0	0	60
	12	132	59	0	20	3	3	5	4	0	0	0	0	1	239
23:00	1	26	6	0	4	0	1	0	0	1	1	0	0	1	41
23:15	2	17	15	0	5	0	0	0	1	0	1	0	0	1	42
23:30	1	18	10	0	4	1	0	0	0	0	0	0	0	0	34
23:45	1	28	14	0	3	1	0	0	0	0	0	0	0	0	47
	5	89	45	0	16	2	1	0	1	1	2	0	0	2	164
Total	179	3037	884	14	313	100	15	79	26	6	5	1	0	75	4734
Percent	3.8%	64.2%	18.7%	0.3%	6.6%	2.1%	0.3%	1.7%	0.5%	0.1%	0.1%	0.0%	0.0%	1.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	20	3	0	0	1	0	0	1	0	0	1	0	0	26
00:15	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23
00:30	0	18	7	0	2	0	0	1	0	0	1	0	0	0	29
00:45	1	10	5	0	2	0	0	0	0	0	0	0	0	0	18
	1	64	22	0	4	1	0	1	1	0	1	1	0	0	96
01:00	0	12	3	0	0	0	0	0	3	0	0	0	0	0	18
01:15	0	5	3	0	1	0	0	1	0	0	0	0	0	0	10
01:30	0	10	2	0	0	0	0	0	1	0	0	0	0	0	13
01:45	0	6	8	0	0	0	0	0	0	0	0	0	0	0	14
	0	33	16	0	1	0	0	1	4	0	0	0	0	0	55
02:00	0	6	3	0	1	0	0	2	1	0	0	0	0	0	13
02:15	0	5	1	0	1	0	0	0	1	0	0	0	0	0	8
02:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	15	5	0	3	0	0	2	2	0	0	0	0	0	27
03:00	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:15	0	6	2	0	0	0	0	0	1	0	0	0	0	0	9
03:30	0	3	1	0	1	0	0	0	4	0	0	0	0	0	9
03:45	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
	0	13	5	0	2	0	0	1	6	0	0	0	0	0	27
04:00	0	5	3	0	1	0	0	0	1	0	0	0	0	0	10
04:15	0	2	2	0	0	0	0	0	2	0	1	0	0	0	7
04:30	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	9	11	0	1	0	0	0	3	0	1	0	0	0	25
05:00	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14
05:15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
05:30	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
05:45	0	12	8	0	1	0	0	0	3	0	1	0	0	0	25
	0	35	23	0	3	0	0	0	3	0	1	0	0	0	65
06:00	1	2	4	0	3	2	0	0	1	0	0	0	0	0	13
06:15	0	6	5	0	4	0	0	1	1	0	0	0	0	0	17
06:30	0	8	8	0	3	0	0	0	0	0	0	0	0	0	19
06:45	1	15	7	0	7	0	0	4	2	0	0	0	0	0	36
	2	31	24	0	17	2	0	5	4	0	0	0	0	0	85
07:00	0	11	7	0	6	0	0	1	0	0	0	0	0	0	25
07:15	0	19	10	0	10	1	0	4	0	0	0	0	0	1	45
07:30	0	29	13	0	10	0	0	2	0	0	0	0	0	1	55
07:45	1	37	23	0	7	0	0	3	1	0	0	0	0	1	73
	1	96	53	0	33	1	0	10	1	0	0	0	0	3	198
08:00	0	47	28	0	6	1	1	5	0	1	1	1	0	1	92
08:15	3	45	14	0	5	4	1	2	0	1	0	0	0	1	76
08:30	2	49	22	1	8	0	3	4	0	0	1	0	0	3	93
08:45	3	71	25	0	9	5	1	8	0	0	0	1	1	4	128
	8	212	89	1	28	10	6	19	0	2	2	2	1	9	389
09:00	3	72	33	0	9	1	0	2	2	1	0	0	0	1	124
09:15	7	68	27	0	14	1	1	4	0	0	0	0	0	4	126
09:30	1	82	26	0	8	2	0	5	0	0	0	0	0	0	124
09:45	2	71	23	0	14	2	1	2	0	0	0	0	0	1	116
	13	293	109	0	45	6	2	13	2	1	0	0	0	6	490
10:00	8	85	19	0	6	4	1	1	0	0	0	0	0	6	130
10:15	3	71	20	0	2	2	0	1	0	0	0	0	0	3	102
10:30	3	80	16	0	11	3	0	2	0	0	0	0	0	2	117
10:45	2	69	21	0	8	2	0	2	0	0	0	1	1	2	108
	16	305	76	0	27	11	1	6	0	0	0	1	1	13	457
11:00	2	82	21	0	8	4	0	0	0	0	0	0	0	2	119
11:15	3	71	13	0	8	0	0	0	0	0	0	0	0	3	98
11:30	8	80	13	1	6	2	0	1	0	0	0	0	0	1	112
11:45	8	80	11	0	10	3	0	1	0	0	0	0	0	3	116
	21	313	58	1	32	9	0	2	0	0	0	0	0	9	445
Total	62	1419	491	2	196	40	9	60	26	3	5	4	2	40	2359
Percent	2.6%	60.2%	20.8%	0.1%	8.3%	1.7%	0.4%	2.5%	1.1%	0.1%	0.2%	0.2%	0.1%	1.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
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Station ID:
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between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	4	72	14	0	2	0	0	3	0	0	0	0	0	2	97
12:15	3	72	16	0	7	4	0	1	0	1	0	0	0	6	110
12:30	5	70	20	1	4	0	0	4	0	1	0	0	0	2	107
12:45	4	78	18	0	1	4	1	2	0	0	0	0	0	0	108
	16	292	68	1	14	8	1	10	0	2	0	0	0	10	422
13:00	3	68	20	0	11	4	0	1	0	0	1	0	0	1	109
13:15	4	83	10	0	2	1	1	1	0	0	0	0	0	0	102
13:30	6	73	16	0	8	1	1	5	0	0	0	0	0	4	114
13:45	4	71	14	0	12	1	0	0	1	0	0	0	0	1	104
	17	295	60	0	33	7	2	7	1	0	1	0	0	6	429
14:00	5	82	20	2	5	2	0	1	0	0	0	0	0	3	120
14:15	6	83	19	1	10	3	0	2	1	0	0	0	0	3	128
14:30	5	84	23	0	7	2	0	0	0	0	0	0	0	3	124
14:45	4	76	20	0	7	4	0	0	0	0	0	0	1	3	115
	20	325	82	3	29	11	0	3	1	0	0	0	1	12	487
15:00	3	71	13	1	4	3	1	0	0	0	0	0	0	2	98
15:15	5	70	20	0	7	2	1	1	0	0	0	0	0	4	110
15:30	6	64	17	0	9	6	2	1	0	0	0	0	0	2	107
15:45	4	70	29	0	7	1	0	3	0	0	0	0	0	3	117
	18	275	79	1	27	12	4	5	0	0	0	0	0	11	432
16:00	3	63	12	0	7	2	0	1	1	0	0	0	0	4	93
16:15	3	64	23	0	7	2	0	10	2	0	1	0	0	3	115
16:30	8	67	24	1	7	2	0	2	0	0	0	0	0	3	114
16:45	7	65	19	1	4	3	1	0	0	0	0	0	0	3	103
	21	259	78	2	25	9	1	13	3	0	1	0	0	13	425
17:00	4	76	17	1	5	1	0	1	1	0	0	0	0	2	108
17:15	0	70	12	0	10	3	0	2	0	0	0	0	0	1	98
17:30	6	58	13	0	4	0	0	4	0	0	0	0	0	2	87
17:45	2	66	20	1	11	2	0	2	0	0	0	0	0	6	110
	12	270	62	2	30	6	0	9	1	0	0	0	0	11	403
18:00	2	66	15	0	8	0	0	2	1	0	0	0	0	1	95
18:15	2	48	14	1	7	0	1	2	1	0	0	0	0	4	80
18:30	9	80	17	0	8	2	1	0	0	0	0	0	0	2	119
18:45	4	67	23	0	7	1	0	2	1	0	0	0	0	1	106
	17	261	69	1	30	3	2	6	3	0	0	0	0	8	400
19:00	2	55	11	0	6	3	0	0	0	0	0	0	0	3	80
19:15	1	46	23	0	6	4	0	3	0	0	0	0	0	2	85
19:30	0	53	22	1	3	1	1	0	1	0	0	0	0	1	83
19:45	1	51	17	0	5	1	1	2	0	1	0	0	0	1	80
	4	205	73	1	20	9	2	5	1	1	0	0	0	7	328
20:00	1	57	21	0	6	1	0	0	0	0	0	0	0	3	89
20:15	6	49	24	0	10	6	1	0	2	0	0	0	0	2	100
20:30	2	38	13	0	3	0	0	2	0	0	0	0	0	1	59
20:45	2	64	12	0	7	0	0	0	0	0	0	0	0	0	85
	11	208	70	0	26	7	1	2	2	0	0	0	0	6	333
21:00	0	40	16	1	8	0	0	1	0	0	0	0	0	1	67
21:15	0	42	12	0	8	0	0	0	1	0	0	0	0	0	63
21:30	2	39	18	1	5	0	0	1	0	0	0	0	0	0	66
21:45	0	45	13	0	6	3	0	0	1	1	0	0	0	1	70
	2	166	59	2	27	3	0	2	2	1	0	0	0	2	266
22:00	0	44	19	0	1	1	0	1	0	0	0	0	0	0	66
22:15	1	33	10	0	3	0	0	1	0	0	0	0	0	0	48
22:30	2	35	5	0	4	3	0	0	0	0	0	0	0	0	49
22:45	0	38	11	0	5	1	0	3	0	0	0	0	0	0	58
	3	150	45	0	13	5	0	5	0	0	0	0	0	0	221
23:00	1	29	10	0	4	0	0	0	0	0	0	0	0	0	44
23:15	0	27	10	2	3	0	0	1	4	0	0	0	0	1	48
23:30	2	20	9	1	3	0	0	2	2	0	0	0	0	0	39
23:45	0	19	10	0	3	0	0	2	0	0	0	0	0	0	34
	3	95	39	3	13	0	0	5	6	0	0	0	0	1	165
Total	144	2801	784	16	287	80	13	72	20	4	2	0	1	87	4311
Percent	3.3%	65.0%	18.2%	0.4%	6.7%	1.9%	0.3%	1.7%	0.5%	0.1%	0.0%	0.0%	0.0%	2.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	29	9	0	1	1	0	0	0	0	0	0	0	0	40
00:15	0	30	5	0	2	0	0	0	1	0	0	0	0	0	38
00:30	0	13	13	0	0	0	0	1	0	0	0	0	0	0	27
00:45	1	14	4	0	0	0	0	1	0	0	0	0	0	0	20
	1	86	31	0	3	1	0	2	1	0	0	0	0	0	125
01:00	0	10	5	0	0	1	0	1	1	0	0	0	0	0	18
01:15	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
01:30	0	12	4	0	3	0	0	0	0	0	0	0	0	0	19
01:45	0	5	7	0	1	0	0	0	0	0	0	0	0	0	13
	0	36	21	0	5	1	0	1	1	0	0	0	0	0	65
02:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
02:15	0	3	3	0	0	0	0	1	0	0	0	0	0	0	7
02:30	0	2	4	1	0	0	0	0	1	0	0	0	0	0	8
02:45	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
	0	12	9	1	2	0	0	1	2	0	0	0	0	0	27
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	3	3	0	1	0	0	0	2	0	0	0	0	0	9
03:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	10	6	0	1	0	0	0	2	0	0	0	0	0	19
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
04:30	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
04:45	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
	0	15	7	0	4	0	0	0	1	0	0	0	0	0	27
05:00	0	6	4	0	1	1	0	0	0	0	0	0	0	0	12
05:15	0	3	4	0	0	0	0	1	0	0	0	0	0	0	8
05:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	3	3	0	1	0	0	0	0	0	0	1	0	0	8
	0	15	12	0	2	1	0	1	0	0	0	1	0	0	32
06:00	0	7	3	1	2	0	0	0	0	0	0	0	0	0	13
06:15	0	5	1	1	1	0	0	2	0	0	0	0	0	0	10
06:30	0	6	7	0	0	0	0	2	0	0	0	0	0	0	15
06:45	0	11	6	0	3	1	0	0	0	0	0	0	0	0	21
	0	29	17	2	6	1	0	4	0	0	0	0	0	0	59
07:00	1	19	3	0	5	0	0	0	0	0	0	0	0	1	29
07:15	0	16	9	0	3	0	0	0	0	0	0	0	0	0	28
07:30	0	21	6	0	4	0	0	3	0	1	0	0	0	1	36
07:45	2	30	6	0	9	1	0	2	1	0	0	0	0	1	52
	3	86	24	0	21	1	0	5	1	1	0	0	0	3	145
08:00	2	23	15	0	8	0	0	5	0	0	0	0	0	1	54
08:15	1	20	14	0	5	0	0	3	1	0	0	1	0	0	45
08:30	5	49	15	1	5	1	1	3	1	0	0	0	0	1	82
08:45	4	58	28	0	6	4	0	2	1	0	0	0	0	4	107
	12	150	72	1	24	5	1	13	3	0	0	1	0	6	288
09:00	1	61	17	0	9	2	0	7	1	0	0	0	0	0	98
09:15	6	64	21	0	11	5	0	2	1	0	0	0	0	3	113
09:30	6	80	20	0	9	2	1	3	0	1	0	0	0	1	123
09:45	2	61	15	0	5	2	1	3	0	1	0	0	0	1	91
	15	266	73	0	34	11	2	15	2	2	0	0	0	5	425
10:00	6	64	20	0	9	1	0	3	0	0	0	0	0	1	104
10:15	2	92	19	2	12	5	0	8	0	0	0	0	0	6	146
10:30	7	73	24	0	11	4	0	0	0	0	0	0	0	0	119
10:45	3	58	23	0	9	0	0	3	1	0	0	0	0	1	98
	18	287	86	2	41	10	0	14	1	0	0	0	0	8	467
11:00	1	69	20	0	5	1	1	2	0	0	0	0	0	2	101
11:15	2	82	21	0	11	2	0	1	0	1	0	0	0	4	124
11:30	3	75	16	0	5	1	0	1	0	0	0	0	0	1	102
11:45	2	68	18	1	5	4	0	2	1	0	0	0	0	3	104
	8	294	75	1	26	8	1	6	1	1	0	0	0	10	431
Total	57	1286	433	7	169	39	4	62	15	4	0	2	0	32	2110
Percent	2.7%	60.9%	20.5%	0.3%	8.0%	1.8%	0.2%	2.9%	0.7%	0.2%	0.0%	0.1%	0.0%	1.5%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 1
Station ID:
US 290 / US 87 - Westbound & Eastbound
between Adams St and Crockett St
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	5	67	21	0	6	2	2	4	1	0	0	0	0	2	110
12:15	2	89	18	0	4	5	0	1	0	0	0	0	0	1	120
12:30	3	87	28	1	7	3	0	2	0	0	0	0	0	6	137
12:45	3	72	18	0	9	1	0	3	0	0	0	0	0	3	109
	13	315	85	1	26	11	2	10	1	0	0	0	0	12	476
13:00	5	76	28	0	9	1	0	3	1	0	0	0	0	1	124
13:15	5	69	16	0	11	1	0	2	0	0	0	0	0	2	106
13:30	10	73	18	0	5	1	1	6	3	0	0	0	0	0	117
13:45	6	86	19	0	2	3	0	2	0	0	0	0	0	5	123
	26	304	81	0	27	6	1	13	4	0	0	0	0	8	470
14:00	4	65	25	0	3	8	0	3	2	0	0	0	0	7	117
14:15	2	65	25	0	12	1	1	3	0	0	0	0	0	2	111
14:30	5	67	25	0	6	2	0	2	3	0	0	0	0	2	112
14:45	4	68	25	0	4	0	0	3	2	0	0	0	0	1	107
	15	265	100	0	25	11	1	11	7	0	0	0	0	12	447
15:00	6	85	21	0	10	3	0	1	0	0	0	0	0	3	129
15:15	2	65	19	0	5	2	0	4	0	1	1	0	0	3	102
15:30	2	67	17	0	5	1	1	5	0	0	0	0	0	1	99
15:45	7	84	18	1	9	2	0	5	0	0	0	0	0	0	126
	17	301	75	1	29	8	1	15	0	1	1	0	0	7	456
16:00	4	69	30	0	7	4	1	2	1	0	0	0	0	2	120
16:15	7	61	15	0	5	3	0	3	0	3	0	0	0	1	98
16:30	3	52	19	1	12	3	0	4	0	0	0	0	0	3	97
16:45	3	59	21	0	5	5	1	5	1	0	0	0	0	2	102
	17	241	85	1	29	15	2	14	2	3	0	0	0	8	417
17:00	4	58	20	1	8	2	1	6	0	1	0	0	0	1	102
17:15	5	71	23	0	5	4	0	0	2	0	0	0	0	2	112
17:30	7	53	20	0	7	4	2	1	0	0	0	0	0	0	94
17:45	4	53	16	0	5	2	0	3	1	0	0	0	0	3	87
	20	235	79	1	25	12	3	10	3	1	0	0	0	6	395
18:00	1	45	18	0	11	1	0	3	2	0	0	0	0	2	83
18:15	2	40	19	0	11	2	1	1	2	0	0	0	0	2	80
18:30	1	47	19	0	7	1	0	1	2	0	1	0	0	0	79
18:45	0	54	14	0	9	3	1	3	1	0	0	0	0	1	86
	4	186	70	0	38	7	2	8	7	0	1	0	0	5	328
19:00	3	46	15	0	7	3	0	0	0	0	0	0	0	3	77
19:15	1	39	20	0	9	1	1	3	1	0	0	0	0	1	76
19:30	6	48	15	0	3	5	0	3	2	1	0	0	0	0	83
19:45	4	48	10	1	4	1	0	1	3	0	0	0	0	1	73
	14	181	60	1	23	10	1	7	6	1	0	0	0	5	309
20:00	3	38	12	1	5	2	0	0	3	0	0	0	0	2	66
20:15	1	32	10	0	5	0	1	1	0	1	0	0	0	0	51
20:30	0	37	9	0	4	2	0	0	2	0	0	0	0	0	54
20:45	0	40	10	0	5	1	0	0	1	0	0	0	0	0	57
	4	147	41	1	19	5	1	1	6	1	0	0	0	2	228
21:00	2	43	15	0	4	2	0	0	1	0	0	1	0	0	68
21:15	1	40	9	0	3	0	0	0	1	0	0	0	0	1	55
21:30	0	31	8	0	3	0	0	1	3	0	0	0	0	0	46
21:45	0	15	7	0	2	0	0	0	0	0	0	0	0	0	24
	3	129	39	0	12	2	0	1	5	0	0	1	0	1	193
22:00	0	26	6	2	5	0	0	2	0	1	0	0	0	1	43
22:15	0	21	9	0	6	0	0	0	3	0	0	0	1	0	40
22:30	0	21	4	0	2	0	0	2	1	0	0	0	0	1	31
22:45	0	17	5	1	1	0	0	1	0	0	0	0	0	0	25
	0	85	24	3	14	0	0	5	4	1	0	0	1	2	139
23:00	0	10	1	0	2	0	0	3	3	0	0	0	0	0	19
23:15	1	9	2	0	1	1	0	1	4	0	0	0	0	0	19
23:30	0	6	2	0	0	0	0	0	1	0	0	0	0	0	9
23:45	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
	1	31	5	0	4	1	0	4	9	0	0	0	0	0	55
Total	134	2420	744	9	271	88	14	99	54	8	2	1	1	68	3913
Percent	3.4%	61.8%	19.0%	0.2%	6.9%	2.2%	0.4%	2.5%	1.4%	0.2%	0.1%	0.0%	0.0%	1.7%	
Grand Total	871	15571	5142	105	2082	543	104	602	351	40	27	13	19	477	25947
Percent	3.4%	60.0%	19.8%	0.4%	8.0%	2.1%	0.4%	2.3%	1.4%	0.2%	0.1%	0.1%	0.1%	1.8%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	2	0	0	0	0	0	0	3	0	0	0	0	0	5
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
00:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	5	2	0	1	0	0	0	4	0	0	0	0	0	12
01:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
01:15	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
01:30	0	1	0	1	1	0	0	1	0	0	0	0	0	0	4
01:45	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
	0	3	4	1	2	0	0	1	3	0	0	0	0	0	14
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:30	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	1	0	2	0	0	0	0	0	0	0	0	0	3
03:00	0	1	2	0	0	0	0	0	1	0	0	0	0	0	4
03:15	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
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	3	0	0	0	0	0	1	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
04:45	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
	0	9	2	0	2	0	0	0	2	0	0	0	0	0	15
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	8	8	0	0	0	0	0	0	0	0	0	0	0	16
05:45	0	10	10	0	3	0	0	0	1	0	0	0	0	0	24
	0	25	24	0	3	0	0	0	1	0	0	0	0	0	53
06:00	0	6	7	0	2	0	0	0	0	0	0	0	0	0	15
06:15	0	16	8	0	1	0	0	0	2	0	0	0	0	0	27
06:30	0	13	15	0	5	0	0	0	5	0	0	0	0	0	38
06:45	0	20	22	1	8	0	0	0	1	0	0	0	0	0	52
	0	55	52	1	16	0	0	0	8	0	0	0	0	0	132
07:00	0	30	15	0	11	0	0	1	2	0	0	0	0	0	59
07:15	0	51	37	1	14	1	0	1	3	0	0	0	0	0	108
07:30	2	76	45	0	27	0	0	4	2	0	1	0	0	2	159
07:45	1	63	38	0	8	0	0	2	3	0	0	0	0	0	115
	3	220	135	1	60	1	0	8	10	0	1	0	0	2	441
08:00	1	55	23	0	9	0	0	2	3	1	0	0	0	0	94
08:15	0	33	29	0	8	0	0	2	1	0	0	0	0	0	73
08:30	2	37	23	2	9	0	0	3	0	0	0	0	0	0	76
08:45	0	48	23	0	15	1	0	1	3	0	0	0	0	0	91
	3	173	98	2	41	1	0	8	7	1	0	0	0	0	334
09:00	1	39	24	1	8	3	0	4	1	0	0	0	0	0	81
09:15	0	30	25	1	9	1	0	1	2	0	0	0	0	0	69
09:30	1	37	19	0	9	2	0	2	1	1	0	0	0	1	73
09:45	0	51	21	1	12	1	0	1	2	0	0	0	0	0	89
	2	157	89	3	38	7	0	8	6	1	0	0	0	1	312
10:00	1	39	27	1	5	0	2	0	0	0	0	0	0	0	75
10:15	0	37	25	0	14	0	0	0	1	0	0	0	0	0	77
10:30	0	24	25	0	9	0	0	1	1	0	0	0	0	0	60
10:45	0	59	22	0	1	0	0	0	3	0	0	0	0	0	85
	1	159	99	1	29	0	2	1	5	0	0	0	0	0	297
11:00	1	98	18	1	8	1	0	4	3	0	0	0	0	0	134
11:15	0	51	15	2	8	0	0	2	3	0	0	0	0	0	81
11:30	0	104	27	0	16	0	0	2	2	1	0	0	0	0	152
11:45	1	113	15	1	9	1	0	1	2	0	0	0	0	0	143
	2	366	75	4	41	2	0	9	10	1	0	0	0	0	510
Total	11	1173	584	13	235	11	2	35	57	3	1	0	0	3	2128
Percent	0.5%	55.1%	27.4%	0.6%	11.0%	0.5%	0.1%	1.6%	2.7%	0.1%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	118	18	1	6	0	0	0	1	0	0	0	0	0	144
12:15	0	80	12	2	11	0	0	1	0	0	0	0	0	0	106
12:30	0	112	27	0	10	0	0	1	2	0	0	0	0	0	152
12:45	0	104	15	1	11	2	0	2	0	0	0	0	0	0	135
	0	414	72	4	38	2	0	4	3	0	0	0	0	0	537
13:00	0	127	15	0	5	1	0	0	1	0	0	0	0	0	149
13:15	0	120	9	0	4	0	0	1	0	0	0	0	0	0	134
13:30	4	37	26	2	11	0	0	1	2	0	0	0	1	0	84
13:45	1	39	20	0	6	2	0	5	1	0	0	0	0	0	74
	5	323	70	2	26	3	0	7	4	0	0	0	1	0	441
14:00	1	40	19	0	9	1	0	1	2	0	0	0	0	1	74
14:15	0	33	23	1	12	1	0	6	1	1	0	0	0	1	79
14:30	0	44	16	0	8	0	0	1	1	0	0	0	0	0	70
14:45	1	37	28	0	15	0	0	2	3	0	0	0	0	0	86
	2	154	86	1	44	2	0	10	7	1	0	0	0	2	309
15:00	2	34	15	0	9	2	0	2	5	1	0	0	0	1	71
15:15	0	35	19	1	9	0	0	4	4	0	0	0	0	0	72
15:30	5	42	25	0	21	1	0	4	3	0	0	0	0	0	101
15:45	2	37	24	1	10	1	0	3	0	0	0	0	0	0	78
	9	148	83	2	49	4	0	13	12	1	0	0	0	1	322
16:00	1	35	22	0	16	1	0	3	3	0	0	0	1	1	83
16:15	0	29	21	0	8	1	0	4	0	0	0	0	0	0	63
16:30	3	31	28	0	10	1	0	2	1	0	0	0	0	0	76
16:45	0	39	27	0	11	0	0	2	1	0	0	0	0	0	80
	4	134	98	0	45	3	0	11	5	0	0	0	1	1	302
17:00	0	48	23	0	22	0	0	7	0	0	0	0	0	0	100
17:15	1	41	18	1	13	1	0	2	6	0	0	0	0	0	83
17:30	2	36	28	1	17	0	0	4	1	0	0	0	0	0	89
17:45	0	40	10	1	8	1	0	1	1	0	0	0	0	0	62
	3	165	79	3	60	2	0	14	8	0	0	0	0	0	334
18:00	0	34	28	0	5	0	0	1	4	0	0	0	0	0	72
18:15	1	29	13	0	5	0	0	3	4	0	0	0	0	0	55
18:30	0	39	13	0	6	1	0	2	0	0	0	0	0	0	61
18:45	1	23	12	1	6	0	0	0	0	0	0	0	0	0	43
	2	125	66	1	22	1	0	6	8	0	0	0	0	0	231
19:00	1	22	13	0	4	0	0	0	0	0	0	0	0	1	41
19:15	0	28	9	0	3	0	0	2	1	0	0	0	0	0	43
19:30	0	12	7	0	4	0	0	1	3	0	0	0	0	0	27
19:45	0	22	4	0	5	0	0	0	2	0	0	0	0	0	33
	1	84	33	0	16	0	0	3	6	0	0	0	0	1	144
20:00	2	21	7	1	1	0	0	0	3	0	0	0	0	0	35
20:15	1	13	8	0	3	0	0	2	1	0	0	0	0	0	28
20:30	1	29	11	1	5	1	0	0	3	0	0	0	0	0	51
20:45	0	12	11	0	4	0	0	1	0	0	0	0	0	0	28
	4	75	37	2	13	1	0	3	7	0	0	0	0	0	142
21:00	2	12	10	0	4	1	0	0	1	0	0	0	0	0	30
21:15	0	13	4	0	2	0	0	0	1	0	0	0	0	0	20
21:30	0	3	6	0	2	0	0	1	1	1	0	0	0	0	14
21:45	0	13	8	0	1	0	0	0	0	0	0	0	0	0	22
	2	41	28	0	9	1	0	1	3	1	0	0	0	0	86
22:00	0	15	5	1	1	0	0	2	1	0	0	0	0	0	25
22:15	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
22:30	0	5	2	0	2	0	0	0	2	0	0	0	0	0	11
22:45	0	10	3	0	3	0	0	0	2	0	0	0	0	1	19
	0	37	13	1	7	0	0	2	5	0	0	0	0	1	66
23:00	0	7	1	0	0	0	0	0	2	0	1	0	0	0	11
23:15	0	2	3	0	1	0	0	0	1	0	0	0	0	0	7
23:30	0	5	3	0	0	0	0	0	0	0	0	1	0	0	9
23:45	0	0	1	0	0	0	0	0	1	0	1	0	0	0	3
	0	14	8	0	1	0	0	0	4	0	2	1	0	0	30
Total	32	1714	673	16	330	19	0	74	72	3	2	1	2	6	2944
Percent	1.1%	58.2%	22.9%	0.5%	11.2%	0.6%	0.0%	2.5%	2.4%	0.1%	0.1%	0.0%	0.1%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	6	0	0	2	0	0	1	3	0	2	0	0	0	14
00:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
00:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	12	2	0	3	0	0	1	4	0	2	0	0	0	24
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	0	0	0	1	2	0	0	0	0	0	5
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	3
	0	2	1	0	1	0	0	0	2	1	0	0	0	0	7
04:00	0	2	4	0	0	0	0	0	2	0	1	0	0	0	9
04:15	1	3	0	0	0	0	0	0	1	0	0	0	0	0	5
04:30	0	3	0	0	1	0	0	0	2	0	0	0	0	0	6
04:45	0	6	3	0	1	0	0	1	1	0	0	0	0	0	12
	1	14	7	0	2	0	0	1	6	0	1	0	0	0	32
05:00	0	5	3	0	0	0	0	0	1	0	0	0	0	0	9
05:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	3	5	0	1	0	0	1	1	0	0	0	0	0	11
05:45	0	11	13	0	2	0	0	0	1	0	0	0	0	0	27
	0	24	23	0	3	0	0	1	3	0	0	0	0	0	54
06:00	0	3	6	0	3	0	0	2	1	0	0	0	0	0	15
06:15	0	15	3	0	3	0	0	2	3	0	0	0	0	0	26
06:30	0	14	9	0	2	0	0	1	3	0	0	0	0	1	30
06:45	0	17	18	1	4	0	0	1	1	0	1	0	0	0	43
	0	49	36	1	12	0	0	6	8	0	1	0	0	1	114
07:00	1	42	22	0	4	0	0	1	1	0	1	0	0	0	72
07:15	1	48	24	2	11	1	0	7	1	0	0	0	0	0	95
07:30	2	74	40	0	24	3	0	4	1	0	0	0	0	0	148
07:45	1	67	33	1	11	0	0	2	2	0	0	0	0	0	117
	5	231	119	3	50	4	0	14	5	0	1	0	0	0	432
08:00	2	35	13	1	15	2	0	3	0	0	0	0	0	0	71
08:15	3	38	14	0	13	2	0	2	2	0	0	0	0	0	74
08:30	0	32	20	1	9	0	1	2	1	0	0	0	0	2	68
08:45	2	38	23	0	11	1	0	2	0	0	0	0	0	0	77
	7	143	70	2	48	5	1	9	3	0	0	0	0	2	290
09:00	0	46	24	0	9	4	0	5	1	0	0	0	0	1	90
09:15	0	40	25	1	8	2	0	2	1	0	0	0	0	0	79
09:30	1	24	21	0	16	2	0	3	2	0	0	0	0	0	69
09:45	2	43	16	0	12	1	0	6	1	0	0	0	0	1	82
	3	153	86	1	45	9	0	16	5	0	0	0	0	2	320
10:00	0	46	28	0	13	0	0	3	1	0	0	0	0	0	91
10:15	0	38	28	0	9	3	0	1	1	0	0	0	0	0	80
10:30	1	38	29	0	8	0	0	1	3	0	0	0	0	0	80
10:45	0	65	27	0	14	0	0	3	3	0	0	0	0	0	112
	1	187	112	0	44	3	0	8	8	0	0	0	0	0	363
11:00	0	103	14	3	10	0	0	2	1	0	0	0	0	0	133
11:15	0	113	14	0	10	3	0	2	1	0	0	0	0	0	143
11:30	0	114	27	1	9	0	0	2	2	0	0	0	0	0	155
11:45	0	106	19	0	9	3	0	1	1	0	0	0	0	0	139
	0	436	74	4	38	6	0	7	5	0	0	0	0	0	570
Total	17	1256	532	11	246	27	1	64	52	1	5	0	0	5	2217
Percent	0.8%	56.7%	24.0%	0.5%	11.1%	1.2%	0.0%	2.9%	2.3%	0.0%	0.2%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	124	24	1	4	1	0	0	0	1	0	0	0	0	156
12:15	0	125	18	2	6	0	0	6	0	0	0	0	0	0	157
12:30	0	132	16	1	8	0	0	1	0	0	0	0	0	1	159
12:45	0	124	16	0	7	2	0	1	2	0	0	0	0	0	152
	1	505	74	4	25	3	0	8	2	1	0	0	0	1	624
13:00	1	125	12	0	14	1	0	1	4	0	0	0	0	0	158
13:15	0	57	24	0	10	2	0	3	1	0	0	0	0	0	97
13:30	2	42	33	0	10	0	0	1	3	0	0	0	0	0	91
13:45	2	48	21	0	12	0	0	2	2	0	0	0	0	0	87
	5	272	90	0	46	3	0	7	10	0	0	0	0	0	433
14:00	2	49	30	0	13	2	0	4	4	0	0	0	0	1	105
14:15	4	56	34	1	14	2	0	4	4	0	0	0	0	0	119
14:30	0	41	18	0	5	1	0	4	0	0	0	0	0	0	69
14:45	7	45	21	1	10	1	1	1	1	0	0	0	0	1	89
	13	191	103	2	42	6	1	13	9	0	0	0	0	2	382
15:00	1	56	31	1	17	1	0	7	2	0	0	0	0	1	117
15:15	1	51	26	0	12	1	0	4	0	0	0	0	0	0	95
15:30	2	44	19	1	11	2	0	4	2	0	0	0	0	0	85
15:45	5	43	32	0	14	0	0	4	1	0	0	0	0	1	100
	9	194	108	2	54	4	0	19	5	0	0	0	0	2	397
16:00	0	46	22	1	12	1	0	5	4	0	0	0	0	0	91
16:15	4	38	28	1	13	0	0	6	1	0	0	0	0	0	91
16:30	2	46	23	0	13	1	0	6	2	0	0	0	0	0	93
16:45	2	51	29	0	11	2	0	5	1	1	0	0	0	1	103
	8	181	102	2	49	4	0	22	8	1	0	0	0	1	378
17:00	1	66	20	0	15	1	0	3	1	0	0	0	0	0	107
17:15	1	64	16	1	15	2	0	4	0	0	0	0	0	0	103
17:30	2	50	33	3	13	1	0	3	2	0	0	0	0	0	107
17:45	1	41	18	0	8	1	0	1	0	0	0	0	0	1	71
	5	221	87	4	51	5	0	11	3	0	0	0	0	1	388
18:00	1	38	19	0	4	0	0	0	2	0	0	0	0	0	64
18:15	1	48	14	0	10	3	0	1	0	0	0	0	0	0	77
18:30	0	43	21	0	6	0	0	5	0	0	0	0	0	1	76
18:45	1	31	19	0	8	0	0	0	1	0	0	0	0	0	60
	3	160	73	0	28	3	0	6	3	0	0	0	0	1	277
19:00	1	41	18	0	7	0	0	3	1	0	0	0	0	0	71
19:15	0	30	7	0	11	0	0	2	1	1	0	0	0	0	52
19:30	0	26	9	0	4	0	0	3	0	0	0	0	0	0	42
19:45	0	30	24	0	5	0	0	2	1	0	0	0	0	0	62
	1	127	58	0	27	0	0	10	3	1	0	0	0	0	227
20:00	1	28	17	0	5	2	0	1	0	0	0	0	0	0	54
20:15	0	26	13	0	1	1	0	0	3	0	0	0	0	0	44
20:30	0	24	9	0	2	1	0	2	0	0	0	0	0	0	38
20:45	1	16	12	0	4	2	0	0	2	0	0	0	0	0	37
	2	94	51	0	12	6	0	3	5	0	0	0	0	0	173
21:00	0	12	10	0	3	1	0	2	1	0	0	0	0	0	29
21:15	0	20	9	0	3	0	0	0	0	0	0	0	0	0	32
21:30	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
21:45	0	10	4	0	1	0	0	1	2	0	0	0	0	0	18
	0	56	27	0	8	1	0	3	3	0	0	0	0	0	98
22:00	0	6	4	0	2	0	0	0	1	0	0	0	0	0	13
22:15	0	17	4	0	4	0	0	1	1	0	0	0	0	0	27
22:30	0	7	3	0	2	0	0	0	2	0	0	0	0	0	14
22:45	0	8	5	0	3	0	0	0	0	0	1	0	0	0	17
	0	38	16	0	11	0	0	1	4	0	1	0	0	0	71
23:00	0	8	1	0	3	0	0	0	0	1	0	0	0	0	13
23:15	0	8	1	0	2	0	0	0	1	0	1	0	0	0	13
23:30	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
23:45	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
	0	35	7	0	7	0	0	0	1	1	1	0	0	0	52
Total	47	2074	796	14	360	35	1	103	56	4	2	0	0	8	3500
Percent	1.3%	59.3%	22.7%	0.4%	10.3%	1.0%	0.0%	2.9%	1.6%	0.1%	0.1%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	2	2	0	0	0	0	0	1	0	1	0	0	0	6
00:15	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14
00:30	0	7	3	0	2	0	0	0	0	0	1	0	0	0	13
00:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
	0	16	12	0	3	0	0	1	1	0	2	0	0	0	35
01:00	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
01:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	4	0	1	0	0	0	2	0	0	0	0	0	10
02:00	0	2	2	0	0	0	0	2	0	0	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	3	0	0	0	0	2	1	0	0	0	0	0	8
03:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
03:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
03:30	0	4	2	0	0	0	0	0	2	0	0	0	0	0	8
03:45	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
	0	7	4	0	2	0	0	1	3	0	0	0	0	0	17
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	1	0	1	0	0	0	3
04:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
	0	4	5	0	2	0	0	0	1	0	1	0	0	0	13
05:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
05:15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
05:30	0	2	6	0	1	0	0	0	0	0	0	0	0	0	9
05:45	0	2	4	0	0	0	0	0	1	0	1	0	0	0	8
	0	21	13	0	2	0	0	0	1	0	1	0	0	0	38
06:00	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
06:15	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
06:30	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
06:45	0	11	1	0	3	0	0	0	1	0	0	0	0	0	16
	0	30	8	0	8	0	0	0	1	0	0	0	0	0	47
07:00	0	11	8	0	3	1	0	0	0	0	0	0	0	0	23
07:15	0	12	6	0	8	0	0	0	0	0	0	0	0	0	26
07:30	0	14	7	0	8	0	0	1	1	0	0	0	0	0	31
07:45	1	34	18	0	8	1	0	2	1	0	0	0	0	0	65
	1	71	39	0	27	2	0	3	2	0	0	0	0	0	145
08:00	2	24	15	0	10	0	0	2	1	0	1	0	0	0	55
08:15	0	19	13	1	4	0	0	2	0	0	0	0	0	0	39
08:30	1	41	19	2	6	0	0	3	0	0	0	0	0	0	72
08:45	1	38	20	0	9	0	0	2	1	0	0	0	0	0	71
	4	122	67	3	29	0	0	9	2	0	1	0	0	0	237
09:00	1	33	21	0	9	1	0	3	2	0	0	0	0	0	70
09:15	3	42	19	0	11	0	0	1	0	0	0	0	0	1	77
09:30	0	61	18	0	7	0	0	3	0	0	0	0	0	0	89
09:45	0	113	13	0	6	0	0	0	0	0	0	0	0	0	132
	4	249	71	0	33	1	0	7	2	0	0	0	0	1	368
10:00	0	117	25	0	6	0	0	1	2	0	0	0	0	0	151
10:15	0	98	22	0	5	0	0	3	0	0	0	0	0	0	128
10:30	0	131	23	0	7	0	0	0	0	0	0	0	0	0	161
10:45	0	104	14	0	10	0	0	1	1	0	0	0	0	0	130
	0	450	84	0	28	0	0	5	3	0	0	0	0	0	570
11:00	1	135	17	0	3	1	0	1	0	0	0	0	0	0	158
11:15	0	126	15	0	7	0	0	1	1	0	0	0	0	0	150
11:30	0	106	7	1	2	0	0	1	0	0	0	0	0	0	117
11:45	0	128	9	0	6	0	0	2	0	0	0	0	0	0	145
	1	495	48	1	18	1	0	5	1	0	0	0	0	0	570
Total	10	1470	358	4	153	4	0	33	20	0	5	0	0	1	2058
Percent	0.5%	71.4%	17.4%	0.2%	7.4%	0.2%	0.0%	1.6%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	150	11	0	5	0	0	0	0	0	0	0	0	0	166
12:15	0	139	12	0	5	0	0	0	0	0	0	0	0	0	156
12:30	0	119	9	0	0	0	0	0	0	0	0	0	0	0	128
12:45	0	111	20	0	8	0	0	0	1	0	0	0	0	0	140
	0	519	52	0	18	0	0	0	1	0	0	0	0	0	590
13:00	0	108	12	0	6	0	0	1	2	0	0	0	0	0	129
13:15	0	120	7	0	5	0	0	0	0	0	0	0	0	1	133
13:30	0	94	12	0	7	0	0	1	0	0	0	0	0	0	114
13:45	0	40	11	0	5	1	0	1	3	0	0	0	0	0	61
	0	362	42	0	23	1	0	3	5	0	0	0	0	1	437
14:00	0	79	22	0	13	0	0	2	0	0	0	0	0	0	116
14:15	0	86	12	0	6	0	0	2	0	0	0	0	0	0	106
14:30	0	35	28	0	11	0	0	0	0	0	0	0	0	0	74
14:45	1	59	15	0	5	0	0	4	0	0	0	0	0	0	84
	1	259	77	0	35	0	0	8	0	0	0	0	0	0	380
15:00	0	113	13	0	6	0	0	5	0	0	0	0	0	0	137
15:15	0	93	15	1	7	0	0	2	0	0	0	0	0	0	118
15:30	0	78	14	0	8	2	0	4	0	0	0	0	0	0	106
15:45	0	23	21	0	9	0	0	4	1	0	0	0	0	0	58
	0	307	63	1	30	2	0	15	1	0	0	0	0	0	419
16:00	2	32	17	0	3	0	0	2	1	0	0	0	0	0	57
16:15	0	61	25	1	9	0	0	4	1	0	0	0	0	0	101
16:30	4	43	21	1	2	2	0	4	0	0	0	0	1	0	78
16:45	0	39	24	1	6	0	0	0	1	0	0	0	0	0	71
	6	175	87	3	20	2	0	10	3	0	0	0	1	0	307
17:00	1	39	23	0	11	0	0	4	1	0	0	0	0	0	79
17:15	1	37	12	1	10	1	0	1	0	0	0	0	0	0	63
17:30	0	45	19	0	11	0	0	1	1	0	0	0	0	0	77
17:45	1	22	16	1	10	0	0	0	0	0	0	0	0	0	50
	3	143	70	2	42	1	0	6	2	0	0	0	0	0	269
18:00	0	33	18	0	2	0	0	0	0	0	0	0	0	0	53
18:15	0	32	12	0	9	0	0	1	4	0	0	0	0	0	58
18:30	0	40	12	0	6	0	0	1	2	0	0	0	0	0	61
18:45	1	22	14	0	5	0	0	0	1	0	0	0	0	0	43
	1	127	56	0	22	0	0	2	7	0	0	0	0	0	215
19:00	1	26	18	0	14	0	0	2	1	0	0	0	0	0	62
19:15	0	28	14	0	5	0	0	0	0	0	0	0	0	0	47
19:30	0	22	8	0	6	0	0	1	0	0	0	0	0	0	37
19:45	0	29	16	0	5	0	0	0	1	0	0	0	0	0	51
	1	105	56	0	30	0	0	3	2	0	0	0	0	0	197
20:00	2	21	15	1	3	0	0	1	1	0	0	0	0	0	44
20:15	0	28	6	0	11	0	0	0	2	0	0	0	0	0	47
20:30	2	14	5	0	1	0	0	0	0	0	0	0	0	0	22
20:45	0	11	11	0	3	0	0	1	0	0	0	0	0	0	26
	4	74	37	1	18	0	0	2	3	0	0	0	0	0	139
21:00	1	17	9	1	5	0	0	0	0	0	0	0	0	0	33
21:15	0	15	7	0	4	0	0	0	0	0	0	0	0	0	26
21:30	0	12	8	0	1	0	0	0	1	0	0	0	0	0	22
21:45	1	9	3	0	1	0	0	0	0	0	0	0	0	0	14
	2	53	27	1	11	0	0	0	1	0	0	0	0	0	95
22:00	0	9	3	0	1	0	0	1	0	0	0	0	0	0	14
22:15	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	4	1	0	3	0	0	1	0	0	0	0	0	0	9
	0	44	11	0	4	0	0	2	0	0	0	0	0	0	61
23:00	0	5	0	0	0	0	0	1	1	0	0	0	0	0	7
23:15	0	4	5	0	0	0	0	0	0	0	0	0	0	1	10
23:30	0	4	7	0	1	0	0	2	0	0	0	0	0	0	14
23:45	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
	0	17	15	0	2	0	0	3	1	0	0	0	0	1	39
Total	18	2185	593	8	255	6	0	54	26	0	0	0	1	2	3148
Percent	0.6%	69.4%	18.8%	0.3%	8.1%	0.2%	0.0%	1.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	3	4	0	0	0	0	1	1	0	0	0	0	0	9
00:30	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
00:45	0	3	0	0	0	1	0	0	1	0	0	0	0	0	5
	0	12	9	0	1	1	0	1	2	0	0	0	0	0	26
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
01:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
02:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
	1	6	3	1	1	0	0	0	2	0	0	0	0	0	14
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:30	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	4	0	0	0	0	1	0	0	0	0	0	0	6
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
	0	6	7	0	1	0	0	1	0	0	0	0	0	0	15
06:00	0	6	4	0	2	0	0	0	0	0	0	0	0	0	12
06:15	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
06:30	0	4	6	0	1	0	0	1	0	0	0	0	0	0	12
06:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	17	12	0	4	0	0	2	0	0	0	0	0	0	35
07:00	0	10	5	0	3	0	0	0	0	0	0	0	0	0	18
07:15	0	11	10	0	1	0	0	0	0	0	0	0	0	0	22
07:30	0	12	4	0	4	0	0	1	1	0	0	0	0	0	22
07:45	1	21	7	0	5	0	0	2	0	0	0	0	0	0	36
	1	54	26	0	13	0	0	3	1	0	0	0	0	0	98
08:00	0	8	5	0	5	0	0	1	0	0	0	0	0	0	19
08:15	0	10	6	0	5	0	0	1	0	0	0	0	0	0	22
08:30	0	25	17	0	4	0	0	1	1	0	0	0	0	0	48
08:45	2	35	16	0	9	0	0	4	1	0	0	0	0	0	67
	2	78	44	0	23	0	0	7	2	0	0	0	0	0	156
09:00	1	42	13	0	9	0	0	4	1	0	0	0	0	0	70
09:15	0	19	18	0	7	0	0	0	1	0	0	0	0	0	45
09:30	0	29	21	0	6	0	0	2	0	0	0	0	0	0	58
09:45	1	37	16	0	6	0	0	3	0	0	0	0	0	1	64
	2	127	68	0	28	0	0	9	2	0	0	0	0	1	237
10:00	1	38	12	0	11	1	0	3	0	0	0	0	0	1	67
10:15	0	77	24	0	12	0	0	8	1	0	0	0	0	0	122
10:30	0	92	13	1	4	0	0	3	0	0	0	0	0	1	114
10:45	0	101	17	0	8	0	0	0	0	0	0	0	0	0	126
	1	308	66	1	35	1	0	14	1	0	0	0	0	2	429
11:00	0	120	17	0	9	0	0	1	0	0	0	0	0	0	147
11:15	0	110	12	0	7	0	0	0	0	0	0	0	0	0	129
11:30	0	132	16	1	3	0	0	2	0	0	0	0	0	0	154
11:45	1	114	12	1	4	0	0	1	0	0	0	0	0	0	133
	1	476	57	2	23	0	0	4	0	0	0	0	0	0	563
Total	8	1102	303	4	132	2	0	41	10	0	0	0	0	3	1605
Percent	0.5%	68.7%	18.9%	0.2%	8.2%	0.1%	0.0%	2.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	122	12	1	2	0	0	4	0	0	0	0	0	0	141
12:15	0	114	9	0	8	0	0	1	0	0	0	0	0	0	132
12:30	0	140	13	0	9	0	0	1	0	0	0	0	0	0	163
12:45	0	123	12	0	9	0	0	1	0	0	0	0	0	0	145
	0	499	46	1	28	0	0	7	0	0	0	0	0	0	581
13:00	0	81	16	0	9	0	0	4	0	0	0	0	0	0	110
13:15	0	29	13	0	10	0	0	2	2	0	0	0	0	0	56
13:30	1	40	15	0	4	0	0	1	0	0	0	0	0	0	61
13:45	2	56	21	0	6	3	0	2	1	0	0	0	0	0	91
	3	206	65	0	29	3	0	9	3	0	0	0	0	0	318
14:00	3	36	17	0	7	4	0	2	1	0	0	0	0	2	72
14:15	0	26	17	0	8	1	0	0	1	0	0	0	0	0	53
14:30	4	48	21	0	7	0	0	4	2	0	0	0	0	0	86
14:45	1	53	19	0	7	1	0	6	1	0	0	0	0	1	89
	8	163	74	0	29	6	0	12	5	0	0	0	0	3	300
15:00	1	30	18	0	7	0	0	3	2	0	0	0	0	0	61
15:15	4	35	15	0	5	0	0	3	0	0	0	0	0	1	63
15:30	1	30	22	0	7	1	0	1	2	0	0	0	0	0	64
15:45	0	36	8	1	8	0	0	2	1	0	0	0	0	0	56
	6	131	63	1	27	1	0	9	5	0	0	0	0	1	244
16:00	1	39	19	0	10	1	1	4	3	0	0	0	0	0	78
16:15	1	31	10	0	3	0	0	3	3	0	0	0	0	1	52
16:30	1	26	18	0	4	0	0	2	1	0	0	0	0	0	52
16:45	3	29	25	0	9	0	0	0	2	0	0	0	0	0	68
	6	125	72	0	26	1	1	9	9	0	0	0	0	1	250
17:00	0	39	16	1	8	0	0	2	2	0	0	0	0	0	68
17:15	0	41	19	1	10	0	0	2	2	0	0	0	0	0	75
17:30	0	38	15	0	4	0	0	1	1	0	0	0	0	0	59
17:45	2	36	14	0	8	0	0	4	4	0	0	0	0	0	68
	2	154	64	2	30	0	0	9	9	0	0	0	0	0	270
18:00	0	21	12	0	6	0	1	1	1	0	0	0	0	0	42
18:15	3	26	20	0	7	1	0	1	1	0	0	0	0	0	59
18:30	0	31	11	0	4	0	0	0	0	0	0	0	0	0	46
18:45	0	26	17	0	5	0	0	0	1	0	0	1	0	0	50
	3	104	60	0	22	1	1	2	3	0	0	1	0	0	197
19:00	0	17	12	0	4	0	0	0	1	0	0	0	0	0	34
19:15	0	18	14	0	7	0	0	1	1	0	0	0	0	0	41
19:30	1	13	10	0	3	0	0	2	1	0	0	0	0	0	30
19:45	0	21	9	1	0	1	0	0	1	0	0	0	0	0	33
	1	69	45	1	14	1	0	3	4	0	0	0	0	0	138
20:00	0	17	7	0	1	0	0	0	1	0	0	0	0	0	26
20:15	1	15	10	1	4	0	0	0	0	0	0	0	0	0	31
20:30	0	7	11	2	4	0	0	2	0	0	0	0	0	0	26
20:45	0	17	9	1	5	0	0	0	1	0	0	0	0	0	33
	1	56	37	4	14	0	0	2	2	0	0	0	0	0	116
21:00	0	7	5	0	4	0	0	0	0	0	0	0	0	0	16
21:15	0	16	3	0	3	1	0	1	0	0	0	0	0	0	24
21:30	0	6	2	0	6	0	0	1	0	0	0	0	0	0	15
21:45	0	9	6	0	0	0	0	0	1	0	0	0	0	0	16
	0	38	16	0	13	1	0	2	1	0	0	0	0	0	71
22:00	1	10	4	0	2	0	0	0	0	0	0	0	0	0	17
22:15	1	9	3	1	4	0	0	1	0	0	0	0	0	0	19
22:30	0	8	1	0	2	0	0	0	1	0	0	0	0	0	12
22:45	0	6	0	0	1	1	0	1	2	0	1	0	0	1	13
	2	33	8	1	9	1	0	2	3	0	1	0	0	1	61
23:00	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
23:15	0	1	1	0	0	0	0	1	0	0	1	0	0	0	4
23:30	0	2	0	0	0	0	0	0	1	0	1	0	0	0	4
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	4	0	0	0	0	1	2	0	2	0	0	0	16
Total	32	1585	554	10	241	15	2	67	46	0	3	1	0	6	2562
Percent	1.2%	61.9%	21.6%	0.4%	9.4%	0.6%	0.1%	2.6%	1.8%	0.0%	0.1%	0.0%	0.0%	0.2%	
Grand Total	175	12559	4393	80	1952	119	6	471	339	11	18	2	3	34	20162
Percent	0.9%	62.3%	21.8%	0.4%	9.7%	0.6%	0.0%	2.3%	1.7%	0.1%	0.1%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	3	0	1	0	0	1	0	0	0	0	0	0	6
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	1	0	0	1	1	0	0	0	0	0	5
03:00	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	1	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
03:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
	0	2	0	0	1	0	0	0	1	0	2	0	0	0	6
04:00	0	1	0	1	0	0	0	0	1	0	1	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
04:45	0	2	0	0	1	0	0	0	1	0	1	0	0	0	5
	0	4	1	1	1	0	0	0	3	0	2	1	0	0	13
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15	0	2	1	0	2	0	0	0	3	0	1	0	0	0	9
05:30	0	0	2	0	0	0	0	0	1	0	0	1	0	0	4
05:45	0	4	1	2	2	0	0	1	3	0	0	0	0	0	13
	0	6	4	2	5	0	0	1	7	0	1	1	0	0	27
06:00	0	3	3	0	3	0	0	0	2	0	0	0	0	0	11
06:15	0	7	0	1	5	0	0	0	2	0	0	0	0	0	15
06:30	0	8	4	1	6	0	0	0	0	0	0	0	0	0	19
06:45	0	3	5	1	11	1	0	0	0	0	0	0	0	0	21
	0	21	12	3	25	1	0	0	4	0	0	0	0	0	66
07:00	0	8	8	1	13	0	0	3	3	0	0	0	0	0	36
07:15	0	9	8	0	18	1	0	2	2	0	0	0	0	0	40
07:30	0	15	15	0	27	1	0	1	0	1	0	0	0	0	60
07:45	0	22	19	1	32	1	0	3	1	0	0	0	0	1	80
	0	54	50	2	90	3	0	9	6	1	0	0	0	1	216
08:00	0	27	17	2	35	0	0	4	1	0	0	0	0	1	87
08:15	0	13	12	1	22	0	0	0	1	0	0	0	0	0	49
08:30	1	15	14	0	14	2	0	3	1	0	0	0	0	0	50
08:45	1	18	15	1	17	1	0	5	3	0	0	0	0	0	61
	2	73	58	4	88	3	0	12	6	0	0	0	0	1	247
09:00	1	17	10	1	20	1	0	1	1	0	0	0	0	0	52
09:15	0	15	16	1	21	0	0	3	1	0	0	0	0	0	57
09:30	1	17	19	1	22	0	0	3	1	0	0	0	0	1	65
09:45	0	19	14	2	10	0	0	1	0	0	0	0	0	0	46
	2	68	59	5	73	1	0	8	3	0	0	0	0	1	220
10:00	0	21	17	2	14	1	0	6	0	1	0	0	0	0	62
10:15	0	14	13	1	26	1	0	1	3	0	0	0	0	0	59
10:30	0	39	4	2	14	0	0	3	0	0	0	0	0	0	62
10:45	0	33	0	1	2	0	0	1	0	0	0	0	0	0	37
	0	107	34	6	56	2	0	11	3	1	0	0	0	0	220
11:00	2	14	0	0	1	0	0	0	0	0	0	0	0	0	17
11:15	0	45	1	2	4	0	0	0	0	0	0	0	0	0	52
11:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
11:45	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
	4	69	1	2	5	0	0	0	0	0	0	0	0	0	81
Total	8	407	227	25	346	10	0	43	34	2	5	2	0	3	1112
Percent	0.7%	36.6%	20.4%	2.2%	31.1%	0.9%	0.0%	3.9%	3.1%	0.2%	0.4%	0.2%	0.0%	0.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
12:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
12:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	20	2	0	0	0	0	0	0	0	0	0	0	0	26
13:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:30	0	39	14	1	11	1	0	3	1	0	0	0	0	0	70
13:45	3	21	24	3	30	0	0	5	1	0	0	0	0	0	87
	3	66	38	4	41	1	0	8	2	0	0	0	0	0	163
14:00	1	22	21	1	21	0	0	4	3	0	0	0	0	0	73
14:15	1	26	21	1	27	0	0	1	3	0	0	0	0	1	81
14:30	0	24	19	0	25	1	0	3	1	0	0	0	0	0	73
14:45	0	31	25	0	27	1	0	1	0	0	0	0	0	0	85
	2	103	86	2	100	2	0	9	7	0	0	0	0	1	312
15:00	1	38	17	1	19	2	0	2	2	0	0	0	0	0	82
15:15	1	26	21	0	28	1	0	3	2	0	0	0	0	0	82
15:30	2	31	17	0	16	1	0	2	2	0	0	0	1	1	73
15:45	0	36	22	3	27	1	0	5	1	0	0	0	0	0	95
	4	131	77	4	90	5	0	12	7	0	0	0	1	1	332
16:00	0	36	21	0	26	1	0	3	0	0	0	0	0	0	87
16:15	2	38	26	3	27	2	0	5	2	0	0	0	0	0	105
16:30	1	36	20	2	26	0	0	4	1	0	0	0	0	1	91
16:45	0	31	26	1	21	0	0	4	1	0	0	0	0	0	84
	3	141	93	6	100	3	0	16	4	0	0	0	0	1	367
17:00	0	40	26	0	33	0	0	3	1	0	0	0	0	0	103
17:15	1	48	24	0	29	2	0	5	1	0	0	0	0	0	110
17:30	0	37	22	2	30	0	0	2	0	0	0	0	0	0	93
17:45	1	41	31	0	29	0	0	3	1	0	0	0	0	0	106
	2	166	103	2	121	2	0	13	3	0	0	0	0	0	412
18:00	2	35	29	0	24	0	0	1	2	0	0	0	0	0	93
18:15	0	28	21	0	27	0	0	3	0	1	0	0	0	0	80
18:30	2	32	23	0	21	0	0	2	1	0	0	0	0	0	81
18:45	1	23	20	2	14	0	0	0	1	0	0	0	0	0	61
	5	118	93	2	86	0	0	6	4	1	0	0	0	0	315
19:00	2	21	22	0	14	0	0	2	1	0	0	0	0	0	62
19:15	0	22	15	0	15	0	0	2	1	0	0	0	0	0	55
19:30	0	23	19	0	9	1	0	4	3	0	0	0	0	1	60
19:45	0	19	24	1	15	0	0	0	1	0	0	0	0	0	60
	2	85	80	1	53	1	0	8	6	0	0	0	0	1	237
20:00	0	24	23	3	17	0	0	3	2	0	0	0	0	0	72
20:15	1	21	15	0	10	0	0	1	0	0	0	0	0	0	48
20:30	1	23	7	0	12	1	0	1	2	0	1	0	0	0	48
20:45	0	22	13	2	13	0	0	2	0	0	0	0	0	0	52
	2	90	58	5	52	1	0	7	4	0	1	0	0	0	220
21:00	0	18	5	0	12	0	0	0	2	0	0	0	0	0	37
21:15	0	20	15	0	8	0	0	2	1	0	0	0	0	0	46
21:30	0	12	11	0	12	0	0	1	1	0	0	0	0	0	37
21:45	0	7	7	0	15	0	0	1	0	0	2	0	0	0	32
	0	57	38	0	47	0	0	4	4	0	2	0	0	0	152
22:00	0	15	2	0	5	0	0	1	0	0	0	0	0	0	23
22:15	0	13	3	0	3	0	0	0	2	0	0	0	0	0	21
22:30	0	11	5	0	6	0	0	0	0	0	0	0	0	0	22
22:45	0	6	2	0	5	0	0	1	0	0	0	0	0	0	14
	0	45	12	0	19	0	0	2	2	0	0	0	0	0	80
23:00	0	11	2	1	3	0	0	0	1	0	0	0	0	0	18
23:15	0	2	4	0	6	0	0	0	2	0	0	0	0	0	14
23:30	0	4	0	0	3	0	0	0	0	0	0	0	0	0	7
23:45	0	0	4	0	2	0	0	0	2	0	0	0	0	0	8
	0	17	10	1	14	0	0	0	5	0	0	0	0	0	47
Total	27	1039	690	27	723	15	0	85	48	1	3	0	1	4	2663
Percent	1.0%	39.0%	25.9%	1.0%	27.1%	0.6%	0.0%	3.2%	1.8%	0.0%	0.1%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
00:15	0	1	1	0	1	0	0	0	1	0	0	0	0	0	4
00:30	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	5	0	2	1	0	1	1	0	0	0	0	0	15
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
	0	4	3	1	2	0	0	0	0	0	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
02:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	2	0	0	0	1	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	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
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
04:30	0	0	2	1	1	0	0	0	1	0	1	0	0	0	6
04:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	1	2	1	1	0	0	1	2	0	2	0	0	0	10
05:00	0	1	1	0	4	0	0	0	2	0	1	0	0	0	9
05:15	0	4	0	0	2	1	0	1	2	0	0	0	0	0	10
05:30	1	1	2	1	5	0	0	1	1	0	0	1	0	0	13
05:45	0	5	1	1	3	0	0	2	0	0	0	0	0	0	12
	1	11	4	2	14	1	0	4	5	0	1	1	0	0	44
06:00	0	3	2	0	3	0	0	1	1	0	1	0	0	0	11
06:15	0	2	1	1	2	0	0	0	0	0	0	0	0	0	6
06:30	0	6	5	0	5	0	0	0	0	0	0	0	0	0	16
06:45	0	7	8	0	14	1	0	0	1	0	0	0	0	1	32
	0	18	16	1	24	1	0	1	2	0	1	0	0	1	65
07:00	0	6	15	0	6	1	0	0	3	0	0	0	0	0	31
07:15	0	7	15	0	11	0	0	2	2	0	0	0	0	0	37
07:30	3	25	22	0	18	1	0	4	2	0	0	0	0	1	76
07:45	2	26	19	0	27	0	0	4	1	0	0	0	0	0	79
	5	64	71	0	62	2	0	10	8	0	0	0	0	1	223
08:00	1	28	25	2	24	1	1	4	3	1	0	0	0	0	90
08:15	0	20	17	0	20	2	0	5	1	0	0	0	0	1	66
08:30	0	23	23	2	24	3	0	3	1	0	0	0	0	0	79
08:45	1	15	18	0	19	0	1	6	1	0	0	0	0	0	61
	2	86	83	4	87	6	2	18	6	1	0	0	0	1	296
09:00	1	18	6	0	17	0	0	3	0	0	0	0	0	0	45
09:15	2	15	12	1	16	0	0	4	1	0	0	0	0	0	51
09:30	0	11	17	1	19	4	0	4	1	0	0	0	0	0	57
09:45	1	28	17	0	14	0	0	6	3	0	0	0	0	1	70
	4	72	52	2	66	4	0	17	5	0	0	0	0	1	223
10:00	0	14	17	2	23	0	0	3	1	0	0	0	0	0	60
10:15	1	18	9	1	18	1	0	9	0	0	0	0	0	0	57
10:30	1	37	11	3	21	0	0	1	0	0	0	0	0	1	75
10:45	2	39	3	1	6	2	0	2	0	0	0	0	0	0	55
	4	108	40	7	68	3	0	15	1	0	0	0	0	1	247
11:00	1	16	0	0	0	0	0	0	0	0	0	0	0	0	17
11:15	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
11:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
11:45	1	9	0	0	0	0	0	0	0	0	0	0	0	0	10
	3	38	0	0	0	0	0	0	0	0	0	0	0	0	41
Total	19	410	277	18	328	18	2	67	32	1	4	1	0	5	1182
Percent	1.6%	34.7%	23.4%	1.5%	27.7%	1.5%	0.2%	5.7%	2.7%	0.1%	0.3%	0.1%	0.0%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	9	0	0	0	0	0	0	0	0	0	0	0	0	10
12:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
12:30	1	7	0	0	0	0	0	0	0	0	0	0	0	0	8
12:45	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	35	0	0	0	0	0	0	0	0	0	0	0	0	38
13:00	1	13	0	0	0	0	0	1	0	0	0	0	0	0	15
13:15	2	49	13	2	13	0	0	2	1	0	0	0	0	0	82
13:30	1	37	30	1	16	2	0	7	1	0	0	0	0	1	96
13:45	0	39	19	0	24	0	0	4	0	0	0	0	1	1	88
	4	138	62	3	53	2	0	14	2	0	0	0	1	2	281
14:00	3	26	27	1	18	0	0	5	1	0	0	0	0	1	82
14:15	1	32	21	0	21	2	0	6	1	0	1	0	0	0	85
14:30	0	27	22	2	19	0	0	2	0	0	0	0	0	0	72
14:45	1	34	25	1	29	1	0	5	0	0	0	0	0	2	98
	5	119	95	4	87	3	0	18	2	0	1	0	0	3	337
15:00	0	26	20	1	35	3	0	3	0	0	0	0	0	0	88
15:15	1	30	28	1	27	1	0	3	1	0	0	0	0	0	92
15:30	3	40	28	0	29	1	0	6	0	0	0	0	0	0	107
15:45	0	40	30	0	37	1	1	8	0	0	0	0	0	0	117
	4	136	106	2	128	6	1	20	1	0	0	0	0	0	404
16:00	1	32	25	1	31	0	0	4	1	0	0	0	0	0	95
16:15	2	38	28	1	37	1	0	3	1	0	0	0	0	0	111
16:30	0	40	31	2	29	0	0	3	0	0	0	0	0	1	106
16:45	2	45	31	2	25	0	0	4	1	0	0	0	0	0	110
	5	155	115	6	122	1	0	14	3	0	0	0	0	1	422
17:00	1	38	27	1	22	1	0	2	0	0	0	0	0	1	93
17:15	2	43	28	0	27	0	0	2	0	0	0	0	0	1	103
17:30	1	33	31	0	30	0	0	4	1	0	0	0	0	0	100
17:45	2	40	21	0	29	0	0	2	4	0	0	0	0	0	98
	6	154	107	1	108	1	0	10	5	0	0	0	0	2	394
18:00	2	40	28	1	24	0	0	1	0	0	0	0	0	0	96
18:15	1	29	27	0	13	2	0	1	1	0	0	0	0	1	75
18:30	0	34	20	1	25	0	0	2	0	0	0	0	0	0	82
18:45	3	32	19	0	18	0	0	3	0	0	0	0	0	0	75
	6	135	94	2	80	2	0	7	1	0	0	0	0	1	328
19:00	1	20	19	1	20	1	0	1	1	0	0	0	0	0	64
19:15	0	21	15	1	11	0	0	2	0	0	0	0	0	0	50
19:30	0	24	10	2	13	0	0	5	2	0	0	0	0	0	56
19:45	0	17	12	0	11	0	0	0	2	0	0	0	0	0	42
	1	82	56	4	55	1	0	8	5	0	0	0	0	0	212
20:00	1	22	14	0	12	1	0	2	0	0	0	0	0	0	52
20:15	1	13	13	0	19	0	0	2	1	0	0	0	0	0	49
20:30	0	13	25	0	13	0	0	1	0	0	0	0	0	0	52
20:45	1	23	11	1	8	0	0	1	1	0	0	0	0	0	46
	3	71	63	1	52	1	0	6	2	0	0	0	0	0	199
21:00	1	23	8	0	17	0	0	0	1	0	1	0	0	0	51
21:15	0	14	11	0	11	0	0	0	0	0	0	0	0	0	36
21:30	0	15	13	0	10	0	0	2	1	0	0	0	0	0	41
21:45	0	15	11	0	7	0	0	0	0	0	0	0	0	0	33
	1	67	43	0	45	0	0	2	2	0	1	0	0	0	161
22:00	0	17	14	0	4	0	0	2	2	0	0	0	0	0	39
22:15	2	10	8	0	3	0	0	0	0	0	2	0	0	0	25
22:30	0	13	11	1	11	0	0	0	0	0	0	0	0	0	36
22:45	0	12	5	1	6	0	0	1	0	0	0	0	0	0	25
	2	52	38	2	24	0	0	3	2	0	2	0	0	0	125
23:00	0	11	7	0	6	0	0	0	1	0	0	0	0	0	25
23:15	0	8	3	0	3	0	0	0	0	0	0	0	0	0	14
23:30	0	8	7	0	2	0	0	3	1	0	0	0	0	0	21
23:45	0	5	2	0	7	1	0	0	0	0	0	0	0	0	15
	0	32	19	0	18	1	0	3	2	0	0	0	0	0	75
Total	40	1176	798	25	772	18	1	105	27	0	4	0	1	9	2976
Percent	1.3%	39.5%	26.8%	0.8%	25.9%	0.6%	0.0%	3.5%	0.9%	0.0%	0.1%	0.0%	0.0%	0.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	4	4	0	5	0	0	0	0	0	0	0	0	0	13
00:15	0	2	5	1	3	0	0	0	0	0	0	0	0	0	11
00:30	0	1	4	0	5	0	0	0	0	0	0	0	0	0	10
00:45	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
	0	8	15	1	15	0	0	0	0	0	0	0	0	0	39
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	2	1	0	2	0	0	0	1	0	0	0	0	0	6
01:30	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
01:45	0	2	1	0	2	0	0	0	1	0	0	0	0	0	6
	0	10	5	1	4	0	0	0	2	0	0	0	0	0	22
02:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	1	0	0	0	0	1	1	0	0	0	0	0	5
02:45	0	3	1	0	2	0	0	1	0	0	0	0	0	0	7
	0	7	3	0	4	0	0	2	1	0	0	0	0	0	17
03:00	0	4	0	1	0	0	0	0	0	0	1	0	0	0	6
03:15	0	2	0	0	1	0	0	0	1	0	0	0	0	0	4
03:30	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
03:45	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
	0	9	2	3	2	0	0	0	2	0	1	0	0	0	19
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3
04:30	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
04:45	0	0	0	0	2	0	0	0	0	0	1	0	0	0	3
	0	3	2	0	3	0	0	1	1	0	1	0	0	0	11
05:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
05:15	0	2	2	0	3	0	0	0	2	0	2	0	0	0	11
05:30	0	6	2	0	2	0	0	0	1	0	0	0	0	0	11
05:45	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
	0	11	8	0	8	0	0	0	3	0	2	0	0	0	32
06:00	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
06:15	0	6	3	0	2	0	0	1	1	0	0	0	0	0	13
06:30	0	6	2	0	4	0	0	0	0	0	0	0	0	0	12
06:45	0	10	4	0	4	0	0	2	1	0	0	0	0	0	21
	0	22	10	0	11	0	0	4	2	0	0	0	0	0	49
07:00	0	8	6	0	9	0	0	8	1	0	0	0	0	0	32
07:15	0	9	7	0	9	0	0	3	0	0	0	0	0	0	28
07:30	1	9	15	2	15	0	0	3	1	0	0	0	0	0	46
07:45	1	17	15	1	19	0	0	0	0	0	0	0	0	0	53
	2	43	43	3	52	0	0	14	2	0	0	0	0	0	159
08:00	0	14	10	0	9	0	0	2	0	0	0	0	0	0	35
08:15	0	14	9	0	20	0	1	3	1	0	0	0	0	1	49
08:30	0	15	15	1	15	0	0	5	0	0	0	0	0	0	51
08:45	1	21	7	0	21	0	0	2	0	0	0	0	0	0	52
	1	64	41	1	65	0	1	12	1	0	0	0	0	1	187
09:00	0	13	14	0	16	0	0	3	2	0	0	0	0	0	48
09:15	1	20	16	1	20	1	0	6	0	0	0	0	0	0	65
09:30	1	23	6	2	5	0	0	3	0	0	0	0	0	0	40
09:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	59	36	3	41	1	0	12	2	0	0	0	0	0	157
10:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
10:30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
10:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
	1	30	0	0	0	0	0	0	0	0	0	0	0	0	31
11:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
11:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
11:30	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	26	1	0	0	0	0	0	0	0	0	0	0	0	29
Total	9	292	166	12	205	1	1	45	16	0	4	0	0	1	752
Percent	1.2%	38.8%	22.1%	1.6%	27.3%	0.1%	0.1%	6.0%	2.1%	0.0%	0.5%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
12:15	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	1	17	0	0	0	0	0	0	0	0	0	0	0	0	18
13:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7
13:15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
13:30	1	10	0	0	0	0	0	0	0	0	0	0	0	0	11
13:45	1	31	20	0	14	0	0	3	0	0	0	0	0	0	69
	6	49	20	0	14	0	0	3	0	0	0	0	0	0	92
14:00	0	28	1	0	4	0	0	2	1	0	0	0	0	0	36
14:15	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
14:30	1	36	4	3	15	0	0	2	1	0	0	0	0	0	62
14:45	0	35	1	2	3	0	0	0	0	0	0	0	0	0	41
	1	115	6	5	22	0	0	4	2	0	0	0	0	0	155
15:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
15:15	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
15:30	1	17	4	3	6	0	0	0	0	0	0	0	0	0	31
15:45	1	17	23	0	18	0	0	0	1	0	0	1	0	0	61
	6	45	27	3	24	0	0	0	1	0	0	1	0	0	107
16:00	8	29	18	0	19	0	1	1	0	0	0	0	0	0	76
16:15	2	37	23	0	17	0	0	2	1	0	0	0	0	0	82
16:30	1	24	17	0	15	0	0	3	0	0	0	0	0	1	61
16:45	1	28	15	0	10	1	0	1	0	0	0	0	0	0	56
	12	118	73	0	61	1	1	7	1	0	0	0	0	1	275
17:00	1	18	18	1	23	0	0	1	0	0	0	0	0	0	62
17:15	8	19	19	2	17	0	0	0	2	0	0	0	0	3	70
17:30	1	22	14	1	17	0	0	3	0	0	0	0	0	0	58
17:45	0	27	15	0	15	0	0	3	0	0	0	0	0	1	61
	10	86	66	4	72	0	0	7	2	0	0	0	0	4	251
18:00	1	21	15	0	15	0	0	0	1	0	0	0	0	0	53
18:15	0	25	17	0	17	0	0	2	0	0	0	0	0	0	61
18:30	1	23	17	0	15	0	0	4	0	0	0	0	0	0	60
18:45	1	31	15	1	21	0	0	2	0	0	0	0	0	0	71
	3	100	64	1	68	0	0	8	1	0	0	0	0	0	245
19:00	2	25	30	0	18	0	0	0	0	0	0	0	0	0	75
19:15	0	25	18	0	9	0	0	0	0	0	0	0	0	0	52
19:30	0	29	17	0	11	0	0	2	0	0	0	0	0	0	59
19:45	0	19	11	0	17	0	0	0	1	0	0	0	0	0	48
	2	98	76	0	55	0	0	2	1	0	0	0	0	0	234
20:00	1	13	13	1	14	0	0	0	0	0	0	0	0	0	42
20:15	0	23	14	0	15	0	0	1	0	0	0	0	0	0	53
20:30	2	17	9	0	17	0	0	0	0	0	0	0	0	0	45
20:45	1	15	15	0	9	0	0	2	0	0	0	0	0	0	42
	4	68	51	1	55	0	0	3	0	0	0	0	0	0	182
21:00	0	20	15	0	17	0	0	3	0	0	0	0	0	0	55
21:15	0	23	13	0	11	0	0	0	0	0	0	0	0	0	47
21:30	0	24	9	0	3	0	0	3	1	0	0	0	0	0	40
21:45	1	15	17	0	9	0	0	0	0	0	0	0	0	0	42
	1	82	54	0	40	0	0	6	1	0	0	0	0	0	184
22:00	0	21	11	0	14	0	0	0	1	0	0	0	0	0	47
22:15	1	12	12	0	7	0	0	1	0	0	0	0	0	0	33
22:30	0	14	5	0	11	0	0	1	0	0	0	0	0	0	31
22:45	0	19	8	0	2	0	0	1	0	0	0	0	0	0	30
	1	66	36	0	34	0	0	3	1	0	0	0	0	0	141
23:00	0	8	4	2	4	0	0	0	0	0	0	0	0	0	18
23:15	0	10	4	0	4	0	0	0	0	0	0	0	0	0	18
23:30	0	6	3	0	8	0	0	0	0	0	0	0	0	0	17
23:45	0	12	6	0	5	0	0	1	0	0	0	0	0	0	24
	0	36	17	2	21	0	0	1	0	0	0	0	0	0	77
Total	47	880	490	16	466	1	1	44	10	0	0	1	0	5	1961
Percent	2.4%	44.9%	25.0%	0.8%	23.8%	0.1%	0.1%	2.2%	0.5%	0.0%	0.0%	0.1%	0.0%	0.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	4	5	0	5	0	0	1	0	0	0	0	0	0	15
00:15	0	6	2	0	9	0	0	0	1	0	0	0	0	0	18
00:30	0	5	2	0	3	0	0	0	0	0	0	0	0	0	10
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	20	9	0	17	0	0	1	1	0	0	0	0	0	48
01:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
01:15	0	3	3	0	2	0	0	2	0	0	0	0	0	0	10
01:30	0	0	2	0	2	0	0	1	0	0	0	0	0	0	5
01:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	0	9	9	0	6	0	0	3	0	0	0	0	0	0	27
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
03:00	0	1	1	0	2	0	0	0	1	0	0	0	0	0	5
03:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	6	0	3	0	0	0	1	0	0	0	0	0	12
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	1	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	1	1	0	1	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	1	0	2	0	0	1	0	0	0	0	0	0	4
05:45	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
	0	3	3	0	4	0	0	1	0	0	0	0	0	0	11
06:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
06:15	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
06:30	0	4	0	0	3	0	0	2	2	0	0	0	0	0	11
06:45	0	3	1	0	5	0	0	1	0	0	0	0	0	0	10
	0	8	3	0	12	0	0	3	2	0	0	0	0	0	28
07:00	0	7	1	0	3	0	0	1	0	0	0	0	0	0	12
07:15	0	9	7	0	15	0	0	1	0	0	0	0	0	0	32
07:30	0	9	3	0	9	0	0	2	0	0	0	0	0	0	23
07:45	0	10	5	1	7	0	0	4	0	0	0	0	0	0	27
	0	35	16	1	34	0	0	8	0	0	0	0	0	0	94
08:00	2	10	6	1	5	1	0	2	0	0	0	0	0	0	27
08:15	0	6	6	1	11	0	0	1	0	0	0	0	0	0	25
08:30	0	10	9	2	12	0	0	3	0	0	0	0	0	0	36
08:45	0	15	18	0	19	0	0	1	0	0	0	0	0	0	53
	2	41	39	4	47	1	0	7	0	0	0	0	0	0	141
09:00	0	21	5	1	11	0	0	1	0	0	0	0	0	0	39
09:15	5	17	14	0	16	0	0	0	0	0	0	0	0	2	54
09:30	2	22	17	0	17	0	0	1	0	0	0	0	0	0	59
09:45	3	25	15	1	21	1	0	1	0	0	0	0	0	0	67
	10	85	51	2	65	1	0	3	0	0	0	0	0	2	219
10:00	3	41	14	0	13	0	0	3	1	0	0	0	0	0	75
10:15	1	37	0	2	2	0	0	0	0	0	0	0	0	0	42
10:30	0	20	1	0	2	0	0	0	0	0	0	0	0	0	23
10:45	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
	5	102	15	2	17	0	0	3	1	0	0	0	0	0	145
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
11:15	1	7	0	0	0	0	0	0	0	0	0	0	0	0	8
11:30	4	8	0	0	0	0	0	0	0	0	0	0	0	0	12
11:45	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
	6	23	0	0	0	0	0	0	0	0	0	0	0	0	29
Total	23	335	156	9	207	2	0	29	5	0	0	0	0	2	768
Percent	3.0%	43.6%	20.3%	1.2%	27.0%	0.3%	0.0%	3.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 2
Station ID:
US 87 - Southbound & Northbound
north of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
12:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	13	1	0	0	0	0	0	0	0	0	0	0	0	16
13:00	1	36	1	0	6	0	0	1	0	0	0	0	0	0	45
13:15	0	47	27	1	21	0	0	0	0	0	0	0	0	0	96
13:30	2	31	17	0	17	0	0	2	0	0	0	0	0	0	69
13:45	1	41	23	0	22	0	0	2	0	0	0	0	0	0	89
	4	155	68	1	66	0	0	5	0	0	0	0	0	0	299
14:00	2	34	21	1	31	0	1	4	1	0	0	0	0	1	96
14:15	0	29	22	0	16	0	0	2	1	0	0	0	0	0	70
14:30	0	37	16	0	22	0	0	4	1	0	0	0	0	0	80
14:45	1	34	20	0	25	0	0	3	0	0	0	0	0	0	83
	3	134	79	1	94	0	1	13	3	0	0	0	0	1	329
15:00	0	30	28	0	29	0	0	3	0	0	0	0	0	0	90
15:15	4	29	18	1	23	0	0	3	1	0	0	0	0	0	79
15:30	0	37	22	0	22	0	0	4	1	0	0	0	0	1	87
15:45	2	30	22	0	13	0	0	0	0	0	0	0	0	0	67
	6	126	90	1	87	0	0	10	2	0	0	0	0	1	323
16:00	1	27	16	1	21	0	0	3	2	0	0	0	0	0	71
16:15	1	33	14	1	17	1	0	5	0	0	0	0	0	0	72
16:30	0	33	18	0	14	0	0	3	2	0	0	0	0	0	70
16:45	1	32	24	0	14	0	1	4	0	0	0	0	0	0	76
	3	125	72	2	66	1	1	15	4	0	0	0	0	0	289
17:00	0	36	16	1	10	0	0	2	1	0	0	0	0	0	66
17:15	0	26	20	0	19	0	0	2	2	0	0	0	0	0	69
17:30	0	29	18	1	16	0	0	4	1	0	0	0	0	0	69
17:45	0	30	20	0	14	0	0	2	2	0	0	0	0	1	69
	0	121	74	2	59	0	0	10	6	0	0	0	0	1	273
18:00	0	31	14	0	16	0	0	5	0	0	0	0	0	0	66
18:15	0	26	15	0	13	0	0	3	0	0	0	0	0	0	57
18:30	1	27	14	0	19	1	0	3	0	0	0	0	0	0	65
18:45	1	28	19	1	17	0	0	2	0	0	0	0	0	0	68
	2	112	62	1	65	1	0	13	0	0	0	0	0	0	256
19:00	0	28	13	0	6	0	0	3	0	0	0	0	0	0	50
19:15	0	25	15	1	5	0	0	0	1	0	0	0	0	0	47
19:30	0	20	15	0	4	0	0	1	0	0	0	0	0	0	40
19:45	0	23	10	1	2	0	0	0	1	0	0	0	0	0	37
	0	96	53	2	17	0	0	4	2	0	0	0	0	0	174
20:00	0	20	12	0	6	0	0	0	0	0	0	0	0	0	38
20:15	0	22	13	0	5	0	0	1	0	0	0	0	0	0	41
20:30	0	21	9	0	3	0	0	0	0	0	0	0	0	0	33
20:45	0	19	11	0	5	0	0	0	1	0	0	0	0	0	36
	0	82	45	0	19	0	0	1	1	0	0	0	0	0	148
21:00	1	15	12	0	2	0	0	1	0	0	0	0	0	0	31
21:15	0	15	11	1	3	0	0	0	1	0	0	0	0	0	31
21:30	0	9	7	0	2	0	0	0	1	0	0	0	0	0	19
21:45	0	13	4	0	2	0	0	0	0	0	2	0	0	0	21
	1	52	34	1	9	0	0	1	2	0	2	0	0	0	102
22:00	0	13	10	0	1	0	0	0	0	0	0	0	0	0	24
22:15	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
22:30	0	9	4	1	1	0	0	0	1	0	0	0	0	0	16
22:45	0	11	6	0	0	0	0	0	0	0	0	0	0	0	17
	0	49	24	1	2	0	0	0	1	0	0	0	0	0	77
23:00	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
23:15	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	19	3	0	1	0	0	0	1	0	0	0	0	0	24
Total	21	1084	605	12	485	2	2	72	22	0	2	0	0	3	2310
Percent	0.9%	46.9%	26.2%	0.5%	21.0%	0.1%	0.1%	3.1%	1.0%	0.0%	0.1%	0.0%	0.0%	0.1%	
Grand Total	194	5623	3409	144	3532	67	7	490	194	4	22	4	2	32	13724
Percent	1.4%	41.0%	24.8%	1.0%	25.7%	0.5%	0.1%	3.6%	1.4%	0.0%	0.2%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
	0	0	1	0	0	0	0	1	2	0	0	0	0	0	4
01:00	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
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	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
02:30	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	1	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	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
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
05:00	0	1	2	0	2	0	0	1	0	0	0	0	0	0	6
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
	0	13	6	0	4	0	0	1	0	0	0	0	0	0	24
06:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
06:15	0	3	5	0	2	0	0	0	0	0	0	0	0	0	10
06:30	0	8	14	0	1	0	0	0	0	0	0	0	0	0	23
06:45	0	13	13	0	1	0	0	1	0	0	0	0	0	0	28
	0	29	35	0	5	0	0	1	0	0	0	0	0	0	70
07:00	0	21	11	2	4	0	0	2	0	0	0	0	0	0	40
07:15	0	32	21	0	5	0	0	0	0	0	0	0	0	0	58
07:30	0	53	35	1	6	0	0	0	0	0	0	0	0	0	95
07:45	0	42	14	0	2	0	1	0	0	0	0	0	0	0	59
	0	148	81	3	17	0	1	2	0	0	0	0	0	0	252
08:00	0	24	9	0	3	0	0	0	2	0	0	0	0	0	38
08:15	0	31	13	0	3	0	0	1	1	0	0	0	0	0	49
08:30	0	19	8	0	3	0	0	0	0	0	0	0	0	0	30
08:45	0	24	17	0	2	0	0	1	0	0	0	0	0	0	44
	0	98	47	0	11	0	0	2	3	0	0	0	0	0	161
09:00	1	24	10	0	7	0	0	1	0	0	0	0	0	0	43
09:15	0	36	17	0	3	0	0	0	1	0	0	0	0	0	57
09:30	0	15	7	0	1	0	0	0	0	0	0	0	0	0	23
09:45	1	22	31	0	3	0	0	0	0	0	0	0	0	0	57
	2	97	65	0	14	0	0	1	1	0	0	0	0	0	180
10:00	1	24	34	0	5	0	0	1	0	0	0	0	0	1	66
10:15	7	36	26	0	3	1	0	4	1	0	0	0	0	2	80
10:30	13	42	24	0	1	0	0	2	0	0	0	0	0	0	82
10:45	4	30	36	0	3	0	0	2	1	0	0	0	0	1	77
	25	132	120	0	12	1	0	9	2	0	0	0	0	4	305
11:00	5	42	24	0	3	0	0	0	0	0	0	0	0	1	75
11:15	3	23	20	1	2	0	0	3	1	1	0	0	0	1	55
11:30	1	26	18	0	0	0	0	1	0	0	0	0	0	0	46
11:45	1	24	21	0	4	0	0	1	1	0	0	0	0	0	52
	10	115	83	1	9	0	0	5	2	1	0	0	0	2	228
Total	37	637	440	4	72	1	1	22	12	1	0	0	0	6	1233
Percent	3.0%	51.7%	35.7%	0.3%	5.8%	0.1%	0.1%	1.8%	1.0%	0.1%	0.0%	0.0%	0.0%	0.5%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	21	24	0	2	0	0	1	0	0	0	0	0	0	48
12:15	0	23	11	0	2	0	0	2	0	0	0	0	0	0	38
12:30	0	23	14	0	2	0	0	0	0	0	0	0	0	1	40
12:45	0	20	22	0	4	0	0	1	1	0	0	0	0	0	48
	0	87	71	0	10	0	0	4	1	0	0	0	0	1	174
13:00	0	24	11	0	3	0	0	0	0	0	0	0	0	0	38
13:15	3	31	17	3	2	1	0	4	3	0	0	0	0	0	64
13:30	2	27	15	0	4	0	0	4	1	0	0	0	0	0	53
13:45	7	30	13	0	0	0	0	3	0	0	0	0	0	0	53
	12	112	56	3	9	1	0	11	4	0	0	0	0	0	208
14:00	0	34	11	0	0	1	0	0	0	0	0	0	0	0	46
14:15	0	28	12	0	1	0	0	2	1	0	0	0	0	0	44
14:30	4	35	22	1	6	0	0	3	1	0	0	0	0	0	72
14:45	4	32	29	0	4	0	0	1	0	0	0	0	0	1	71
	8	129	74	1	11	1	0	6	2	0	0	0	0	1	233
15:00	5	21	27	0	2	1	0	2	0	0	0	0	0	0	58
15:15	4	21	18	0	4	1	0	0	0	0	0	0	0	1	49
15:30	0	28	21	0	5	0	0	4	0	0	0	0	0	1	59
15:45	1	31	12	0	5	0	0	1	1	0	0	0	0	0	51
	10	101	78	0	16	2	0	7	1	0	0	0	0	2	217
16:00	1	20	22	0	3	0	0	1	0	0	0	0	0	0	47
16:15	4	43	39	1	5	0	0	2	0	0	0	0	0	1	95
16:30	9	38	35	0	4	0	0	1	1	0	0	0	0	1	89
16:45	10	35	39	0	4	0	0	0	0	0	0	0	0	3	91
	24	136	135	1	16	0	0	4	1	0	0	0	0	5	322
17:00	8	43	39	0	5	0	1	0	0	0	0	0	0	0	96
17:15	11	51	30	0	2	1	0	1	0	0	0	0	0	0	96
17:30	3	33	13	2	1	0	0	0	0	0	0	0	0	0	52
17:45	6	19	5	0	1	1	0	1	0	0	0	0	0	0	33
	28	146	87	2	9	2	1	2	0	0	0	0	0	0	277
18:00	0	21	8	0	1	0	0	0	1	0	0	0	0	0	31
18:15	1	16	14	0	2	0	0	1	0	0	0	0	0	0	34
18:30	0	18	9	0	0	0	0	0	0	0	0	0	0	0	27
18:45	2	17	6	0	0	0	0	0	0	0	0	0	0	0	25
	3	72	37	0	3	0	0	1	1	0	0	0	0	0	117
19:00	1	17	8	0	3	0	0	0	0	0	0	0	0	0	29
19:15	0	18	10	0	2	0	0	0	0	0	0	0	0	0	30
19:30	0	13	4	0	0	0	0	0	2	0	0	0	0	0	19
19:45	4	15	6	0	8	0	0	0	0	0	0	0	0	1	34
	5	63	28	0	13	0	0	0	2	0	0	0	0	1	112
20:00	0	12	4	0	1	0	0	0	0	0	0	0	0	1	18
20:15	0	13	5	0	1	0	0	1	0	0	0	0	0	0	20
20:30	0	11	9	0	1	0	0	0	0	0	0	0	0	0	21
20:45	0	7	6	0	0	0	0	0	1	0	0	0	0	0	14
	0	43	24	0	3	0	0	1	1	0	0	0	0	1	73
21:00	0	7	1	0	2	0	0	0	0	0	0	0	0	0	10
21:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
21:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
21:45	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
	0	28	10	0	4	0	0	0	0	0	0	0	0	0	42
22:00	0	18	9	0	2	1	0	0	0	0	0	0	0	0	30
22:15	0	2	0	1	0	0	0	0	1	0	0	0	0	0	4
22:30	0	7	0	0	0	0	0	1	1	0	0	0	0	0	9
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	32	9	1	2	1	0	1	2	0	0	0	0	0	48
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	5	1	0	0	0	0	0	0	0	0	0	0	13
Total	90	956	614	9	96	7	1	37	15	0	0	0	0	11	1836
Percent	4.9%	52.1%	33.4%	0.5%	5.2%	0.4%	0.1%	2.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	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
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	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	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	2	1	0	0	0	0	0	2	0	0	0	0	0	5
03:00	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
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
05:30	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
05:45	0	5	1	0	0	0	0	1	1	0	0	0	0	0	8
	0	14	3	0	2	0	0	1	2	0	0	0	0	0	22
06:00	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
06:15	0	5	7	0	1	1	0	0	0	0	0	0	0	0	14
06:30	0	11	8	0	0	0	0	0	1	0	0	0	0	0	20
06:45	0	13	13	0	3	0	0	1	0	0	0	0	0	0	30
	0	34	29	0	6	1	0	1	1	0	0	0	0	0	72
07:00	0	14	19	1	1	0	0	0	0	0	0	0	0	0	35
07:15	0	23	16	0	2	0	0	0	0	0	0	0	0	0	41
07:30	0	55	29	0	7	0	0	3	0	0	0	0	0	0	94
07:45	0	39	20	1	5	1	0	0	0	0	0	0	0	0	66
	0	131	84	2	15	1	0	3	0	0	0	0	0	0	236
08:00	0	22	10	0	3	0	0	0	1	0	0	0	0	0	36
08:15	0	16	12	0	4	0	0	0	1	0	0	0	0	0	33
08:30	0	29	20	0	4	0	0	2	0	0	0	0	0	0	55
08:45	0	23	14	0	4	0	0	0	0	0	0	0	0	0	41
	0	90	56	0	15	0	0	2	2	0	0	0	0	0	165
09:00	1	26	14	0	1	0	0	0	0	0	0	0	0	1	43
09:15	0	16	15	0	2	0	0	0	1	0	0	0	0	0	34
09:30	1	26	12	0	2	0	0	1	0	0	0	0	0	0	42
09:45	1	18	17	0	3	1	0	0	0	0	0	0	0	0	40
	3	86	58	0	8	1	0	1	1	0	0	0	0	1	159
10:00	0	18	10	0	2	0	0	0	2	0	0	0	0	1	33
10:15	10	15	13	0	0	0	0	1	0	0	0	0	0	0	39
10:30	2	23	38	0	2	1	0	0	0	0	0	0	0	1	67
10:45	8	31	31	0	2	0	0	1	0	0	0	0	0	1	74
	20	87	92	0	6	1	0	2	2	0	0	0	0	3	213
11:00	14	50	35	0	3	0	0	1	0	0	0	0	0	1	104
11:15	10	31	13	0	0	0	0	1	0	0	0	0	0	0	55
11:30	6	44	30	0	0	0	0	0	0	0	0	0	0	0	80
11:45	6	42	20	0	1	0	0	2	0	0	0	0	0	0	71
	36	167	98	0	4	0	0	4	0	0	0	0	0	1	310
Total	59	618	422	2	57	4	0	14	11	0	0	0	0	5	1192
Percent	4.9%	51.8%	35.4%	0.2%	4.8%	0.3%	0.0%	1.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	32	33	0	2	0	0	0	0	0	0	0	0	0	69
12:15	0	23	17	0	2	1	0	2	0	0	0	0	0	0	45
12:30	1	37	23	0	1	0	0	2	0	0	0	0	0	2	66
12:45	0	28	16	0	2	0	0	0	2	0	0	0	0	0	48
	3	120	89	0	7	1	0	4	2	0	0	0	0	2	228
13:00	1	31	18	1	6	1	0	2	0	0	0	0	0	0	60
13:15	3	41	16	0	3	0	0	3	0	0	0	0	0	0	66
13:30	3	30	21	0	1	1	0	0	0	0	0	0	0	0	56
13:45	0	27	24	0	2	0	0	1	0	0	0	0	0	0	54
	7	129	79	1	12	2	0	6	0	0	0	0	0	0	236
14:00	6	29	19	0	3	0	0	0	1	0	0	0	0	2	60
14:15	0	41	17	0	2	0	0	1	0	0	0	0	0	0	61
14:30	0	36	27	0	4	0	0	1	1	0	0	0	0	0	69
14:45	3	31	27	0	1	0	0	1	2	0	0	0	0	1	66
	9	137	90	0	10	0	0	3	4	0	0	0	0	3	256
15:00	2	34	36	0	3	0	0	0	0	0	0	0	0	1	76
15:15	7	40	27	0	7	0	0	2	0	0	0	0	0	1	84
15:30	0	41	26	0	3	0	0	3	1	0	0	0	0	1	75
15:45	1	29	19	0	2	0	0	2	0	0	0	0	0	0	53
	10	144	108	0	15	0	0	7	1	0	0	0	0	3	288
16:00	1	38	27	1	2	0	0	0	1	0	0	0	0	1	71
16:15	6	56	43	0	4	0	0	2	0	0	0	0	0	0	111
16:30	20	60	31	0	1	0	0	1	0	0	0	0	0	0	113
16:45	21	56	42	1	4	0	0	2	0	0	0	0	0	2	128
	48	210	143	2	11	0	0	5	1	0	0	0	0	3	423
17:00	15	56	37	1	0	0	0	1	0	0	0	0	0	0	110
17:15	18	55	39	0	0	0	0	2	1	0	0	0	0	3	118
17:30	5	40	13	2	1	0	0	1	0	0	0	0	0	0	62
17:45	0	33	22	0	1	1	0	3	1	0	0	0	0	0	61
	38	184	111	3	2	1	0	7	2	0	0	0	0	3	351
18:00	9	42	16	0	1	0	0	0	2	0	0	0	0	1	71
18:15	7	32	21	0	4	1	0	3	1	0	0	0	0	0	69
18:30	1	25	14	0	2	1	0	1	0	0	0	0	0	0	44
18:45	5	35	12	0	1	0	0	2	0	0	0	0	0	0	55
	22	134	63	0	8	2	0	6	3	0	0	0	0	1	239
19:00	1	20	16	0	1	0	0	0	0	0	0	0	0	0	38
19:15	0	22	14	0	1	0	0	0	0	0	0	0	0	1	38
19:30	0	16	9	0	0	0	0	1	0	0	0	0	0	0	26
19:45	2	21	6	0	3	0	0	1	0	0	0	0	0	0	33
	3	79	45	0	5	0	0	2	0	0	0	0	0	1	135
20:00	0	18	16	0	2	0	0	0	0	0	0	0	0	0	36
20:15	0	26	14	0	0	0	0	0	0	0	0	0	0	0	40
20:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
20:45	0	8	5	0	2	0	0	0	0	0	0	0	0	0	15
	0	58	39	0	4	0	0	0	0	0	0	0	0	0	101
21:00	1	12	7	0	1	0	0	0	0	0	0	0	0	0	21
21:15	0	8	6	0	1	0	0	0	0	0	0	0	0	0	15
21:30	2	12	8	0	0	0	0	0	0	0	0	0	0	0	22
21:45	0	15	8	0	0	0	0	0	1	0	0	0	0	0	24
	3	47	29	0	2	0	0	0	1	0	0	0	0	0	82
22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
22:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	6	6	1	0	0	0	0	0	0	0	0	0	0	13
22:45	0	8	4	0	2	0	0	0	0	0	0	0	0	0	14
	0	37	13	1	2	0	0	0	0	0	0	0	0	0	53
23:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
23:45	0	2	2	0	0	0	0	1	0	0	0	0	0	0	5
	0	25	11	0	1	0	0	1	0	0	0	0	0	0	38
Total	143	1304	820	7	79	6	0	41	14	0	0	0	0	16	2430
Percent	5.9%	53.7%	33.7%	0.3%	3.3%	0.2%	0.0%	1.7%	0.6%	0.0%	0.0%	0.0%	0.0%	0.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
00:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	6	3	0	1	0	0	1	0	0	0	0	0	0	11
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	15	9	0	1	0	0	1	0	0	0	0	0	0	26
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	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
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	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	1	0	0	0	1	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
06:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
06:15	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
06:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	8	7	1	1	0	0	0	0	0	0	0	0	0	17
07:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
07:15	0	11	7	0	2	0	0	0	0	0	0	0	0	0	20
07:30	1	10	7	0	1	0	0	1	0	0	0	0	0	0	20
07:45	0	15	11	0	0	0	0	1	0	0	0	0	0	0	27
	1	43	29	0	3	0	0	2	0	0	0	0	0	0	78
08:00	1	24	14	0	3	0	0	0	0	0	0	0	0	0	42
08:15	2	24	13	0	0	0	0	0	0	0	0	0	0	0	39
08:30	2	15	10	0	2	0	0	2	0	0	0	0	0	0	31
08:45	0	23	20	0	3	0	0	0	0	0	0	0	0	0	46
	5	86	57	0	8	0	0	2	0	0	0	0	0	0	158
09:00	0	24	11	0	3	0	0	1	0	0	0	0	0	0	39
09:15	0	18	8	0	4	0	0	1	2	0	0	0	0	0	33
09:30	0	29	9	0	1	0	0	0	0	0	0	0	0	0	39
09:45	0	23	12	1	4	0	0	0	0	0	0	0	0	0	40
	0	94	40	1	12	0	0	2	2	0	0	0	0	0	151
10:00	2	30	8	0	4	0	0	0	0	0	0	0	0	0	44
10:15	1	25	17	0	1	0	0	0	0	0	0	0	0	0	44
10:30	6	32	20	0	2	0	0	0	0	0	0	0	0	0	60
10:45	17	52	31	2	1	0	0	1	0	0	0	0	0	0	104
	26	139	76	2	8	0	0	1	0	0	0	0	0	0	252
11:00	13	42	27	0	0	0	0	0	0	0	0	0	0	0	82
11:15	14	36	26	0	2	0	0	1	0	0	0	0	0	0	79
11:30	18	47	30	1	0	0	0	0	0	0	0	0	0	1	97
11:45	12	42	19	0	3	0	0	0	1	0	0	0	0	0	77
	57	167	102	1	5	0	0	1	1	0	0	0	0	1	335
Total	89	571	326	5	42	0	0	9	4	0	0	0	0	1	1047
Percent	8.5%	54.5%	31.1%	0.5%	4.0%	0.0%	0.0%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	6	37	34	0	2	0	0	0	0	0	0	0	0	0	79
12:15	8	23	38	0	1	0	0	0	0	0	0	0	0	0	70
12:30	1	29	25	0	2	0	0	2	1	0	0	0	0	0	60
12:45	0	47	18	0	1	0	0	1	0	0	0	0	0	0	67
	15	136	115	0	6	0	0	3	1	0	0	0	0	0	276
13:00	0	37	27	0	1	0	0	0	0	0	0	0	0	0	65
13:15	1	36	20	0	2	1	0	0	1	0	0	0	0	0	61
13:30	6	29	21	0	3	0	0	0	0	0	0	0	0	0	59
13:45	0	25	11	0	5	0	0	2	1	0	0	0	0	1	45
	7	127	79	0	11	1	0	2	2	0	0	0	0	1	230
14:00	8	34	31	0	1	0	0	1	1	0	0	0	0	1	77
14:15	1	30	16	0	2	0	0	1	0	0	0	0	0	0	50
14:30	1	19	18	0	3	0	0	0	0	0	0	0	0	0	41
14:45	0	22	17	0	3	0	1	1	0	1	0	0	0	0	45
	10	105	82	0	9	0	1	3	1	1	0	0	0	1	213
15:00	2	23	20	0	2	0	0	1	0	0	0	0	0	0	48
15:15	0	23	21	0	2	0	0	0	0	0	0	0	0	0	46
15:30	2	46	35	0	3	1	0	1	0	0	0	0	0	0	88
15:45	2	23	36	0	2	0	0	0	0	0	0	0	0	0	63
	6	115	112	0	9	1	0	2	0	0	0	0	0	0	245
16:00	4	43	25	0	1	0	0	0	0	0	0	0	0	0	73
16:15	12	61	10	0	3	0	0	0	0	0	0	0	0	0	86
16:30	15	84	22	0	2	0	0	0	0	0	0	0	0	0	123
16:45	11	52	11	0	1	0	0	0	0	0	0	0	0	0	75
	42	240	68	0	7	0	0	0	0	0	0	0	0	0	357
17:00	18	75	13	0	2	0	0	1	0	0	0	0	0	0	109
17:15	8	38	11	0	2	0	0	0	0	0	0	0	0	0	59
17:30	3	35	16	0	1	1	0	1	0	0	0	0	0	0	57
17:45	12	20	9	1	2	0	0	2	0	0	0	0	0	0	46
	41	168	49	1	7	1	0	4	0	0	0	0	0	0	271
18:00	2	17	15	0	1	0	0	1	0	0	0	0	0	0	36
18:15	1	24	8	0	0	0	0	0	0	0	0	0	0	0	33
18:30	2	13	7	0	2	0	0	0	0	0	0	0	0	0	24
18:45	1	18	8	0	2	0	0	0	0	0	0	0	0	0	29
	6	72	38	0	5	0	0	1	0	0	0	0	0	0	122
19:00	0	18	9	0	2	0	0	0	0	0	0	0	0	0	29
19:15	1	17	8	0	2	0	0	1	0	0	0	0	0	0	29
19:30	0	18	9	0	0	0	0	1	0	0	0	0	0	0	28
19:45	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18
	1	64	33	0	4	0	0	2	0	0	0	0	0	0	104
20:00	0	19	7	0	1	0	0	0	0	0	0	0	0	0	27
20:15	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
20:30	2	6	5	0	0	0	0	0	0	0	0	0	0	0	13
20:45	0	8	6	0	1	0	0	0	0	0	0	0	0	0	15
	2	45	20	0	3	0	0	0	0	0	0	0	0	0	70
21:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
21:15	0	8	5	0	1	0	0	0	0	0	0	0	0	0	14
21:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
21:45	0	26	11	0	4	0	0	0	0	0	0	0	0	0	41
	0	48	23	0	6	0	0	0	0	0	0	0	0	0	77
22:00	0	18	2	1	1	0	0	0	0	0	0	0	0	0	22
22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	34	7	1	1	0	0	0	0	0	0	0	0	0	43
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
23:45	0	6	3	0	0	0	0	0	1	0	0	0	0	0	10
	0	15	13	0	1	0	0	0	1	0	0	0	0	0	30
Total	130	1169	639	2	69	3	1	17	5	1	0	0	0	2	2038
Percent	6.4%	57.4%	31.4%	0.1%	3.4%	0.1%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	9	8	0	1	0	0	0	0	0	0	0	0	0	18
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	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	1	0	0	0	0	0	0	1	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
06:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10
07:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
07:15	1	7	10	0	0	0	0	0	0	0	0	0	0	0	18
07:30	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
07:45	0	14	6	0	2	0	0	0	0	0	0	0	0	0	22
	1	36	24	0	3	0	0	0	0	0	0	0	0	0	64
08:00	2	10	2	0	1	0	0	0	0	0	0	0	0	0	15
08:15	0	14	4	0	1	0	0	1	0	0	0	0	0	0	20
08:30	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
08:45	0	22	12	0	2	0	0	0	0	0	0	0	0	0	36
	2	70	25	0	5	0	0	1	0	0	0	0	0	0	103
09:00	0	32	13	0	2	0	0	0	0	0	0	0	0	0	47
09:15	0	30	8	0	3	0	0	0	0	0	0	0	0	0	41
09:30	0	29	7	0	2	1	0	0	0	0	0	0	0	0	39
09:45	1	32	14	0	0	0	0	0	0	0	0	0	0	0	47
	1	123	42	0	7	1	0	0	0	0	0	0	0	0	174
10:00	1	37	17	0	4	0	0	0	0	0	0	0	0	1	60
10:15	1	21	18	0	0	0	0	1	0	0	0	1	0	0	42
10:30	7	34	30	0	3	0	1	3	0	0	0	0	0	0	78
10:45	10	42	20	0	1	0	0	0	0	0	0	0	0	0	73
	19	134	85	0	8	0	1	4	0	0	0	1	0	1	253
11:00	12	44	28	0	1	0	0	1	0	0	0	0	0	0	86
11:15	10	26	16	0	1	0	0	0	0	0	0	0	0	2	55
11:30	10	31	16	0	2	0	0	1	0	0	0	0	0	0	60
11:45	2	34	34	0	2	0	0	2	0	0	0	0	0	0	74
	34	135	94	0	6	0	0	4	0	0	0	0	0	2	275
Total	57	526	287	0	32	1	1	9	1	0	0	1	0	3	918
Percent	6.2%	57.3%	31.3%	0.0%	3.5%	0.1%	0.1%	1.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	31	22	0	1	0	0	1	0	0	0	0	0	0	55
12:15	1	27	17	0	2	0	0	0	0	0	0	0	0	0	47
12:30	1	42	27	0	0	0	0	2	0	0	0	0	0	0	72
12:45	4	30	17	0	0	0	0	4	0	0	0	0	0	0	55
	6	130	83	0	3	0	0	7	0	0	0	0	0	0	229
13:00	2	24	10	0	3	0	0	2	0	0	0	0	0	0	41
13:15	4	30	21	0	0	0	0	2	0	0	0	0	0	0	57
13:30	4	28	17	0	1	0	0	1	0	0	0	0	0	0	51
13:45	0	18	13	1	0	1	0	1	0	0	0	0	0	0	34
	10	100	61	1	4	1	0	6	0	0	0	0	0	0	183
14:00	1	29	13	0	0	0	0	0	0	0	0	0	0	0	43
14:15	5	32	34	0	1	0	0	0	0	0	0	0	0	0	72
14:30	1	31	21	0	3	0	0	1	0	0	0	0	0	0	57
14:45	3	36	7	0	1	0	0	0	1	0	1	0	0	1	50
	10	128	75	0	5	0	0	1	1	0	1	0	0	1	222
15:00	2	26	9	0	0	0	0	0	0	0	0	0	0	0	37
15:15	0	29	13	0	1	0	0	2	0	0	0	0	0	2	47
15:30	2	28	20	0	3	0	0	1	0	0	0	0	0	0	54
15:45	0	26	16	0	2	0	0	3	0	0	0	0	0	0	47
	4	109	58	0	6	0	0	6	0	0	0	0	0	2	185
16:00	0	28	15	0	3	0	0	0	0	0	0	0	0	0	46
16:15	3	31	23	0	2	0	0	1	0	0	0	0	0	0	60
16:30	8	22	23	0	0	0	0	0	0	0	0	0	0	0	53
16:45	7	29	16	0	2	0	0	1	0	0	0	0	0	3	58
	18	110	77	0	7	0	0	2	0	0	0	0	0	3	217
17:00	5	37	23	0	3	0	0	1	0	0	0	0	0	0	69
17:15	3	22	16	0	0	0	0	0	0	0	0	0	0	2	43
17:30	5	35	21	0	3	0	0	1	0	0	0	0	0	0	65
17:45	2	31	12	0	0	0	0	1	0	0	0	0	0	0	46
	15	125	72	0	6	0	0	3	0	0	0	0	0	2	223
18:00	1	29	11	0	0	0	0	1	0	0	0	0	0	0	42
18:15	0	20	9	0	1	0	0	1	0	0	0	0	0	0	31
18:30	0	20	8	0	2	0	0	0	0	0	0	0	0	0	30
18:45	1	20	6	0	1	0	0	1	0	0	0	0	0	0	29
	2	89	34	0	4	0	0	3	0	0	0	0	0	0	132
19:00	0	11	14	0	1	0	0	2	0	0	0	0	0	0	28
19:15	0	14	7	0	1	0	0	0	0	0	0	0	0	0	22
19:30	0	11	7	0	1	0	0	2	0	0	0	0	0	0	21
19:45	0	11	5	0	0	0	0	1	0	0	0	0	0	0	17
	0	47	33	0	3	0	0	5	0	0	0	0	0	0	88
20:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
20:15	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
20:30	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
20:45	0	8	7	0	1	0	0	0	1	0	0	0	0	0	17
	0	46	20	0	2	0	0	0	1	0	0	0	0	0	69
21:00	0	7	3	0	0	0	0	1	1	0	0	0	0	0	12
21:15	0	5	5	0	1	0	0	0	0	0	0	0	0	0	11
21:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	21	12	0	1	0	0	1	1	0	0	0	0	0	36
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
	0	16	5	0	0	0	0	0	0	0	0	0	0	0	21
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
	0	3	2	0	0	0	0	0	2	0	0	0	0	0	7
Total	65	924	532	1	41	1	0	34	5	0	1	0	0	8	1612
Percent	4.0%	57.3%	33.0%	0.1%	2.5%	0.1%	0.0%	2.1%	0.3%	0.0%	0.1%	0.0%	0.0%	0.5%	
Grand Total	670	6705	4080	30	488	23	4	183	67	2	1	1	0	52	12306
Percent	5.4%	54.5%	33.2%	0.2%	4.0%	0.2%	0.0%	1.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
00:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
01:00	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
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	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
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	4	0	0	0	0	0	5
03:30	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	1	1	0	0	0	0	0	4	0	0	0	0	0	6
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	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
04:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
	0	4	2	0	4	0	0	1	0	0	0	0	0	0	11
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	1	1	1	2	0	0	0	1	0	0	0	0	0	6
06:30	0	3	6	0	5	0	0	0	0	0	0	0	0	0	14
06:45	0	3	2	0	3	0	0	0	0	0	0	0	0	0	8
	0	12	11	1	10	0	0	0	1	0	0	0	0	0	35
07:00	0	4	4	0	2	0	0	0	0	0	0	0	0	0	10
07:15	0	8	5	0	2	0	0	1	0	0	0	0	0	0	16
07:30	0	13	7	0	5	0	0	2	0	0	0	0	0	0	27
07:45	0	14	10	0	11	0	0	2	1	0	0	0	0	1	39
	0	39	26	0	20	0	0	5	1	0	0	0	0	1	92
08:00	0	15	12	0	8	0	0	0	1	0	0	0	0	0	36
08:15	0	10	11	0	3	0	0	0	1	0	0	0	0	0	25
08:30	0	12	17	0	5	0	0	2	1	0	0	0	0	0	37
08:45	0	11	8	0	14	0	0	5	0	0	0	0	0	0	38
	0	48	48	0	30	0	0	7	3	0	0	0	0	0	136
09:00	0	13	9	0	5	0	0	0	0	0	0	0	0	0	27
09:15	0	20	9	0	6	0	0	3	0	0	0	0	0	0	38
09:30	0	15	14	0	8	0	0	1	0	0	0	0	0	0	38
09:45	4	15	10	1	6	0	0	1	0	0	0	0	0	0	37
	4	63	42	1	25	0	0	5	0	0	0	0	0	0	140
10:00	3	14	11	0	8	0	0	3	0	0	0	0	0	0	39
10:15	0	30	15	0	7	0	0	1	2	0	0	0	0	0	55
10:30	2	14	9	1	10	0	0	2	1	0	0	0	0	0	39
10:45	1	16	17	0	5	0	0	2	0	0	0	0	0	0	41
	6	74	52	1	30	0	0	8	3	0	0	0	0	0	174
11:00	2	21	11	0	6	0	0	2	0	0	0	0	0	0	42
11:15	0	19	13	0	3	0	0	4	0	0	0	0	0	0	39
11:30	0	14	6	0	10	0	0	1	0	0	0	0	0	0	31
11:45	0	25	11	1	7	0	0	1	1	0	0	0	0	0	46
	2	79	41	1	26	0	0	8	1	0	0	0	0	0	158
Total	12	328	226	4	147	0	0	34	14	0	0	0	0	1	766
Percent	1.6%	42.8%	29.5%	0.5%	19.2%	0.0%	0.0%	4.4%	1.8%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	18	16	0	6	0	0	2	0	0	0	0	0	0	44
12:15	0	18	17	0	6	0	0	1	0	0	0	0	0	0	42
12:30	0	19	13	0	7	0	0	0	0	0	0	0	0	0	39
12:45	0	33	8	2	9	0	0	4	0	0	0	0	0	0	56
	2	88	54	2	28	0	0	7	0	0	0	0	0	0	181
13:00	0	21	11	0	4	0	0	1	1	0	0	0	0	0	38
13:15	0	22	12	1	7	0	0	1	0	0	0	0	0	0	43
13:30	0	23	12	0	8	1	0	0	0	0	0	0	0	0	44
13:45	0	25	9	0	8	2	0	2	0	0	0	0	0	0	46
	0	91	44	1	27	3	0	4	1	0	0	0	0	0	171
14:00	0	19	16	0	10	0	0	1	0	0	0	0	0	0	46
14:15	0	16	16	1	5	0	0	1	0	0	0	0	0	0	39
14:30	0	24	11	1	10	0	0	1	0	0	0	0	0	0	47
14:45	0	26	16	1	3	0	0	0	0	0	0	0	0	0	46
	0	85	59	3	28	0	0	3	0	0	0	0	0	0	178
15:00	0	18	16	1	5	0	0	1	0	0	0	0	0	0	41
15:15	0	32	19	0	5	0	0	2	0	0	0	0	0	0	58
15:30	0	21	18	2	6	0	0	1	0	0	0	0	0	0	48
15:45	0	32	18	1	9	0	0	2	0	0	0	0	0	0	62
	0	103	71	4	25	0	0	6	0	0	0	0	0	0	209
16:00	0	34	16	0	11	0	0	3	0	0	0	0	0	0	64
16:15	0	34	15	0	12	0	0	0	1	0	0	0	0	0	62
16:30	1	39	26	2	6	0	0	3	0	0	0	0	0	1	78
16:45	0	34	15	0	7	0	0	2	0	0	0	0	0	0	58
	1	141	72	2	36	0	0	8	1	0	0	0	0	1	262
17:00	0	37	26	0	6	0	0	2	0	0	0	0	0	0	71
17:15	6	37	19	0	10	0	0	2	0	0	0	0	0	0	74
17:30	0	25	25	0	10	0	0	0	0	0	0	0	0	0	60
17:45	0	31	32	1	10	0	0	0	0	0	0	0	0	0	74
	6	130	102	1	36	0	0	4	0	0	0	0	0	0	279
18:00	1	25	14	0	4	0	0	3	0	0	0	0	0	0	47
18:15	0	27	17	0	6	0	0	2	0	0	0	0	0	0	52
18:30	1	14	13	0	8	0	0	0	0	0	0	0	0	0	36
18:45	1	21	6	0	2	0	0	1	0	0	0	0	0	0	31
	3	87	50	0	20	0	0	6	0	0	0	0	0	0	166
19:00	0	13	12	0	5	0	0	2	0	0	0	0	0	0	32
19:15	0	22	9	1	4	0	0	2	0	0	0	0	0	0	38
19:30	0	16	9	0	1	0	0	0	1	0	0	0	0	0	27
19:45	0	15	3	0	4	0	0	1	0	0	0	0	0	0	23
	0	66	33	1	14	0	0	5	1	0	0	0	0	0	120
20:00	0	19	7	0	4	0	0	0	0	0	0	0	0	0	30
20:15	0	5	7	0	4	0	0	1	0	0	0	0	0	0	17
20:30	0	14	7	0	5	0	0	0	0	0	0	0	0	0	26
20:45	0	7	7	0	1	0	0	0	0	0	0	0	0	0	15
	0	45	28	0	14	0	0	1	0	0	0	0	0	0	88
21:00	0	7	5	0	3	0	0	1	0	0	0	0	0	0	16
21:15	0	11	7	0	3	0	0	0	0	0	0	0	0	0	21
21:30	0	10	10	0	2	0	0	0	0	0	0	0	0	0	22
21:45	0	8	3	0	4	0	0	1	0	0	0	0	0	0	16
	0	36	25	0	12	0	0	2	0	0	0	0	0	0	75
22:00	1	11	2	0	1	0	0	0	1	0	0	0	0	0	16
22:15	0	8	7	0	0	0	0	0	0	0	0	0	0	0	15
22:30	0	5	2	1	1	0	0	0	1	0	0	0	0	0	10
22:45	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
	1	25	14	1	4	0	0	0	2	0	0	0	0	0	47
23:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
23:15	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
23:30	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
23:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
	0	11	4	0	2	0	0	2	0	0	0	0	0	0	19
Total	13	908	556	15	246	3	0	48	5	0	0	0	0	1	1795
Percent	0.7%	50.6%	31.0%	0.8%	13.7%	0.2%	0.0%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	4	1	0	2	0	0	0	1	0	0	0	0	0	8
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	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
03:30	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	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
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	1	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	1	0	0	0	0	1	0	0	0	0	0	0	2
05:00	0	2	2	0	3	0	0	0	1	0	0	0	0	0	8
05:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
05:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
05:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
	0	6	7	0	4	0	0	0	2	0	0	0	0	0	19
06:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
06:15	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
06:30	0	4	3	0	5	0	0	0	1	0	0	0	0	0	13
06:45	0	6	7	0	3	0	0	0	0	0	0	0	0	0	16
	0	14	14	1	10	0	0	0	1	0	0	0	0	0	40
07:00	0	6	1	0	6	0	0	0	0	0	0	0	0	0	13
07:15	0	3	3	0	1	0	0	1	1	0	0	0	0	0	9
07:30	0	7	11	0	1	0	0	2	0	0	0	0	0	0	21
07:45	0	16	6	0	9	0	0	0	0	0	0	0	0	0	31
	0	32	21	0	17	0	0	3	1	0	0	0	0	0	74
08:00	0	19	13	0	10	1	0	1	0	0	0	0	0	0	44
08:15	0	15	16	0	9	0	0	3	0	0	0	0	0	0	43
08:30	0	10	7	0	5	0	0	2	0	0	0	0	0	0	24
08:45	0	18	9	0	3	0	1	1	2	0	0	0	0	0	34
	0	62	45	0	27	1	1	7	2	0	0	0	0	0	145
09:00	1	13	12	1	5	0	0	5	0	0	0	0	0	0	37
09:15	1	16	12	0	4	0	0	1	0	0	0	0	0	0	34
09:30	0	14	10	0	3	1	0	2	0	0	0	0	0	0	30
09:45	4	18	11	0	5	0	0	1	0	0	0	0	0	0	39
	6	61	45	1	17	1	0	9	0	0	0	0	0	0	140
10:00	2	29	16	0	7	2	0	2	0	0	0	0	0	0	58
10:15	2	23	19	0	8	0	0	5	1	0	0	0	0	0	58
10:30	0	24	8	0	1	0	0	2	0	0	0	0	0	0	35
10:45	1	21	11	0	7	0	0	2	0	0	0	0	0	0	42
	5	97	54	0	23	2	0	11	1	0	0	0	0	0	193
11:00	0	14	6	0	5	0	0	2	0	0	0	0	0	0	27
11:15	1	35	13	0	6	0	0	4	1	0	0	0	0	0	60
11:30	0	32	9	0	6	2	0	1	0	0	0	0	0	0	50
11:45	1	23	5	0	2	1	0	3	0	0	0	0	0	0	35
	2	104	33	0	19	3	0	10	1	0	0	0	0	0	172
Total	13	386	222	2	119	7	1	41	9	0	0	0	0	0	800
Percent	1.6%	48.3%	27.8%	0.3%	14.9%	0.9%	0.1%	5.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	33	21	0	7	0	0	3	0	0	0	0	0	0	64
12:15	0	30	20	1	12	0	0	1	0	0	0	0	0	0	64
12:30	0	25	15	1	12	0	0	3	1	0	0	0	0	0	57
12:45	1	28	21	0	10	0	0	2	0	0	0	0	0	0	62
	1	116	77	2	41	0	0	9	1	0	0	0	0	0	247
13:00	0	19	14	0	8	0	0	1	1	0	0	0	0	0	43
13:15	0	23	16	0	8	0	0	1	0	0	0	0	0	0	48
13:30	1	28	18	0	4	1	0	2	0	0	0	0	0	0	54
13:45	0	34	21	0	10	0	0	1	2	0	0	0	0	0	68
	1	104	69	0	30	1	0	5	3	0	0	0	0	0	213
14:00	0	21	18	0	10	0	0	3	0	0	0	0	0	0	52
14:15	0	30	12	0	7	0	0	2	0	0	0	0	0	0	51
14:30	0	25	20	0	10	0	0	1	0	0	0	0	0	0	56
14:45	2	18	14	0	6	0	0	1	0	0	0	0	0	0	41
	2	94	64	0	33	0	0	7	0	0	0	0	0	0	200
15:00	0	29	13	1	7	0	0	0	0	0	0	0	0	0	50
15:15	1	24	14	1	5	0	0	4	0	0	0	0	0	0	49
15:30	0	28	24	0	10	0	0	2	0	0	0	0	0	0	64
15:45	0	30	21	1	8	1	0	4	0	0	0	0	0	0	65
	1	111	72	3	30	1	0	10	0	0	0	0	0	0	228
16:00	1	40	15	1	10	0	0	3	0	0	0	0	0	0	70
16:15	1	40	18	0	7	0	0	1	1	0	0	0	0	0	68
16:30	4	45	11	2	10	1	0	1	1	0	0	0	0	0	75
16:45	0	40	20	0	7	0	0	2	0	0	0	0	0	1	70
	6	165	64	3	34	1	0	7	2	0	0	0	0	1	283
17:00	0	34	29	0	12	0	0	1	0	0	0	0	0	0	76
17:15	2	45	25	0	5	0	0	1	0	0	0	0	0	0	78
17:30	0	32	22	0	7	0	0	2	0	0	0	0	0	0	63
17:45	1	34	15	0	7	0	0	2	0	0	0	0	0	0	59
	3	145	91	0	31	0	0	6	0	0	0	0	0	0	276
18:00	0	30	21	1	2	0	0	1	0	0	0	0	0	0	55
18:15	1	26	16	0	5	0	0	4	0	0	0	0	0	0	52
18:30	1	29	17	0	3	0	0	4	1	0	0	0	0	0	55
18:45	0	22	16	0	5	0	0	0	0	0	0	0	0	0	43
	2	107	70	1	15	0	0	9	1	0	0	0	0	0	205
19:00	0	15	8	0	3	0	0	1	0	0	0	0	0	0	27
19:15	1	21	6	0	3	0	0	0	0	0	0	0	0	0	31
19:30	0	10	5	0	2	0	0	3	0	0	0	0	0	0	20
19:45	1	23	6	0	2	0	0	1	1	0	0	0	0	0	34
	2	69	25	0	10	0	0	5	1	0	0	0	0	0	112
20:00	0	15	10	0	1	0	0	0	0	0	0	0	0	0	26
20:15	2	11	12	0	6	0	0	1	0	0	0	0	0	0	32
20:30	0	12	9	0	2	0	0	0	0	0	0	0	0	0	23
20:45	1	9	4	0	1	0	0	0	0	0	0	0	0	0	15
	3	47	35	0	10	0	0	1	0	0	0	0	0	0	96
21:00	0	15	11	0	4	0	0	0	0	0	0	0	0	0	30
21:15	0	12	11	0	4	0	0	0	0	0	0	0	0	0	27
21:30	1	8	13	0	5	0	0	0	0	0	0	0	0	0	27
21:45	0	6	4	1	2	0	0	0	0	0	0	0	0	0	13
	1	41	39	1	15	0	0	0	0	0	0	0	0	0	97
22:00	0	10	4	0	3	0	0	0	0	0	0	0	0	0	17
22:15	0	5	5	0	4	0	0	0	0	0	0	0	0	0	14
22:30	0	11	7	0	4	0	0	1	0	0	0	0	0	0	23
22:45	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
	0	33	21	0	11	0	0	1	0	0	0	0	0	0	66
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
23:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	12	5	0	3	0	0	0	0	0	0	0	0	0	20
Total	22	1044	632	10	263	3	0	60	8	0	0	0	0	1	2043
Percent	1.1%	51.1%	30.9%	0.5%	12.9%	0.1%	0.0%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
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512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
	0	13	8	0	1	0	0	0	0	0	0	0	0	0	22
01:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:15	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	2	0	1	0	0	0	1	0	0	0	0	0	9
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	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
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	0	2	2	0	3	0	0	0	0	0	0	0	0	0	7
05:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
05:15	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	0	5	6	0	3	0	0	0	1	0	0	0	0	0	15
06:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
06:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	0	6	3	0	3	0	0	0	0	0	0	0	0	0	12
07:00	0	3	7	0	1	0	0	0	0	0	0	0	0	0	11
07:15	0	3	4	0	4	0	0	1	0	0	0	0	0	0	12
07:30	0	6	5	0	3	0	0	0	0	0	0	0	0	0	14
07:45	2	4	5	0	5	0	0	1	0	0	0	0	0	0	17
	2	16	21	0	13	0	0	2	0	0	0	0	0	0	54
08:00	1	9	6	0	6	0	0	4	0	0	0	0	0	0	26
08:15	1	8	10	0	5	0	0	1	1	0	0	0	0	0	26
08:30	0	14	6	0	8	0	0	5	0	0	0	0	0	0	33
08:45	2	17	13	0	5	0	0	0	0	0	0	0	0	0	37
	4	48	35	0	24	0	0	10	1	0	0	0	0	0	122
09:00	1	17	10	0	3	0	0	1	0	0	0	0	0	0	32
09:15	1	13	13	0	3	0	0	0	0	0	0	0	0	0	30
09:30	1	25	9	0	3	0	0	1	0	0	0	0	0	0	39
09:45	5	13	19	0	4	0	0	2	0	0	0	0	0	0	43
	8	68	51	0	13	0	0	4	0	0	0	0	0	0	144
10:00	1	20	13	0	6	0	0	1	2	0	0	0	0	0	43
10:15	2	27	16	0	3	0	0	4	0	0	0	0	0	0	52
10:30	1	35	13	0	5	1	0	2	1	0	0	0	0	0	58
10:45	1	31	19	0	5	0	0	0	0	0	0	0	0	0	56
	5	113	61	0	19	1	0	7	3	0	0	0	0	0	209
11:00	1	16	14	0	3	0	0	1	0	0	0	0	0	0	35
11:15	0	23	17	1	9	0	0	2	0	0	0	0	0	0	52
11:30	1	28	12	0	4	0	0	0	0	0	0	0	0	0	45
11:45	1	26	10	0	5	0	0	3	0	0	0	0	0	0	45
	3	93	53	1	21	0	0	6	0	0	0	0	0	0	177
Total	22	371	243	1	102	1	0	29	6	0	0	0	0	0	775
Percent	2.8%	47.9%	31.4%	0.1%	13.2%	0.1%	0.0%	3.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	31	12	0	7	0	0	1	0	0	0	0	0	0	51
12:15	1	31	14	0	3	0	0	0	0	0	0	0	0	0	49
12:30	0	33	16	0	3	0	0	1	0	0	0	0	0	0	53
12:45	0	17	14	1	2	0	0	1	0	0	0	0	0	0	35
	1	112	56	1	15	0	0	3	0	0	0	0	0	0	188
13:00	0	17	17	0	3	0	0	2	0	0	0	0	0	0	39
13:15	0	25	14	0	9	0	0	4	0	0	0	0	0	0	52
13:30	0	27	10	0	4	0	0	1	0	0	0	0	0	0	42
13:45	0	29	12	0	1	0	0	0	0	0	0	0	0	0	42
	0	98	53	0	17	0	0	7	0	0	0	0	0	0	175
14:00	0	26	15	0	3	0	0	3	0	0	0	0	0	0	47
14:15	0	35	17	0	7	0	0	0	0	0	0	0	0	0	59
14:30	0	24	13	0	5	0	0	2	0	0	0	0	0	0	44
14:45	1	30	10	0	7	0	0	0	0	0	0	0	0	0	48
	1	115	55	0	22	0	0	5	0	0	0	0	0	0	198
15:00	0	36	12	0	8	0	0	0	1	0	0	0	0	0	57
15:15	0	18	8	0	6	0	0	0	0	0	0	0	0	0	32
15:30	0	18	11	0	5	0	0	3	0	0	0	0	0	0	37
15:45	0	23	13	0	2	0	0	0	0	0	0	0	0	0	38
	0	95	44	0	21	0	0	3	1	0	0	0	0	0	164
16:00	0	16	13	0	5	0	0	1	0	0	0	0	0	0	35
16:15	0	31	6	0	6	0	0	0	0	0	0	0	0	0	43
16:30	8	27	9	0	4	0	0	0	0	0	0	0	0	1	49
16:45	5	14	16	0	6	1	0	0	0	0	0	0	0	0	42
	13	88	44	0	21	1	0	1	0	0	0	0	0	1	169
17:00	1	27	11	1	3	0	0	1	0	0	0	0	0	0	44
17:15	1	25	9	0	5	0	0	1	0	0	0	0	0	0	41
17:30	3	35	13	0	7	0	0	0	0	0	0	0	0	0	58
17:45	2	25	7	0	6	0	0	3	0	0	0	0	0	0	43
	7	112	40	1	21	0	0	5	0	0	0	0	0	0	186
18:00	0	23	18	1	4	0	0	1	0	0	0	0	0	0	47
18:15	1	17	9	0	8	0	0	1	0	0	0	0	0	0	36
18:30	0	21	5	0	4	0	0	1	0	0	0	0	0	0	31
18:45	0	21	21	0	7	0	0	0	0	0	0	0	0	0	49
	1	82	53	1	23	0	0	3	0	0	0	0	0	0	163
19:00	0	15	10	0	4	0	0	0	0	0	0	0	0	0	29
19:15	4	11	9	0	4	0	0	1	0	0	0	0	0	0	29
19:30	0	17	5	0	5	0	0	0	0	0	0	0	0	0	27
19:45	1	14	6	0	1	0	0	1	0	0	0	0	0	0	23
	5	57	30	0	14	0	0	2	0	0	0	0	0	0	108
20:00	0	12	8	0	3	0	0	0	0	0	0	0	0	0	23
20:15	0	13	11	0	1	0	0	0	0	0	0	0	0	0	25
20:30	0	14	7	0	5	0	0	0	0	0	0	0	0	0	26
20:45	0	9	8	0	2	0	0	0	0	0	0	0	0	0	19
	0	48	34	0	11	0	0	0	0	0	0	0	0	0	93
21:00	0	9	6	0	3	0	0	0	0	0	0	0	0	0	18
21:15	0	16	6	0	5	0	0	0	0	0	0	0	0	0	27
21:30	0	13	7	0	4	0	0	0	0	0	0	0	0	0	24
21:45	0	11	8	0	3	0	0	0	1	0	0	0	0	0	23
	0	49	27	0	15	0	0	0	1	0	0	0	0	0	92
22:00	0	12	5	0	3	0	0	0	0	0	0	0	0	0	20
22:15	0	7	7	0	1	0	0	0	0	0	0	0	0	0	15
22:30	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
22:45	1	9	4	0	2	0	0	0	0	0	0	0	0	0	16
	1	31	20	0	7	0	0	0	0	0	0	0	0	0	59
23:00	0	4	3	0	3	0	0	0	0	0	0	0	0	0	10
23:15	0	6	10	0	2	0	0	0	0	0	0	0	0	0	18
23:30	0	6	2	0	1	0	0	0	1	0	0	0	0	0	10
23:45	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
	0	21	19	0	7	0	0	0	1	0	0	0	0	0	48
Total	29	908	475	3	194	1	0	29	3	0	0	0	0	1	1643
Percent	1.8%	55.3%	28.9%	0.2%	11.8%	0.1%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
00:15	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	0	16	9	0	3	0	0	0	0	0	0	0	0	0	28
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
	1	6	2	0	1	0	0	0	0	0	0	0	0	0	10
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
05:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	5	2	0	0	0	0	1	0	0	0	0	0	0	8
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
06:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
07:00	0	2	0	0	3	0	0	0	0	0	0	0	0	0	5
07:15	3	3	1	0	2	0	0	1	0	0	0	0	0	0	10
07:30	0	6	6	0	1	0	0	1	0	0	0	0	0	0	14
07:45	3	10	1	0	1	0	0	0	0	0	0	0	0	0	15
	6	21	8	0	7	0	0	2	0	0	0	0	0	0	44
08:00	1	10	9	0	2	0	0	0	0	0	0	0	0	1	23
08:15	7	17	4	1	3	1	0	2	0	0	0	0	0	0	35
08:30	2	16	7	0	3	0	1	0	0	0	0	0	0	0	29
08:45	2	12	12	0	7	0	0	0	0	0	0	0	0	0	33
	12	55	32	1	15	1	1	2	0	0	0	0	0	1	120
09:00	0	21	17	0	0	0	0	4	0	0	0	0	0	0	42
09:15	0	35	17	0	6	0	0	0	0	0	0	0	0	0	58
09:30	14	27	16	0	1	0	0	2	0	0	0	0	0	0	60
09:45	4	27	7	0	6	0	0	3	0	0	0	0	0	0	47
	18	110	57	0	13	0	0	9	0	0	0	0	0	0	207
10:00	4	25	11	0	1	0	0	1	0	0	0	0	0	0	42
10:15	7	48	23	1	7	0	0	1	0	0	0	0	0	1	88
10:30	7	48	21	0	7	0	0	1	0	0	0	0	0	1	85
10:45	11	49	14	1	6	0	0	3	0	0	0	0	0	1	85
	29	170	69	2	21	0	0	6	0	0	0	0	0	3	300
11:00	3	36	22	0	5	0	0	1	0	0	0	0	0	0	67
11:15	3	54	15	0	6	0	0	4	0	0	0	0	0	0	82
11:30	0	32	15	1	9	0	0	0	0	0	0	0	0	0	57
11:45	1	42	17	0	8	0	0	2	0	0	0	0	0	0	70
	7	164	69	1	28	0	0	7	0	0	0	0	0	0	276
Total	73	561	257	4	92	1	1	28	0	0	0	0	0	4	1021
Percent	7.1%	54.9%	25.2%	0.4%	9.0%	0.1%	0.1%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 3
Station ID:
SH 16 - Southbound & Northbound
northeast of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	41	13	1	6	0	0	1	0	0	0	0	0	0	62
12:15	1	54	17	0	7	0	0	0	0	0	0	0	0	0	79
12:30	0	38	16	1	2	0	0	1	0	0	0	0	0	0	58
12:45	1	27	13	0	10	0	0	3	0	0	0	0	0	0	54
	2	160	59	2	25	0	0	5	0	0	0	0	0	0	253
13:00	1	31	12	0	6	0	0	2	0	0	0	0	0	0	52
13:15	1	37	16	0	4	0	0	1	0	0	0	0	0	0	59
13:30	1	29	12	2	7	0	0	1	0	0	0	0	0	0	52
13:45	0	23	20	0	4	0	0	3	0	0	0	0	0	0	50
	3	120	60	2	21	0	0	7	0	0	0	0	0	0	213
14:00	0	27	18	0	6	0	0	1	0	0	0	0	0	0	52
14:15	0	39	11	0	6	0	0	2	0	0	0	0	0	0	58
14:30	0	22	7	1	6	0	0	1	0	0	0	0	0	0	37
14:45	0	30	19	0	3	0	0	1	0	0	0	0	0	0	53
	0	118	55	1	21	0	0	5	0	0	0	0	0	0	200
15:00	0	18	15	0	2	0	0	1	0	0	0	0	0	0	36
15:15	0	21	11	0	7	0	1	0	0	0	0	0	0	0	40
15:30	0	35	7	0	6	0	0	1	0	0	0	0	0	0	49
15:45	0	24	14	0	9	0	0	0	0	0	0	0	0	0	47
	0	98	47	0	24	0	1	2	0	0	0	0	0	0	172
16:00	0	30	11	1	2	0	0	0	0	0	0	0	0	0	44
16:15	0	35	12	0	3	0	0	2	0	0	0	0	0	0	52
16:30	0	29	10	0	4	0	0	2	0	0	0	0	0	0	45
16:45	2	23	9	0	2	0	0	0	0	0	0	0	0	0	36
	2	117	42	1	11	0	0	4	0	0	0	0	0	0	177
17:00	0	25	7	0	2	0	0	0	0	0	0	0	0	0	34
17:15	0	38	14	0	1	0	0	1	0	0	0	0	0	0	54
17:30	2	23	14	0	3	0	0	0	0	0	0	0	0	0	42
17:45	0	21	9	0	3	0	0	3	0	0	0	0	0	0	36
	2	107	44	0	9	0	0	4	0	0	0	0	0	0	166
18:00	1	24	18	0	4	0	0	1	0	0	0	0	0	0	48
18:15	0	16	8	0	3	0	0	0	0	0	0	0	0	0	27
18:30	0	11	17	0	13	0	0	1	0	0	0	0	0	0	42
18:45	4	17	5	0	7	0	0	1	0	0	0	0	0	0	34
	5	68	48	0	27	0	0	3	0	0	0	0	0	0	151
19:00	0	11	9	0	2	0	0	1	1	0	0	0	0	0	24
19:15	0	9	5	0	2	0	0	0	0	0	0	0	0	0	16
19:30	0	5	5	0	3	0	0	0	0	0	0	0	0	0	13
19:45	0	12	4	0	5	0	0	0	1	0	0	0	0	0	22
	0	37	23	0	12	0	0	1	2	0	0	0	0	0	75
20:00	0	22	11	0	0	0	0	0	0	0	0	0	0	0	33
20:15	0	9	9	0	1	0	0	0	2	0	0	0	0	0	21
20:30	3	12	6	0	1	0	0	0	0	0	0	0	0	0	22
20:45	0	6	10	0	4	0	0	0	0	0	0	0	0	0	20
	3	49	36	0	6	0	0	0	2	0	0	0	0	0	96
21:00	0	5	5	1	3	0	0	0	0	0	0	0	0	0	14
21:15	0	6	2	0	0	0	0	0	1	0	0	0	0	0	9
21:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
21:45	1	4	2	0	2	0	0	0	0	0	0	0	0	0	9
	1	21	13	1	5	0	0	0	1	0	0	0	0	0	42
22:00	0	5	2	0	3	0	0	0	0	0	0	0	0	0	10
22:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
	0	12	7	1	4	0	0	0	0	0	0	0	0	0	24
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
23:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
Total	18	911	438	8	166	0	1	31	5	0	0	0	0	0	1578
Percent	1.1%	57.7%	27.8%	0.5%	10.5%	0.0%	0.1%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	202	5417	3049	47	1329	16	3	300	50	0	0	0	0	8	10421
Percent	1.9%	52.0%	29.3%	0.5%	12.8%	0.2%	0.0%	2.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.

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

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
01:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
01:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	4	0	1	0	0	0	0	3	0	0	0	0	0	8
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
02:30	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	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3
03:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
	0	3	1	0	0	0	0	0	5	0	0	0	0	0	9
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15	0	1	1	0	0	0	0	0	2	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
	0	5	1	0	1	0	0	0	4	0	0	0	0	0	11
05:00	0	0	1	0	1	0	0	0	2	0	0	0	0	0	4
05:15	0	1	2	0	0	0	0	0	1	0	0	0	0	0	4
05:30	0	4	1	0	2	0	0	0	2	0	0	0	0	0	9
05:45	0	5	3	0	2	0	0	0	2	0	0	0	0	0	12
	0	10	7	0	5	0	0	0	7	0	0	0	0	0	29
06:00	0	6	0	0	2	0	0	0	4	0	0	0	0	0	12
06:15	1	5	4	0	4	0	0	0	0	0	0	0	0	0	14
06:30	1	11	7	0	13	1	1	0	0	0	0	0	0	0	34
06:45	0	13	11	0	6	0	0	0	1	0	0	0	0	0	31
	2	35	22	0	25	1	1	0	5	0	0	0	0	0	91
07:00	0	19	10	1	4	0	0	0	0	0	0	0	0	0	34
07:15	0	31	14	1	10	0	1	2	1	0	0	0	0	0	60
07:30	1	35	28	0	10	2	1	1	2	0	0	0	0	0	80
07:45	3	40	29	1	9	1	1	2	1	0	0	0	0	0	87
	4	125	81	3	33	3	3	5	4	0	0	0	0	0	261
08:00	0	23	21	1	8	0	0	2	1	0	0	0	0	0	56
08:15	0	25	11	0	7	0	2	1	0	0	0	0	0	1	47
08:30	1	22	16	1	8	1	0	0	1	0	0	0	1	5	56
08:45	0	14	16	1	5	1	0	4	1	0	0	0	0	0	42
	1	84	64	3	28	2	2	7	3	0	0	0	1	6	201
09:00	2	19	16	2	9	0	0	2	2	0	0	0	0	0	52
09:15	0	22	12	0	8	0	1	1	2	0	0	0	0	1	47
09:30	0	31	14	1	6	0	0	0	1	0	0	0	0	0	53
09:45	0	19	10	0	7	0	1	1	3	0	0	0	0	1	42
	2	91	52	3	30	0	2	4	8	0	0	0	0	2	194
10:00	0	14	17	0	3	0	0	0	2	0	0	0	0	0	36
10:15	0	24	5	0	7	0	1	1	3	0	0	0	0	0	41
10:30	0	29	17	0	3	0	1	1	0	0	0	0	0	1	52
10:45	0	22	14	0	4	0	0	3	2	0	0	0	0	0	45
	0	89	53	0	17	0	2	5	7	0	0	0	0	1	174
11:00	0	25	11	1	7	0	0	0	1	0	0	0	0	0	45
11:15	0	18	14	1	7	0	0	0	2	0	0	0	0	0	42
11:30	0	21	17	0	7	0	1	2	0	0	0	0	0	0	48
11:45	0	24	11	0	14	0	0	3	1	1	0	0	0	0	54
	0	88	53	2	35	0	1	5	4	1	0	0	0	0	189
Total	9	537	340	12	174	6	11	26	51	1	0	0	1	9	1177
Percent	0.8%	45.6%	28.9%	1.0%	14.8%	0.5%	0.9%	2.2%	4.3%	0.1%	0.0%	0.0%	0.1%	0.8%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	21	21	0	6	0	0	0	2	0	0	0	0	0	50
12:15	0	16	10	0	5	0	0	3	0	0	0	0	0	0	34
12:30	0	14	12	0	1	0	0	6	3	0	0	0	0	0	36
12:45	0	21	23	0	7	0	0	1	2	0	0	0	0	0	54
	0	72	66	0	19	0	0	10	7	0	0	0	0	0	174
13:00	0	24	16	2	6	0	0	0	3	0	0	0	0	0	51
13:15	3	22	17	1	5	0	0	5	0	0	0	0	0	0	53
13:30	0	26	15	0	8	0	0	3	3	0	0	0	0	1	56
13:45	0	29	14	2	10	2	0	6	0	0	0	0	0	0	63
	3	101	62	5	29	2	0	14	6	0	0	0	0	1	223
14:00	2	20	18	1	9	1	0	2	1	0	0	0	0	0	54
14:15	0	30	15	0	6	1	0	1	0	0	0	0	0	0	53
14:30	0	21	17	0	7	3	0	2	1	0	0	0	0	0	51
14:45	1	21	8	2	6	0	0	1	1	0	0	0	1	2	43
	3	92	58	3	28	5	0	6	3	0	0	0	1	2	201
15:00	1	30	17	0	8	0	0	2	2	0	0	0	1	0	61
15:15	2	23	22	3	3	0	0	1	1	0	0	0	0	0	55
15:30	0	22	11	0	6	1	0	2	4	0	0	0	0	0	46
15:45	0	36	19	0	4	3	0	2	1	0	0	0	0	0	65
	3	111	69	3	21	4	0	7	8	0	0	0	1	0	227
16:00	0	22	17	1	8	0	0	2	2	0	0	0	0	0	52
16:15	1	18	11	0	3	1	0	1	1	0	0	0	0	0	36
16:30	0	28	16	0	5	1	0	1	0	0	0	0	0	0	51
16:45	1	31	17	1	3	1	0	2	0	1	0	0	0	0	57
	2	99	61	2	19	3	0	6	3	1	0	0	0	0	196
17:00	1	21	18	0	6	0	0	0	0	0	0	0	0	0	46
17:15	0	22	21	2	9	0	0	2	2	0	0	0	1	0	59
17:30	2	20	15	0	6	0	0	1	3	0	0	0	0	0	47
17:45	0	20	14	0	5	0	0	2	3	0	0	0	1	0	45
	3	83	68	2	26	0	0	5	8	0	0	0	2	0	197
18:00	0	20	10	0	5	0	0	0	2	0	0	0	0	0	37
18:15	0	11	7	0	2	0	0	0	1	0	0	0	0	0	21
18:30	0	23	10	0	10	0	0	0	0	0	0	0	0	0	43
18:45	0	15	13	1	3	0	0	0	1	0	0	0	0	0	33
	0	69	40	1	20	0	0	0	4	0	0	0	0	0	134
19:00	1	12	2	1	0	0	0	2	0	0	0	0	0	0	18
19:15	0	8	11	0	2	3	0	1	1	0	0	0	0	3	29
19:30	0	16	8	0	0	0	0	0	1	0	0	0	0	0	25
19:45	0	14	7	0	4	0	0	1	1	0	0	0	0	0	27
	1	50	28	1	6	3	0	4	3	0	0	0	0	3	99
20:00	1	16	10	0	1	1	0	1	0	0	0	0	0	0	30
20:15	0	9	7	0	3	0	0	0	0	0	0	0	0	1	20
20:30	0	8	4	1	2	0	0	2	1	0	0	0	0	0	18
20:45	0	8	4	0	1	0	0	0	2	0	0	0	0	0	15
	1	41	25	1	7	1	0	3	3	0	0	0	0	1	83
21:00	0	10	4	0	2	0	0	0	1	0	0	0	0	0	17
21:15	0	14	2	0	2	0	0	0	0	0	0	0	0	0	18
21:30	0	8	3	1	3	0	0	0	2	0	0	0	0	0	17
21:45	0	7	4	0	1	0	0	1	1	0	0	0	0	0	14
	0	39	13	1	8	0	0	1	4	0	0	0	0	0	66
22:00	0	8	4	0	0	0	0	0	2	0	0	0	0	0	14
22:15	0	5	1	1	1	0	0	1	1	0	0	0	0	0	10
22:30	0	8	3	0	0	0	0	0	3	0	0	0	0	0	14
22:45	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
	0	25	9	1	1	0	0	1	7	0	0	0	0	0	44
23:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
23:15	0	4	1	0	1	0	0	0	2	0	0	0	0	0	8
23:30	0	4	3	0	0	0	0	0	1	0	0	0	0	0	8
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	13	9	0	2	0	0	0	3	0	0	0	0	0	27
Total	16	795	508	20	186	18	0	57	59	1	0	0	4	7	1671
Percent	1.0%	47.6%	30.4%	1.2%	11.1%	1.1%	0.0%	3.4%	3.5%	0.1%	0.0%	0.0%	0.2%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
00:15	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
00:30	0	2	1	0	0	0	0	1	1	0	0	0	0	0	5
00:45	0	2	0	1	0	0	0	0	2	0	0	0	0	0	5
	0	13	3	1	1	0	0	1	5	0	0	0	0	0	24
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
02:45	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
	0	3	2	0	0	0	0	0	5	0	0	0	0	0	10
03:00	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
03:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3
04:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
04:15	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
04:30	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
04:45	0	1	1	0	0	0	0	0	2	0	0	0	0	0	4
	0	6	3	0	3	0	0	0	5	0	0	0	0	0	17
05:00	0	0	2	0	0	0	0	0	2	0	0	0	0	0	4
05:15	0	4	2	0	1	0	0	0	1	0	0	1	0	0	9
05:30	0	3	3	0	5	0	0	0	3	0	0	0	0	0	14
05:45	0	5	0	0	3	0	0	1	2	0	0	0	0	0	11
	0	12	7	0	9	0	0	1	8	0	0	1	0	0	38
06:00	0	3	2	0	3	0	0	0	1	0	0	0	0	0	9
06:15	0	3	4	0	4	0	0	0	4	0	0	0	0	0	15
06:30	0	8	7	0	4	0	0	0	0	0	0	0	0	0	19
06:45	0	11	10	0	7	0	0	1	2	0	0	0	0	0	31
	0	25	23	0	18	0	0	1	7	0	0	0	0	0	74
07:00	0	16	10	1	7	0	0	1	0	0	0	0	0	0	35
07:15	0	24	13	0	7	1	0	3	1	0	0	0	0	0	49
07:30	0	40	21	1	7	3	0	2	2	0	0	0	0	0	76
07:45	0	47	20	1	7	2	0	4	0	0	0	0	0	0	81
	0	127	64	3	28	6	0	10	3	0	0	0	0	0	241
08:00	2	27	20	0	6	0	0	3	3	1	0	0	0	0	62
08:15	0	16	14	0	9	0	0	1	2	0	0	0	0	2	44
08:30	0	20	19	1	11	3	0	3	2	0	0	0	0	0	59
08:45	3	28	15	0	14	4	0	2	1	0	0	0	0	0	67
	5	91	68	1	40	7	0	9	8	1	0	0	0	2	232
09:00	0	21	5	1	7	0	0	0	1	0	0	0	0	0	35
09:15	0	26	10	0	4	0	0	2	1	0	0	0	0	0	43
09:30	0	25	18	0	12	3	0	1	2	0	0	0	0	0	61
09:45	1	21	13	0	14	1	0	4	3	0	0	0	0	0	57
	1	93	46	1	37	4	0	7	7	0	0	0	0	0	196
10:00	0	24	11	0	5	0	0	2	1	0	0	0	0	0	43
10:15	0	24	17	0	7	0	0	2	1	0	0	0	0	0	51
10:30	2	26	9	0	9	2	0	1	2	1	0	0	0	0	52
10:45	0	25	13	0	4	2	0	1	3	0	0	0	0	0	48
	2	99	50	0	25	4	0	6	7	1	0	0	0	0	194
11:00	2	18	21	0	11	0	1	3	2	0	0	0	0	0	58
11:15	0	29	12	0	7	0	0	2	2	0	0	0	0	0	52
11:30	0	12	14	0	8	2	0	1	1	0	0	0	0	0	38
11:45	1	19	13	0	11	3	0	1	2	0	0	0	0	0	50
	3	78	60	0	37	5	1	7	7	0	0	0	0	0	198
Total	11	548	328	6	198	26	1	42	64	2	0	1	0	2	1229
Percent	0.9%	44.6%	26.7%	0.5%	16.1%	2.1%	0.1%	3.4%	5.2%	0.2%	0.0%	0.1%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	23	21	1	10	1	2	3	1	0	0	0	0	0	62
12:15	0	30	19	0	7	1	0	0	1	0	0	0	0	0	58
12:30	5	32	21	2	7	1	0	2	1	0	0	0	0	0	71
12:45	2	26	11	0	8	0	0	2	2	0	0	0	0	0	51
	7	111	72	3	32	3	2	7	5	0	0	0	0	0	242
13:00	1	19	14	1	8	1	0	1	4	0	0	0	0	0	49
13:15	0	34	18	2	3	1	0	5	1	0	0	0	0	1	65
13:30	1	27	17	1	9	0	0	1	1	0	0	0	0	0	57
13:45	0	29	14	0	8	1	1	2	0	0	0	0	0	0	55
	2	109	63	4	28	3	1	9	6	0	0	0	0	1	226
14:00	0	29	14	1	4	0	0	2	3	0	0	0	1	0	54
14:15	0	37	9	2	4	0	0	1	0	0	0	0	0	0	53
14:30	0	32	16	0	9	0	0	4	2	0	0	0	0	0	63
14:45	0	31	18	0	5	1	0	4	3	0	0	0	0	0	62
	0	129	57	3	22	1	0	11	8	0	0	0	1	0	232
15:00	0	28	23	0	11	0	0	1	2	0	0	0	0	0	65
15:15	0	34	29	0	7	1	0	5	2	0	0	0	0	0	78
15:30	1	32	13	2	12	1	0	1	1	0	0	0	0	0	63
15:45	2	36	10	1	4	1	0	0	1	0	0	0	0	0	55
	3	130	75	3	34	3	0	7	6	0	0	0	0	0	261
16:00	0	26	10	0	7	0	0	2	2	0	0	0	0	0	47
16:15	0	26	14	1	3	0	0	1	0	0	0	0	0	0	45
16:30	1	33	21	1	3	0	0	2	1	0	0	0	0	0	62
16:45	2	29	19	2	6	1	0	1	0	0	0	0	0	0	60
	3	114	64	4	19	1	0	6	3	0	0	0	0	0	214
17:00	1	34	17	1	4	1	0	0	0	0	0	0	0	1	59
17:15	0	35	18	1	3	1	1	0	0	0	0	0	0	0	59
17:30	1	38	28	0	3	0	0	0	1	0	0	0	0	0	71
17:45	0	36	11	0	2	0	0	1	0	0	0	0	0	0	50
	2	143	74	2	12	2	1	1	1	0	0	0	0	1	239
18:00	3	25	16	0	6	0	0	2	0	0	0	0	0	0	52
18:15	2	25	11	0	4	0	0	0	0	0	0	0	0	0	42
18:30	0	14	11	0	3	0	0	3	1	0	0	0	0	0	32
18:45	1	24	9	0	9	0	0	1	0	0	0	0	0	0	44
	6	88	47	0	22	0	0	6	1	0	0	0	0	0	170
19:00	1	22	12	0	7	0	0	1	0	0	0	0	0	0	43
19:15	0	18	14	0	3	0	0	0	1	0	0	0	0	0	36
19:30	0	15	9	0	2	0	0	0	0	0	0	0	0	0	26
19:45	0	14	13	0	3	0	0	0	3	0	0	0	0	0	33
	1	69	48	0	15	0	0	1	4	0	0	0	0	0	138
20:00	0	18	8	1	4	0	0	1	0	1	0	0	0	0	33
20:15	2	14	11	0	1	0	0	0	1	0	0	0	0	0	29
20:30	0	14	10	0	5	0	0	0	0	0	0	0	0	0	29
20:45	1	16	5	0	4	0	0	0	0	1	0	0	0	0	27
	3	62	34	1	14	0	0	1	1	2	0	0	0	0	118
21:00	0	9	5	0	1	0	0	0	1	0	0	0	0	0	16
21:15	0	12	1	1	2	1	0	0	0	0	0	0	0	0	17
21:30	0	5	5	0	1	0	0	0	0	0	0	0	0	0	11
21:45	0	14	2	0	2	0	0	0	1	0	0	0	0	0	19
	0	40	13	1	6	1	0	0	2	0	0	0	0	0	63
22:00	0	4	7	0	2	0	0	0	0	0	0	0	0	0	13
22:15	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
22:30	0	11	2	0	3	0	0	1	2	0	0	0	0	0	19
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	27	11	0	7	0	0	1	2	0	0	0	0	0	48
23:00	0	4	2	0	3	0	0	0	0	0	0	0	0	0	9
23:15	0	7	5	0	2	0	0	0	0	0	0	0	0	0	14
23:30	0	4	0	0	3	0	0	0	1	0	0	0	0	0	8
23:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
	0	20	8	0	8	0	0	0	2	0	0	0	0	0	38
Total	27	1042	566	21	219	14	4	50	41	2	0	0	1	2	1989
Percent	1.4%	52.4%	28.5%	1.1%	11.0%	0.7%	0.2%	2.5%	2.1%	0.1%	0.0%	0.0%	0.1%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	3	1	0	0	0	0	0	2	0	0	0	0	0	6
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	0	8	3	0	1	0	0	0	2	0	0	0	0	0	14
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:30	0	1	0	0	1	0	0	0	2	0	0	0	0	0	4
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	0	2	0	0	0	3	0	0	0	0	0	10
04:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
04:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	0	0	0	0	2	0	0	0	0	0	7
05:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
05:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	9	2	0	0	0	0	0	3	0	0	0	0	0	14
	1	19	3	0	1	0	0	0	3	0	0	0	0	0	27
06:00	0	1	3	0	1	1	0	1	1	0	0	0	0	0	8
06:15	0	2	3	0	3	0	0	0	0	0	0	0	0	0	8
06:30	0	6	2	0	2	0	0	0	1	0	0	0	0	0	11
06:45	0	12	5	0	4	0	0	1	1	0	0	0	0	0	23
	0	21	13	0	10	1	0	2	3	0	0	0	0	0	50
07:00	0	3	6	0	6	0	0	0	0	0	0	0	0	0	15
07:15	0	9	4	0	3	0	0	4	0	0	0	0	0	0	20
07:30	1	13	7	0	3	0	0	0	0	0	0	0	0	0	24
07:45	1	24	17	0	5	0	0	1	0	0	0	0	1	0	49
	2	49	34	0	17	0	0	5	0	0	0	0	1	0	108
08:00	0	27	10	1	3	0	0	2	0	0	0	0	0	0	43
08:15	0	15	9	0	2	0	0	0	0	0	0	0	0	0	26
08:30	0	18	15	0	7	0	0	3	0	0	0	0	0	0	43
08:45	1	31	15	0	5	0	0	2	0	0	0	0	0	0	54
	1	91	49	1	17	0	0	7	0	0	0	0	0	0	166
09:00	0	20	12	0	7	0	0	1	0	0	0	0	0	0	40
09:15	0	30	15	0	6	0	0	1	0	0	0	0	0	0	52
09:30	0	17	13	3	5	0	0	2	0	0	0	0	0	0	40
09:45	1	20	14	0	7	0	0	0	0	0	0	0	0	0	42
	1	87	54	3	25	0	0	4	0	0	0	0	0	0	174
10:00	0	24	11	0	8	0	0	3	1	0	0	0	0	1	48
10:15	1	24	14	0	5	0	0	3	0	0	0	0	0	1	48
10:30	0	23	17	0	6	0	0	0	1	0	0	0	0	0	47
10:45	1	21	24	0	6	0	0	2	0	0	0	0	0	0	54
	2	92	66	0	25	0	0	8	2	0	0	0	0	2	197
11:00	0	24	15	0	5	1	0	2	3	0	0	0	0	0	50
11:15	1	30	6	0	4	0	0	2	0	0	0	0	0	0	43
11:30	2	18	15	0	8	0	0	2	0	0	0	0	0	0	45
11:45	1	31	16	0	5	0	0	2	1	0	0	0	0	0	56
	4	103	52	0	22	1	0	8	4	0	0	0	0	0	194
Total	11	493	282	4	121	2	0	34	19	0	0	0	1	2	969
Percent	1.1%	50.9%	29.1%	0.4%	12.5%	0.2%	0.0%	3.5%	2.0%	0.0%	0.0%	0.0%	0.1%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	7	28	4	1	4	2	0	0	2	0	0	0	0	1	49
12:15	2	26	16	0	6	0	0	0	0	0	0	0	0	0	50
12:30	0	31	15	1	5	2	0	2	2	0	0	0	0	0	58
12:45	0	22	7	0	7	0	0	2	0	0	0	0	0	0	38
	9	107	42	2	22	4	0	4	4	0	0	0	0	1	195
13:00	0	31	14	0	7	0	0	1	1	0	0	0	0	0	54
13:15	0	25	18	0	3	0	0	2	1	0	0	0	0	0	49
13:30	2	23	6	0	8	0	0	2	0	0	0	0	0	0	41
13:45	2	28	11	1	3	0	0	0	0	0	0	0	0	0	45
	4	107	49	1	21	0	0	5	2	0	0	0	0	0	189
14:00	0	21	2	0	6	1	0	2	0	0	0	0	0	0	32
14:15	0	24	14	0	2	0	0	0	0	0	0	0	0	0	40
14:30	1	25	8	0	3	0	0	1	1	0	0	0	0	0	39
14:45	0	37	5	0	7	0	0	1	0	0	0	0	0	0	50
	1	107	29	0	18	1	0	4	1	0	0	0	0	0	161
15:00	2	32	8	0	2	0	0	3	0	0	0	0	0	0	47
15:15	0	24	9	0	2	0	0	0	1	0	0	0	0	0	36
15:30	0	28	5	1	1	0	0	2	0	0	0	0	0	0	37
15:45	0	25	11	0	2	0	0	0	1	0	0	0	0	0	39
	2	109	33	1	7	0	0	5	2	0	0	0	0	0	159
16:00	0	14	4	0	8	0	0	1	2	0	0	0	0	0	29
16:15	1	28	11	2	5	0	0	2	0	0	0	0	0	0	49
16:30	4	33	15	2	1	0	0	5	0	0	0	0	0	0	60
16:45	4	38	14	0	6	0	0	0	0	0	0	0	0	0	62
	9	113	44	4	20	0	0	8	2	0	0	0	0	0	200
17:00	0	26	4	0	1	0	0	1	0	0	0	0	0	0	32
17:15	0	23	14	0	5	0	0	0	1	0	0	0	0	0	43
17:30	0	16	17	0	5	0	0	0	0	0	0	0	0	0	38
17:45	0	22	19	0	6	0	0	3	1	0	0	0	0	0	51
	0	87	54	0	17	0	0	4	2	0	0	0	0	0	164
18:00	0	24	10	0	4	0	0	0	1	0	0	0	0	0	39
18:15	2	21	12	0	3	0	0	2	1	1	0	0	0	0	42
18:30	0	15	6	0	2	0	0	1	0	0	0	0	0	0	24
18:45	0	16	9	0	5	1	0	2	0	0	0	0	0	0	33
	2	76	37	0	14	1	0	5	2	1	0	0	0	0	138
19:00	2	9	14	0	6	0	0	0	1	0	0	0	0	0	32
19:15	0	21	3	0	6	1	1	0	0	0	0	0	0	0	32
19:30	0	8	7	0	6	0	0	0	1	0	0	0	0	0	22
19:45	0	17	6	1	3	0	0	1	1	0	0	0	0	0	29
	2	55	30	1	21	1	1	1	3	0	0	0	0	0	115
20:00	1	17	10	0	4	0	0	2	2	0	0	0	0	0	36
20:15	0	8	7	0	3	1	0	0	2	0	0	0	0	0	21
20:30	0	13	10	0	1	0	0	2	0	0	0	0	0	0	26
20:45	0	10	7	0	1	0	0	0	1	0	0	0	0	0	19
	1	48	34	0	9	1	0	4	5	0	0	0	0	0	102
21:00	0	8	9	0	4	0	0	1	0	0	0	0	0	0	22
21:15	0	10	3	0	2	0	0	0	1	0	0	0	0	0	16
21:30	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
21:45	0	12	8	0	3	0	0	0	0	0	0	0	0	0	23
	0	39	23	0	10	0	0	1	1	0	0	0	0	0	74
22:00	0	15	5	0	1	0	0	0	0	0	0	0	0	0	21
22:15	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
22:30	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
22:45	0	7	2	0	2	0	0	1	0	0	0	0	0	0	12
	0	32	14	0	6	0	0	1	0	0	0	0	0	0	53
23:00	0	9	0	0	0	0	0	0	2	0	0	0	0	0	11
23:15	1	2	3	0	2	0	0	0	1	0	0	0	0	0	9
23:30	0	5	5	0	0	0	0	0	2	0	0	0	0	0	12
23:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
	1	20	9	0	3	0	0	0	5	0	0	0	0	0	38
Total	31	900	398	9	168	8	1	42	29	1	0	0	0	1	1588
Percent	2.0%	56.7%	25.1%	0.6%	10.6%	0.5%	0.1%	2.6%	1.8%	0.1%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	8	1	0	0	1	0	0	0	0	0	0	0	0	10
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
	0	16	5	0	0	1	0	1	0	0	0	0	0	0	23
01:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
01:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
	0	9	7	0	1	0	0	0	1	0	0	0	0	0	18
02:00	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	2	0	0	0	0	1	0	0	0	0	0	0	7
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	0	0	0	0	2	0	0	0	0	0	6
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	3	0	0	0	0	0	1	0	0	0	0	0	10
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	0	0	1	1	0	0	0	0	0	0	1	0	0	3
	0	4	1	1	1	0	0	0	0	0	0	1	0	0	8
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
06:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
06:45	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
	0	16	9	0	3	0	0	0	0	0	0	0	0	0	28
07:00	0	10	5	0	2	0	0	0	0	0	0	0	0	0	17
07:15	0	10	4	0	2	0	0	0	0	0	0	0	0	0	16
07:30	0	8	4	1	1	0	0	2	1	0	0	0	0	0	17
07:45	0	11	6	0	3	0	0	1	1	0	0	0	0	0	22
	0	39	19	1	8	0	0	3	2	0	0	0	0	0	72
08:00	1	9	5	0	5	0	0	3	0	0	0	0	0	0	23
08:15	1	10	6	0	0	0	0	2	1	0	0	0	0	0	20
08:30	0	15	7	1	0	0	0	0	0	0	0	0	0	0	23
08:45	0	22	13	0	9	1	0	1	1	0	0	0	0	0	47
	2	56	31	1	14	1	0	6	2	0	0	0	0	0	113
09:00	0	22	7	0	2	0	0	4	0	0	0	0	0	0	35
09:15	0	28	6	0	5	0	0	0	1	0	0	0	0	0	40
09:30	0	26	16	0	7	0	0	3	0	0	0	0	0	0	52
09:45	0	23	15	0	5	0	0	2	0	0	0	0	0	0	45
	0	99	44	0	19	0	0	9	1	0	0	0	0	0	172
10:00	1	32	20	1	1	0	0	0	0	0	0	0	0	1	56
10:15	2	31	11	0	8	0	0	1	0	0	0	0	0	0	53
10:30	2	38	17	0	6	0	0	3	2	0	0	0	0	0	68
10:45	3	29	17	0	8	0	0	0	0	0	0	0	0	0	57
	8	130	65	1	23	0	0	4	2	0	0	0	0	1	234
11:00	0	28	13	0	8	0	0	2	0	0	0	0	0	0	51
11:15	4	24	17	0	2	1	0	2	0	0	0	0	0	0	50
11:30	2	28	11	0	3	0	0	3	0	0	0	0	0	0	47
11:45	1	26	14	0	7	0	0	2	1	0	0	0	0	0	51
	7	106	55	0	20	1	0	9	1	0	0	0	0	0	199
Total	17	488	242	4	89	3	0	33	12	0	0	1	0	1	890
Percent	1.9%	54.8%	27.2%	0.4%	10.0%	0.3%	0.0%	3.7%	1.3%	0.0%	0.0%	0.1%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	27	15	0	10	1	0	2	1	0	0	0	0	0	57
12:15	0	27	9	0	8	0	0	3	1	0	0	0	0	0	48
12:30	0	19	7	1	8	0	0	4	2	0	0	0	0	0	41
12:45	2	33	19	0	5	0	0	3	0	0	0	0	0	0	62
	3	106	50	1	31	1	0	12	4	0	0	0	0	0	208
13:00	2	26	17	0	6	1	0	2	0	0	0	0	0	0	54
13:15	0	36	9	1	3	0	0	4	1	0	0	0	0	0	54
13:30	0	24	9	0	6	0	0	1	1	0	0	0	0	0	41
13:45	0	29	16	1	5	0	0	0	1	0	0	0	0	0	52
	2	115	51	2	20	1	0	7	3	0	0	0	0	0	201
14:00	1	26	14	0	7	0	0	2	0	0	0	0	0	1	51
14:15	0	26	14	0	4	0	0	0	1	0	0	0	0	0	45
14:30	1	22	8	0	3	0	0	2	0	0	0	0	0	0	36
14:45	0	33	14	0	5	0	0	1	1	0	0	0	0	0	54
	2	107	50	0	19	0	0	5	2	0	0	0	0	1	186
15:00	0	30	19	0	6	0	0	2	0	0	0	0	0	0	57
15:15	0	26	10	0	10	0	0	1	0	0	0	0	0	0	47
15:30	2	32	9	0	12	0	0	3	1	0	0	0	0	1	60
15:45	1	29	8	0	6	0	0	1	0	0	0	0	0	0	45
	3	117	46	0	34	0	0	7	1	0	0	0	0	1	209
16:00	0	32	9	0	2	0	0	0	1	0	0	0	0	0	44
16:15	2	26	18	0	7	0	0	1	2	0	0	0	0	0	56
16:30	0	23	13	0	9	0	0	1	1	0	0	0	0	0	47
16:45	0	29	15	0	5	0	0	0	1	0	0	0	0	1	51
	2	110	55	0	23	0	0	2	5	0	0	0	0	1	198
17:00	1	22	11	0	4	0	0	0	3	0	0	0	0	0	41
17:15	1	25	13	0	2	0	0	0	1	0	0	0	0	0	42
17:30	0	18	13	0	3	0	0	1	0	0	0	0	0	0	35
17:45	0	32	8	0	4	0	0	2	1	0	0	0	0	0	47
	2	97	45	0	13	0	0	3	5	0	0	0	0	0	165
18:00	1	28	4	0	5	0	0	1	2	0	0	0	0	0	41
18:15	0	13	9	0	5	0	0	0	0	0	0	0	0	0	27
18:30	0	26	9	1	3	0	0	2	1	0	0	0	0	0	42
18:45	0	22	2	0	6	0	0	1	1	0	0	0	0	0	32
	1	89	24	1	19	0	0	4	4	0	0	0	0	0	142
19:00	0	23	10	0	6	0	0	4	2	0	0	0	0	0	45
19:15	0	17	12	0	6	0	0	0	2	0	0	0	0	0	37
19:30	0	23	16	1	3	0	0	0	2	0	0	0	0	0	45
19:45	0	23	10	0	5	0	0	0	3	0	0	0	0	0	41
	0	86	48	1	20	0	0	4	9	0	0	0	0	0	168
20:00	0	10	3	0	5	0	0	0	1	0	0	0	0	0	19
20:15	0	15	8	0	3	0	0	0	0	0	0	0	0	0	26
20:30	0	17	3	0	3	0	0	0	2	1	0	0	0	0	26
20:45	0	13	8	0	2	0	0	0	2	0	0	0	0	0	25
	0	55	22	0	13	0	0	0	5	1	0	0	0	0	96
21:00	0	17	7	0	0	0	0	0	0	0	0	0	0	0	24
21:15	0	16	4	0	1	0	0	0	1	0	0	0	0	0	22
21:30	0	8	2	0	1	0	0	0	1	1	0	0	0	0	13
21:45	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
	0	52	14	0	3	0	0	0	2	1	0	0	0	0	72
22:00	0	9	3	0	1	0	0	0	3	0	0	0	0	0	16
22:15	0	9	1	0	2	0	0	0	2	0	0	0	0	0	14
22:30	0	11	4	0	1	0	0	1	3	0	0	0	0	0	20
22:45	0	5	1	1	0	0	0	1	1	0	0	0	0	0	9
	0	34	9	1	4	0	0	2	9	0	0	0	0	0	59
23:00	0	5	0	0	2	0	0	0	1	0	0	0	0	0	8
23:15	0	5	0	0	0	0	0	0	4	0	0	0	0	0	9
23:30	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
23:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
	0	14	3	0	3	0	0	0	6	0	0	0	0	0	26
Total	15	982	417	6	202	2	0	46	55	2	0	0	0	3	1730
Percent	0.9%	56.8%	24.1%	0.3%	11.7%	0.1%	0.0%	2.7%	3.2%	0.1%	0.0%	0.0%	0.0%	0.2%	
Grand Total	137	5785	3081	82	1357	79	17	330	330	9	0	2	7	27	11243
Percent	1.2%	51.5%	27.4%	0.7%	12.1%	0.7%	0.2%	2.9%	2.9%	0.1%	0.0%	0.0%	0.1%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
01:00	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	0	1	0	1	2	0	0	2	0	0	0	0	0	0	6
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
03:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	0	2	3	1	2	0	0	0	1	0	0	0	0	0	9
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
05:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
05:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
05:30	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
05:45	0	5	0	0	0	0	0	0	3	0	0	0	0	0	8
	0	11	2	1	2	0	0	1	3	0	0	0	0	0	20
06:00	0	4	3	0	0	0	0	0	1	0	0	0	0	0	8
06:15	0	1	3	0	0	0	0	0	1	1	0	0	0	0	6
06:30	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
06:45	0	5	1	1	8	1	0	1	0	0	0	0	0	0	17
	0	17	9	1	10	1	0	1	2	1	0	0	0	0	42
07:00	0	9	4	0	3	0	0	2	0	0	0	0	0	0	18
07:15	0	9	7	0	4	0	0	0	3	0	0	0	0	0	23
07:30	1	15	9	0	3	0	0	1	0	0	0	0	0	1	30
07:45	1	20	21	0	5	3	0	1	0	0	0	0	0	0	51
	2	53	41	0	15	3	0	4	3	0	0	0	0	1	122
08:00	0	19	21	0	8	1	0	2	0	0	0	0	0	0	51
08:15	0	11	12	0	6	0	0	0	0	0	0	0	0	0	29
08:30	0	19	12	0	6	0	0	4	0	0	0	0	0	0	41
08:45	0	16	11	1	6	0	0	2	0	0	0	0	0	0	36
	0	65	56	1	26	1	0	8	0	0	0	0	0	0	157
09:00	0	17	8	1	5	0	0	1	1	0	0	0	0	0	33
09:15	0	13	12	0	4	0	0	0	0	0	0	0	0	0	29
09:30	0	23	14	0	12	0	0	2	0	0	0	0	0	0	51
09:45	1	17	11	0	2	1	0	3	0	0	0	0	0	1	36
	1	70	45	1	23	1	0	6	1	0	0	0	0	1	149
10:00	0	14	11	0	2	0	0	1	0	0	0	0	0	0	28
10:15	0	23	13	1	5	0	0	1	0	0	0	0	0	0	43
10:30	0	9	10	0	7	0	0	1	0	1	0	0	0	0	28
10:45	0	19	15	0	7	0	0	2	0	0	0	0	0	0	43
	0	65	49	1	21	0	0	5	0	1	0	0	0	0	142
11:00	0	24	12	0	6	0	0	1	0	0	0	0	0	0	43
11:15	0	18	14	0	8	0	0	3	0	0	0	0	0	0	43
11:30	0	19	10	1	8	0	0	5	2	0	0	0	0	0	45
11:45	0	22	5	0	5	0	0	1	0	0	0	0	0	0	33
	0	83	41	1	27	0	0	10	2	0	0	0	0	0	164
Total	3	377	252	8	131	6	0	37	12	2	0	0	0	2	830
Percent	0.4%	45.4%	30.4%	1.0%	15.8%	0.7%	0.0%	4.5%	1.4%	0.2%	0.0%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	21	17	0	9	3	0	2	1	0	0	0	0	3	56
12:15	0	29	11	1	2	1	0	1	0	0	0	0	0	1	46
12:30	0	21	13	1	4	0	0	2	0	0	0	0	0	0	41
12:45	0	29	12	1	4	0	0	2	0	0	0	0	0	0	48
	0	100	53	3	19	4	0	7	1	0	0	0	0	4	191
13:00	0	28	14	1	8	2	0	2	0	0	0	0	0	0	55
13:15	0	19	15	1	6	0	0	1	1	0	0	0	0	0	43
13:30	0	21	16	0	6	0	0	3	0	0	0	0	0	0	46
13:45	0	38	11	0	5	0	0	1	1	0	0	0	0	0	56
	0	106	56	2	25	2	0	7	2	0	0	0	0	0	200
14:00	2	28	17	0	9	0	0	2	0	0	0	0	0	0	58
14:15	0	21	9	0	12	0	0	3	0	0	0	0	0	0	45
14:30	0	27	13	0	8	1	0	1	0	0	0	0	0	0	50
14:45	1	15	7	0	2	1	0	3	1	0	0	0	0	0	30
	3	91	46	0	31	2	0	9	1	0	0	0	0	0	183
15:00	1	20	13	1	8	0	0	1	1	0	0	0	0	0	45
15:15	0	23	14	0	8	1	0	2	1	0	0	0	0	0	49
15:30	0	33	14	0	10	1	0	5	0	0	0	0	0	0	63
15:45	3	25	20	0	9	0	0	2	0	0	0	0	0	0	59
	4	101	61	1	35	2	0	10	2	0	0	0	0	0	216
16:00	0	24	11	0	7	0	0	0	0	0	0	0	0	0	42
16:15	0	18	17	0	6	0	0	1	0	0	0	0	0	0	42
16:30	0	16	12	2	11	0	1	7	1	0	1	0	0	0	51
16:45	2	27	13	2	10	0	0	4	1	0	0	0	0	3	62
	2	85	53	4	34	0	1	12	2	0	1	0	0	3	197
17:00	1	26	23	1	14	1	0	1	0	0	0	0	0	1	68
17:15	0	24	14	0	9	0	0	1	0	0	0	0	0	0	48
17:30	0	31	12	0	5	0	0	1	1	0	0	0	0	1	51
17:45	0	31	22	0	8	0	0	1	3	0	0	0	0	0	65
	1	112	71	1	36	1	0	4	4	0	0	0	0	2	232
18:00	0	28	15	0	6	0	0	3	0	0	0	0	0	0	52
18:15	0	30	15	0	4	0	1	2	3	0	0	0	0	0	55
18:30	0	14	15	0	6	1	0	1	0	0	0	0	0	1	38
18:45	0	25	6	0	3	0	0	1	0	0	0	0	0	0	35
	0	97	51	0	19	1	1	7	3	0	0	0	0	1	180
19:00	0	19	6	1	8	0	1	0	0	0	0	0	0	0	35
19:15	0	12	12	1	4	0	0	0	0	0	0	0	0	0	29
19:30	0	9	7	0	8	0	0	1	0	0	0	0	0	0	25
19:45	0	22	6	0	2	1	0	2	1	0	0	0	0	1	35
	0	62	31	2	22	1	1	3	1	0	0	0	0	1	124
20:00	0	17	11	0	4	0	0	0	1	0	0	0	0	0	33
20:15	0	22	12	1	3	0	0	1	0	0	0	0	0	0	39
20:30	0	14	9	0	1	0	0	0	0	0	0	0	0	0	24
20:45	0	13	5	0	2	0	0	0	3	0	0	0	0	0	23
	0	66	37	1	10	0	0	1	4	0	0	0	0	0	119
21:00	0	16	7	0	1	0	0	1	0	0	0	0	0	0	25
21:15	0	5	4	0	3	0	0	0	0	0	0	0	0	0	12
21:30	0	11	3	1	1	0	0	1	1	0	0	0	0	0	18
21:45	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
	0	45	20	1	6	0	0	2	1	0	0	0	0	0	75
22:00	0	4	6	0	0	0	0	0	1	0	0	0	0	0	11
22:15	0	12	6	0	1	0	0	1	0	0	0	0	0	0	20
22:30	0	2	2	0	1	0	0	0	1	0	0	0	0	0	6
22:45	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
	0	24	18	0	3	0	0	1	2	0	0	0	0	0	48
23:00	0	7	2	0	1	0	0	1	0	0	0	0	0	0	11
23:15	0	6	6	0	3	0	0	0	1	0	0	0	0	0	16
23:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
23:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
	0	22	10	0	6	0	0	1	1	0	0	0	0	0	40
Total	10	911	507	15	246	13	3	64	24	0	1	0	0	11	1805
Percent	0.6%	50.5%	28.1%	0.8%	13.6%	0.7%	0.2%	3.5%	1.3%	0.0%	0.1%	0.0%	0.0%	0.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
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512-832-8650

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
00:15	0	1	1	0	2	0	0	0	2	0	0	0	0	0	6
00:30	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
00:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	6	0	3	0	0	1	2	0	0	0	0	0	19
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
04:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
04:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	6	1	0	2	0	0	0	2	0	0	0	0	0	11
05:00	0	3	2	1	0	0	0	0	1	0	0	0	0	0	7
05:15	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
05:30	0	3	2	0	1	0	0	0	1	0	0	0	0	0	7
05:45	0	2	3	0	1	0	0	0	1	0	0	0	0	0	7
	0	11	7	1	2	0	0	1	3	0	0	0	0	0	25
06:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	5	2	0	1	0	0	1	0	0	0	0	0	0	9
06:30	0	3	4	0	1	0	0	1	0	0	0	0	0	0	9
06:45	0	8	4	1	1	0	0	0	0	0	0	0	0	0	14
	0	19	13	1	3	0	0	2	0	0	0	0	0	0	38
07:00	0	4	4	0	7	0	0	1	0	0	0	0	0	0	16
07:15	0	15	6	2	5	0	0	2	1	0	0	0	0	0	31
07:30	1	13	14	2	5	1	0	2	1	0	0	0	0	0	39
07:45	1	19	18	0	6	1	0	3	0	0	0	0	0	0	48
	2	51	42	4	23	2	0	8	2	0	0	0	0	0	134
08:00	0	25	5	0	3	2	0	1	0	0	0	0	0	0	36
08:15	0	14	12	0	12	1	0	3	2	0	0	0	0	0	44
08:30	0	14	10	1	9	0	0	2	0	0	0	0	0	0	36
08:45	0	16	15	0	6	1	0	2	0	0	0	0	0	0	40
	0	69	42	1	30	4	0	8	2	0	0	0	0	0	156
09:00	0	24	14	0	8	1	0	1	0	0	0	0	0	0	48
09:15	1	15	13	0	4	1	0	0	1	0	0	0	0	0	35
09:30	0	22	10	1	4	1	0	2	0	0	0	0	0	0	40
09:45	0	17	7	0	7	0	0	1	0	0	0	0	0	0	32
	1	78	44	1	23	3	0	4	1	0	0	0	0	0	155
10:00	0	25	8	0	7	1	0	4	1	0	0	0	0	0	46
10:15	0	20	11	0	5	2	0	0	0	0	0	0	0	0	38
10:30	2	17	14	0	5	0	0	1	0	0	0	0	0	0	39
10:45	1	19	13	1	7	0	0	1	1	0	0	0	0	0	43
	3	81	46	1	24	3	0	6	2	0	0	0	0	0	166
11:00	0	23	10	0	8	2	0	0	1	0	0	0	0	0	44
11:15	0	15	10	1	9	0	0	4	0	0	0	0	0	0	39
11:30	1	26	15	2	8	0	0	2	0	0	0	0	0	0	54
11:45	0	22	14	1	3	2	0	3	0	0	0	0	0	0	45
	1	86	49	4	28	4	0	9	1	0	0	0	0	0	182
Total	7	419	255	13	138	16	0	41	15	0	0	0	0	0	904
Percent	0.8%	46.3%	28.2%	1.4%	15.3%	1.8%	0.0%	4.5%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	19	12	3	5	1	0	4	3	0	0	0	0	0	47
12:15	0	21	10	1	7	0	0	2	1	0	0	0	0	0	42
12:30	0	23	6	0	5	2	0	5	0	0	0	0	0	0	41
12:45	0	25	17	1	9	1	0	1	1	0	0	0	0	0	55
	0	88	45	5	26	4	0	12	5	0	0	0	0	0	185
13:00	0	28	16	1	5	0	0	3	0	0	0	0	0	0	53
13:15	1	47	10	2	1	1	0	0	0	0	0	0	0	0	62
13:30	0	40	0	0	0	0	0	1	0	0	0	0	0	0	41
13:45	0	55	3	0	2	1	0	1	0	0	0	0	0	0	62
	1	170	29	3	8	2	0	5	0	0	0	0	0	0	218
14:00	0	47	2	0	0	0	0	0	0	0	0	0	0	0	49
14:15	0	46	2	1	0	0	0	0	0	0	0	0	0	0	49
14:30	0	34	3	0	0	0	0	1	0	0	0	0	0	0	38
14:45	0	57	1	0	0	0	0	0	0	0	0	0	0	0	58
	0	184	8	1	0	0	0	1	0	0	0	0	0	0	194
15:00	1	46	0	0	0	0	0	0	0	0	0	0	0	0	47
15:15	1	50	0	0	0	0	0	0	0	0	0	0	0	0	51
15:30	0	46	1	0	1	0	0	0	0	0	0	0	0	0	48
15:45	1	57	1	0	0	0	0	0	0	0	0	0	0	0	59
	3	199	2	0	1	0	0	0	0	0	0	0	0	0	205
16:00	0	69	0	0	0	0	0	0	0	0	0	0	0	0	69
16:15	0	65	0	0	0	0	0	0	0	0	0	0	0	0	65
16:30	2	56	1	0	0	0	0	0	0	0	0	0	0	0	59
16:45	0	51	1	0	2	0	0	0	0	0	0	0	0	0	54
	2	241	2	0	2	0	0	0	0	0	0	0	0	0	247
17:00	0	58	1	0	1	0	0	0	0	0	0	0	0	0	60
17:15	0	57	2	0	3	0	0	0	0	0	0	0	0	0	62
17:30	0	43	3	0	2	0	0	0	0	0	0	0	0	0	48
17:45	0	35	1	0	2	0	0	0	0	0	0	0	0	0	38
	0	193	7	0	8	0	0	0	0	0	0	0	0	0	208
18:00	1	36	7	0	2	0	0	0	0	0	0	0	0	0	46
18:15	0	26	15	0	7	0	0	3	0	0	0	0	0	0	51
18:30	0	30	9	1	3	0	0	1	2	0	0	0	0	0	46
18:45	0	24	11	0	5	0	0	1	0	0	0	0	0	0	41
	1	116	42	1	17	0	0	5	2	0	0	0	0	0	184
19:00	0	27	14	0	5	0	0	2	0	0	0	0	0	0	48
19:15	0	15	11	0	6	0	0	1	0	0	0	0	0	0	33
19:30	0	29	7	0	3	0	0	1	1	0	0	0	0	0	41
19:45	0	14	10	1	7	1	0	1	0	0	0	0	0	1	35
	0	85	42	1	21	1	0	5	1	0	0	0	0	1	157
20:00	0	20	10	0	2	1	0	0	1	1	0	0	1	1	37
20:15	0	21	17	0	2	0	0	2	0	0	0	0	0	0	42
20:30	0	17	6	0	5	0	0	0	0	0	0	0	0	0	28
20:45	1	21	4	0	1	0	0	0	0	0	0	0	0	0	27
	1	79	37	0	10	1	0	2	1	1	0	0	1	1	134
21:00	0	17	11	0	2	0	0	0	0	0	0	0	0	0	30
21:15	0	12	5	0	2	1	0	1	1	0	0	0	0	0	22
21:30	0	14	8	0	0	0	0	0	1	0	0	0	0	0	23
21:45	0	12	3	0	2	0	0	1	0	0	0	0	0	0	18
	0	55	27	0	6	1	0	2	2	0	0	0	0	0	93
22:00	0	8	12	1	3	0	0	2	0	0	0	0	0	0	26
22:15	0	14	3	0	3	0	0	0	1	0	0	0	0	0	21
22:30	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14
22:45	0	10	3	0	6	0	0	1	0	0	0	0	0	0	20
	0	39	24	1	13	0	0	3	1	0	0	0	0	0	81
23:00	0	10	3	0	3	0	0	0	1	0	0	0	0	0	17
23:15	0	9	1	1	1	0	0	1	0	0	0	0	0	0	13
23:30	0	2	4	0	1	0	0	1	0	0	0	0	0	0	8
23:45	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
	0	26	11	1	7	0	0	2	1	0	0	0	0	0	48
Total	8	1475	276	13	119	9	0	37	13	1	0	0	1	2	1954
Percent	0.4%	75.5%	14.1%	0.7%	6.1%	0.5%	0.0%	1.9%	0.7%	0.1%	0.0%	0.0%	0.1%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
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512-832-8650

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US 290 - Eastbound & Westbound
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
00:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	5	6	0	0	0	0	1	0	0	0	0	0	0	12
00:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	18	14	0	0	0	0	1	0	0	0	0	0	0	33
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
01:30	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	9	2	0	2	0	0	2	0	0	0	0	0	0	15
02:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
03:00	0	3	0	0	2	0	0	1	0	0	0	0	0	0	6
03:15	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
03:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	7	0	2	3	0	0	1	0	0	0	0	0	0	13
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
05:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
05:30	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
05:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
	0	11	5	1	0	0	0	1	2	0	0	0	0	0	20
06:00	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
06:15	0	1	4	0	2	0	0	0	0	0	0	0	0	0	7
06:30	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
06:45	0	3	5	0	2	0	0	0	0	0	0	0	0	0	10
	0	8	11	0	5	0	0	2	0	0	0	0	0	0	26
07:00	0	1	5	0	1	0	0	0	0	0	0	0	0	0	7
07:15	0	5	4	0	2	0	0	1	0	0	0	0	0	0	12
07:30	0	7	2	0	3	0	0	0	0	0	0	0	0	0	12
07:45	0	8	5	1	5	0	0	1	0	0	0	0	0	0	20
	0	21	16	1	11	0	0	2	0	0	0	0	0	0	51
08:00	0	10	9	0	4	0	0	3	0	0	0	0	0	0	26
08:15	0	13	8	0	5	0	0	0	0	0	0	0	0	0	26
08:30	0	21	13	0	3	0	0	3	1	0	0	0	0	0	41
08:45	0	15	12	0	0	0	0	2	0	0	0	0	0	0	29
	0	59	42	0	12	0	0	8	1	0	0	0	0	0	122
09:00	1	15	7	0	10	0	0	2	0	0	0	0	0	0	35
09:15	1	17	7	1	8	1	0	1	0	0	0	0	0	0	36
09:30	1	14	8	0	4	1	0	2	0	0	0	0	0	0	30
09:45	0	15	9	0	8	0	0	1	0	0	0	0	0	0	33
	3	61	31	1	30	2	0	6	0	0	0	0	0	0	134
10:00	1	24	8	1	4	1	0	1	0	0	0	0	0	1	41
10:15	0	20	13	0	5	0	0	2	0	0	0	0	0	0	40
10:30	0	23	16	1	4	0	0	2	0	0	0	0	0	0	46
10:45	0	13	14	0	7	0	0	3	0	0	0	0	0	0	37
	1	80	51	2	20	1	0	8	0	0	0	0	0	1	164
11:00	0	24	8	0	3	0	0	1	0	0	0	0	0	0	36
11:15	0	17	11	0	4	0	0	3	0	0	0	0	0	1	36
11:30	0	19	11	0	0	1	0	0	0	0	0	0	0	0	31
11:45	1	31	11	0	2	0	0	1	2	0	0	0	0	0	48
	1	91	41	0	9	1	0	5	2	0	0	0	0	1	151
Total	5	374	216	7	95	4	0	36	5	0	0	0	0	2	744
Percent	0.7%	50.3%	29.0%	0.9%	12.8%	0.5%	0.0%	4.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	27	13	0	4	0	0	2	0	0	0	0	0	0	46
12:15	1	34	5	0	4	0	0	0	0	0	0	0	0	0	44
12:30	0	37	2	0	1	0	0	0	0	0	0	0	0	0	40
12:45	0	27	3	0	2	0	0	0	0	0	0	0	0	0	32
	1	125	23	0	11	0	0	2	0	0	0	0	0	0	162
13:00	1	38	3	1	6	0	0	0	0	0	0	0	0	0	49
13:15	1	34	2	0	0	0	0	0	0	0	0	0	0	0	37
13:30	0	39	0	0	0	0	0	0	0	0	0	0	0	0	39
13:45	0	32	0	0	0	0	0	0	0	0	0	0	0	0	32
	2	143	5	1	6	0	0	0	0	0	0	0	0	0	157
14:00	1	32	0	0	0	0	0	0	0	0	0	0	0	0	33
14:15	0	39	0	0	0	0	0	0	0	0	0	0	0	0	39
14:30	0	35	0	0	0	0	0	0	0	0	0	0	0	0	35
14:45	0	40	0	0	0	0	0	0	0	0	0	0	0	0	40
	1	146	0	0	0	0	0	0	0	0	0	0	0	0	147
15:00	0	37	0	0	0	0	0	0	0	0	0	0	0	0	37
15:15	1	44	0	0	0	0	0	0	0	0	0	0	0	0	45
15:30	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
15:45	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
	1	143	0	0	0	0	0	0	0	0	0	0	0	0	144
16:00	0	40	0	0	0	0	0	0	0	0	0	0	0	0	40
16:15	0	45	0	0	0	0	0	0	0	0	0	0	0	0	45
16:30	0	44	0	0	0	0	0	0	0	0	0	0	0	0	44
16:45	0	33	0	0	0	0	0	0	0	0	0	0	0	0	33
	0	162	0	0	0	0	0	0	0	0	0	0	0	0	162
17:00	0	46	0	0	0	0	0	0	0	0	0	0	0	0	46
17:15	0	28	0	0	1	0	0	0	0	0	0	0	0	0	29
17:30	0	34	1	0	0	0	0	0	0	0	0	0	0	0	35
17:45	0	36	1	0	0	0	0	0	0	0	0	0	0	0	37
	0	144	2	0	1	0	0	0	0	0	0	0	0	0	147
18:00	0	39	0	0	0	0	0	0	0	0	0	0	0	0	39
18:15	0	36	2	0	1	0	0	1	0	0	0	0	0	0	40
18:30	1	28	12	0	2	0	0	0	0	0	0	0	0	0	43
18:45	1	17	14	0	2	0	0	1	0	0	0	0	0	0	35
	2	120	28	0	5	0	0	2	0	0	0	0	0	0	157
19:00	0	13	7	0	3	0	0	2	0	0	0	0	0	0	25
19:15	0	16	10	0	2	0	0	0	0	0	0	0	0	0	28
19:30	0	23	7	1	0	0	0	0	0	0	0	0	0	0	31
19:45	0	17	9	0	3	0	0	0	0	0	0	0	0	0	29
	0	69	33	1	8	0	0	2	0	0	0	0	0	0	113
20:00	0	16	4	1	4	0	0	0	0	0	0	0	0	0	25
20:15	0	17	17	1	2	0	0	0	0	0	0	0	0	0	37
20:30	0	10	8	1	3	0	0	3	1	0	0	0	0	0	26
20:45	0	16	6	0	2	0	0	0	0	0	0	0	0	1	25
	0	59	35	3	11	0	0	3	1	0	0	0	0	1	113
21:00	0	11	5	0	5	0	0	0	0	0	0	0	0	0	21
21:15	0	9	14	0	5	0	0	0	0	0	0	0	0	1	29
21:30	0	7	11	0	2	0	0	1	0	0	0	0	0	0	21
21:45	0	12	3	0	4	0	0	0	0	0	0	0	0	0	19
	0	39	33	0	16	0	0	1	0	0	0	0	0	1	90
22:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
22:15	0	15	4	0	3	0	0	0	0	0	0	0	0	0	22
22:30	0	6	8	0	1	0	0	0	0	0	0	0	0	0	15
22:45	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
	0	39	21	0	4	0	0	0	0	0	0	0	0	0	64
23:00	0	13	4	0	0	0	0	1	0	0	0	0	0	0	18
23:15	0	6	5	0	2	0	0	0	0	0	0	0	0	0	13
23:30	0	4	4	0	2	0	0	0	0	0	0	0	0	0	10
23:45	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26
	0	42	19	0	5	0	0	1	0	0	0	0	0	0	67
Total	7	1231	199	5	67	0	0	11	1	0	0	0	0	2	1523
Percent	0.5%	80.8%	13.1%	0.3%	4.4%	0.0%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
00:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
01:00	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	13	4	0	0	0	0	1	1	0	0	0	0	0	19
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:45	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
	0	6	2	0	1	0	0	0	1	0	0	0	0	0	10
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	3	1	2	0	0	0	1	0	0	0	0	0	0	7
06:15	0	3	1	0	1	0	0	0	1	0	0	0	0	0	6
06:30	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
06:45	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
	0	15	7	2	2	0	0	1	2	0	0	0	0	0	29
07:00	0	7	3	2	1	0	0	1	1	0	0	0	0	0	15
07:15	0	5	3	0	0	0	0	2	0	0	0	0	0	0	10
07:30	0	7	2	1	1	0	0	1	0	0	0	0	0	0	12
07:45	0	7	5	0	2	0	1	0	1	0	0	0	0	0	16
	0	26	13	3	4	0	1	4	2	0	0	0	0	0	53
08:00	0	10	3	0	3	0	0	0	0	0	0	0	0	0	16
08:15	0	8	4	0	4	0	0	3	0	0	0	0	0	0	19
08:30	0	10	1	0	3	0	0	0	0	0	0	0	0	0	14
08:45	1	15	6	0	3	0	0	0	0	0	0	0	0	0	25
	1	43	14	0	13	0	0	3	0	0	0	0	0	0	74
09:00	0	12	3	1	9	0	0	1	0	0	0	0	0	0	26
09:15	0	22	5	0	4	0	0	1	0	0	0	0	0	0	32
09:30	0	17	10	2	7	0	0	3	0	0	0	0	0	0	39
09:45	0	22	10	0	1	0	0	1	0	0	0	0	0	0	34
	0	73	28	3	21	0	0	6	0	0	0	0	0	0	131
10:00	0	18	11	0	7	0	0	1	0	0	0	0	0	1	38
10:15	0	26	12	0	6	0	0	2	0	0	0	0	0	0	46
10:30	0	14	12	0	1	0	0	0	0	0	0	0	0	0	27
10:45	0	25	5	0	2	1	0	1	0	0	0	0	0	0	34
	0	83	40	0	16	1	0	4	0	0	0	0	0	1	145
11:00	0	22	13	1	3	0	0	0	0	0	0	0	0	0	39
11:15	1	25	13	1	8	0	0	3	0	0	0	0	0	0	51
11:30	0	30	8	0	4	0	0	3	0	0	0	0	0	0	45
11:45	0	25	5	0	6	0	0	1	0	0	0	0	0	0	37
	1	102	39	2	21	0	0	7	0	0	0	0	0	0	172
Total	2	386	155	10	80	1	1	26	7	0	0	0	0	1	669
Percent	0.3%	57.7%	23.2%	1.5%	12.0%	0.1%	0.1%	3.9%	1.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 4
Station ID:
US 290 - Eastbound & Westbound
west of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	38	2	0	1	0	0	2	0	0	0	0	0	0	43
12:15	0	34	2	0	1	0	0	0	0	0	0	0	0	0	37
12:30	0	54	0	0	0	0	0	0	0	0	0	0	0	0	54
12:45	0	38	0	0	0	0	0	0	0	0	0	0	0	0	38
	0	164	4	0	2	0	0	2	0	0	0	0	0	0	172
13:00	1	48	0	0	0	0	0	0	0	0	0	0	0	0	49
13:15	0	36	0	0	0	0	0	0	0	0	0	0	0	0	36
13:30	0	39	0	0	0	0	0	0	0	0	0	0	0	0	39
13:45	0	52	0	0	0	0	0	0	0	0	0	0	0	0	52
	1	175	0	0	0	0	0	0	0	0	0	0	0	0	176
14:00	0	40	0	0	0	0	0	0	0	0	0	0	0	0	40
14:15	0	37	0	0	0	0	0	0	0	0	0	0	0	0	37
14:30	0	41	0	0	0	0	0	0	0	0	0	0	0	0	41
14:45	0	52	0	0	0	0	0	0	0	0	0	0	0	0	52
	0	170	0	0	0	0	0	0	0	0	0	0	0	0	170
15:00	0	30	0	0	0	0	0	0	0	0	0	0	0	0	30
15:15	0	34	0	0	0	0	0	0	0	0	0	0	0	0	34
15:30	0	34	0	0	0	0	0	0	0	0	0	0	0	0	34
15:45	0	42	0	0	0	0	0	0	0	0	0	0	0	0	42
	0	140	0	0	0	0	0	0	0	0	0	0	0	0	140
16:00	0	50	0	0	0	0	0	0	0	0	0	0	0	0	50
16:15	0	40	0	0	0	0	0	0	0	0	0	0	0	0	40
16:30	0	35	0	0	0	0	0	0	0	0	0	0	0	0	35
16:45	0	40	0	0	0	0	0	0	0	0	0	0	0	0	40
	0	165	0	0	0	0	0	0	0	0	0	0	0	0	165
17:00	0	34	0	0	0	0	0	0	0	0	0	0	0	0	34
17:15	0	37	0	0	0	0	0	0	0	0	0	0	0	0	37
17:30	0	41	0	0	0	0	0	0	0	0	0	0	0	0	41
17:45	0	33	0	0	0	0	0	0	0	0	0	0	0	0	33
	0	145	0	0	0	0	0	0	0	0	0	0	0	0	145
18:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
18:15	0	34	0	1	0	0	0	0	0	0	0	0	0	0	35
18:30	0	20	1	0	2	0	0	0	0	0	0	0	0	0	23
18:45	0	15	4	0	3	0	0	0	0	0	0	0	0	0	22
	0	93	5	1	5	0	0	0	0	0	0	0	0	0	104
19:00	0	13	2	0	1	0	0	0	0	0	0	0	0	0	16
19:15	0	18	13	0	4	0	0	1	0	0	0	0	0	0	36
19:30	0	15	14	0	1	0	0	3	0	0	0	0	0	0	33
19:45	0	13	12	0	3	0	0	1	0	0	0	0	0	0	29
	0	59	41	0	9	0	0	5	0	0	0	0	0	0	114
20:00	0	8	10	0	4	0	0	2	1	0	0	0	0	0	25
20:15	0	11	9	0	0	0	0	0	0	0	0	0	0	0	20
20:30	0	14	7	0	2	0	0	0	0	0	0	0	0	0	23
20:45	0	13	6	0	2	0	0	0	1	0	0	0	0	0	22
	0	46	32	0	8	0	0	2	2	0	0	0	0	0	90
21:00	0	9	5	0	2	0	0	0	0	0	0	0	0	0	16
21:15	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
21:30	0	12	1	0	0	0	0	2	0	0	0	0	0	0	15
21:45	0	8	4	1	0	0	0	0	0	0	0	0	0	0	13
	0	41	12	1	3	0	0	2	0	0	0	0	0	0	59
22:00	0	8	3	0	2	0	0	1	0	0	0	0	0	0	14
22:15	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
22:30	0	8	3	1	0	0	0	0	0	0	0	0	0	0	12
22:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
	0	22	8	1	4	0	0	2	0	0	0	0	0	0	37
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
	0	12	6	1	0	0	0	0	0	0	0	0	0	0	19
Total	1	1232	108	4	31	0	0	13	2	0	0	0	0	0	1391
Percent	0.1%	88.6%	7.8%	0.3%	2.2%	0.0%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	43	6405	1968	75	907	49	4	265	79	3	1	0	1	20	9820
Percent	0.4%	65.2%	20.0%	0.8%	9.2%	0.5%	0.0%	2.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.

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

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	3	2	0	2	0	0	0	1	0	0	0	0	0	8
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	2	1	0	0	0	0	0	2	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3
	0	2	3	1	0	0	0	0	1	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
04:00	0	2	0	0	0	0	0	1	1	0	0	0	0	0	4
04:15	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
04:30	0	3	1	0	1	2	0	0	0	0	0	0	0	0	7
04:45	0	3	3	0	2	2	0	0	0	0	0	0	0	0	10
	0	13	5	1	3	4	0	1	1	0	0	0	0	0	28
05:00	0	8	3	0	1	0	0	2	0	0	0	0	0	0	14
05:15	0	1	4	0	3	0	0	1	0	0	0	0	0	0	9
05:30	0	11	5	0	1	0	0	0	0	0	0	0	0	0	17
05:45	0	17	7	0	3	0	0	1	0	0	0	0	0	0	28
	0	37	19	0	8	0	0	4	0	0	0	0	0	0	68
06:00	0	9	5	0	6	0	0	0	0	0	0	0	0	0	20
06:15	0	18	8	0	11	0	0	1	0	0	0	0	0	0	38
06:30	0	12	10	0	10	0	0	0	0	0	0	0	0	0	32
06:45	0	37	15	1	13	0	0	1	0	0	0	0	0	0	67
	0	76	38	1	40	0	0	2	0	0	0	0	0	0	157
07:00	3	28	15	1	13	2	0	1	3	0	0	0	0	0	66
07:15	0	61	24	0	20	0	0	2	0	0	0	0	0	0	107
07:30	0	70	26	1	12	0	0	3	1	1	0	1	0	0	115
07:45	0	70	45	1	18	1	0	3	1	0	0	0	0	0	139
	3	229	110	3	63	3	0	9	5	1	0	1	0	0	427
08:00	0	58	29	1	19	2	0	3	1	0	0	0	0	2	115
08:15	0	44	19	0	14	2	0	4	1	0	0	0	0	0	84
08:30	0	37	28	0	19	2	0	2	2	0	0	0	0	0	90
08:45	1	33	26	0	16	0	0	2	0	0	0	0	0	0	78
	1	172	102	1	68	6	0	11	4	0	0	0	0	2	367
09:00	2	42	19	0	16	1	0	3	1	0	0	0	0	1	85
09:15	0	24	25	2	20	0	0	3	0	0	0	0	0	0	74
09:30	2	40	30	0	14	1	0	5	0	0	0	0	0	1	93
09:45	1	52	20	1	11	1	0	2	0	0	1	0	0	1	90
	5	158	94	3	61	3	0	13	1	0	1	0	0	3	342
10:00	0	35	23	1	15	4	0	4	0	0	0	0	0	2	84
10:15	1	45	24	5	20	2	0	4	4	0	0	0	0	0	105
10:30	2	32	22	1	14	0	0	4	1	0	0	1	0	1	78
10:45	0	39	31	0	12	0	0	1	1	0	0	0	0	0	84
	3	151	100	7	61	6	0	13	6	0	0	1	0	3	351
11:00	0	45	25	0	11	0	0	3	0	0	0	0	0	0	84
11:15	0	30	22	2	14	1	0	6	0	0	0	0	0	0	75
11:30	2	45	13	0	8	0	0	1	4	0	0	0	0	0	73
11:45	1	40	29	1	21	2	0	1	0	0	0	0	0	1	96
	3	160	89	3	54	3	0	11	4	0	0	0	0	1	328
Total	15	1005	564	20	362	25	0	64	25	1	1	2	0	9	2093
Percent	0.7%	48.0%	26.9%	1.0%	17.3%	1.2%	0.0%	3.1%	1.2%	0.0%	0.0%	0.1%	0.0%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	32	12	0	13	0	0	2	3	0	0	0	0	0	63
12:15	8	30	21	1	15	2	0	4	0	1	0	1	0	2	85
12:30	0	44	14	0	12	4	0	4	0	0	0	0	0	1	79
12:45	1	54	28	0	14	0	0	3	1	0	0	0	0	2	103
	10	160	75	1	54	6	0	13	4	1	0	1	0	5	330
13:00	1	46	21	1	13	1	0	1	1	0	0	0	0	1	86
13:15	0	45	23	1	13	0	0	5	1	0	0	0	0	0	88
13:30	0	46	19	0	15	1	0	2	0	0	0	0	0	0	83
13:45	0	42	21	0	19	2	0	3	1	1	0	0	0	1	90
	1	179	84	2	60	4	0	11	3	1	0	0	0	2	347
14:00	1	40	29	0	13	4	0	5	1	0	0	0	0	1	94
14:15	1	49	27	0	15	1	0	1	2	0	0	0	0	0	96
14:30	0	41	22	0	14	0	0	1	4	0	0	0	0	0	82
14:45	1	44	19	2	11	1	0	1	1	0	1	0	0	0	81
	3	174	97	2	53	6	0	8	8	0	1	0	0	1	353
15:00	0	45	18	3	16	1	1	2	1	0	0	0	0	0	87
15:15	0	43	25	1	15	0	0	4	0	0	0	0	0	0	88
15:30	0	58	21	3	17	0	0	4	1	0	0	0	0	1	105
15:45	0	37	19	3	11	0	0	6	2	0	0	0	0	0	78
	0	183	83	10	59	1	1	16	4	0	0	0	0	1	358
16:00	2	33	24	2	8	2	0	1	3	0	0	0	0	1	76
16:15	0	47	21	1	18	0	0	2	1	0	0	0	0	0	90
16:30	0	45	25	0	18	0	0	0	0	0	0	0	0	0	88
16:45	2	44	18	0	16	0	0	2	2	0	0	0	0	0	84
	4	169	88	3	60	2	0	5	6	0	0	0	0	1	338
17:00	0	38	19	1	14	1	0	2	1	0	0	0	0	2	78
17:15	0	37	29	0	18	0	0	2	0	0	0	0	0	0	86
17:30	5	46	26	0	19	0	0	0	0	0	0	0	0	0	96
17:45	0	49	26	0	9	1	0	2	0	0	0	0	0	1	88
	5	170	100	1	60	2	0	6	1	0	0	0	0	3	348
18:00	0	39	20	0	15	0	1	3	1	0	0	0	0	0	79
18:15	1	37	19	0	7	2	0	1	0	0	0	0	0	2	69
18:30	0	25	24	3	5	0	0	2	0	0	0	0	0	0	59
18:45	0	23	15	0	6	0	0	0	0	0	0	0	0	0	44
	1	124	78	3	33	2	1	6	1	0	0	0	0	2	251
19:00	3	24	6	0	9	0	0	2	0	0	0	0	0	0	44
19:15	0	26	8	0	7	1	0	1	1	0	0	0	0	0	44
19:30	0	13	9	0	3	0	0	1	0	0	0	0	0	0	26
19:45	0	8	7	0	3	0	0	2	0	1	0	0	0	0	21
	3	71	30	0	22	1	0	6	1	1	0	0	0	0	135
20:00	0	19	4	0	3	1	0	1	0	0	0	0	0	1	29
20:15	1	11	6	0	5	0	0	0	0	0	0	0	0	0	23
20:30	0	20	5	0	5	0	0	0	0	0	0	0	0	0	30
20:45	0	12	11	1	2	0	0	0	1	0	0	0	0	0	27
	1	62	26	1	15	1	0	1	1	0	0	0	0	1	109
21:00	1	10	3	0	4	0	0	1	0	0	0	0	0	0	19
21:15	1	9	6	0	2	0	0	0	0	0	0	0	0	1	19
21:30	0	14	7	0	5	0	0	0	0	0	0	0	0	0	26
21:45	0	13	3	0	3	0	0	0	0	0	0	0	0	0	19
	2	46	19	0	14	0	0	1	0	0	0	0	0	1	83
22:00	0	8	3	0	4	0	0	0	2	0	0	0	0	0	17
22:15	1	14	3	0	4	1	0	0	0	0	0	0	0	0	23
22:30	0	10	1	0	1	0	0	1	0	0	0	0	0	0	13
22:45	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
	1	37	9	0	10	1	0	1	2	0	0	0	0	0	61
23:00	0	6	0	0	1	0	0	1	0	0	0	0	0	0	8
23:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
23:30	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
23:45	0	3	0	0	0	0	0	0	2	0	0	0	0	0	5
	0	17	1	0	1	0	0	2	3	0	0	0	0	0	24
Total	31	1392	690	23	441	26	2	76	34	3	1	1	0	17	2737
Percent	1.1%	50.9%	25.2%	0.8%	16.1%	0.9%	0.1%	2.8%	1.2%	0.1%	0.0%	0.0%	0.0%	0.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	2	1	0	1	0	0	0	1	0	0	0	0	0	5
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	3	1	1	0	0	0	1	0	0	0	0	0	12
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	3	1	0	0	0	0	1	0	0	0	0	0	8
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	2	2	0	0	0	0	0	0	0	0	0	0	1	5
03:45	0	3	0	1	1	0	0	0	1	0	0	0	0	0	6
	0	8	3	1	1	0	0	0	1	0	0	0	0	1	15
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	3	2	0	1	0	0	2	0	0	0	0	0	0	8
04:30	0	4	1	1	4	2	0	0	1	0	0	0	0	0	13
04:45	0	2	1	0	0	2	0	0	0	0	0	0	0	0	5
	0	10	4	1	5	4	0	2	1	0	0	0	0	0	27
05:00	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4
05:15	0	6	5	0	1	0	0	1	1	0	0	0	0	0	14
05:30	0	3	8	0	3	0	0	1	1	0	0	0	0	0	16
05:45	0	10	7	0	3	0	0	0	0	0	0	0	0	0	20
	0	21	20	1	8	0	0	2	2	0	0	0	0	0	54
06:00	0	18	1	0	2	0	0	0	0	0	0	0	0	0	21
06:15	0	13	11	2	10	0	0	1	1	0	0	0	0	0	38
06:30	0	13	14	0	13	0	0	0	1	0	0	0	0	0	41
06:45	0	31	14	0	16	0	0	1	0	0	0	0	0	0	62
	0	75	40	2	41	0	0	2	2	0	0	0	0	0	162
07:00	0	27	21	1	11	0	0	2	0	0	0	0	0	0	62
07:15	0	50	20	0	18	0	0	3	0	0	0	0	0	0	91
07:30	0	58	27	0	23	1	0	2	1	0	0	0	0	0	112
07:45	2	76	40	1	17	1	0	1	1	0	0	0	0	3	142
	2	211	108	2	69	2	0	8	2	0	0	0	0	3	407
08:00	3	53	24	0	26	0	0	5	0	0	0	0	0	1	112
08:15	0	43	18	1	13	0	0	3	0	0	0	0	0	0	78
08:30	0	39	31	0	20	3	1	2	0	1	0	0	0	0	97
08:45	2	52	29	0	11	1	0	8	3	0	0	0	0	0	106
	5	187	102	1	70	4	1	18	3	1	0	0	0	1	393
09:00	2	34	24	2	13	0	0	6	1	0	0	0	0	0	82
09:15	0	34	30	0	16	1	0	3	1	0	0	0	0	0	85
09:30	0	46	21	3	16	0	0	4	0	0	0	0	0	0	90
09:45	4	52	25	2	18	2	0	4	1	0	0	0	0	1	109
	6	166	100	7	63	3	0	17	3	0	0	0	0	1	366
10:00	0	53	29	0	17	1	1	2	2	0	0	0	0	0	105
10:15	3	47	18	0	11	3	0	7	0	0	0	0	0	1	90
10:30	2	43	22	0	14	0	0	3	0	0	0	0	0	0	84
10:45	16	47	23	0	15	2	0	4	0	0	0	0	0	14	121
	21	190	92	0	57	6	1	16	2	0	0	0	0	15	400
11:00	1	42	30	1	7	3	0	2	1	0	0	0	0	3	90
11:15	0	43	26	3	11	1	3	2	1	0	0	0	0	0	90
11:30	3	49	26	0	19	0	0	3	1	0	0	0	0	1	102
11:45	2	43	25	0	18	2	0	5	3	0	0	0	0	1	99
	6	177	107	4	55	6	3	12	6	0	0	0	0	5	381
Total	40	1058	585	21	370	25	5	77	24	1	0	0	0	26	2232
Percent	1.8%	47.4%	26.2%	0.9%	16.6%	1.1%	0.2%	3.4%	1.1%	0.0%	0.0%	0.0%	0.0%	1.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	47	20	2	12	2	0	7	4	0	0	0	0	0	95
12:15	4	29	23	1	22	3	0	3	0	0	0	0	0	1	86
12:30	0	55	31	1	17	1	1	8	2	2	0	0	0	0	118
12:45	0	46	34	0	15	0	0	4	0	0	1	0	0	0	100
	5	177	108	4	66	6	1	22	6	2	1	0	0	1	399
13:00	2	34	18	0	14	0	0	5	1	0	0	0	0	0	74
13:15	3	43	23	3	16	0	0	1	1	0	0	0	0	1	91
13:30	5	53	16	0	20	2	0	3	1	0	0	0	0	0	100
13:45	0	48	21	3	24	1	0	4	0	0	0	0	0	2	103
	10	178	78	6	74	3	0	13	3	0	0	0	0	3	368
14:00	2	49	18	2	11	2	2	5	2	0	0	0	0	0	93
14:15	0	42	24	0	8	0	0	4	0	0	0	0	0	1	79
14:30	3	47	20	1	14	3	0	3	0	0	0	0	0	0	91
14:45	1	44	9	1	12	2	0	1	0	0	0	0	0	1	71
	6	182	71	4	45	7	2	13	2	0	0	0	0	2	334
15:00	3	44	16	0	12	3	0	1	0	0	0	0	0	0	79
15:15	0	41	20	0	12	0	1	3	0	0	0	0	0	0	77
15:30	4	45	18	1	9	0	0	4	0	0	0	0	0	0	81
15:45	1	39	12	0	16	0	0	7	0	0	0	0	0	0	75
	8	169	66	1	49	3	1	15	0	0	0	0	0	0	312
16:00	0	39	22	0	18	2	0	4	1	0	0	0	0	0	86
16:15	3	48	18	0	11	1	0	1	1	1	0	0	0	0	84
16:30	2	75	17	1	18	0	0	3	1	0	0	0	0	0	117
16:45	0	38	30	0	12	0	0	0	0	0	0	0	0	0	80
	5	200	87	1	59	3	0	8	3	1	0	0	0	0	367
17:00	0	48	29	0	14	0	0	4	0	0	0	0	0	1	96
17:15	2	45	17	0	16	0	0	2	0	0	0	0	0	0	82
17:30	1	53	23	0	17	0	0	4	1	0	0	0	0	1	100
17:45	3	56	26	0	12	0	0	2	0	0	0	0	0	0	99
	6	202	95	0	59	0	0	12	1	0	0	0	0	2	377
18:00	7	47	23	0	9	2	0	4	0	0	0	0	0	1	93
18:15	1	45	16	0	16	0	0	3	0	0	0	0	0	0	81
18:30	0	39	11	0	10	1	0	0	0	0	0	0	0	0	61
18:45	1	35	15	0	12	0	0	1	0	0	0	0	0	1	65
	9	166	65	0	47	3	0	8	0	0	0	0	0	2	300
19:00	3	23	14	0	11	0	0	0	0	0	0	0	0	0	51
19:15	0	21	10	2	7	1	0	0	0	0	0	0	0	0	41
19:30	0	29	12	0	13	1	0	0	1	0	0	0	0	1	57
19:45	3	19	7	0	5	0	0	3	0	0	0	0	0	1	38
	6	92	43	2	36	2	0	3	1	0	0	0	0	2	187
20:00	0	20	11	0	14	0	0	1	1	0	0	0	0	0	47
20:15	0	29	7	0	6	0	0	1	0	0	0	0	0	1	44
20:30	2	16	7	0	3	0	0	0	0	0	0	0	0	0	28
20:45	0	31	10	0	6	1	0	0	0	0	0	0	0	2	50
	2	96	35	0	29	1	0	2	1	0	0	0	0	3	169
21:00	0	22	10	0	10	0	0	1	0	0	0	0	0	0	43
21:15	0	13	14	0	1	0	0	0	0	0	0	0	0	0	28
21:30	1	11	10	1	7	0	0	0	1	0	0	0	0	1	32
21:45	0	11	6	0	2	1	0	3	1	0	0	0	0	1	25
	1	57	40	1	20	1	0	4	2	0	0	0	0	2	128
22:00	0	8	3	0	1	0	0	1	0	0	0	0	0	0	13
22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	11	5	0	3	0	0	0	0	0	0	0	0	0	19
22:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
	0	32	11	0	5	0	0	1	0	0	0	0	0	0	49
23:00	0	10	7	0	0	0	0	0	0	0	0	0	0	0	17
23:15	0	3	3	0	0	0	0	1	0	0	0	0	0	0	7
23:30	0	8	2	0	3	0	0	0	0	0	0	0	0	0	13
23:45	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
	0	29	13	0	4	0	0	1	0	0	0	0	0	0	47
Total	58	1580	712	19	493	29	4	102	19	3	1	0	0	17	3037
Percent	1.9%	52.0%	23.4%	0.6%	16.2%	1.0%	0.1%	3.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
00:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
00:30	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	11	7	0	4	0	0	0	0	0	0	0	0	0	22
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	3	0	1	0	0	0	0	1	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	3	0	1	1	0	0	0	0	0	0	0	0	0	5
04:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
04:30	0	0	2	0	1	0	0	1	1	0	0	0	0	0	5
04:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	0	5	6	1	3	0	0	1	1	0	0	0	0	0	17
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
05:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	3	1	0	3	0	0	0	0	0	0	0	0	0	7
	0	15	6	0	4	0	0	0	0	0	0	0	0	0	25
06:00	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
06:15	0	10	7	0	5	0	0	1	0	0	0	0	0	0	23
06:30	0	13	10	0	7	0	0	1	0	0	0	0	0	0	31
06:45	0	13	4	1	2	0	0	3	0	0	0	0	0	0	23
	0	46	24	1	15	0	0	5	0	0	0	0	0	0	91
07:00	0	17	9	0	5	0	0	1	0	0	0	0	0	0	32
07:15	0	13	9	2	10	0	0	3	0	0	0	0	0	0	37
07:30	2	28	18	0	8	0	0	2	0	0	0	0	0	0	58
07:45	1	23	12	1	8	0	0	4	0	0	0	0	0	0	49
	3	81	48	3	31	0	0	10	0	0	0	0	0	0	176
08:00	0	30	12	0	6	1	0	3	1	0	0	0	0	1	54
08:15	0	28	9	0	4	0	0	5	1	0	0	0	0	0	47
08:30	3	31	15	0	11	0	0	3	0	0	0	0	0	0	63
08:45	1	36	27	0	8	0	0	1	0	0	0	0	0	1	74
	4	125	63	0	29	1	0	12	2	0	0	0	0	2	238
09:00	1	27	15	1	8	0	0	1	1	0	0	0	0	0	54
09:15	0	40	17	1	9	0	0	1	0	0	0	0	0	1	69
09:30	4	49	23	1	13	0	2	1	0	0	0	0	0	0	93
09:45	9	53	12	1	10	0	0	2	1	0	0	0	0	2	90
	14	169	67	4	40	0	2	5	2	0	0	0	0	3	306
10:00	3	40	14	0	14	0	0	2	0	0	0	0	0	1	74
10:15	0	41	18	0	6	0	0	0	0	0	0	0	0	1	66
10:30	0	39	23	1	17	0	0	3	0	0	0	0	0	0	83
10:45	2	62	23	2	20	0	0	2	0	0	0	0	0	1	112
	5	182	78	3	57	0	0	7	0	0	0	0	0	3	335
11:00	6	53	19	1	15	0	0	4	0	0	0	0	0	0	98
11:15	0	36	14	1	12	0	0	3	0	0	0	0	0	0	66
11:30	0	53	16	1	7	0	0	3	0	0	0	0	0	3	83
11:45	14	50	27	0	9	2	0	3	1	0	0	0	0	1	107
	20	192	76	3	43	2	0	13	1	0	0	0	0	4	354
Total	46	839	379	16	226	3	2	53	7	0	0	0	0	12	1583
Percent	2.9%	53.0%	23.9%	1.0%	14.3%	0.2%	0.1%	3.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.8%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	39	20	0	15	0	0	2	0	0	0	0	0	0	77
12:15	0	32	24	2	22	0	0	4	0	0	0	0	0	0	84
12:30	3	59	24	0	9	0	0	2	0	0	0	0	0	0	97
12:45	1	53	19	0	10	2	0	2	0	0	0	0	0	1	88
	5	183	87	2	56	2	0	10	0	0	0	0	0	1	346
13:00	3	35	16	0	11	0	0	3	0	0	0	0	0	1	69
13:15	2	51	18	0	11	1	0	2	0	0	0	0	0	2	87
13:30	5	37	20	0	17	0	0	1	0	0	0	0	0	0	80
13:45	3	54	33	0	12	0	0	4	0	0	0	0	0	0	106
	13	177	87	0	51	1	0	10	0	0	0	0	0	3	342
14:00	1	41	12	1	5	0	1	1	1	0	0	0	0	1	64
14:15	6	48	19	2	8	0	0	2	0	0	0	0	0	0	85
14:30	4	36	26	0	8	0	0	1	0	0	0	0	0	0	75
14:45	4	56	27	0	12	0	0	0	0	0	0	0	0	1	100
	15	181	84	3	33	0	1	4	1	0	0	0	0	2	324
15:00	6	38	15	1	6	0	0	0	1	0	0	0	0	2	69
15:15	1	37	16	1	8	1	0	1	0	0	0	0	0	1	66
15:30	2	39	17	2	11	0	0	1	0	0	0	0	0	0	72
15:45	10	44	24	1	12	0	0	1	0	0	0	0	0	2	94
	19	158	72	5	37	1	0	3	1	0	0	0	0	5	301
16:00	3	48	15	0	7	0	0	0	0	0	0	0	0	0	73
16:15	6	32	12	0	4	0	0	3	0	0	0	0	0	0	57
16:30	6	51	20	0	15	0	0	0	1	0	0	0	0	1	94
16:45	6	51	26	0	11	0	0	1	0	0	0	0	0	4	99
	21	182	73	0	37	0	0	4	1	0	0	0	0	5	323
17:00	4	45	17	0	10	0	0	1	1	0	0	0	0	0	78
17:15	14	37	20	0	10	1	0	1	0	0	0	0	0	2	85
17:30	3	38	20	0	7	0	0	3	0	0	0	0	0	0	71
17:45	2	37	24	1	14	0	0	2	0	0	0	0	0	0	80
	23	157	81	1	41	1	0	7	1	0	0	0	0	2	314
18:00	0	31	13	0	11	0	0	3	0	0	0	0	0	0	58
18:15	1	36	8	0	10	0	0	2	0	0	0	0	0	1	58
18:30	3	19	12	0	7	1	0	0	0	0	0	0	0	0	42
18:45	1	40	14	0	4	0	0	0	2	0	0	0	0	1	62
	5	126	47	0	32	1	0	5	2	0	0	0	0	2	220
19:00	0	35	8	0	7	0	0	3	0	0	0	0	0	0	53
19:15	0	26	11	0	11	0	0	0	0	0	0	0	0	0	48
19:30	0	22	13	1	15	0	0	0	0	0	0	0	0	0	51
19:45	2	14	10	0	4	0	0	1	0	0	0	0	0	0	31
	2	97	42	1	37	0	0	4	0	0	0	0	0	0	183
20:00	0	19	4	0	5	0	0	3	0	0	0	0	0	0	31
20:15	2	21	9	0	4	0	0	0	0	0	0	0	0	0	36
20:30	0	11	13	0	8	0	0	2	0	0	0	0	0	0	34
20:45	1	18	16	0	7	0	0	0	1	0	0	0	0	0	43
	3	69	42	0	24	0	0	5	1	0	0	0	0	0	144
21:00	0	23	13	0	7	0	0	1	0	0	0	0	0	0	44
21:15	0	18	7	0	4	0	0	0	0	0	0	0	0	0	29
21:30	3	14	4	0	4	0	0	0	0	0	0	0	0	0	25
21:45	2	17	10	0	4	0	0	3	1	0	0	0	0	0	37
	5	72	34	0	19	0	0	4	1	0	0	0	0	0	135
22:00	0	24	5	0	7	0	0	0	0	0	0	0	0	0	36
22:15	0	15	2	0	5	0	0	1	0	0	0	0	0	0	23
22:30	0	9	6	0	3	0	0	0	0	0	0	0	0	0	18
22:45	0	8	5	0	2	0	0	0	0	0	0	0	0	0	15
	0	56	18	0	17	0	0	1	0	0	0	0	0	0	92
23:00	0	15	3	0	2	0	0	0	0	0	0	0	0	0	20
23:15	0	11	9	0	8	0	0	0	0	0	0	0	0	0	28
23:30	0	10	9	0	7	0	0	0	0	0	0	0	0	0	26
23:45	0	6	8	0	2	0	0	1	0	0	0	0	0	0	17
	0	42	29	0	19	0	0	1	0	0	0	0	0	0	91
Total	111	1500	696	12	403	6	1	58	8	0	0	0	0	20	2815
Percent	3.9%	53.3%	24.7%	0.4%	14.3%	0.2%	0.0%	2.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
00:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
00:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	8	2	0	0	0	0	1	0	0	0	0	0	0	11
	0	21	9	0	3	0	0	1	0	0	0	0	0	0	34
01:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	14	3	1	1	0	0	0	0	0	0	0	0	0	19
02:00	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
02:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	9	1	0	0	0	0	1	1	0	0	0	0	0	13
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:15	0	2	0	0	2	0	0	0	1	0	0	0	0	0	5
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	9	1	0	3	0	0	0	1	0	0	0	0	0	14
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
04:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	0	3	1	0	2	0	0	1	0	0	0	0	0	0	7
05:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
05:15	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
05:30	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3
05:45	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
	0	8	7	0	5	0	0	1	0	0	0	0	0	0	21
06:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
06:15	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
06:30	0	7	5	0	2	0	0	0	0	0	0	0	0	0	14
06:45	1	14	4	0	2	0	0	0	0	0	0	0	0	0	21
	1	34	16	0	6	0	0	0	0	0	0	0	0	0	57
07:00	2	7	5	1	4	0	0	1	0	0	0	0	0	0	20
07:15	2	13	12	1	8	0	0	0	0	0	0	0	0	1	37
07:30	6	16	8	1	5	0	0	0	0	0	0	0	0	0	36
07:45	4	27	11	0	5	0	0	2	0	0	0	0	0	0	49
	14	63	36	3	22	0	0	3	0	0	0	0	0	1	142
08:00	3	16	7	0	7	0	0	1	0	0	0	0	0	0	34
08:15	2	19	12	0	7	0	0	3	0	0	0	0	0	1	44
08:30	1	28	10	2	9	0	0	1	0	0	0	0	0	0	51
08:45	6	39	26	0	9	0	0	4	0	0	0	0	0	0	84
	12	102	55	2	32	0	0	9	0	0	0	0	0	1	213
09:00	5	34	16	0	8	1	0	0	0	0	0	0	0	2	66
09:15	10	40	17	0	10	1	0	6	0	0	0	0	0	1	85
09:30	5	35	13	1	12	1	0	3	0	0	0	0	0	2	72
09:45	5	54	27	1	5	0	0	5	0	0	0	0	0	0	97
	25	163	73	2	35	3	0	14	0	0	0	0	0	5	320
10:00	2	52	23	0	13	0	0	3	0	0	0	0	0	0	93
10:15	5	46	20	0	21	0	0	4	0	0	0	0	0	1	97
10:30	7	66	26	0	11	0	0	7	0	0	0	0	0	2	119
10:45	5	61	25	0	18	1	0	6	0	0	0	0	1	0	117
	19	225	94	0	63	1	0	20	0	0	0	0	1	3	426
11:00	7	73	29	2	10	0	0	4	1	0	0	0	0	4	130
11:15	4	50	28	3	7	0	0	1	0	0	0	0	0	3	96
11:30	5	43	27	1	14	0	0	8	0	0	0	0	0	0	98
11:45	3	55	21	1	14	1	0	8	0	0	0	0	0	1	104
	19	221	105	7	45	1	0	21	1	0	0	0	0	8	428
Total	91	872	401	15	217	5	0	71	3	0	0	0	1	18	1694
Percent	5.4%	51.5%	23.7%	0.9%	12.8%	0.3%	0.0%	4.2%	0.2%	0.0%	0.0%	0.0%	0.1%	1.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	59	25	0	14	0	0	4	0	0	0	0	0	0	104
12:15	3	75	38	1	5	0	0	2	0	0	0	0	0	0	124
12:30	1	48	26	0	11	0	0	3	0	0	0	0	0	0	89
12:45	6	73	26	0	24	0	0	4	0	0	0	0	0	1	134
	12	255	115	1	54	0	0	13	0	0	0	0	0	1	451
13:00	0	51	25	1	11	0	0	2	0	0	0	0	0	0	90
13:15	6	64	33	0	14	1	0	3	0	0	0	0	0	0	121
13:30	3	66	31	0	14	0	0	1	0	0	0	0	0	1	116
13:45	1	54	19	0	13	0	0	3	0	0	0	0	0	0	90
	10	235	108	1	52	1	0	9	0	0	0	0	0	1	417
14:00	5	54	25	1	10	0	0	2	0	0	0	0	0	1	98
14:15	2	64	15	0	15	0	0	1	0	0	0	1	0	2	100
14:30	0	62	31	0	16	0	0	1	0	0	0	0	0	0	110
14:45	1	53	24	1	14	0	0	4	0	0	0	0	0	0	97
	8	233	95	2	55	0	0	8	0	0	0	1	0	3	405
15:00	4	47	21	0	8	0	0	1	0	0	0	0	0	0	81
15:15	0	44	18	1	8	0	0	3	0	0	0	0	0	0	74
15:30	2	51	23	0	7	0	0	1	0	0	0	0	0	0	84
15:45	2	40	18	1	8	0	0	1	1	0	0	0	0	0	71
	8	182	80	2	31	0	0	6	1	0	0	0	0	0	310
16:00	2	41	13	1	8	0	0	2	0	0	0	0	0	0	67
16:15	2	46	21	0	10	0	0	3	0	0	0	0	0	0	82
16:30	0	40	21	0	10	0	0	0	0	0	0	0	0	0	71
16:45	3	54	23	0	8	0	0	0	0	0	0	0	0	0	88
	7	181	78	1	36	0	0	5	0	0	0	0	0	0	308
17:00	1	37	15	1	7	0	0	1	0	0	0	0	0	0	62
17:15	0	31	19	0	7	1	0	2	0	0	0	0	0	1	61
17:30	3	31	16	0	10	0	0	2	0	0	0	0	0	0	62
17:45	1	30	10	0	6	0	0	3	0	0	0	0	0	0	50
	5	129	60	1	30	1	0	8	0	0	0	0	0	1	235
18:00	1	23	11	0	3	0	0	2	0	0	0	0	0	1	41
18:15	0	37	17	0	8	0	0	2	0	0	0	0	0	0	64
18:30	0	21	14	0	8	0	0	2	0	0	0	0	0	0	45
18:45	0	14	14	0	7	0	1	0	0	0	0	0	0	0	36
	1	95	56	0	26	0	1	6	0	0	0	0	0	1	186
19:00	0	19	17	0	5	0	0	2	0	0	0	0	0	0	43
19:15	0	19	11	0	9	0	0	2	0	0	0	0	0	1	42
19:30	1	20	6	0	7	0	0	1	0	0	0	0	0	0	35
19:45	0	18	13	0	3	0	0	0	1	0	0	0	0	0	35
	1	76	47	0	24	0	0	5	1	0	0	0	0	1	155
20:00	1	16	12	0	1	0	0	0	0	0	0	0	0	0	30
20:15	0	20	6	0	4	0	0	2	1	0	0	0	0	0	33
20:30	0	11	8	0	3	0	0	0	0	0	0	0	0	0	22
20:45	0	13	6	0	3	0	0	1	0	0	0	0	0	0	23
	1	60	32	0	11	0	0	3	1	0	0	0	0	0	108
21:00	0	10	10	0	5	0	0	0	0	0	0	0	0	0	25
21:15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
21:30	0	6	3	0	3	0	0	0	0	0	0	0	0	0	12
21:45	0	12	6	0	4	0	0	0	0	0	0	0	0	0	22
	0	42	22	0	13	0	0	0	0	0	0	0	0	0	77
22:00	0	10	4	0	2	0	0	0	1	0	0	0	0	0	17
22:15	1	6	5	0	2	0	0	0	0	0	0	0	0	0	14
22:30	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	1	25	11	1	4	0	0	0	1	0	0	0	0	0	43
23:00	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
23:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
23:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
	0	16	8	0	3	0	0	0	0	0	0	0	0	0	27
Total	54	1529	712	9	339	2	1	63	4	0	0	1	0	8	2722
Percent	2.0%	56.2%	26.2%	0.3%	12.5%	0.1%	0.0%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	
Grand Total	446	9775	4739	135	2851	121	15	564	124	8	3	4	1	127	18913
Percent	2.4%	51.7%	25.1%	0.7%	15.1%	0.6%	0.1%	3.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
	0	8	1	0	0	0	0	0	1	0	0	0	0	0	10
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
03:15	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
03:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	4	0	2	0	0	1	1	0	0	0	0	0	12
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	3	1	0	1	0	0	0	0	0	0	0	0	1	6
	0	6	3	1	1	0	0	0	0	0	0	0	0	1	12
05:00	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
05:15	0	3	4	0	2	0	0	0	0	0	0	0	0	0	9
05:30	0	10	2	0	2	0	0	3	0	0	0	0	0	0	17
05:45	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
	0	26	9	1	6	0	0	3	0	0	0	0	0	0	45
06:00	0	7	1	1	1	0	0	0	0	0	0	0	0	0	10
06:15	0	5	3	0	6	0	0	1	0	0	0	0	0	0	15
06:30	0	17	6	0	6	0	0	0	0	0	0	0	0	0	29
06:45	0	21	5	0	9	0	0	0	0	0	0	0	0	0	35
	0	50	15	1	22	0	0	1	0	0	0	0	0	0	89
07:00	0	20	17	0	6	0	0	2	0	0	0	0	0	0	45
07:15	0	38	10	0	6	0	0	3	0	0	0	0	0	0	57
07:30	0	48	13	1	5	0	0	3	0	0	0	0	0	0	70
07:45	0	36	14	0	7	0	0	2	0	0	0	0	0	0	59
	0	142	54	1	24	0	0	10	0	0	0	0	0	0	231
08:00	0	41	23	1	6	0	0	2	0	0	0	0	0	0	73
08:15	0	29	19	0	14	0	0	9	0	0	0	0	0	0	71
08:30	1	18	22	0	10	0	0	2	0	0	0	0	0	0	53
08:45	0	15	12	2	9	0	0	4	0	0	0	0	0	0	42
	1	103	76	3	39	0	0	17	0	0	0	0	0	0	239
09:00	2	28	16	1	13	0	0	3	0	0	0	0	0	0	63
09:15	1	29	15	2	16	0	0	1	0	0	0	0	0	0	64
09:30	0	43	26	0	7	1	0	2	1	0	0	0	0	0	80
09:45	0	40	13	2	12	0	0	2	0	0	0	0	0	0	69
	3	140	70	5	48	1	0	8	1	0	0	0	0	0	276
10:00	1	40	21	0	14	0	0	4	0	0	0	0	0	0	80
10:15	1	36	13	1	9	0	0	1	0	0	0	0	0	0	61
10:30	0	45	28	2	17	0	0	1	1	0	0	0	0	0	94
10:45	0	32	15	4	10	0	0	1	0	0	0	0	0	0	62
	2	153	77	7	50	0	0	7	1	0	0	0	0	0	297
11:00	0	44	16	2	6	1	0	5	1	0	0	0	0	0	75
11:15	1	40	18	2	9	1	0	6	0	0	0	0	0	0	77
11:30	1	36	22	0	13	1	0	2	0	0	0	0	0	0	75
11:45	0	40	23	0	6	1	0	4	0	0	0	0	0	0	74
	2	160	79	4	34	4	0	17	1	0	0	0	0	0	301
Total	8	805	392	23	226	5	0	64	5	0	0	0	0	1	1529
Percent	0.5%	52.6%	25.6%	1.5%	14.8%	0.3%	0.0%	4.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	41	23	1	9	0	0	3	0	0	0	0	0	0	78
12:15	1	41	9	0	12	0	0	2	3	0	0	0	0	0	68
12:30	0	44	15	1	3	0	0	8	0	0	0	0	0	0	71
12:45	0	45	12	1	4	0	0	4	0	0	0	0	0	0	66
	2	171	59	3	28	0	0	17	3	0	0	0	0	0	283
13:00	0	41	21	0	8	0	0	2	0	0	0	0	0	0	72
13:15	0	53	17	0	6	0	0	0	0	0	0	0	0	0	76
13:30	0	46	24	1	5	0	0	4	0	0	0	0	0	0	80
13:45	0	45	14	1	8	0	0	6	0	0	0	0	0	0	74
	0	185	76	2	27	0	0	12	0	0	0	0	0	0	302
14:00	0	51	18	2	4	0	0	2	0	0	0	0	0	0	77
14:15	1	47	12	2	7	1	0	5	0	0	0	0	0	1	76
14:30	0	63	15	2	4	0	0	2	0	0	0	0	0	0	86
14:45	1	55	29	0	5	1	0	5	0	0	0	0	0	0	96
	2	216	74	6	20	2	0	14	0	0	0	0	0	1	335
15:00	0	54	15	0	9	0	0	5	0	0	0	0	0	0	83
15:15	0	61	15	2	10	1	0	2	0	0	0	0	0	1	92
15:30	1	59	19	1	14	0	0	1	0	0	0	0	0	1	96
15:45	2	62	25	0	12	0	0	6	0	1	0	0	0	0	108
	3	236	74	3	45	1	0	14	0	1	0	0	0	2	379
16:00	2	64	27	1	10	1	0	0	0	0	0	0	0	0	105
16:15	2	76	34	1	15	1	0	3	1	0	0	0	0	0	133
16:30	1	69	30	1	11	0	0	1	0	0	0	0	0	0	113
16:45	4	62	25	1	10	0	0	1	0	0	0	0	0	0	103
	9	271	116	4	46	2	0	5	1	0	0	0	0	0	454
17:00	7	97	38	0	14	1	0	5	0	0	0	0	0	2	164
17:15	2	74	40	2	15	0	0	3	0	0	0	0	0	0	136
17:30	6	76	42	2	11	1	0	4	0	0	0	0	0	0	142
17:45	1	55	21	0	14	0	0	1	0	0	0	0	0	0	92
	16	302	141	4	54	2	0	13	0	0	0	0	0	2	534
18:00	3	44	27	0	14	1	0	0	0	0	0	0	0	0	89
18:15	1	40	20	0	8	0	0	3	0	0	0	0	0	0	72
18:30	0	39	20	0	6	0	0	1	0	0	0	0	0	0	66
18:45	0	24	12	0	4	0	0	2	0	0	0	0	0	0	42
	4	147	79	0	32	1	0	6	0	0	0	0	0	0	269
19:00	1	32	12	0	1	0	0	2	0	0	0	0	0	0	48
19:15	1	22	18	0	6	0	0	0	1	0	0	0	0	0	48
19:30	0	18	17	0	2	0	0	3	0	0	0	0	0	0	40
19:45	4	23	11	0	5	0	0	1	0	0	0	0	0	1	45
	6	95	58	0	14	0	0	6	1	0	0	0	0	1	181
20:00	1	22	17	1	3	0	0	1	0	0	0	0	0	1	46
20:15	0	25	9	0	8	0	0	1	0	0	0	0	0	0	43
20:30	0	25	16	0	3	0	0	3	0	0	0	0	0	0	47
20:45	0	20	11	0	3	0	0	0	0	0	0	0	0	0	34
	1	92	53	1	17	0	0	5	0	0	0	0	0	1	170
21:00	0	19	13	0	2	0	0	1	0	0	0	0	0	0	35
21:15	0	18	10	0	5	0	0	0	0	0	0	0	0	0	33
21:30	0	17	12	0	1	0	0	2	0	0	0	0	0	0	32
21:45	0	17	10	0	3	0	0	0	0	0	0	0	0	0	30
	0	71	45	0	11	0	0	3	0	0	0	0	0	0	130
22:00	0	25	9	0	0	0	0	0	0	0	0	0	0	0	34
22:15	0	15	2	0	3	0	0	0	0	0	0	0	0	0	20
22:30	0	12	3	0	0	0	0	2	0	0	0	0	0	0	17
22:45	0	14	3	1	1	0	0	0	0	0	0	0	0	0	19
	0	66	17	1	4	0	0	2	0	0	0	0	0	0	90
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
23:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
	0	19	14	0	1	0	0	0	0	0	0	0	0	0	34
Total	43	1871	806	24	299	8	0	97	5	1	0	0	0	7	3161
Percent	1.4%	59.2%	25.5%	0.8%	9.5%	0.3%	0.0%	3.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
00:15	0	2	3	0	0	0	0	1	0	0	0	0	0	0	6
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	6	1	1	0	0	1	0	0	0	0	0	0	16
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
03:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	5	4	0	2	0	0	0	1	0	0	0	0	0	12
04:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
04:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
04:45	0	3	1	1	1	0	0	1	0	0	0	0	0	0	7
	0	5	5	1	1	0	0	2	1	0	0	0	0	0	15
05:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
05:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	5	2	0	2	0	0	1	0	0	0	0	0	0	10
05:45	0	4	2	1	2	0	0	0	0	0	0	0	0	0	9
	0	16	10	1	5	0	0	1	0	0	0	0	0	0	33
06:00	0	10	1	1	2	0	0	1	0	0	0	0	0	0	15
06:15	0	3	3	0	5	0	0	0	1	0	0	0	0	0	12
06:30	0	10	5	0	7	0	0	2	1	0	0	0	0	0	25
06:45	0	18	7	0	4	2	0	2	1	0	0	0	0	0	34
	0	41	16	1	18	2	0	5	3	0	0	0	0	0	86
07:00	0	27	7	0	5	0	0	2	0	0	0	0	0	0	41
07:15	0	28	15	0	8	0	0	2	0	0	0	0	0	0	53
07:30	2	37	13	0	8	1	0	2	0	0	0	0	0	0	63
07:45	0	36	14	0	8	0	0	4	1	0	0	0	0	0	63
	2	128	49	0	29	1	0	10	1	0	0	0	0	0	220
08:00	0	30	17	1	13	0	0	3	0	0	0	0	0	0	64
08:15	0	16	21	1	16	1	0	2	1	0	0	0	0	0	58
08:30	5	25	20	1	4	0	0	4	2	0	0	0	0	0	61
08:45	4	25	17	2	9	0	0	1	0	0	0	0	0	0	58
	9	96	75	5	42	1	0	10	3	0	0	0	0	0	241
09:00	0	24	22	0	12	0	0	2	1	0	0	0	0	0	61
09:15	2	31	16	0	8	2	0	3	0	0	0	0	0	0	62
09:30	1	30	24	0	4	1	1	1	1	0	0	0	0	0	63
09:45	0	30	14	0	10	0	0	4	0	0	0	0	0	0	58
	3	115	76	0	34	3	1	10	2	0	0	0	0	0	244
10:00	0	30	28	1	10	0	0	2	1	1	0	0	0	0	73
10:15	1	43	13	0	7	0	0	3	2	0	0	0	0	0	69
10:30	0	44	19	2	11	1	0	0	0	0	0	0	0	0	77
10:45	0	42	20	0	11	1	0	6	1	0	0	0	0	0	81
	1	159	80	3	39	2	0	11	4	1	0	0	0	0	300
11:00	1	41	26	0	15	1	0	3	0	0	0	0	0	0	87
11:15	1	39	23	1	11	0	0	3	0	0	0	0	0	0	78
11:30	1	31	32	1	8	1	0	0	0	0	0	0	0	0	74
11:45	0	38	29	2	8	1	0	1	2	0	0	0	0	0	81
	3	149	110	4	42	3	0	7	2	0	0	0	0	0	320
Total	18	732	436	16	213	12	1	57	17	1	0	0	0	0	1503
Percent	1.2%	48.7%	29.0%	1.1%	14.2%	0.8%	0.1%	3.8%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
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512-832-8650

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SH 16 - Northbound & Southbound
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Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	49	22	3	6	0	0	3	0	0	0	0	0	0	83
12:15	0	42	22	0	15	0	0	3	1	0	0	0	0	0	83
12:30	2	50	24	0	10	1	0	7	0	0	0	0	0	0	94
12:45	1	45	29	1	9	0	0	5	0	0	0	0	0	0	90
	3	186	97	4	40	1	0	18	1	0	0	0	0	0	350
13:00	2	50	21	0	10	1	0	3	1	0	0	0	0	1	89
13:15	0	49	27	1	17	0	0	5	0	0	0	0	0	1	100
13:30	0	53	22	0	16	0	0	3	0	0	0	0	0	0	94
13:45	0	60	6	1	3	0	0	1	0	0	0	0	0	0	71
	2	212	76	2	46	1	0	12	1	0	0	0	0	2	354
14:00	0	85	2	1	2	0	0	1	0	0	0	0	0	0	91
14:15	0	79	1	0	3	0	0	2	0	0	0	0	0	0	85
14:30	0	93	2	0	1	0	0	0	0	0	0	0	0	0	96
14:45	0	102	0	0	1	0	0	0	0	0	0	0	0	0	103
	0	359	5	1	7	0	0	3	0	0	0	0	0	0	375
15:00	0	98	0	0	0	0	0	0	0	0	0	0	0	0	98
15:15	0	113	3	0	0	0	0	0	0	0	0	0	0	0	116
15:30	1	100	3	0	1	0	0	0	0	0	0	0	0	0	105
15:45	0	103	3	0	0	0	0	0	0	0	0	0	0	0	106
	1	414	9	0	1	0	0	0	0	0	0	0	0	0	425
16:00	1	117	0	0	1	0	0	0	0	0	0	0	0	0	119
16:15	1	122	2	1	0	0	0	1	0	0	0	0	0	0	127
16:30	0	98	20	0	7	0	0	2	0	0	0	0	0	0	127
16:45	2	80	31	1	6	0	0	2	0	0	1	0	0	2	125
	4	417	53	2	14	0	0	5	0	0	1	0	0	2	498
17:00	4	92	31	0	13	1	0	6	0	0	0	0	0	1	148
17:15	6	70	24	0	16	0	0	4	0	0	0	0	0	0	120
17:30	0	68	33	0	12	0	0	1	0	0	0	0	0	1	115
17:45	4	73	35	0	12	0	0	2	0	0	0	0	0	1	127
	14	303	123	0	53	1	0	13	0	0	0	0	0	3	510
18:00	6	54	33	0	16	0	0	1	0	0	0	0	0	2	112
18:15	10	55	30	1	3	1	0	0	0	0	0	0	0	3	103
18:30	0	51	28	1	13	0	0	6	0	0	0	1	0	0	100
18:45	4	46	21	0	7	0	0	6	0	0	0	0	0	0	84
	20	206	112	2	39	1	0	13	0	0	0	1	0	5	399
19:00	3	34	26	1	6	0	0	0	0	0	0	0	0	0	70
19:15	4	42	18	0	10	0	0	1	0	0	0	0	0	0	75
19:30	1	49	19	0	10	0	0	1	0	0	0	0	0	1	81
19:45	0	42	16	0	2	0	0	1	0	0	0	0	0	0	61
	8	167	79	1	28	0	0	3	0	0	0	0	0	1	287
20:00	2	27	16	0	4	0	0	2	0	0	0	0	0	0	51
20:15	10	34	18	1	7	0	0	0	0	0	0	0	0	0	70
20:30	1	34	21	0	4	0	0	0	0	0	0	0	0	0	60
20:45	0	26	16	0	6	0	0	2	0	0	0	0	0	0	50
	13	121	71	1	21	0	0	4	0	0	0	0	0	0	231
21:00	0	33	15	0	3	0	0	1	0	0	0	0	0	0	52
21:15	0	23	14	0	0	0	1	0	0	0	0	0	0	0	38
21:30	0	28	18	0	2	0	0	0	0	0	0	0	0	0	48
21:45	0	15	10	1	1	0	0	0	0	0	0	0	0	0	27
	0	99	57	1	6	0	1	1	0	0	0	0	0	0	165
22:00	0	24	16	0	5	0	0	0	0	0	0	0	0	1	46
22:15	0	21	7	0	4	0	0	0	0	0	0	0	0	1	33
22:30	0	19	16	1	0	0	0	0	0	0	0	0	0	0	36
22:45	0	34	8	0	2	0	0	2	0	0	0	0	0	0	46
	0	98	47	1	11	0	0	2	0	0	0	0	0	2	161
23:00	0	14	5	0	5	0	0	0	0	0	0	0	0	0	24
23:15	0	16	10	0	1	0	0	0	0	0	0	0	0	0	27
23:30	2	13	6	0	1	0	0	0	0	0	0	0	0	0	22
23:45	0	6	5	0	3	0	0	0	0	0	0	0	0	0	14
	2	49	26	0	10	0	0	0	0	0	0	0	0	0	87
Total	67	2631	755	15	276	4	1	74	2	0	1	1	0	15	3842
Percent	1.7%	68.5%	19.7%	0.4%	7.2%	0.1%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	12	5	0	2	0	0	0	0	0	0	0	0	0	19
00:15	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
00:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	4	1	0	3	0	0	0	0	0	0	0	0	0	8
	0	26	10	0	7	0	0	0	0	0	0	0	0	0	43
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	0	0	2	0	1	0	0	0	1	0	0	0	0	0	4
04:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:15	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	3	1	1	0	0	0	0	0	0	0	0	0	11
05:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	4	1	2	0	0	0	0	0	0	0	0	0	17
06:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
06:15	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
06:30	0	5	7	0	3	0	0	0	1	0	0	0	0	0	16
06:45	0	7	3	0	1	0	0	1	0	0	0	0	0	0	12
	0	16	10	1	6	0	0	1	1	0	0	0	0	0	35
07:00	0	7	6	0	2	0	0	0	0	0	0	0	0	0	15
07:15	0	10	4	0	2	0	0	2	0	0	0	0	0	0	18
07:30	0	12	8	0	3	0	0	1	0	0	0	0	0	0	24
07:45	0	12	15	0	3	0	0	1	0	0	0	0	0	0	31
	0	41	33	0	10	0	0	4	0	0	0	0	0	0	88
08:00	1	24	13	0	0	0	0	2	0	0	0	0	0	0	40
08:15	2	30	22	0	8	0	0	2	0	0	0	0	0	3	67
08:30	3	23	15	0	3	0	0	5	0	0	0	0	0	0	49
08:45	0	17	11	0	6	0	0	2	0	0	0	0	0	0	36
	6	94	61	0	17	0	0	11	0	0	0	0	0	3	192
09:00	4	25	12	1	8	0	0	2	1	0	0	0	0	2	55
09:15	0	24	21	0	7	0	0	2	0	0	0	0	0	0	54
09:30	1	37	20	0	4	0	0	3	0	0	0	0	0	0	65
09:45	2	40	15	0	1	0	0	1	0	0	0	0	0	1	60
	7	126	68	1	20	0	0	8	1	0	0	0	0	3	234
10:00	0	37	25	0	6	0	0	1	0	0	0	0	0	0	69
10:15	1	43	16	1	9	0	0	3	0	0	0	0	0	0	73
10:30	3	34	24	0	11	0	0	0	0	0	0	0	0	0	72
10:45	1	37	15	2	3	0	0	2	0	0	0	0	0	1	61
	5	151	80	3	29	0	0	6	0	0	0	0	0	1	275
11:00	0	39	21	0	6	0	0	2	0	0	0	0	0	0	68
11:15	0	37	20	0	9	0	0	1	0	0	0	0	0	0	67
11:30	1	54	21	1	4	1	0	1	0	0	0	0	0	0	83
11:45	2	38	23	0	4	0	0	2	0	0	0	0	0	1	70
	3	168	85	1	23	1	0	6	0	0	0	0	0	1	288
Total	21	651	360	8	116	1	0	36	4	0	0	0	0	8	1205
Percent	1.7%	54.0%	29.9%	0.7%	9.6%	0.1%	0.0%	3.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	46	16	1	10	0	0	1	0	0	0	0	0	0	74
12:15	1	73	13	0	6	0	0	2	0	0	0	0	0	0	95
12:30	0	70	1	0	1	0	0	0	0	0	0	0	0	0	72
12:45	0	61	2	0	0	0	0	0	0	0	0	0	0	0	63
	1	250	32	1	17	0	0	3	0	0	0	0	0	0	304
13:00	0	69	0	1	0	0	0	0	0	0	0	0	0	0	70
13:15	0	66	0	0	0	0	0	0	0	0	0	0	0	0	66
13:30	0	76	2	0	0	0	0	0	0	0	0	0	0	0	78
13:45	0	72	1	0	0	0	0	0	0	0	0	0	0	0	73
	0	283	3	1	0	0	0	0	0	0	0	0	0	0	287
14:00	0	87	1	0	0	0	0	0	0	0	0	0	0	0	88
14:15	0	72	2	0	1	0	0	0	0	0	0	0	0	0	75
14:30	0	82	1	0	1	0	0	0	0	0	0	0	0	0	84
14:45	1	84	0	0	0	0	0	0	0	0	0	0	0	0	85
	1	325	4	0	2	0	0	0	0	0	0	0	0	0	332
15:00	0	79	0	0	0	0	0	0	0	0	0	0	0	0	79
15:15	0	71	3	0	1	0	0	0	0	0	0	0	0	0	75
15:30	0	90	1	0	1	0	0	0	0	0	0	0	0	0	92
15:45	0	65	1	1	0	0	0	0	0	0	0	0	0	0	67
	0	305	5	1	2	0	0	0	0	0	0	0	0	0	313
16:00	0	79	0	0	0	0	0	0	0	0	0	0	0	0	79
16:15	0	79	0	0	0	0	0	0	0	0	0	0	0	0	79
16:30	1	74	3	1	1	0	0	1	0	0	0	0	0	0	81
16:45	1	70	15	0	8	0	0	1	0	0	0	0	0	0	95
	2	302	18	1	9	0	0	2	0	0	0	0	0	0	334
17:00	1	51	21	3	9	0	0	3	0	0	0	0	0	1	89
17:15	1	59	31	1	9	0	0	3	0	1	0	0	0	0	105
17:30	1	45	18	0	6	0	0	2	0	0	0	0	0	0	72
17:45	2	44	26	0	3	0	0	1	0	0	0	0	0	0	76
	5	199	96	4	27	0	0	9	0	1	0	0	0	1	342
18:00	0	44	19	0	5	0	0	1	0	0	0	0	0	0	69
18:15	0	58	15	2	6	0	0	4	0	0	0	0	0	0	85
18:30	7	44	19	1	6	0	0	1	0	0	0	0	0	1	79
18:45	3	29	15	0	6	0	0	1	0	0	0	0	0	1	55
	10	175	68	3	23	0	0	7	0	0	0	0	0	2	288
19:00	2	40	15	0	2	0	0	0	0	0	0	0	0	0	59
19:15	0	33	21	0	4	0	0	1	0	0	0	0	0	0	59
19:30	0	24	22	0	5	0	0	2	0	0	0	0	0	0	53
19:45	0	25	17	0	3	0	0	4	1	0	0	0	0	0	50
	2	122	75	0	14	0	0	7	1	0	0	0	0	0	221
20:00	4	30	17	0	8	0	0	1	1	0	0	0	0	0	61
20:15	0	30	18	0	6	0	0	1	0	0	0	0	0	0	55
20:30	0	29	19	1	5	0	0	0	0	0	0	0	0	0	54
20:45	1	21	9	0	6	0	0	0	0	0	0	0	0	0	37
	5	110	63	1	25	0	0	2	1	0	0	0	0	0	207
21:00	0	17	8	0	2	0	0	0	0	0	0	0	0	0	27
21:15	0	26	6	0	3	0	0	1	0	0	0	0	0	0	36
21:30	0	28	15	0	1	0	0	0	0	0	0	0	0	1	45
21:45	0	18	11	0	3	0	0	0	0	0	0	0	0	0	32
	0	89	40	0	9	0	0	1	0	0	0	0	0	1	140
22:00	0	26	13	0	2	0	0	1	0	0	0	0	0	0	42
22:15	0	18	6	0	1	0	0	3	0	0	0	0	0	0	28
22:30	0	14	10	0	1	0	0	0	0	0	0	0	0	0	25
22:45	0	24	13	0	2	0	0	0	0	0	0	0	0	0	39
	0	82	42	0	6	0	0	4	0	0	0	0	0	0	134
23:00	1	19	6	0	1	0	0	1	0	0	0	0	0	0	28
23:15	1	24	9	1	3	0	0	0	0	0	0	0	0	0	38
23:30	2	17	7	0	1	0	0	0	0	0	0	0	0	0	27
23:45	0	11	6	0	2	0	0	0	0	0	0	0	0	0	19
	4	71	28	1	7	0	0	1	0	0	0	0	0	0	112
Total	30	2313	474	13	141	0	0	36	2	1	0	0	0	4	3014
Percent	1.0%	76.7%	15.7%	0.4%	4.7%	0.0%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
00:15	0	6	5	0	2	0	0	0	0	0	0	0	0	0	13
00:30	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
00:45	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
	0	23	11	0	3	0	0	1	0	0	0	0	0	0	38
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	10	2	0	0	0	0	1	0	0	0	0	0	0	13
01:45	0	4	1	0	3	0	0	0	0	0	0	0	0	0	8
	0	20	6	0	3	0	0	1	0	0	0	0	0	0	30
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	8	1	0	0	0	0	1	0	0	0	0	0	0	10
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	8	3	0	0	0	0	1	0	0	0	0	0	0	12
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
06:30	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
06:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
	0	12	8	0	2	0	0	0	0	0	0	0	0	0	22
07:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
07:15	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
07:30	0	5	3	0	3	0	0	0	0	0	0	0	0	0	11
07:45	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
	0	33	14	0	5	0	0	0	0	0	0	0	0	0	52
08:00	2	13	4	0	3	0	0	1	0	0	0	0	0	0	23
08:15	1	17	12	0	3	0	0	0	0	0	0	0	0	0	33
08:30	1	15	16	0	4	0	0	0	0	0	0	0	0	0	36
08:45	0	20	7	0	2	1	0	2	0	0	0	0	0	0	32
	4	65	39	0	12	1	0	3	0	0	0	0	0	0	124
09:00	1	11	7	0	5	0	0	1	0	0	0	0	0	0	25
09:15	0	19	14	0	4	0	0	1	0	0	0	0	0	0	38
09:30	1	22	7	0	3	0	0	3	0	0	0	0	0	0	36
09:45	0	41	16	0	5	0	0	0	0	0	0	0	0	0	62
	2	93	44	0	17	0	0	5	0	0	0	0	0	0	161
10:00	1	25	10	0	11	0	0	0	0	0	0	0	0	0	47
10:15	3	38	8	0	9	0	0	1	0	0	0	0	0	0	59
10:30	0	36	14	0	1	0	0	3	0	0	0	0	0	0	54
10:45	0	30	15	0	7	0	0	1	0	0	0	0	0	0	53
	4	129	47	0	28	0	0	5	0	0	0	0	0	0	213
11:00	0	42	5	1	1	0	0	1	0	0	0	0	0	0	50
11:15	0	31	13	1	4	0	0	1	0	0	0	0	0	0	50
11:30	1	35	18	0	4	0	0	0	0	0	0	0	0	0	58
11:45	1	42	17	0	7	0	0	3	0	0	0	0	0	0	70
	2	150	53	2	16	0	0	5	0	0	0	0	0	0	228
Total	12	553	230	2	87	1	0	22	1	0	0	0	0	0	908
Percent	1.3%	60.9%	25.3%	0.2%	9.6%	0.1%	0.0%	2.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 5
Station ID:
SH 16 - Northbound & Southbound
southwest of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	49	14	0	5	0	0	4	0	0	0	0	0	1	73
12:15	0	62	0	0	0	0	0	0	0	0	0	0	0	0	62
12:30	0	65	1	0	0	0	0	0	0	0	0	0	0	0	66
12:45	0	67	0	0	0	0	0	0	0	0	0	0	0	0	67
	0	243	15	0	5	0	0	4	0	0	0	0	0	1	268
13:00	0	66	0	0	0	1	0	0	0	0	0	0	0	0	67
13:15	0	47	0	0	0	0	1	0	0	0	0	0	0	0	48
13:30	0	63	0	0	0	0	0	0	0	0	0	0	0	0	63
13:45	0	58	1	0	0	0	0	0	0	0	0	0	0	0	59
	0	234	1	0	0	1	1	0	0	0	0	0	0	0	237
14:00	0	68	0	0	0	0	0	0	0	0	0	0	0	0	68
14:15	0	70	0	0	0	0	0	0	0	0	0	0	0	0	70
14:30	0	64	0	0	1	0	0	0	0	0	0	0	0	0	65
14:45	0	58	0	0	0	0	0	0	0	0	0	0	0	0	58
	0	260	0	0	1	0	0	0	0	0	0	0	0	0	261
15:00	0	62	0	0	0	0	0	0	0	0	0	0	0	0	62
15:15	0	54	0	1	0	0	0	0	0	0	0	0	0	0	55
15:30	0	62	0	0	0	0	0	0	0	0	0	0	0	0	62
15:45	0	64	1	0	0	0	0	0	0	0	0	0	0	0	65
	0	242	1	1	0	0	0	0	0	0	0	0	0	0	244
16:00	0	82	0	0	0	0	0	0	0	0	0	0	0	0	82
16:15	0	68	0	0	0	0	0	0	0	0	0	0	0	0	68
16:30	0	70	0	0	0	0	0	0	0	0	0	0	0	0	70
16:45	0	71	0	0	0	0	0	0	0	0	0	0	0	0	71
	0	291	0	0	0	0	0	0	0	0	0	0	0	0	291
17:00	1	41	13	1	4	0	0	1	0	0	0	0	0	0	61
17:15	0	54	19	0	5	0	0	3	0	0	0	0	0	0	81
17:30	0	47	22	0	7	1	0	2	0	0	0	0	0	0	79
17:45	0	51	23	0	10	0	1	2	0	0	0	0	0	0	87
	1	193	77	1	26	1	1	8	0	0	0	0	0	0	308
18:00	0	33	16	1	2	0	0	2	0	0	0	0	0	0	54
18:15	0	31	25	0	4	0	0	1	0	0	0	0	0	0	61
18:30	0	42	14	1	2	0	0	1	0	0	0	0	0	0	60
18:45	0	25	12	1	5	0	0	1	0	0	0	0	0	0	44
	0	131	67	3	13	0	0	5	0	0	0	0	0	0	219
19:00	1	30	20	0	1	0	0	3	0	0	0	0	0	0	55
19:15	1	30	13	0	4	0	0	0	0	0	0	0	0	0	48
19:30	0	26	16	0	5	0	0	2	0	0	0	0	0	0	49
19:45	0	27	10	0	4	0	0	0	0	0	0	0	0	0	41
	2	113	59	0	14	0	0	5	0	0	0	0	0	0	193
20:00	1	19	11	0	5	0	0	2	0	0	0	0	0	0	38
20:15	0	28	14	0	3	1	0	0	0	0	0	0	0	1	47
20:30	0	24	11	0	2	0	0	0	0	0	0	0	0	0	37
20:45	0	13	7	0	0	0	0	0	0	0	0	0	0	0	20
	1	84	43	0	10	1	0	2	0	0	0	0	0	1	142
21:00	0	20	10	0	1	0	0	0	0	0	0	0	0	0	31
21:15	0	13	6	1	1	0	0	0	0	0	0	0	0	0	21
21:30	0	9	3	0	4	0	0	0	0	0	0	0	0	0	16
21:45	0	10	6	0	2	0	0	0	1	0	0	0	0	0	19
	0	52	25	1	8	0	0	0	1	0	0	0	0	0	87
22:00	0	12	7	0	2	0	0	0	0	0	0	0	0	0	21
22:15	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
22:30	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
22:45	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
	0	36	19	0	5	0	0	0	0	0	0	0	0	0	60
23:00	0	8	1	0	0	0	0	0	1	0	0	0	0	0	10
23:15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	21	5	0	1	0	0	0	1	0	0	0	0	0	28
Total	4	1900	312	6	83	3	2	24	2	0	0	0	0	2	2338
Percent	0.2%	81.3%	13.3%	0.3%	3.6%	0.1%	0.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	203	11456	3765	107	1441	34	4	410	38	3	1	1	0	37	17500
Percent	1.2%	65.5%	21.5%	0.6%	8.2%	0.2%	0.0%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.

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

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	4	0	0	1	0	0	0	0	0	0	1	0	0	6
00:15	0	5	1	0	1	0	0	1	0	0	0	0	0	0	8
00:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	11	2	0	3	0	0	1	0	0	0	1	0	0	18
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	3	0	0	1	0	0	1	0	0	0	0	0	0	5
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
	0	7	1	0	2	0	0	1	0	0	0	0	0	0	11
02:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
02:15	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
02:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
	0	6	0	0	0	0	0	2	3	0	0	0	0	0	11
03:00	0	1	0	0	0	0	0	0	1	0	1	0	0	0	3
03:15	0	1	0	0	3	0	0	0	0	0	1	0	0	0	5
03:30	0	2	2	0	0	0	0	0	0	0	1	0	0	0	5
03:45	0	1	1	0	1	0	0	0	1	0	0	0	0	0	4
	0	5	3	0	4	0	0	0	2	0	3	0	0	0	17
04:00	0	4	1	0	0	0	0	0	3	0	1	0	0	0	9
04:15	0	1	1	1	0	0	0	1	0	0	0	1	0	0	5
04:30	0	3	0	0	3	0	0	0	1	0	0	0	0	0	7
04:45	0	6	4	0	2	0	0	1	1	0	1	0	0	0	15
	0	14	6	1	5	0	0	2	5	0	2	1	0	0	36
05:00	0	2	1	0	4	0	0	0	1	0	1	0	0	0	9
05:15	0	10	0	1	0	0	0	2	1	0	0	0	0	0	14
05:30	0	5	3	0	2	0	0	0	0	0	0	1	0	0	11
05:45	0	14	5	1	3	0	0	0	2	0	0	0	0	0	25
	0	31	9	2	9	0	0	2	4	0	1	1	0	0	59
06:00	0	11	7	0	6	0	0	1	0	0	0	0	0	0	25
06:15	0	20	3	0	3	0	0	3	0	0	0	0	0	0	29
06:30	0	15	10	1	15	0	0	0	0	0	0	0	0	0	41
06:45	0	22	13	2	8	1	0	0	0	0	0	0	0	0	46
	0	68	33	3	32	1	0	4	0	0	0	0	0	0	141
07:00	0	34	12	2	12	0	0	1	4	0	0	0	0	0	65
07:15	0	58	19	2	14	1	0	4	1	1	0	0	0	0	100
07:30	1	74	27	0	21	1	0	7	3	0	0	0	0	0	134
07:45	2	80	21	0	28	0	0	0	1	0	0	0	0	1	133
	3	246	79	4	75	2	0	12	9	1	0	0	0	1	432
08:00	1	58	20	3	19	0	0	6	1	0	0	0	0	0	108
08:15	1	52	28	0	16	3	0	4	3	0	0	0	0	1	108
08:30	0	41	20	1	20	2	0	0	1	0	0	0	0	1	86
08:45	0	56	14	4	20	0	0	2	1	0	0	0	0	1	98
	2	207	82	8	75	5	0	12	6	0	0	0	0	3	400
09:00	1	48	21	2	17	0	0	5	1	0	0	0	1	0	96
09:15	0	61	17	0	21	0	0	3	2	0	0	0	0	1	105
09:30	0	67	21	1	23	0	0	3	1	0	0	1	0	0	117
09:45	1	60	25	2	19	1	0	8	1	0	0	0	0	0	117
	2	236	84	5	80	1	0	19	5	0	0	1	1	1	435
10:00	0	65	23	2	12	0	0	5	3	0	0	0	0	1	111
10:15	0	77	19	0	5	0	0	6	1	0	0	0	0	1	109
10:30	1	44	16	3	13	1	0	4	1	0	0	0	0	0	83
10:45	1	58	20	1	7	0	0	1	2	0	0	0	0	0	90
	2	244	78	6	37	1	0	16	7	0	0	0	0	2	393
11:00	0	59	20	0	8	0	0	1	0	0	0	0	0	1	89
11:15	0	66	24	0	5	0	0	4	1	0	0	0	0	1	101
11:30	0	73	29	0	11	0	1	2	0	0	0	0	0	2	118
11:45	2	82	21	0	4	2	0	3	2	0	0	0	0	1	117
	2	280	94	0	28	2	1	10	3	0	0	0	0	5	425
Total	11	1355	471	29	350	12	1	81	44	1	6	4	1	12	2378
Percent	0.5%	57.0%	19.8%	1.2%	14.7%	0.5%	0.0%	3.4%	1.9%	0.0%	0.3%	0.2%	0.0%	0.5%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	55	35	0	9	0	0	6	2	0	0	0	0	0	109
12:15	0	64	18	1	6	0	0	5	2	0	0	0	0	0	96
12:30	2	51	25	1	4	1	0	2	1	0	0	0	0	0	87
12:45	0	62	28	0	7	2	0	3	3	0	0	0	0	0	105
	4	232	106	2	26	3	0	16	8	0	0	0	0	0	397
13:00	3	50	26	0	11	0	0	2	4	0	0	0	0	0	96
13:15	3	44	22	0	10	1	0	2	2	1	0	0	0	0	85
13:30	1	57	9	0	6	0	0	5	5	0	0	0	0	2	85
13:45	1	41	16	1	5	5	0	1	3	0	0	0	0	2	75
	8	192	73	1	32	6	0	10	14	1	0	0	0	4	341
14:00	0	52	22	0	11	0	0	4	4	0	0	0	0	1	94
14:15	0	43	23	1	7	1	0	2	1	0	0	0	0	1	79
14:30	1	48	31	1	12	3	0	1	0	0	0	0	0	1	98
14:45	0	50	30	2	6	1	0	2	1	0	0	0	0	0	92
	1	193	106	4	36	5	0	9	6	0	0	0	0	3	363
15:00	0	68	30	0	8	1	1	7	2	0	0	0	0	0	117
15:15	0	65	23	1	6	1	0	1	0	0	0	0	0	0	97
15:30	2	64	16	1	9	1	0	0	1	0	0	0	0	1	95
15:45	0	55	22	0	7	1	0	3	0	1	0	0	0	0	89
	2	252	91	2	30	4	1	11	3	1	0	0	0	1	398
16:00	1	55	27	0	10	1	0	2	2	0	0	0	0	0	98
16:15	0	75	26	1	9	2	0	3	1	0	0	0	0	4	121
16:30	2	65	34	0	11	2	0	5	0	0	0	0	0	0	119
16:45	0	57	33	0	9	1	0	1	0	0	0	0	0	1	102
	3	252	120	1	39	6	0	11	3	0	0	0	0	5	440
17:00	1	66	24	0	12	1	0	2	2	0	0	0	0	1	109
17:15	0	64	18	0	4	4	0	1	0	0	0	0	0	0	91
17:30	2	64	26	1	4	1	1	2	1	0	0	0	0	0	102
17:45	0	71	27	0	3	0	0	0	1	0	0	0	0	1	103
	3	265	95	1	23	6	1	5	4	0	0	0	0	2	405
18:00	1	54	24	0	5	0	0	3	1	1	0	0	0	1	90
18:15	1	50	21	0	2	0	0	6	0	1	0	0	0	0	81
18:30	3	50	15	0	4	1	0	0	2	0	0	0	0	2	77
18:45	0	45	25	0	4	0	0	4	3	0	0	0	0	0	81
	5	199	85	0	15	1	0	13	6	2	0	0	0	3	329
19:00	1	43	20	0	9	1	0	0	0	0	0	0	0	1	75
19:15	3	46	15	0	5	3	0	1	1	0	0	0	0	1	75
19:30	3	43	16	1	6	3	0	0	1	1	0	0	0	0	74
19:45	1	46	13	0	2	1	0	1	2	0	0	0	0	2	68
	8	178	64	1	22	8	0	2	4	1	0	0	0	4	292
20:00	0	49	13	0	6	0	0	1	1	0	0	0	0	1	71
20:15	0	48	21	0	5	0	0	0	1	0	0	0	0	0	75
20:30	0	38	7	0	4	0	1	1	2	0	0	0	0	0	53
20:45	0	23	9	0	3	0	0	1	1	0	0	0	0	0	37
	0	158	50	0	18	0	1	3	5	0	0	0	0	1	236
21:00	0	46	21	0	1	0	0	0	1	0	0	0	0	0	69
21:15	0	30	10	0	1	0	0	1	0	0	0	0	0	0	42
21:30	0	16	7	0	0	0	0	0	1	0	2	0	0	0	26
21:45	0	28	10	0	2	0	0	2	0	0	0	0	0	0	42
	0	120	48	0	4	0	0	3	2	0	2	0	0	0	179
22:00	0	61	10	0	0	0	0	2	1	0	2	0	0	0	76
22:15	0	18	6	1	1	0	0	0	4	0	0	0	0	0	30
22:30	0	9	2	0	1	0	0	1	1	0	0	0	0	0	14
22:45	1	10	8	0	0	0	0	0	0	0	0	0	0	0	19
	1	98	26	1	2	0	0	3	6	0	2	0	0	0	139
23:00	0	6	14	1	3	0	0	1	3	0	0	0	0	0	28
23:15	0	7	4	0	2	0	0	2	0	0	0	0	0	0	15
23:30	0	5	1	0	2	0	0	1	1	0	0	0	0	0	10
23:45	0	2	2	0	1	0	0	0	1	0	0	0	0	0	6
	0	20	21	1	8	0	0	4	5	0	0	0	0	0	59
Total	35	2159	885	14	255	39	3	90	66	5	4	0	0	23	3578
Percent	1.0%	60.3%	24.7%	0.4%	7.1%	1.1%	0.1%	2.5%	1.8%	0.1%	0.1%	0.0%	0.0%	0.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	3	3	0	0	0	0	0	1	0	0	0	0	0	7
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	11	6	0	0	1	0	0	1	0	0	0	0	0	19
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	15	5	0	0	0	0	0	1	0	0	0	0	0	21
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
	0	6	3	0	0	0	0	0	1	0	0	0	0	0	10
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
03:30	0	0	2	0	0	0	0	0	2	0	0	0	0	0	4
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	5	0	1	0	0	0	2	0	0	0	0	0	11
04:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3
04:15	0	4	1	0	1	0	0	0	0	0	1	0	0	0	7
04:30	0	2	3	1	0	0	0	1	2	0	0	0	0	0	9
04:45	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
	0	11	7	1	2	0	0	1	4	0	2	0	0	0	28
05:00	0	6	3	0	0	0	0	0	4	0	1	0	0	0	14
05:15	0	4	3	1	1	1	0	1	4	0	0	0	0	0	15
05:30	0	10	4	0	1	0	0	0	1	0	0	1	0	0	17
05:45	0	10	4	0	1	1	0	0	1	0	0	0	0	0	17
	0	30	14	1	3	2	0	1	10	0	1	1	0	0	63
06:00	0	6	11	0	3	0	0	0	0	0	1	0	0	0	21
06:15	0	9	7	0	2	0	0	0	1	0	0	0	0	0	19
06:30	0	23	7	1	3	0	1	0	1	0	0	0	0	0	36
06:45	0	20	13	0	3	2	0	4	2	0	0	0	0	0	44
	0	58	38	1	11	2	1	4	4	0	1	0	0	0	120
07:00	0	34	22	0	2	1	0	5	1	0	0	0	0	1	66
07:15	1	34	32	1	7	0	1	0	2	0	0	0	0	3	81
07:30	0	81	33	0	8	0	0	2	1	0	0	0	0	2	127
07:45	0	71	36	1	6	2	0	3	3	0	0	0	0	1	123
	1	220	123	2	23	3	1	10	7	0	0	0	0	7	397
08:00	1	51	25	0	14	0	0	3	5	0	0	0	0	1	100
08:15	0	42	24	3	7	3	0	4	1	0	0	0	0	2	86
08:30	0	56	23	1	12	0	1	3	1	0	0	0	0	0	97
08:45	0	56	15	0	5	0	0	2	2	0	0	0	0	0	80
	1	205	87	4	38	3	1	12	9	0	0	0	0	3	363
09:00	0	53	17	0	7	2	0	2	1	0	0	0	0	0	82
09:15	2	58	19	2	10	4	1	3	0	0	0	1	1	3	104
09:30	2	41	20	2	4	2	1	2	4	0	0	0	0	1	79
09:45	2	69	26	0	6	0	0	2	3	0	0	0	0	1	109
	6	221	82	4	27	8	2	9	8	0	0	1	1	5	374
10:00	1	58	30	0	14	0	0	6	0	0	0	0	0	1	110
10:15	0	54	25	0	8	2	0	2	3	0	0	0	0	1	95
10:30	1	50	16	0	12	4	0	1	2	0	0	0	0	4	90
10:45	0	58	27	0	5	4	1	2	1	0	0	0	0	0	98
	2	220	98	0	39	10	1	11	6	0	0	0	0	6	393
11:00	3	60	37	2	8	2	0	2	3	0	0	0	0	3	120
11:15	9	78	28	0	8	2	0	3	4	0	0	0	0	3	135
11:30	3	106	34	0	15	2	1	5	1	1	0	0	1	3	172
11:45	1	73	26	0	9	2	0	3	3	0	0	0	0	1	118
	16	317	125	2	40	8	1	13	11	1	0	0	1	10	545
Total	26	1317	593	15	184	37	7	61	64	1	4	2	2	31	2344
Percent	1.1%	56.2%	25.3%	0.6%	7.8%	1.6%	0.3%	2.6%	2.7%	0.0%	0.2%	0.1%	0.1%	1.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	94	32	2	14	0	0	2	2	0	0	0	0	0	146
12:15	2	83	36	0	7	3	0	7	4	0	0	0	0	1	143
12:30	1	87	28	0	7	2	0	2	5	0	0	0	0	0	132
12:45	0	96	23	0	10	2	0	3	3	0	0	0	0	1	138
	3	360	119	2	38	7	0	14	14	0	0	0	0	2	559
13:00	1	64	44	2	13	1	0	4	2	0	0	0	0	0	131
13:15	0	93	18	1	11	0	0	4	0	0	0	1	0	0	128
13:30	0	84	27	1	3	3	0	3	2	1	0	0	1	1	126
13:45	4	64	30	0	10	1	0	5	3	0	0	0	0	2	119
	5	305	119	4	37	5	0	16	7	1	0	1	1	3	504
14:00	0	90	37	0	13	1	0	1	1	0	0	0	0	1	144
14:15	2	79	26	0	4	1	0	1	1	0	0	0	0	1	115
14:30	1	66	29	4	5	3	0	3	0	0	0	0	0	3	114
14:45	3	69	23	1	7	1	0	2	0	0	0	0	0	1	107
	6	304	115	5	29	6	0	7	2	0	0	0	0	6	480
15:00	4	77	29	1	8	1	0	3	1	0	0	0	0	3	127
15:15	2	71	29	1	8	1	0	2	1	0	0	1	0	2	118
15:30	1	77	35	0	9	1	0	5	0	0	0	0	0	0	128
15:45	1	84	39	1	15	4	0	7	2	0	0	0	0	1	154
	8	309	132	3	40	7	0	17	4	0	0	1	0	6	527
16:00	3	72	27	0	5	0	1	4	1	0	0	0	0	0	113
16:15	2	63	32	0	8	1	0	7	1	1	0	0	0	3	118
16:30	3	69	30	0	13	0	0	4	2	0	0	0	0	1	122
16:45	0	64	20	0	10	2	0	2	1	0	0	0	0	1	100
	8	268	109	0	36	3	1	17	5	1	0	0	0	5	453
17:00	0	63	33	0	6	0	0	3	2	0	0	0	0	0	107
17:15	1	80	26	0	9	0	0	1	1	0	0	0	0	1	119
17:30	0	72	27	1	6	0	1	1	2	0	0	0	0	0	110
17:45	2	58	20	1	4	0	0	3	2	0	0	0	0	3	93
	3	273	106	2	25	0	1	8	7	0	0	0	0	4	429
18:00	1	46	27	0	6	1	0	1	1	0	0	0	0	3	86
18:15	1	58	23	0	3	0	0	3	1	0	0	0	0	1	90
18:30	2	49	22	0	7	2	0	3	0	0	0	0	0	0	85
18:45	1	62	22	0	6	2	1	4	1	0	0	0	0	1	100
	5	215	94	0	22	5	1	11	3	0	0	0	0	5	361
19:00	1	37	14	0	4	0	0	2	0	0	0	0	0	0	58
19:15	1	42	18	0	5	0	0	2	2	0	0	0	0	0	70
19:30	1	65	30	1	5	3	1	1	1	0	0	0	0	0	108
19:45	0	56	12	0	2	1	0	2	1	0	0	0	0	3	77
	3	200	74	1	16	4	1	7	4	0	0	0	0	3	313
20:00	0	48	12	0	7	1	0	2	2	0	0	0	0	2	74
20:15	2	34	20	0	2	0	0	0	0	0	0	0	0	1	59
20:30	1	31	8	0	3	0	0	0	1	0	0	0	0	0	44
20:45	1	41	14	0	3	1	0	0	0	0	1	0	0	0	61
	4	154	54	0	15	2	0	2	3	0	1	0	0	3	238
21:00	0	35	8	0	1	0	0	2	0	0	0	0	1	0	47
21:15	0	23	8	0	2	0	0	0	0	0	0	0	0	0	33
21:30	0	111	20	0	4	0	2	0	0	0	0	0	0	2	139
21:45	0	40	10	0	4	2	0	0	0	0	0	0	0	0	56
	0	209	46	0	11	2	2	2	0	0	0	0	1	2	275
22:00	0	30	11	0	4	0	0	0	0	0	0	0	0	0	45
22:15	0	24	10	1	1	0	0	1	0	0	2	0	0	0	39
22:30	0	20	8	1	1	0	0	0	0	0	0	0	0	0	30
22:45	0	10	4	0	0	0	0	0	1	0	0	0	0	0	15
	0	84	33	2	6	0	0	1	1	0	2	0	0	0	129
23:00	0	22	6	0	3	0	0	0	1	0	0	0	0	0	32
23:15	0	11	3	0	0	0	0	1	0	0	0	0	0	0	15
23:30	0	33	14	0	2	0	0	0	1	0	0	0	0	1	51
23:45	0	24	7	0	2	0	0	0	0	0	0	0	0	0	33
	0	90	30	0	7	0	0	1	2	0	0	0	0	1	131
Total	45	2771	1031	19	282	41	6	103	52	2	3	2	2	40	4399
Percent	1.0%	63.0%	23.4%	0.4%	6.4%	0.9%	0.1%	2.3%	1.2%	0.0%	0.1%	0.0%	0.0%	0.9%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
00:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
00:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	6	2	0	1	1	0	0	2	0	0	0	0	0	12
	0	22	9	0	2	1	0	0	2	0	0	0	0	0	36
01:00	0	6	0	0	1	0	0	0	2	0	0	0	0	0	9
01:15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	2	2	0	0	0	0	0	2	0	0	0	0	0	6
	0	17	5	0	1	0	0	0	5	0	0	0	0	0	28
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
02:30	0	1	1	0	1	0	0	1	1	0	0	0	0	0	5
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	12	5	0	1	0	0	1	2	0	0	0	0	0	21
03:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
03:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:30	0	1	1	1	1	0	0	0	2	0	0	0	0	0	6
03:45	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7
	0	8	3	1	1	0	0	1	3	0	1	0	0	0	18
04:00	0	1	2	0	0	0	0	1	0	0	0	0	0	0	4
04:15	0	0	1	1	1	0	0	1	1	0	0	0	0	0	5
04:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:45	0	5	4	0	0	0	0	1	0	0	1	0	0	0	11
	0	8	7	1	2	0	0	3	1	0	1	0	0	0	23
05:00	0	5	3	0	1	0	0	0	1	0	2	0	0	0	12
05:15	0	4	4	0	0	0	0	0	4	0	0	0	0	0	12
05:30	0	4	2	0	0	0	0	1	0	0	0	0	0	0	7
05:45	0	4	7	0	0	0	0	0	3	0	0	0	0	0	14
	0	17	16	0	1	0	0	1	8	0	2	0	0	0	45
06:00	0	9	2	0	2	0	0	0	0	0	0	0	0	0	13
06:15	0	11	4	0	2	0	0	0	1	0	0	0	0	0	18
06:30	0	10	8	0	1	0	0	2	1	0	0	0	0	0	22
06:45	1	13	8	0	4	0	0	1	1	0	0	0	0	0	28
	1	43	22	0	9	0	0	3	3	0	0	0	0	0	81
07:00	0	17	14	0	3	0	0	1	1	0	0	0	0	0	36
07:15	0	19	16	0	3	0	0	1	1	0	0	0	0	0	40
07:30	1	35	12	0	10	0	0	6	0	0	0	0	0	0	64
07:45	0	24	17	0	1	1	0	1	1	0	0	0	0	0	45
	1	95	59	0	17	1	0	9	3	0	0	0	0	0	185
08:00	0	32	14	0	7	1	0	2	2	0	0	0	0	1	59
08:15	0	29	24	0	3	0	0	3	2	0	0	0	0	0	61
08:30	0	30	30	0	5	0	0	5	0	0	0	0	1	0	71
08:45	0	40	24	1	7	1	0	4	0	0	0	0	0	0	77
	0	131	92	1	22	2	0	14	4	0	0	0	1	1	268
09:00	0	35	16	0	5	1	0	1	2	0	0	0	0	0	60
09:15	0	56	16	0	7	1	0	1	1	0	0	0	0	3	85
09:30	0	45	29	1	6	0	0	0	1	0	0	0	0	0	82
09:45	1	67	22	0	4	1	0	3	1	1	0	0	0	2	102
	1	203	83	1	22	3	0	5	5	1	0	0	0	5	329
10:00	1	50	34	1	7	0	0	5	1	1	0	0	0	3	103
10:15	1	66	22	0	8	2	0	3	0	0	0	0	0	3	105
10:30	0	61	32	0	7	1	0	3	1	0	0	0	0	1	106
10:45	2	72	26	0	8	0	0	1	3	1	0	0	0	0	113
	4	249	114	1	30	3	0	12	5	2	0	0	0	7	427
11:00	0	52	24	0	6	0	0	2	1	0	0	1	0	0	86
11:15	0	65	27	0	11	1	0	0	0	0	0	0	0	3	107
11:30	2	68	30	1	6	0	0	0	1	0	0	0	0	1	109
11:45	5	72	37	0	10	0	0	2	1	0	0	0	0	3	130
	7	257	118	1	33	1	0	4	3	0	0	1	0	7	432
Total	14	1062	533	6	141	11	0	53	44	3	4	1	1	20	1893
Percent	0.7%	56.1%	28.2%	0.3%	7.4%	0.6%	0.0%	2.8%	2.3%	0.2%	0.2%	0.1%	0.1%	1.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	71	32	1	6	1	1	3	0	0	0	0	0	1	116
12:15	3	69	34	0	6	0	0	1	0	0	0	0	0	1	114
12:30	1	82	21	0	11	0	0	2	3	0	0	0	0	1	121
12:45	2	65	30	0	10	1	0	1	0	0	0	0	0	1	110
	6	287	117	1	33	2	1	7	3	0	0	0	0	4	461
13:00	0	73	34	0	3	1	0	2	2	0	0	0	0	2	117
13:15	2	86	20	0	2	0	0	1	1	0	1	0	0	2	115
13:30	2	81	34	0	8	1	0	1	1	0	0	0	0	1	129
13:45	2	77	33	0	5	0	0	3	0	0	0	0	0	1	121
	6	317	121	0	18	2	0	7	4	0	1	0	0	6	482
14:00	2	78	25	0	5	0	0	2	1	0	0	0	0	1	114
14:15	1	71	24	0	5	1	1	3	1	0	0	0	0	1	108
14:30	1	48	22	0	6	0	0	2	0	0	0	0	1	1	81
14:45	9	71	21	0	6	2	0	2	0	0	0	0	0	1	112
	13	268	92	0	22	3	1	9	2	0	0	0	1	4	415
15:00	1	79	25	0	2	0	0	2	1	0	0	0	0	0	110
15:15	1	75	33	1	1	0	0	1	0	0	0	0	0	1	113
15:30	0	59	15	0	1	0	1	3	0	0	0	0	0	0	79
15:45	1	71	18	0	3	0	0	2	0	0	0	1	0	0	96
	3	284	91	1	7	0	1	8	1	0	0	1	0	1	398
16:00	0	58	17	0	5	0	0	1	1	0	0	0	0	2	84
16:15	2	53	26	0	3	3	0	4	0	0	0	0	1	1	93
16:30	5	60	25	0	5	0	0	2	2	0	0	0	0	1	100
16:45	1	70	26	1	6	1	0	0	1	0	1	0	0	1	108
	8	241	94	1	19	4	0	7	4	0	1	0	1	5	385
17:00	1	86	22	0	3	0	0	4	1	0	0	0	0	1	118
17:15	1	70	32	0	10	1	0	2	0	0	0	0	0	1	117
17:30	1	78	24	0	3	0	0	1	0	0	1	0	0	2	110
17:45	2	55	23	0	5	0	0	0	0	0	0	0	0	1	86
	5	289	101	0	21	1	0	7	1	0	1	0	0	5	431
18:00	0	52	30	0	5	0	0	0	0	0	0	0	0	0	87
18:15	0	50	17	1	3	0	0	2	0	0	0	0	0	0	73
18:30	1	57	16	2	4	0	0	0	0	0	0	0	0	2	82
18:45	0	59	17	0	3	0	0	0	0	0	0	0	0	0	79
	1	218	80	3	15	0	0	2	0	0	0	0	0	2	321
19:00	0	64	15	0	3	0	1	0	0	0	0	0	0	1	84
19:15	0	45	11	0	2	0	0	0	0	0	0	0	0	1	59
19:30	0	40	14	0	6	0	0	1	1	0	0	0	0	0	62
19:45	1	35	11	0	2	1	0	0	1	0	0	0	0	0	51
	1	184	51	0	13	1	1	1	2	0	0	0	0	2	256
20:00	0	29	11	0	2	0	0	1	0	0	0	0	0	0	43
20:15	1	24	12	1	5	0	0	0	0	0	0	0	0	0	43
20:30	0	30	6	0	2	0	0	0	0	0	0	0	0	0	38
20:45	0	33	6	0	1	0	0	1	0	0	0	0	0	0	41
	1	116	35	1	10	0	0	2	0	0	0	0	0	0	165
21:00	1	53	15	0	2	0	0	0	0	0	0	0	0	1	72
21:15	1	93	22	0	5	0	0	0	0	0	0	0	0	1	122
21:30	0	57	15	0	4	0	0	1	1	0	0	0	0	0	78
21:45	0	24	9	0	2	0	0	0	2	0	0	0	0	0	37
	2	227	61	0	13	0	0	1	3	0	0	0	0	2	309
22:00	0	39	9	0	2	0	0	0	0	0	0	0	0	0	50
22:15	2	28	8	0	1	0	0	0	1	0	0	0	0	0	40
22:30	0	22	3	0	2	0	0	1	0	0	0	0	0	0	28
22:45	1	50	16	0	1	0	0	0	0	0	0	0	0	0	68
	3	139	36	0	6	0	0	1	1	0	0	0	0	0	186
23:00	2	50	10	2	2	1	0	0	0	0	0	0	0	1	68
23:15	0	22	7	1	3	0	0	0	0	0	0	0	0	0	33
23:30	0	10	4	0	1	0	0	0	1	0	0	0	0	0	16
23:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
	2	93	24	3	6	1	0	0	1	0	0	0	0	1	131
Total	51	2663	903	10	183	14	4	52	22	0	3	1	2	32	3940
Percent	1.3%	67.6%	22.9%	0.3%	4.6%	0.4%	0.1%	1.3%	0.6%	0.0%	0.1%	0.0%	0.1%	0.8%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	18	7	0	1	0	0	1	1	0	0	0	0	0	28
00:15	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
00:45	0	5	3	0	0	0	0	0	0	0	0	0	0	1	9
	1	36	16	0	1	0	0	1	1	0	0	0	0	1	57
01:00	0	10	5	0	0	0	0	0	1	0	0	0	0	0	16
01:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	5	1	0	1	0	0	1	0	0	0	0	0	0	8
01:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	19	11	0	1	0	0	1	1	0	0	0	0	0	33
02:00	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
	0	12	6	0	0	0	0	0	2	0	0	0	0	0	20
03:00	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
03:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	2	1	0	1	0	0	0	1	0	0	0	0	0	5
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	7	0	2	0	0	0	1	0	0	0	0	0	19
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
05:30	0	3	4	1	1	0	0	0	1	0	0	0	0	0	10
05:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
	0	12	9	1	2	0	0	0	1	0	0	0	0	0	25
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
06:30	0	10	6	0	2	0	0	1	2	0	0	0	0	0	21
06:45	0	9	7	0	1	0	0	1	0	0	0	0	0	0	18
	0	30	16	0	4	0	0	2	2	0	0	0	0	0	54
07:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
07:15	0	8	6	0	4	0	0	0	0	0	0	0	0	0	18
07:30	0	24	3	0	1	1	0	0	1	0	0	0	0	0	30
07:45	0	11	8	0	0	0	0	0	1	0	0	0	0	0	20
	0	49	18	0	7	1	0	0	2	0	0	0	0	0	77
08:00	0	15	8	0	2	2	0	2	0	0	0	0	0	0	29
08:15	0	33	9	0	1	0	0	0	0	0	0	0	0	0	43
08:30	0	27	13	0	2	0	0	1	1	0	0	0	0	0	44
08:45	0	48	13	0	4	0	0	1	1	0	0	0	0	0	67
	0	123	43	0	9	2	0	4	2	0	0	0	0	0	183
09:00	1	23	27	0	3	0	0	4	0	0	0	0	0	0	58
09:15	0	26	13	0	2	0	0	0	1	0	0	0	0	0	42
09:30	1	43	17	0	2	0	0	1	1	0	0	0	0	0	65
09:45	1	54	20	0	7	0	0	0	0	0	0	0	0	1	83
	3	146	77	0	14	0	0	5	2	0	0	0	0	1	248
10:00	0	46	17	0	4	0	0	1	1	0	0	0	0	0	69
10:15	1	54	19	0	6	0	0	1	0	0	0	0	0	1	82
10:30	0	66	14	1	4	0	0	0	1	0	0	0	0	0	86
10:45	4	52	14	0	5	1	0	3	4	0	0	0	0	0	83
	5	218	64	1	19	1	0	5	6	0	0	0	0	1	320
11:00	4	74	22	0	8	1	0	5	0	0	0	0	0	3	117
11:15	20	58	18	0	7	0	0	0	0	0	0	0	0	3	106
11:30	10	74	20	0	3	0	0	0	1	0	0	0	0	1	109
11:45	2	98	15	1	3	2	0	2	0	0	0	0	0	1	124
	36	304	75	1	21	3	0	7	1	0	0	0	0	8	456
Total	45	961	346	3	80	7	0	25	21	0	0	0	0	11	1499
Percent	3.0%	64.1%	23.1%	0.2%	5.3%	0.5%	0.0%	1.7%	1.4%	0.0%	0.0%	0.0%	0.0%	0.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	4	75	23	0	5	1	0	0	0	0	0	0	0	2	110
12:15	3	81	24	0	3	0	0	5	0	0	0	0	0	0	116
12:30	1	58	33	0	5	0	0	0	0	0	0	0	0	3	100
12:45	0	54	22	0	4	0	0	3	2	0	0	0	0	1	86
	8	268	102	0	17	1	0	8	2	0	0	0	0	6	412
13:00	0	83	29	1	4	1	1	1	2	0	0	0	0	2	124
13:15	4	64	22	0	1	0	0	1	0	0	0	0	0	0	92
13:30	5	74	27	1	6	1	0	0	0	0	0	0	0	4	118
13:45	0	70	10	0	2	0	1	4	1	0	0	0	0	1	89
	9	291	88	2	13	2	2	6	3	0	0	0	0	7	423
14:00	2	49	19	0	4	1	0	3	1	0	0	0	0	0	79
14:15	2	60	17	0	2	0	0	2	0	0	0	0	0	0	83
14:30	1	63	21	0	6	0	0	0	0	0	0	0	0	0	91
14:45	0	67	27	0	4	1	0	2	0	0	0	0	0	1	102
	5	239	84	0	16	2	0	7	1	0	0	0	0	1	355
15:00	2	60	21	0	5	0	0	1	1	0	0	0	0	0	90
15:15	1	61	26	0	5	1	1	2	2	0	0	0	0	0	99
15:30	1	49	29	0	3	0	0	1	0	0	0	0	0	0	83
15:45	1	46	21	0	7	0	0	3	0	0	0	0	0	2	80
	5	216	97	0	20	1	1	7	3	0	0	0	0	2	352
16:00	4	106	34	0	5	1	0	1	1	0	0	0	0	2	154
16:15	1	81	33	0	4	1	0	3	1	0	0	0	0	1	125
16:30	2	56	15	0	0	2	0	3	0	0	0	0	0	1	79
16:45	3	73	30	1	10	0	0	1	2	0	0	1	0	1	122
	10	316	112	1	19	4	0	8	4	0	0	1	0	5	480
17:00	0	55	16	0	1	1	0	3	2	0	0	0	0	2	80
17:15	2	58	20	0	3	1	1	2	0	0	0	0	0	1	88
17:30	1	66	23	1	6	1	0	5	1	0	0	0	0	0	104
17:45	0	93	41	0	2	0	0	1	2	0	0	0	0	2	141
	3	272	100	1	12	3	1	11	5	0	0	0	0	5	413
18:00	0	59	28	0	5	0	0	3	0	0	0	0	0	3	98
18:15	4	52	21	0	1	1	0	2	0	0	0	0	0	1	82
18:30	1	38	18	0	6	0	0	0	0	0	0	0	0	1	64
18:45	0	37	21	0	2	0	0	1	3	0	0	0	0	1	65
	5	186	88	0	14	1	0	6	3	0	0	0	0	6	309
19:00	0	30	11	0	2	1	0	1	0	0	0	0	0	0	45
19:15	0	30	13	0	3	0	0	0	0	0	0	0	0	1	47
19:30	1	29	10	0	2	0	0	0	2	0	0	0	0	0	44
19:45	0	27	11	0	5	2	0	0	0	0	0	0	0	3	48
	1	116	45	0	12	3	0	1	2	0	0	0	0	4	184
20:00	2	30	12	0	2	0	0	0	2	0	0	0	0	0	48
20:15	0	33	5	0	1	0	0	0	1	0	0	0	0	0	40
20:30	2	12	12	0	1	0	0	0	0	0	0	0	0	0	27
20:45	0	29	5	0	5	0	0	0	0	0	0	0	0	0	39
	4	104	34	0	9	0	0	0	3	0	0	0	0	0	154
21:00	0	19	6	0	2	0	0	3	3	0	0	0	0	0	33
21:15	1	17	12	0	0	0	0	0	0	0	0	0	0	0	30
21:30	0	11	12	0	0	0	0	1	1	0	0	0	0	1	26
21:45	0	20	3	0	3	0	0	0	0	0	0	0	0	0	26
	1	67	33	0	5	0	0	4	4	0	0	0	0	1	115
22:00	0	14	4	0	1	0	0	0	0	0	2	0	0	0	21
22:15	0	10	3	0	0	0	0	0	2	0	0	0	0	0	15
22:30	0	11	4	0	1	0	0	0	2	0	0	0	0	0	18
22:45	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
	0	40	14	0	3	0	0	0	4	0	2	0	0	0	63
23:00	0	10	3	0	1	0	0	0	2	0	0	0	0	0	16
23:15	0	8	3	0	0	0	0	0	1	0	0	0	0	0	12
23:30	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
23:45	0	3	3	0	0	0	0	0	1	0	0	0	0	0	7
	0	27	10	0	3	0	0	0	4	0	0	0	0	0	44
Total	51	2142	807	4	143	17	4	58	38	0	2	1	0	37	3304
Percent	1.5%	64.8%	24.4%	0.1%	4.3%	0.5%	0.1%	1.8%	1.2%	0.0%	0.1%	0.0%	0.0%	1.1%	
Grand Total	278	14430	5569	100	1618	178	25	523	351	12	26	11	8	206	23335
Percent	1.2%	61.8%	23.9%	0.4%	6.9%	0.8%	0.1%	2.2%	1.5%	0.1%	0.1%	0.0%	0.0%	0.9%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	2	2	1	1	0	0	1	0	0	0	0	0	0	7
00:15	0	2	0	4	1	0	0	2	0	0	0	0	0	0	9
00:30	0	3	2	1	0	0	0	1	0	0	0	0	0	0	7
00:45	0	3	1	1	0	0	0	1	0	0	0	0	0	0	6
	0	10	5	7	2	0	0	5	0	0	0	0	0	0	29
01:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:15	1	2	0	1	0	1	0	1	0	0	0	0	0	0	6
01:30	0	0	0	3	1	0	0	1	0	0	0	0	0	0	5
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	4	1	4	2	1	0	2	0	0	0	0	0	0	15
02:00	0	2	1	1	0	0	0	1	0	0	0	0	0	0	5
02:15	0	3	0	0	1	0	0	2	0	0	0	0	0	0	6
02:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	3	1	2	0	0	3	0	0	0	0	0	0	14
03:00	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	2	1	0	0	2	0	0	0	0	0	0	5
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	2	1	0	0	3	1	0	0	0	0	0	11
04:00	0	3	0	1	1	0	0	4	0	0	0	0	0	0	9
04:15	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
04:30	0	2	1	1	1	0	0	1	0	0	0	0	0	0	6
04:45	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
	0	16	1	3	3	0	0	6	0	0	0	0	0	0	29
05:00	0	3	1	1	1	0	0	1	0	0	0	0	0	0	7
05:15	0	4	1	0	1	0	0	1	0	0	0	0	0	0	7
05:30	0	9	0	0	4	0	0	1	0	0	0	0	0	0	14
05:45	0	9	3	0	3	0	0	1	0	0	0	0	0	0	16
	0	25	5	1	9	0	0	4	0	0	0	0	0	0	44
06:00	0	8	7	0	3	0	0	0	0	0	0	0	0	0	18
06:15	0	20	6	1	7	0	0	1	0	0	0	0	0	0	35
06:30	1	11	4	0	0	0	0	1	0	0	0	0	0	0	17
06:45	0	16	5	4	4	0	0	1	0	0	0	0	0	0	30
	1	55	22	5	14	0	0	3	0	0	0	0	0	0	100
07:00	0	17	5	1	4	0	0	1	0	0	0	0	0	0	28
07:15	0	22	8	2	6	0	0	0	0	0	0	0	0	0	38
07:30	1	31	11	1	5	0	0	0	0	0	1	0	0	0	50
07:45	2	40	7	1	5	0	0	1	0	0	0	0	0	0	56
	3	110	31	5	20	0	0	2	0	0	1	0	0	0	172
08:00	2	31	8	2	12	0	0	0	0	0	0	0	0	0	55
08:15	0	40	3	2	8	0	0	1	0	0	0	0	0	0	54
08:30	0	28	6	1	7	0	0	0	0	0	0	0	0	0	42
08:45	0	54	7	3	15	1	0	4	0	0	0	0	0	0	84
	2	153	24	8	42	1	0	5	0	0	0	0	0	0	235
09:00	1	30	6	3	6	0	0	1	0	0	0	0	0	0	47
09:15	1	35	6	1	11	0	0	2	0	0	0	0	0	0	56
09:30	2	26	6	1	7	0	0	1	0	0	0	0	0	0	43
09:45	2	39	2	0	10	0	0	0	0	0	0	0	0	0	53
	6	130	20	5	34	0	0	4	0	0	0	0	0	0	199
10:00	0	38	8	0	11	0	0	0	0	0	0	0	0	0	57
10:15	1	14	18	0	19	0	0	3	1	0	0	0	0	1	57
10:30	0	16	30	1	14	1	0	5	0	0	0	0	0	1	68
10:45	2	21	25	1	27	1	0	2	2	0	0	1	0	0	82
	3	89	81	2	71	2	0	10	3	0	0	1	0	2	264
11:00	2	34	26	4	17	1	0	1	2	0	0	1	0	0	88
11:15	2	26	20	2	14	0	0	2	2	0	0	0	0	0	68
11:30	4	29	31	2	22	0	0	1	1	0	0	0	0	0	90
11:45	3	36	23	2	8	0	0	3	1	0	0	0	0	0	76
	11	125	100	10	61	1	0	7	6	0	0	1	0	0	322
Total	27	726	293	53	261	5	0	54	10	0	1	2	0	2	1434
Percent	1.9%	50.6%	20.4%	3.7%	18.2%	0.3%	0.0%	3.8%	0.7%	0.0%	0.1%	0.1%	0.0%	0.1%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	3	41	22	0	17	0	0	1	0	0	0	0	0	0	84
12:15	2	46	26	3	21	1	0	8	0	0	0	0	0	0	107
12:30	2	34	27	2	21	0	1	3	0	0	0	0	0	1	91
12:45	1	33	29	0	21	0	0	6	2	0	0	0	0	1	93
	8	154	104	5	80	1	1	18	2	0	0	0	0	2	375
13:00	0	29	39	0	33	2	1	6	0	0	0	0	0	0	110
13:15	1	22	24	2	31	0	0	4	1	0	0	0	0	0	85
13:30	3	27	34	4	19	0	0	3	0	0	0	0	0	1	91
13:45	2	31	27	1	29	2	0	6	0	1	0	0	0	1	100
	6	109	124	7	112	4	1	19	1	1	0	0	0	2	386
14:00	1	32	36	1	16	0	0	3	0	0	0	0	0	0	89
14:15	0	36	34	2	27	0	0	4	2	0	0	0	0	1	106
14:30	1	25	29	0	24	0	0	3	3	0	0	0	0	2	87
14:45	0	38	42	2	28	0	0	3	0	0	0	0	0	0	113
	2	131	141	5	95	0	0	13	5	0	0	0	0	3	395
15:00	0	27	31	2	29	0	0	6	1	0	0	0	0	0	96
15:15	2	30	39	2	37	2	0	2	3	0	0	0	0	2	119
15:30	1	34	39	0	24	1	1	9	0	0	0	0	0	0	109
15:45	0	33	45	3	30	0	0	1	1	0	0	0	0	1	114
	3	124	154	7	120	3	1	18	5	0	0	0	0	3	438
16:00	0	35	39	4	24	0	0	4	0	0	0	0	1	0	107
16:15	1	47	47	2	31	0	1	5	1	0	0	0	0	1	136
16:30	1	24	49	1	29	0	0	9	0	0	0	0	0	0	113
16:45	0	40	46	0	24	0	0	5	1	0	0	0	0	0	116
	2	146	181	7	108	0	1	23	2	0	0	0	1	1	472
17:00	2	46	58	0	28	2	0	4	0	0	0	0	0	1	141
17:15	3	37	43	1	40	4	0	5	1	0	1	0	0	0	135
17:30	3	40	53	1	27	1	0	6	2	0	0	0	0	1	134
17:45	2	35	45	0	29	0	1	6	3	0	0	0	0	2	123
	10	158	199	2	124	7	1	21	6	0	1	0	0	4	533
18:00	0	36	43	1	34	0	1	2	1	0	0	0	0	1	119
18:15	1	24	41	0	22	2	0	3	1	0	0	0	0	0	94
18:30	0	25	39	2	22	0	0	4	1	0	1	0	0	0	94
18:45	0	23	24	0	19	1	0	5	0	0	0	0	0	1	73
	1	108	147	3	97	3	1	14	3	0	1	0	0	2	380
19:00	0	17	27	0	15	0	0	3	0	0	0	0	0	0	62
19:15	1	33	30	0	19	2	0	5	0	0	0	0	0	1	91
19:30	0	16	20	2	10	0	0	1	2	0	0	0	1	0	52
19:45	0	15	30	1	12	0	0	1	2	0	0	0	0	0	61
	1	81	107	3	56	2	0	10	4	0	0	0	1	1	266
20:00	0	16	14	3	10	0	0	1	2	0	0	0	0	0	46
20:15	0	13	21	1	18	0	0	1	1	0	0	0	0	0	55
20:30	0	15	30	1	13	0	0	0	0	0	0	0	0	0	59
20:45	0	20	18	0	9	1	0	2	1	0	0	0	0	0	51
	0	64	83	5	50	1	0	4	4	0	0	0	0	0	211
21:00	0	8	17	1	6	0	0	0	0	0	0	0	0	0	32
21:15	0	9	18	0	9	0	0	3	2	0	0	0	0	0	41
21:30	0	7	13	0	5	0	0	1	2	0	0	0	0	0	28
21:45	0	9	8	0	4	0	0	0	1	0	0	0	0	0	22
	0	33	56	1	24	0	0	4	5	0	0	0	0	0	123
22:00	0	10	14	0	12	0	0	0	0	0	0	0	0	0	36
22:15	0	10	19	1	8	0	0	2	0	0	0	0	0	1	41
22:30	0	1	8	0	1	0	0	1	2	0	0	0	0	0	13
22:45	0	4	8	0	9	0	0	3	1	0	0	0	0	0	25
	0	25	49	1	30	0	0	6	3	0	0	0	0	1	115
23:00	0	3	5	0	6	0	0	1	0	0	1	0	0	0	16
23:15	0	3	5	1	3	0	0	0	1	0	0	0	0	0	13
23:30	0	3	4	0	3	0	0	1	1	0	0	1	0	0	13
23:45	0	1	6	0	3	0	0	1	0	0	0	0	0	0	11
	0	10	20	1	15	0	0	3	2	0	1	1	0	0	53
Total	33	1143	1365	47	911	21	6	153	42	1	3	1	2	19	3747
Percent	0.9%	30.5%	36.4%	1.3%	24.3%	0.6%	0.2%	4.1%	1.1%	0.0%	0.1%	0.0%	0.1%	0.5%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	1	2	0	1	0	0	1	1	0	2	0	0	0	8
00:15	0	2	2	1	3	0	0	0	1	0	0	0	0	0	9
00:30	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
00:45	0	1	2	2	0	0	0	1	0	0	0	0	0	0	6
	1	5	7	4	5	0	0	2	2	0	2	0	0	0	28
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
01:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	3	6	0	2	0	0	0	1	0	0	0	0	0	12
02:00	0	0	3	0	1	0	0	1	0	0	0	0	0	0	5
02:15	0	2	0	1	1	0	0	1	2	0	0	0	0	0	7
02:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	4	3	1	2	0	0	2	4	0	0	0	0	0	16
03:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	1	1	0	0	0	1	0	0	0	0	0	4
03:45	0	1	1	1	0	0	0	0	0	1	0	0	0	0	4
	0	2	4	2	3	0	0	0	1	1	0	0	0	0	13
04:00	0	1	2	2	3	0	0	1	1	0	1	0	0	0	11
04:15	0	2	1	1	0	1	0	0	1	0	0	0	0	0	6
04:30	0	1	1	5	0	0	0	1	0	0	0	0	0	0	8
04:45	0	1	6	1	0	0	0	2	0	0	0	0	0	0	10
	0	5	10	9	3	1	0	4	2	0	1	0	0	0	35
05:00	0	1	3	0	1	0	0	0	1	0	0	0	0	0	6
05:15	0	2	8	0	3	0	0	0	1	0	0	0	0	0	14
05:30	0	5	0	0	1	0	0	0	3	0	0	0	0	0	9
05:45	0	3	5	2	8	0	0	3	0	0	0	0	0	0	21
	0	11	16	2	13	0	0	3	5	0	0	0	0	0	50
06:00	1	8	8	0	9	0	0	2	0	0	0	0	0	0	28
06:15	0	7	11	0	8	0	0	0	0	0	0	0	0	0	26
06:30	1	6	11	1	7	1	0	1	3	0	0	0	0	0	31
06:45	0	11	15	2	7	0	0	0	1	0	0	0	0	0	36
	2	32	45	3	31	1	0	3	4	0	0	0	0	0	121
07:00	1	8	14	1	13	0	0	3	0	0	2	0	0	0	42
07:15	0	15	16	1	19	1	0	2	0	0	0	0	0	0	54
07:30	1	13	16	0	21	0	0	0	0	0	0	0	0	1	52
07:45	0	18	23	1	14	0	1	4	1	0	0	1	0	0	63
	2	54	69	3	67	1	1	9	1	0	2	1	0	1	211
08:00	0	19	37	0	24	1	0	2	0	0	0	0	0	1	84
08:15	1	30	29	2	21	0	0	5	2	0	0	0	0	0	90
08:30	2	31	51	7	28	0	0	4	1	0	0	0	0	0	124
08:45	0	26	38	0	24	3	0	4	1	0	0	0	0	0	96
	3	106	155	9	97	4	0	15	4	0	0	0	0	1	394
09:00	1	19	25	3	19	0	0	4	2	0	0	0	0	1	74
09:15	0	28	27	0	25	1	0	7	1	0	0	0	0	1	90
09:30	0	15	39	2	26	0	0	2	1	0	0	0	1	0	86
09:45	4	26	32	3	26	2	0	2	0	0	0	0	0	0	95
	5	88	123	8	96	3	0	15	4	0	0	0	1	2	345
10:00	1	27	27	0	37	0	0	2	0	0	0	0	0	2	96
10:15	1	37	35	1	26	1	0	6	2	0	0	0	0	0	109
10:30	0	27	36	3	19	2	1	7	1	0	0	0	0	0	96
10:45	2	23	26	2	27	2	0	1	2	0	0	0	0	1	86
	4	114	124	6	109	5	1	16	5	0	0	0	0	3	387
11:00	3	38	33	1	17	0	1	2	2	0	0	0	0	0	97
11:15	3	36	26	2	25	0	0	4	1	0	0	0	0	0	97
11:30	4	23	15	2	10	1	0	1	0	0	0	0	0	0	56
11:45	1	51	29	3	26	0	0	3	0	0	0	0	0	0	113
	11	148	103	8	78	1	1	10	3	0	0	0	0	0	363
Total	28	572	665	55	506	16	3	79	36	1	5	1	1	7	1975
Percent	1.4%	29.0%	33.7%	2.8%	25.6%	0.8%	0.2%	4.0%	1.8%	0.1%	0.3%	0.1%	0.1%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	45	15	0	12	0	0	0	0	0	0	0	0	0	72
12:15	4	53	13	2	12	0	0	3	0	0	0	0	0	0	87
12:30	3	50	20	3	15	1	0	0	0	0	0	0	0	0	92
12:45	2	34	20	0	20	0	0	0	0	1	0	0	0	0	77
	9	182	68	5	59	1	0	3	0	1	0	0	0	0	328
13:00	6	34	26	1	25	0	1	2	1	0	0	0	0	0	96
13:15	2	39	21	1	15	0	0	1	0	0	0	0	0	0	79
13:30	6	46	20	1	15	0	0	1	1	0	0	0	0	0	90
13:45	3	45	19	1	15	0	0	3	0	0	0	0	0	0	86
	17	164	86	4	70	0	1	7	2	0	0	0	0	0	351
14:00	2	36	21	0	21	0	0	3	0	0	0	0	0	0	83
14:15	1	34	35	1	16	1	0	2	0	0	0	0	0	1	91
14:30	2	45	41	1	24	0	0	2	1	0	0	0	0	0	116
14:45	1	41	41	0	16	0	0	2	0	0	0	0	0	1	102
	6	156	138	2	77	1	0	9	1	0	0	0	0	2	392
15:00	3	57	32	2	27	1	0	1	1	0	0	0	0	0	124
15:15	7	53	42	1	38	1	0	7	1	0	1	0	0	2	153
15:30	0	44	48	1	29	2	0	5	0	0	0	0	0	2	131
15:45	4	39	46	3	31	1	0	1	0	0	0	0	0	2	127
	14	193	168	7	125	5	0	14	2	0	1	0	0	6	535
16:00	4	42	54	2	30	1	0	1	0	0	0	0	0	0	134
16:15	2	47	62	1	31	0	0	1	2	0	0	0	0	0	146
16:30	1	36	59	0	22	4	1	6	0	0	0	0	0	1	130
16:45	1	33	54	2	32	3	0	6	0	0	0	0	0	0	131
	8	158	229	5	115	8	1	14	2	0	0	0	0	1	541
17:00	1	47	54	3	30	0	0	4	1	0	0	0	0	1	141
17:15	1	40	57	2	29	1	1	5	1	0	0	0	0	1	138
17:30	2	34	49	1	27	1	0	4	1	0	0	0	0	1	120
17:45	1	44	37	0	32	0	0	6	1	0	0	0	0	1	122
	5	165	197	6	118	2	1	19	4	0	0	0	0	4	521
18:00	1	30	45	2	28	2	0	4	1	0	0	0	0	0	113
18:15	2	40	48	0	30	0	1	4	1	0	0	0	0	1	127
18:30	0	26	39	1	22	0	1	3	0	0	0	0	0	0	92
18:45	1	27	44	2	13	0	0	2	1	0	0	1	0	0	91
	4	123	176	5	93	2	2	13	3	0	0	1	0	1	423
19:00	1	32	51	0	27	0	0	2	0	0	0	0	0	0	113
19:15	0	29	37	0	20	0	0	1	2	0	0	0	0	1	90
19:30	2	18	38	0	19	0	0	0	0	0	0	0	0	0	77
19:45	0	16	38	1	26	0	0	2	0	0	0	0	0	0	83
	3	95	164	1	92	0	0	5	2	0	0	0	0	1	363
20:00	1	11	54	0	21	0	0	3	0	1	0	0	0	1	92
20:15	1	13	31	0	11	1	0	0	0	0	0	0	0	0	57
20:30	0	12	22	2	16	1	0	1	0	0	0	0	0	0	54
20:45	0	15	18	0	8	1	0	3	0	0	0	0	0	0	45
	2	51	125	2	56	3	0	7	0	1	0	0	0	1	248
21:00	0	6	27	0	15	0	0	0	3	0	0	0	0	0	51
21:15	1	9	10	0	17	1	0	0	1	0	0	0	0	0	39
21:30	1	14	19	0	8	0	0	1	0	0	0	0	0	0	43
21:45	0	14	13	1	7	0	0	1	0	0	0	0	0	0	36
	2	43	69	1	47	1	0	2	4	0	0	0	0	0	169
22:00	1	7	11	0	7	1	0	0	0	0	0	0	0	0	27
22:15	0	9	19	0	9	0	0	0	0	0	0	0	0	1	38
22:30	0	8	14	0	5	0	0	0	1	0	0	0	0	0	28
22:45	1	4	12	1	1	0	0	1	0	0	0	0	0	0	20
	2	28	56	1	22	1	0	1	1	0	0	0	0	1	113
23:00	0	4	13	0	9	1	0	0	0	0	1	0	0	0	28
23:15	0	4	17	1	2	0	0	0	0	0	1	0	0	0	25
23:30	0	3	7	0	6	0	0	0	0	0	0	0	0	0	16
23:45	0	5	5	0	5	0	0	0	0	0	0	0	0	0	15
	0	16	42	1	22	1	0	0	0	0	2	0	0	0	84
Total	72	1374	1518	40	896	25	5	94	21	2	3	1	0	17	4068
Percent	1.8%	33.8%	37.3%	1.0%	22.0%	0.6%	0.1%	2.3%	0.5%	0.0%	0.1%	0.0%	0.0%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	6	5	0	2	0	0	1	1	0	1	0	0	0	16
00:15	0	1	8	0	1	0	0	0	0	0	0	0	0	0	10
00:30	0	1	8	0	4	0	0	2	0	0	0	0	0	0	15
00:45	0	2	6	0	2	0	0	0	0	0	1	0	0	0	11
	0	10	27	0	9	0	0	3	1	0	2	0	0	0	52
01:00	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
01:15	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
01:30	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
01:45	0	1	2	0	3	0	0	1	0	0	0	0	0	0	7
	0	5	9	1	5	0	0	1	1	0	0	0	0	0	22
02:00	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
02:15	0	2	0	1	2	0	0	1	2	0	0	0	0	0	8
02:30	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	2	1	3	0	0	3	3	0	0	0	0	0	15
03:00	0	2	2	1	0	0	0	0	1	0	0	0	0	0	6
03:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	2	1	0	0	0	1	0	0	0	0	0	5
03:45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
	0	4	5	3	2	0	0	0	3	0	0	0	0	0	17
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	1	0	1	0	0	0	3
04:30	0	0	1	0	2	0	0	1	0	0	0	0	0	0	4
04:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
	0	0	4	0	4	0	0	1	1	0	1	0	0	0	11
05:00	0	1	4	0	0	0	0	0	1	0	0	0	0	0	6
05:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:30	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
05:45	0	1	3	1	4	0	0	0	0	0	1	0	0	0	10
	0	3	11	1	7	0	0	0	1	0	1	0	0	0	24
06:00	0	3	5	0	4	0	0	0	0	0	0	0	0	0	12
06:15	0	3	8	0	3	0	0	2	1	0	0	0	0	0	17
06:30	0	2	10	0	7	0	0	0	0	0	0	0	0	0	19
06:45	1	2	8	0	4	0	0	0	0	0	0	0	0	0	15
	1	10	31	0	18	0	0	2	1	0	0	0	0	0	63
07:00	0	4	15	0	8	0	0	0	0	0	0	0	0	0	27
07:15	0	12	11	1	15	0	0	2	0	0	0	0	0	0	41
07:30	1	5	14	0	6	1	0	3	0	0	0	0	0	0	30
07:45	1	10	11	0	16	0	0	4	0	0	0	0	0	0	42
	2	31	51	1	45	1	0	9	0	0	0	0	0	0	140
08:00	2	12	22	0	18	0	0	2	0	0	1	0	0	0	57
08:15	2	20	27	0	14	0	0	0	1	0	0	0	0	0	64
08:30	1	14	20	1	19	0	0	3	1	0	0	0	0	0	59
08:45	0	21	19	0	18	1	0	7	1	0	0	0	0	0	67
	5	67	88	1	69	1	0	12	3	0	1	0	0	0	247
09:00	1	21	27	1	21	0	0	2	2	0	0	0	0	0	75
09:15	0	27	47	1	23	0	1	5	0	0	0	0	0	1	105
09:30	1	19	39	0	30	0	0	4	0	0	0	0	0	1	94
09:45	1	25	33	1	19	0	0	3	0	0	0	0	0	0	82
	3	92	146	3	93	0	1	14	2	0	0	0	0	2	356
10:00	1	29	46	0	25	0	0	5	1	0	0	0	0	0	107
10:15	0	37	37	0	26	1	1	4	0	0	1	0	0	1	108
10:30	0	28	38	1	25	0	0	2	0	0	0	0	0	2	96
10:45	0	22	37	0	18	0	0	4	2	0	0	0	0	0	83
	1	116	158	1	94	1	1	15	3	0	1	0	0	3	394
11:00	0	15	38	0	27	1	0	3	2	0	0	0	0	0	86
11:15	0	23	29	3	26	1	0	2	0	1	0	0	0	2	87
11:30	0	22	43	0	23	0	0	3	2	1	0	0	0	0	94
11:45	0	21	23	1	20	0	1	2	0	0	0	0	0	0	68
	0	81	133	4	96	2	1	10	4	2	0	0	0	2	335
Total	12	422	665	16	445	5	3	70	23	2	6	0	0	7	1676
Percent	0.7%	25.2%	39.7%	1.0%	26.6%	0.3%	0.2%	4.2%	1.4%	0.1%	0.4%	0.0%	0.0%	0.4%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	26	30	1	30	0	0	6	0	0	0	0	0	0	94
12:15	2	17	29	0	21	0	0	2	0	0	0	0	0	0	71
12:30	1	27	32	1	23	0	0	5	0	0	0	0	0	0	89
12:45	0	38	32	0	9	0	0	3	1	0	0	0	0	0	83
	4	108	123	2	83	0	0	16	1	0	0	0	0	0	337
13:00	0	21	39	0	21	1	0	4	0	0	0	0	0	0	86
13:15	4	29	30	0	27	0	0	3	1	0	0	0	0	0	94
13:30	3	36	41	0	23	1	0	2	1	0	0	0	0	0	107
13:45	1	40	45	0	28	0	0	2	0	0	0	0	0	0	116
	8	126	155	0	99	2	0	11	2	0	0	0	0	0	403
14:00	5	48	43	1	22	0	0	4	2	0	0	0	0	0	125
14:15	2	32	39	1	18	0	0	2	0	0	1	0	0	1	96
14:30	0	39	38	3	26	0	0	3	0	0	0	0	0	1	110
14:45	0	45	47	0	26	0	0	1	0	0	0	0	0	0	119
	7	164	167	5	92	0	0	10	2	0	1	0	0	2	450
15:00	4	36	45	0	21	1	0	3	0	0	0	0	0	1	111
15:15	0	31	47	0	20	1	0	3	1	0	0	0	0	0	103
15:30	0	26	48	2	18	0	0	2	0	0	0	1	0	1	98
15:45	2	20	37	0	25	0	0	2	0	0	0	0	0	0	86
	6	113	177	2	84	2	0	10	1	0	0	1	0	2	398
16:00	0	37	44	2	22	2	0	5	0	0	0	0	0	1	113
16:15	1	40	46	1	23	2	0	1	0	0	0	0	0	0	114
16:30	0	35	51	1	29	0	0	4	0	0	0	0	0	0	120
16:45	1	27	41	0	22	1	0	0	1	0	0	0	0	1	94
	2	139	182	4	96	5	0	10	1	0	0	0	0	2	441
17:00	1	36	34	1	17	0	0	2	0	0	0	0	0	0	91
17:15	3	28	39	0	20	1	0	4	0	0	0	0	0	0	95
17:30	3	38	33	1	34	1	0	2	0	0	0	0	0	0	112
17:45	2	46	45	2	25	0	1	5	1	0	0	0	0	0	127
	9	148	151	4	96	2	1	13	1	0	0	0	0	0	425
18:00	1	39	41	1	24	0	0	1	0	0	0	0	0	0	107
18:15	2	32	43	1	18	0	0	1	0	0	0	0	0	0	97
18:30	1	33	50	0	16	0	0	1	3	0	0	0	0	1	105
18:45	1	15	50	2	16	0	0	2	1	0	0	0	0	0	87
	5	119	184	4	74	0	0	5	4	0	0	0	0	1	396
19:00	1	29	57	0	18	0	0	0	0	0	0	0	0	0	105
19:15	1	34	33	0	21	0	0	3	0	0	0	0	0	0	92
19:30	0	20	39	0	16	0	0	1	0	0	0	0	0	0	76
19:45	0	21	36	0	18	0	0	1	0	0	0	0	0	1	77
	2	104	165	0	73	0	0	5	0	0	0	0	0	1	350
20:00	1	16	24	0	14	0	0	3	0	0	0	0	0	1	59
20:15	0	13	16	1	16	0	0	4	0	0	0	0	0	0	50
20:30	1	18	22	0	10	1	0	0	1	0	0	0	0	0	53
20:45	0	14	27	0	12	0	0	1	0	0	0	0	0	0	54
	2	61	89	1	52	1	0	8	1	0	0	0	0	1	216
21:00	0	16	19	0	10	0	0	1	0	0	0	0	0	1	47
21:15	1	20	17	0	3	0	0	0	0	0	0	0	0	1	42
21:30	0	8	21	0	10	0	0	1	0	0	0	0	0	0	40
21:45	0	10	28	0	9	0	0	1	1	0	0	0	0	0	49
	1	54	85	0	32	0	0	3	1	0	0	0	0	2	178
22:00	1	19	20	0	13	0	0	0	0	0	0	0	0	0	53
22:15	0	14	15	0	16	0	0	0	0	0	0	0	0	0	45
22:30	0	10	16	0	5	0	0	1	0	0	0	0	0	0	32
22:45	0	8	18	0	6	0	0	0	1	0	0	0	0	0	33
	1	51	69	0	40	0	0	1	1	0	0	0	0	0	163
23:00	0	8	16	1	6	0	0	1	0	0	0	0	0	0	32
23:15	0	7	13	0	3	0	0	0	1	0	0	0	0	0	24
23:30	1	7	13	2	3	0	0	1	0	0	0	0	0	0	27
23:45	0	6	9	1	5	0	0	1	1	0	0	0	0	0	23
	1	28	51	4	17	0	0	3	2	0	0	0	0	0	106
Total	48	1215	1598	26	838	12	1	95	17	0	1	1	0	11	3863
Percent	1.2%	31.5%	41.4%	0.7%	21.7%	0.3%	0.0%	2.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	6	9	0	5	0	0	0	0	0	0	0	0	0	20
00:15	0	3	5	0	5	0	0	0	0	0	0	0	0	0	13
00:30	1	2	3	0	5	2	0	0	0	0	0	0	0	0	13
00:45	0	2	3	0	4	0	0	1	0	0	0	0	0	0	10
	1	13	20	0	19	2	0	1	0	0	0	0	0	0	56
01:00	0	3	4	1	2	1	0	0	0	0	0	0	0	0	11
01:15	0	2	5	0	2	0	0	0	0	0	0	0	0	0	9
01:30	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
01:45	0	5	2	0	0	0	0	1	0	0	0	0	0	0	8
	0	10	14	1	5	1	0	1	0	0	0	0	0	0	32
02:00	0	0	2	0	3	0	0	0	0	0	0	0	0	0	5
02:15	0	0	1	0	3	0	0	1	0	0	0	0	0	0	5
02:30	0	1	5	2	2	0	0	0	0	0	0	0	0	0	10
02:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	2	8	2	8	0	0	1	1	0	0	0	0	0	22
03:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:45	0	1	3	0	0	0	0	1	0	0	0	0	0	0	5
	0	4	8	0	2	0	0	1	0	0	0	0	0	0	15
04:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
04:15	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
04:30	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
04:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
	0	3	8	0	5	0	0	0	0	0	0	0	0	0	16
05:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
05:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
05:30	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4
05:45	0	1	1	0	2	0	0	0	1	0	0	0	0	0	5
	0	3	5	0	6	0	0	1	1	0	0	0	0	0	16
06:00	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
06:15	0	3	5	1	0	0	0	1	0	0	0	0	0	0	10
06:30	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
06:45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
	0	10	10	1	6	0	0	1	0	0	0	0	0	0	28
07:00	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8
07:15	0	1	8	0	10	0	0	0	1	0	0	0	0	0	20
07:30	0	8	6	1	5	0	0	0	0	0	0	0	0	0	20
07:45	0	5	10	0	6	0	0	1	0	0	0	0	0	0	22
	0	16	29	1	22	0	0	1	1	0	0	0	0	0	70
08:00	0	7	8	0	12	0	0	1	0	0	0	0	0	0	28
08:15	0	7	16	1	8	0	1	0	1	0	0	0	0	0	34
08:30	0	6	10	0	8	0	0	2	1	0	0	0	0	0	27
08:45	0	8	21	0	8	0	0	2	1	0	0	0	0	0	40
	0	28	55	1	36	0	1	5	3	0	0	0	0	0	129
09:00	0	19	24	0	23	0	0	3	0	0	1	0	0	0	70
09:15	1	15	22	0	11	1	0	4	0	0	0	0	0	0	54
09:30	0	24	38	0	17	0	0	6	0	0	0	0	0	0	85
09:45	0	23	39	0	11	0	0	2	0	0	0	0	0	0	75
	1	81	123	0	62	1	0	15	0	0	1	0	0	0	284
10:00	0	16	34	0	17	0	0	1	1	0	0	0	0	0	69
10:15	1	29	34	0	14	0	0	8	0	0	0	0	0	0	86
10:30	0	21	24	2	12	0	0	6	0	0	0	0	0	0	65
10:45	1	36	34	0	19	0	0	5	0	0	0	0	0	0	95
	2	102	126	2	62	0	0	20	1	0	0	0	0	0	315
11:00	3	29	40	0	17	1	0	3	0	1	0	0	0	1	95
11:15	2	25	22	0	18	0	0	4	0	0	0	0	0	1	72
11:30	0	33	27	0	16	1	0	5	0	0	0	0	0	0	82
11:45	1	47	41	0	23	1	0	3	0	0	0	0	0	1	117
	6	134	130	0	74	3	0	15	0	1	0	0	0	3	366
Total	10	406	536	8	307	7	1	62	7	1	1	0	0	3	1349
Percent	0.7%	30.1%	39.7%	0.6%	22.8%	0.5%	0.1%	4.6%	0.5%	0.1%	0.1%	0.0%	0.0%	0.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 6
Station ID:
US 87 - Northbound & Southbound
south of Fredericksburg
Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	31	31	2	15	0	0	3	0	0	0	0	0	1	84
12:15	0	35	41	0	24	2	0	3	0	0	0	0	0	0	105
12:30	0	35	32	0	17	1	0	7	0	0	1	0	0	0	93
12:45	1	31	41	0	18	0	0	3	0	0	0	0	0	0	94
	2	132	145	2	74	3	0	16	0	0	1	0	0	1	376
13:00	1	45	41	0	20	0	0	5	2	0	0	0	0	0	114
13:15	0	57	50	1	14	0	1	2	0	0	0	0	0	0	125
13:30	0	62	37	1	17	2	0	5	0	0	0	0	0	1	125
13:45	0	43	37	0	13	0	0	1	1	0	0	0	0	0	95
	1	207	165	2	64	2	1	13	3	0	0	0	0	1	459
14:00	0	33	31	0	15	0	1	2	0	0	0	0	0	0	82
14:15	0	40	25	3	13	1	0	3	0	1	0	0	0	0	86
14:30	1	42	29	0	9	0	0	4	1	0	0	0	0	0	86
14:45	1	37	32	0	21	1	0	3	1	0	0	0	0	1	97
	2	152	117	3	58	2	1	12	2	1	0	0	0	1	351
15:00	1	41	25	0	18	0	0	1	2	0	0	0	0	1	89
15:15	0	36	37	0	13	0	0	5	1	0	0	0	0	1	93
15:30	0	32	30	0	16	1	0	2	1	0	0	0	0	0	82
15:45	1	33	24	1	20	0	0	4	0	0	0	0	0	0	83
	2	142	116	1	67	1	0	12	4	0	0	0	0	2	347
16:00	3	34	25	0	19	0	0	3	0	0	0	0	0	1	85
16:15	0	33	35	0	22	0	0	3	0	0	0	0	0	0	93
16:30	1	34	29	0	9	0	1	3	2	0	0	0	0	2	81
16:45	1	36	38	1	18	1	0	4	0	0	0	0	0	0	99
	5	137	127	1	68	1	1	13	2	0	0	0	0	3	358
17:00	3	51	31	2	18	2	0	5	0	0	0	0	0	1	113
17:15	4	45	39	0	16	0	0	1	1	0	0	0	0	3	109
17:30	0	49	40	2	23	0	0	1	1	0	0	0	0	0	116
17:45	1	41	27	2	14	0	1	5	2	0	0	0	0	1	94
	8	186	137	6	71	2	1	12	4	0	0	0	0	5	432
18:00	0	26	39	0	6	0	0	0	0	0	1	0	0	1	73
18:15	0	29	26	0	17	0	1	3	0	0	0	0	0	0	76
18:30	0	33	20	1	13	0	0	2	0	0	0	0	0	0	69
18:45	0	22	30	0	13	1	0	1	0	0	0	0	0	1	68
	0	110	115	1	49	1	1	6	0	0	1	0	0	2	286
19:00	0	13	20	0	13	0	0	2	1	0	0	0	0	0	49
19:15	0	11	19	0	6	0	0	2	1	0	0	0	0	0	39
19:30	0	18	12	0	14	0	0	2	2	0	0	0	0	0	48
19:45	0	17	13	1	5	0	0	1	2	0	0	0	0	1	40
	0	59	64	1	38	0	0	7	6	0	0	0	0	1	176
20:00	0	27	11	2	9	0	0	1	0	0	0	0	0	0	50
20:15	0	10	11	1	6	0	0	0	0	0	0	0	0	0	28
20:30	0	14	11	0	11	0	0	0	0	0	0	0	0	0	36
20:45	0	8	10	1	5	0	0	1	0	0	0	0	0	0	25
	0	59	43	4	31	0	0	2	0	0	0	0	0	0	139
21:00	0	11	10	1	9	0	0	0	0	0	1	0	0	0	32
21:15	0	8	9	0	5	0	0	1	1	0	0	0	0	0	24
21:30	0	17	14	0	1	0	0	0	2	0	0	0	0	0	34
21:45	0	8	8	0	7	0	0	1	1	0	0	0	0	0	25
	0	44	41	1	22	0	0	2	4	0	1	0	0	0	115
22:00	0	7	5	1	4	0	0	0	0	0	0	0	0	0	17
22:15	1	3	6	1	6	0	0	0	0	0	0	0	0	0	17
22:30	0	4	5	0	10	0	0	1	1	0	2	0	0	0	23
22:45	0	5	6	0	2	0	0	0	1	0	0	0	0	0	14
	1	19	22	2	22	0	0	1	2	0	2	0	0	0	71
23:00	0	7	2	1	2	0	0	0	1	0	0	0	0	0	13
23:15	0	3	5	1	4	0	0	0	0	0	0	0	0	0	13
23:30	0	0	3	0	0	0	0	0	1	0	0	0	0	1	5
23:45	0	4	4	1	1	0	0	0	1	0	0	0	0	0	11
	0	14	14	3	7	0	0	0	3	0	0	0	0	1	42
Total	21	1261	1106	27	571	12	5	96	30	1	5	0	0	17	3152
Percent	0.7%	40.0%	35.1%	0.9%	18.1%	0.4%	0.2%	3.0%	1.0%	0.0%	0.2%	0.0%	0.0%	0.5%	
Grand Total	251	7119	7746	272	4735	103	24	703	186	8	25	6	3	83	21264
Percent	1.2%	33.5%	36.4%	1.3%	22.3%	0.5%	0.1%	3.3%	0.9%	0.0%	0.1%	0.0%	0.0%	0.4%	

GRAM Traffic Counting, Inc.

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

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	1	0	2	0	0	1	1	0	0	0	0	0	5
	0	6	5	1	3	0	0	1	1	0	0	0	0	0	17
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	2	0	1	0	0	0	0	1	0	0	0	0	0	4
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	2	0	1	1	0	0	1	1	0	0	0	0	0	6
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
02:30	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
02:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	5	1	0	3	0	0	0	1	0	0	0	0	0	10
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	1	3
03:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:30	0	2	1	1	1	0	0	0	3	0	0	0	0	0	8
03:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	6	4	2	2	0	0	0	3	0	0	0	0	1	18
04:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	2	1	1	0	0	0	0	0	0	0	0	0	7
04:30	0	3	2	0	0	0	0	0	0	0	0	0	0	1	6
04:45	0	2	5	0	4	0	0	0	0	0	0	0	0	0	11
	0	9	10	3	5	0	0	0	0	0	0	0	0	1	28
05:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
05:15	0	8	4	0	1	0	0	0	1	0	0	0	0	0	14
05:30	0	7	2	0	3	0	0	0	1	0	0	0	0	0	13
05:45	0	9	6	0	3	0	0	0	3	0	0	0	0	0	21
	0	28	12	0	8	0	0	0	5	0	0	0	0	0	53
06:00	0	15	8	0	6	1	0	0	2	0	0	0	0	0	32
06:15	0	10	9	0	9	0	0	2	1	0	0	0	0	0	31
06:30	0	26	13	0	14	0	0	1	1	0	0	0	0	0	55
06:45	2	34	24	0	25	1	0	2	1	0	0	0	0	1	90
	2	85	54	0	54	2	0	5	5	0	0	0	0	1	208
07:00	1	46	25	1	14	2	0	5	2	0	0	0	1	1	98
07:15	0	55	38	3	24	0	0	6	2	0	0	0	0	1	129
07:30	0	83	47	0	33	1	0	8	3	0	0	0	0	0	175
07:45	0	75	39	1	26	3	0	5	3	0	0	0	0	2	154
	1	259	149	5	97	6	0	24	10	0	0	0	1	4	556
08:00	0	56	29	0	21	1	0	5	2	1	0	0	0	0	115
08:15	0	50	25	0	28	1	1	2	1	0	2	0	1	1	112
08:30	0	52	42	0	21	1	0	7	4	0	0	0	0	1	128
08:45	1	48	20	3	15	0	0	3	1	0	0	0	0	0	91
	1	206	116	3	85	3	1	17	8	1	2	0	1	2	446
09:00	0	46	17	2	20	0	0	4	7	0	0	1	0	0	97
09:15	3	52	27	0	16	0	2	7	1	1	0	0	0	1	110
09:30	0	61	32	1	26	1	0	3	2	0	0	0	0	0	126
09:45	7	55	22	2	30	2	0	9	1	0	1	0	0	0	129
	10	214	98	5	92	3	2	23	11	1	1	1	0	1	462
10:00	0	55	26	2	20	0	0	9	1	1	0	0	0	1	115
10:15	4	68	17	2	27	0	0	5	1	1	0	0	0	0	125
10:30	2	63	29	1	32	0	0	5	0	0	0	0	0	1	133
10:45	1	76	31	3	29	2	0	13	3	0	0	1	0	1	160
	7	262	103	8	108	2	0	32	5	2	0	1	0	3	533
11:00	0	66	34	1	29	0	0	7	1	0	0	0	0	0	138
11:15	1	61	28	0	32	1	2	7	3	1	0	0	0	1	137
11:30	2	57	33	3	31	0	0	14	1	0	0	0	0	4	145
11:45	9	66	32	2	30	2	0	12	4	0	0	0	0	3	160
	12	250	127	6	122	3	2	40	9	1	0	0	0	8	580
Total	33	1332	679	34	580	19	5	143	59	5	3	2	2	21	2917
Percent	1.1%	45.7%	23.3%	1.2%	19.9%	0.7%	0.2%	4.9%	2.0%	0.2%	0.1%	0.1%	0.1%	0.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	81	30	0	23	1	0	3	3	0	0	0	0	1	143
12:15	1	60	41	1	28	0	0	6	3	0	0	0	0	1	141
12:30	1	61	40	2	36	1	0	7	4	0	0	0	0	0	152
12:45	1	71	36	0	30	1	0	6	0	0	0	0	0	0	145
	4	273	147	3	117	3	0	22	10	0	0	0	0	2	581
13:00	5	35	26	2	26	2	0	8	1	0	0	0	0	0	105
13:15	4	51	32	2	19	2	0	4	4	0	0	0	0	1	119
13:30	1	42	28	0	18	2	0	8	0	0	0	0	0	1	100
13:45	2	66	35	1	18	1	0	12	2	0	0	0	0	1	138
	12	194	121	5	81	7	0	32	7	0	0	0	0	3	462
14:00	2	47	19	1	28	0	0	10	2	0	0	0	2	2	113
14:15	1	46	22	1	26	0	0	7	0	1	1	0	0	1	106
14:30	1	61	34	1	22	1	0	8	1	0	1	0	0	2	132
14:45	7	75	32	5	38	0	0	7	2	0	0	1	0	4	171
	11	229	107	8	114	1	0	32	5	1	2	1	2	9	522
15:00	4	50	31	1	25	0	0	6	0	0	0	0	0	1	118
15:15	4	52	35	1	23	2	0	10	3	0	3	0	0	0	133
15:30	2	39	25	1	24	1	0	6	3	1	0	0	0	0	102
15:45	0	62	32	1	24	0	0	10	1	0	1	0	1	1	133
	10	203	123	4	96	3	0	32	7	1	4	0	1	2	486
16:00	1	60	28	3	21	0	0	6	1	0	1	1	0	1	123
16:15	2	50	35	1	20	0	0	9	0	0	0	0	1	3	121
16:30	1	61	27	3	21	1	0	10	0	0	1	0	0	1	126
16:45	1	71	47	2	25	1	0	4	2	0	0	0	0	3	156
	5	242	137	9	87	2	0	29	3	0	2	1	1	8	526
17:00	0	83	43	0	31	2	0	10	0	0	0	0	0	1	170
17:15	0	58	49	0	30	0	0	8	0	0	1	0	0	1	147
17:30	0	59	35	2	24	0	0	8	2	0	0	0	0	0	130
17:45	2	53	28	0	16	0	0	6	1	0	0	0	0	0	106
	2	253	155	2	101	2	0	32	3	0	1	0	0	2	553
18:00	0	35	28	2	16	0	0	1	1	0	0	0	0	0	83
18:15	1	38	15	0	17	1	0	1	0	0	0	0	1	0	74
18:30	0	31	15	0	15	0	0	6	1	0	0	0	0	1	69
18:45	5	30	29	0	12	0	0	5	1	0	0	0	0	0	82
	6	134	87	2	60	1	0	13	3	0	0	0	1	1	308
19:00	0	44	17	1	11	0	0	1	0	0	0	0	0	0	74
19:15	2	24	11	1	15	0	0	4	0	0	0	0	0	1	58
19:30	0	23	15	0	11	0	0	2	0	0	0	0	0	0	51
19:45	0	20	17	0	9	0	0	2	0	0	0	1	0	2	51
	2	111	60	2	46	0	0	9	0	0	0	1	0	3	234
20:00	0	25	9	2	11	0	0	2	0	0	0	0	0	0	49
20:15	0	26	11	0	16	0	0	4	3	0	0	0	0	0	60
20:30	0	17	9	0	3	0	0	2	1	0	0	0	0	0	32
20:45	0	18	3	0	7	0	0	2	2	0	0	0	0	0	32
	0	86	32	2	37	0	0	10	6	0	0	0	0	0	173
21:00	0	16	7	0	7	0	0	1	2	0	0	0	0	0	33
21:15	3	17	3	0	9	0	0	1	1	0	0	0	0	0	34
21:30	0	17	10	0	3	0	0	3	1	0	0	0	0	0	34
21:45	0	4	4	0	3	0	0	0	1	0	0	0	0	0	12
	3	54	24	0	22	0	0	5	5	0	0	0	0	0	113
22:00	0	6	3	0	0	0	0	2	0	0	0	0	0	0	11
22:15	0	8	6	0	2	0	0	0	1	0	0	0	0	0	17
22:30	0	6	5	0	2	0	0	0	0	0	0	0	0	0	13
22:45	0	8	5	1	5	0	0	1	1	0	0	0	0	0	21
	0	28	19	1	9	0	0	3	2	0	0	0	0	0	62
23:00	0	5	4	0	3	0	0	0	0	0	0	0	0	0	12
23:15	0	3	3	0	1	0	0	2	0	0	0	0	0	0	9
23:30	0	5	0	0	1	0	0	2	1	0	0	0	0	0	9
23:45	0	5	6	0	4	0	0	0	1	0	0	0	0	0	16
	0	18	13	0	9	0	0	4	2	0	0	0	0	0	46
Total	55	1825	1025	38	779	19	0	223	53	2	9	3	5	30	4066
Percent	1.4%	44.9%	25.2%	0.9%	19.2%	0.5%	0.0%	5.5%	1.3%	0.0%	0.2%	0.1%	0.1%	0.7%	

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Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	3	3	2	2	0	0	0	0	0	0	0	0	0	10
00:15	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
00:30	0	3	2	0	2	0	0	1	0	0	0	0	0	0	8
00:45	0	1	4	0	0	0	0	0	1	0	0	0	0	0	6
	0	8	9	2	5	0	0	1	2	0	0	0	0	0	27
01:00	0	1	0	0	5	0	0	0	0	0	0	0	0	0	6
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:45	1	4	0	0	0	0	0	0	0	0	0	0	0	1	6
	1	7	1	0	6	0	0	0	0	0	0	0	0	1	16
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
03:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	2	0	2	0	0	0	1	0	0	0	0	0	12
04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	1	2	0	0	1	0	0	0	0	0	0	5
04:30	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
04:45	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
	0	5	5	2	6	0	0	1	0	0	0	0	0	0	19
05:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
05:15	0	5	3	0	4	0	0	0	1	0	0	0	0	0	13
05:30	0	5	4	0	5	0	0	1	1	0	0	0	1	0	17
05:45	0	9	4	0	2	0	0	0	3	0	0	0	0	0	18
	0	21	13	0	12	0	0	1	5	0	0	0	1	0	53
06:00	0	8	8	1	6	0	0	1	1	0	0	0	0	0	25
06:15	0	10	7	0	10	0	0	3	1	0	0	0	0	0	31
06:30	0	14	12	0	10	0	0	1	4	0	0	0	0	0	41
06:45	0	31	19	1	15	1	0	1	0	0	0	0	0	0	68
	0	63	46	2	41	1	0	6	6	0	0	0	0	0	165
07:00	1	21	25	2	10	0	0	3	2	1	0	0	0	0	65
07:15	0	44	37	2	22	1	0	7	2	0	0	0	0	1	116
07:30	2	67	51	0	24	0	0	8	3	0	1	0	1	1	158
07:45	1	56	39	0	23	2	0	5	3	0	0	0	0	2	131
	4	188	152	4	79	3	0	23	10	1	1	0	1	4	470
08:00	1	54	29	1	33	2	0	4	0	1	0	0	0	1	126
08:15	0	43	33	0	20	0	0	2	0	0	0	0	0	0	98
08:30	5	36	29	1	25	0	0	5	5	0	1	1	0	2	110
08:45	0	48	21	1	17	0	0	7	1	0	1	1	0	3	100
	6	181	112	3	95	2	0	18	6	1	2	2	0	6	434
09:00	1	54	20	0	28	0	0	5	2	0	0	0	0	1	111
09:15	0	42	26	0	19	0	0	4	2	0	0	0	0	0	93
09:30	0	35	27	1	23	0	0	5	7	0	0	0	0	1	99
09:45	4	44	24	1	25	0	0	7	1	1	0	2	0	2	111
	5	175	97	2	95	0	0	21	12	1	0	2	0	4	414
10:00	9	59	24	0	24	2	0	7	1	2	1	0	0	4	133
10:15	1	53	30	0	24	0	0	3	2	0	0	1	0	4	118
10:30	8	58	27	3	27	1	0	3	2	0	0	1	0	4	134
10:45	3	57	35	4	22	0	0	10	5	0	0	0	1	1	138
	21	227	116	7	97	3	0	23	10	2	1	2	1	13	523
11:00	4	65	28	1	37	2	0	7	1	1	0	0	0	1	147
11:15	5	63	33	1	28	0	1	12	1	1	1	0	0	6	152
11:30	9	60	36	0	39	1	0	8	4	0	0	1	0	4	162
11:45	9	66	21	3	28	1	1	5	4	1	1	1	3	3	147
	27	254	118	5	132	4	2	32	10	3	2	2	3	14	608
Total	64	1139	674	27	572	13	2	126	62	8	6	8	6	42	2749
Percent	2.3%	41.4%	24.5%	1.0%	20.8%	0.5%	0.1%	4.6%	2.3%	0.3%	0.2%	0.3%	0.2%	1.5%	

GRAM Traffic Counting, Inc.
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Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	3	43	25	1	24	0	0	5	1	0	0	0	0	2	104
12:15	8	67	23	1	30	1	0	6	0	0	0	0	0	5	141
12:30	4	61	32	2	34	0	0	16	3	0	1	0	0	0	153
12:45	7	80	29	2	25	0	0	7	4	1	0	0	0	2	157
	22	251	109	6	113	1	0	34	8	1	1	0	0	9	555
13:00	7	64	31	1	31	1	0	9	5	0	0	0	0	2	151
13:15	7	56	26	0	32	1	0	10	4	0	0	1	0	3	140
13:30	6	66	26	1	19	1	0	6	1	0	0	0	0	1	127
13:45	7	83	41	1	30	0	0	11	4	2	0	0	0	4	183
	27	269	124	3	112	3	0	36	14	2	0	1	0	10	601
14:00	6	72	35	2	23	3	0	16	2	0	0	0	0	8	167
14:15	6	78	27	0	28	1	0	13	4	1	0	0	0	2	160
14:30	4	79	30	3	15	0	0	10	1	0	0	0	0	1	143
14:45	8	74	38	2	34	2	0	9	0	0	2	0	0	2	171
	24	303	130	7	100	6	0	48	7	1	2	0	0	13	641
15:00	5	100	25	2	37	0	0	15	1	0	0	0	2	1	188
15:15	6	85	35	1	31	2	0	11	0	1	1	1	0	6	180
15:30	5	89	33	2	26	0	0	12	0	0	0	0	0	1	168
15:45	3	98	39	0	27	1	0	10	2	0	1	0	0	1	182
	19	372	132	5	121	3	0	48	3	1	2	1	2	9	718
16:00	17	82	41	1	26	1	1	13	4	0	0	0	0	4	190
16:15	16	89	44	0	27	0	0	9	0	2	1	0	0	3	191
16:30	16	76	31	0	40	2	0	15	2	3	0	0	0	10	195
16:45	3	74	44	0	30	0	1	10	0	0	1	1	0	3	167
	52	321	160	1	123	3	2	47	6	5	2	1	0	20	743
17:00	2	87	33	3	31	1	0	11	0	0	0	0	0	2	170
17:15	5	81	43	2	35	2	0	14	2	0	0	0	0	0	184
17:30	5	83	31	1	34	0	0	10	2	0	1	0	1	6	174
17:45	3	87	37	2	34	1	0	8	2	1	0	0	0	3	178
	15	338	144	8	134	4	0	43	6	1	1	0	1	11	706
18:00	3	58	22	0	33	0	0	4	1	0	0	0	0	0	121
18:15	2	80	33	0	17	0	0	10	3	1	0	0	0	2	148
18:30	4	81	27	1	21	1	0	6	1	0	0	1	1	0	144
18:45	7	69	24	2	19	0	0	5	1	0	0	0	0	3	130
	16	288	106	3	90	1	0	25	6	1	0	1	1	5	543
19:00	0	56	23	1	6	0	0	3	2	1	0	0	1	0	93
19:15	1	47	12	0	16	3	0	5	0	0	0	0	0	0	84
19:30	0	39	18	1	10	1	0	5	0	0	0	0	0	3	77
19:45	0	53	13	0	15	0	0	3	1	0	0	0	0	0	85
	1	195	66	2	47	4	0	16	3	1	0	0	1	3	339
20:00	0	35	22	0	10	0	1	1	0	1	0	0	0	0	70
20:15	1	36	20	0	12	0	0	2	0	0	0	0	1	1	73
20:30	0	39	28	0	15	0	0	5	1	0	0	0	0	0	88
20:45	0	31	18	0	13	1	0	1	1	0	0	1	0	2	68
	1	141	88	0	50	1	1	9	2	1	0	1	1	3	299
21:00	0	36	12	0	9	0	0	0	0	0	0	0	0	0	57
21:15	1	37	17	0	5	0	0	1	0	0	0	0	0	0	61
21:30	2	25	9	0	11	0	0	0	2	0	0	0	0	0	49
21:45	0	25	19	0	8	0	0	3	0	0	0	0	0	0	55
	3	123	57	0	33	0	0	4	2	0	0	0	0	0	222
22:00	0	25	15	0	5	0	0	3	3	0	0	0	0	0	51
22:15	0	26	11	1	2	0	0	0	0	0	0	0	0	0	40
22:30	0	15	12	0	8	0	0	0	0	0	0	0	0	0	35
22:45	0	10	11	0	6	0	0	0	0	0	0	0	0	0	27
	0	76	49	1	21	0	0	3	3	0	0	0	0	0	153
23:00	1	15	10	0	5	0	0	1	0	0	0	0	0	0	32
23:15	0	17	9	0	3	0	0	0	1	0	0	0	0	0	30
23:30	0	15	0	0	4	0	0	0	0	0	0	0	0	0	19
23:45	0	12	8	0	1	0	0	2	0	0	0	0	0	0	23
	1	59	27	0	13	0	0	3	1	0	0	0	0	0	104
Total	181	2736	1192	36	957	26	3	316	61	14	8	5	6	83	5624
Percent	3.2%	48.6%	21.2%	0.6%	17.0%	0.5%	0.1%	5.6%	1.1%	0.2%	0.1%	0.1%	0.1%	1.5%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
00:15	0	8	5	1	2	0	0	0	1	0	0	0	0	0	17
00:30	0	8	0	0	2	0	0	2	1	0	0	0	0	0	13
00:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
	0	23	8	1	6	0	0	2	3	0	0	0	0	0	43
01:00	0	4	4	0	1	0	0	1	0	0	0	0	0	0	10
01:15	0	7	2	0	2	0	0	1	0	0	0	0	0	0	12
01:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:45	0	3	0	0	5	0	0	0	0	0	0	0	0	0	8
	0	16	7	0	9	0	0	2	0	0	0	0	0	0	34
02:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
02:45	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
	0	7	7	0	2	0	0	0	0	1	0	0	0	0	17
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
03:30	0	0	1	0	1	0	0	1	0	1	0	0	0	0	4
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	5	0	1	0	0	1	1	1	0	0	0	0	14
04:00	0	2	3	1	0	0	0	0	1	0	0	0	0	0	7
04:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
04:30	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6
04:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	13	1	2	0	0	0	1	0	0	0	0	0	24
05:00	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
05:15	0	2	1	2	1	0	0	0	1	0	0	0	0	0	7
05:30	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
05:45	0	2	1	0	3	0	0	0	1	0	0	0	0	0	7
	0	8	6	2	6	0	0	0	3	0	0	0	0	0	25
06:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
06:15	0	7	2	0	6	0	0	0	1	0	0	0	0	0	16
06:30	0	7	9	0	3	0	0	1	0	0	0	0	0	0	20
06:45	1	17	13	0	7	0	0	2	1	0	0	0	0	0	41
	1	36	27	0	16	0	0	3	2	0	0	0	0	0	85
07:00	0	8	7	0	6	0	0	3	1	0	1	0	1	0	27
07:15	0	15	13	0	8	0	0	2	0	0	0	0	0	0	38
07:30	0	17	15	0	14	0	0	0	0	0	0	0	0	0	46
07:45	0	15	12	0	11	0	0	6	0	0	0	0	0	0	44
	0	55	47	0	39	0	0	11	1	0	1	0	1	0	155
08:00	1	36	18	0	18	1	0	3	2	0	0	0	0	0	79
08:15	0	47	29	0	25	0	0	1	2	0	0	0	0	1	105
08:30	1	44	25	2	18	0	0	6	2	0	1	0	0	2	101
08:45	2	47	28	0	22	1	1	4	0	0	0	0	0	1	106
	4	174	100	2	83	2	1	14	6	0	1	0	0	4	391
09:00	9	50	30	0	24	1	0	7	3	0	0	0	0	1	125
09:15	3	56	36	0	31	0	0	4	1	0	0	0	0	5	136
09:30	9	59	49	1	34	0	0	5	3	0	0	0	1	7	168
09:45	3	61	33	0	37	0	0	5	2	0	0	0	0	4	145
	24	226	148	1	126	1	0	21	9	0	0	0	1	17	574
10:00	16	67	33	0	34	1	0	9	1	0	0	0	1	4	166
10:15	14	57	27	2	35	2	0	6	0	0	0	1	0	2	146
10:30	7	56	41	1	31	0	0	12	1	0	0	0	0	4	153
10:45	2	77	37	1	33	0	0	10	0	0	1	1	0	0	162
	39	257	138	4	133	3	0	37	2	0	1	2	1	10	627
11:00	10	70	44	0	42	0	0	4	3	0	1	0	0	3	177
11:15	3	62	34	0	35	2	0	5	1	0	0	0	0	4	146
11:30	10	80	34	0	26	0	0	7	1	1	1	0	0	4	164
11:45	12	72	53	3	43	1	0	14	3	0	1	1	0	2	205
	35	284	165	3	146	3	0	30	8	1	3	1	0	13	692
Total	103	1098	671	14	569	9	1	121	36	3	6	3	3	44	2681
Percent	3.8%	41.0%	25.0%	0.5%	21.2%	0.3%	0.0%	4.5%	1.3%	0.1%	0.2%	0.1%	0.1%	1.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	80	40	1	37	0	0	14	1	0	0	0	0	2	177
12:15	7	80	28	0	40	1	0	6	1	0	1	0	0	2	166
12:30	8	76	27	2	27	0	0	9	0	0	0	0	0	4	153
12:45	9	98	36	3	39	1	0	10	0	0	0	0	0	2	198
	26	334	131	6	143	2	0	39	2	0	1	0	0	10	694
13:00	8	97	43	0	28	2	0	9	0	0	1	0	0	4	192
13:15	8	81	26	1	30	1	0	15	1	1	0	0	0	5	169
13:30	9	102	38	1	25	1	0	9	2	1	0	0	0	4	192
13:45	7	103	33	0	27	3	0	14	1	0	0	1	0	3	192
	32	383	140	2	110	7	0	47	4	2	1	1	0	16	745
14:00	13	106	33	2	22	0	0	6	0	0	0	0	0	0	182
14:15	1	115	32	1	36	0	1	9	0	0	0	0	0	1	196
14:30	6	84	35	1	34	0	0	5	2	0	0	0	0	5	172
14:45	9	95	33	2	29	0	0	8	0	0	0	0	0	4	180
	29	400	133	6	121	0	1	28	2	0	0	0	0	10	730
15:00	13	93	43	2	21	1	0	7	0	1	0	0	0	4	185
15:15	5	101	34	0	37	1	0	14	2	0	0	0	1	6	201
15:30	13	92	39	1	20	0	0	11	1	2	0	1	2	7	189
15:45	11	91	43	2	30	0	0	11	1	2	1	0	0	5	197
	42	377	159	5	108	2	0	43	4	5	1	1	3	22	772
16:00	7	82	40	1	30	0	0	15	0	0	0	0	1	3	179
16:15	9	86	49	2	26	0	0	10	0	0	0	0	0	3	185
16:30	16	114	37	3	37	0	0	13	2	0	0	1	0	4	227
16:45	11	93	50	0	47	1	0	13	0	2	0	0	0	5	222
	43	375	176	6	140	1	0	51	2	2	0	1	1	15	813
17:00	4	95	38	2	38	0	0	8	0	0	0	0	0	3	188
17:15	8	86	47	0	42	1	0	12	0	0	0	0	0	2	198
17:30	7	91	48	0	41	0	0	9	0	1	0	0	1	1	199
17:45	5	78	30	0	31	2	0	10	0	0	0	0	0	3	159
	24	350	163	2	152	3	0	39	0	1	0	0	1	9	744
18:00	18	87	46	0	39	1	0	12	0	1	0	0	0	0	204
18:15	15	92	41	0	21	1	0	12	0	1	0	0	0	2	185
18:30	4	74	35	2	37	0	0	9	1	0	1	1	0	1	165
18:45	12	65	36	3	27	1	0	7	1	0	0	0	0	4	156
	49	318	158	5	124	3	0	40	2	2	1	1	0	7	710
19:00	6	56	38	0	23	0	0	2	0	0	0	0	0	1	126
19:15	15	45	29	0	26	0	0	5	1	0	0	0	0	2	123
19:30	7	44	24	0	28	0	0	4	0	0	0	0	0	0	107
19:45	11	36	34	1	16	0	0	3	0	0	0	0	0	4	105
	39	181	125	1	93	0	0	14	1	0	0	0	0	7	461
20:00	34	41	21	0	23	0	0	4	0	0	0	0	0	4	127
20:15	16	49	30	0	24	0	0	3	0	0	0	0	0	3	125
20:30	6	26	18	1	21	0	1	5	0	0	0	0	0	0	78
20:45	7	31	15	0	10	0	0	0	0	0	0	0	0	0	63
	63	147	84	1	78	0	1	12	0	0	0	0	0	7	393
21:00	8	32	10	0	18	0	0	1	0	0	0	0	0	2	71
21:15	7	30	15	0	15	0	0	2	1	0	0	0	0	0	70
21:30	14	30	13	0	13	0	0	2	0	0	0	0	0	1	73
21:45	3	24	18	0	8	0	0	1	0	0	0	0	0	0	54
	32	116	56	0	54	0	0	6	1	0	0	0	0	3	268
22:00	5	18	14	0	9	0	0	1	0	0	0	0	0	0	47
22:15	3	25	8	0	5	0	0	2	0	0	0	0	0	0	43
22:30	0	19	14	0	8	0	0	0	1	0	0	0	0	1	43
22:45	1	18	14	0	6	0	0	2	0	0	0	0	0	0	41
	9	80	50	0	28	0	0	5	1	0	0	0	0	1	174
23:00	0	21	10	0	7	0	0	0	0	0	0	0	0	0	38
23:15	1	11	3	1	9	1	0	0	0	0	0	0	0	0	26
23:30	0	14	5	0	2	0	0	1	0	0	0	0	0	0	22
23:45	0	11	8	0	10	1	0	0	1	0	0	0	0	1	32
	1	57	26	1	28	2	0	1	1	0	0	0	0	1	118
Total	389	3118	1401	35	1179	20	2	325	20	12	4	4	5	108	6622
Percent	5.9%	47.1%	21.2%	0.5%	17.8%	0.3%	0.0%	4.9%	0.3%	0.2%	0.1%	0.1%	0.1%	1.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
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Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	9	5	1	7	0	0	0	0	0	0	0	0	0	22
00:15	0	5	0	0	6	0	0	0	0	0	0	0	0	0	11
00:30	0	8	3	0	3	0	0	0	0	0	0	0	0	0	14
00:45	0	3	4	0	3	0	0	1	0	0	0	0	0	0	11
	0	25	12	1	19	0	0	1	0	0	0	0	0	0	58
01:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
01:15	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
01:30	0	1	4	0	2	0	0	0	0	0	0	0	0	0	7
01:45	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
	0	13	8	0	7	0	0	0	0	0	0	0	0	0	28
02:00	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
02:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	1	9	2	0	3	0	0	0	0	0	0	0	0	0	15
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:30	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
03:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	7	4	1	2	0	0	0	0	0	0	0	0	0	14
04:00	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
04:15	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
	0	7	1	0	7	0	0	0	0	0	0	0	0	0	15
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	3	2	0	3	0	0	0	0	0	0	0	0	0	8
05:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
05:45	0	4	1	0	2	0	0	0	1	0	0	0	0	0	8
	0	10	3	0	7	0	0	0	1	0	0	0	0	0	21
06:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
06:15	0	6	2	0	3	0	0	0	0	0	0	0	0	0	11
06:30	0	8	6	0	4	0	0	2	0	0	0	0	0	0	20
06:45	0	10	6	0	6	0	0	0	1	0	0	0	0	0	23
	0	26	15	0	15	0	0	2	1	0	0	0	0	0	59
07:00	1	9	7	0	9	0	0	0	0	0	0	0	0	1	27
07:15	0	10	6	0	14	0	0	1	1	0	0	0	0	0	32
07:30	1	12	8	0	8	0	0	3	1	0	1	0	0	0	34
07:45	1	13	9	0	7	0	0	4	1	0	0	0	0	0	35
	3	44	30	0	38	0	0	8	3	0	1	0	0	1	128
08:00	0	21	6	1	12	0	0	0	1	0	0	0	0	0	41
08:15	1	17	7	0	15	0	0	3	0	0	0	0	0	0	43
08:30	1	34	23	0	15	0	0	3	2	0	0	0	0	0	78
08:45	2	31	18	0	18	0	0	2	0	0	0	0	0	0	71
	4	103	54	1	60	0	0	8	3	0	0	0	0	0	233
09:00	1	48	18	2	22	0	0	8	0	0	0	0	0	0	99
09:15	1	39	30	0	16	0	1	6	1	0	0	0	0	2	96
09:30	3	39	23	2	26	0	0	9	0	0	0	0	0	0	102
09:45	15	38	22	0	31	0	0	7	0	0	0	0	0	3	116
	20	164	93	4	95	0	1	30	1	0	0	0	0	5	413
10:00	10	40	31	0	24	1	0	9	0	0	0	0	0	1	116
10:15	12	65	27	0	23	3	0	7	0	0	0	0	0	1	138
10:30	3	74	24	3	16	0	0	13	2	0	0	0	0	3	138
10:45	8	49	34	0	28	1	0	8	0	0	1	0	0	1	130
	33	228	116	3	91	5	0	37	2	0	1	0	0	6	522
11:00	6	61	30	3	22	1	0	11	0	0	0	0	0	2	136
11:15	5	74	27	0	25	0	0	11	1	0	0	0	0	0	143
11:30	7	52	38	0	21	0	0	8	1	1	0	1	0	1	130
11:45	5	69	32	1	20	0	0	17	0	0	0	0	0	0	144
	23	256	127	4	88	1	0	47	2	1	0	1	0	3	553
Total	84	892	465	14	432	6	1	133	13	1	2	1	0	15	2059
Percent	4.1%	43.3%	22.6%	0.7%	21.0%	0.3%	0.0%	6.5%	0.6%	0.0%	0.1%	0.0%	0.0%	0.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	52	25	1	17	0	0	7	1	0	2	0	0	5	112
12:15	3	61	32	0	30	1	1	13	2	0	1	1	0	2	147
12:30	1	64	31	1	24	0	1	7	1	0	0	0	0	1	131
12:45	0	81	27	0	33	0	0	6	0	0	0	0	0	0	147
	6	258	115	2	104	1	2	33	4	0	3	1	0	8	537
13:00	4	78	26	0	25	0	0	9	0	0	0	0	0	0	142
13:15	4	60	29	0	30	1	0	10	2	0	0	0	0	3	139
13:30	6	80	31	0	19	0	0	4	1	0	1	0	0	2	144
13:45	3	81	32	0	29	3	0	12	4	1	0	0	0	2	167
	17	299	118	0	103	4	0	35	7	1	1	0	0	7	592
14:00	10	80	32	0	28	1	0	9	1	1	2	0	0	1	165
14:15	1	65	37	0	25	2	0	7	0	0	0	0	0	2	139
14:30	2	65	38	2	35	1	0	8	0	0	0	0	0	1	152
14:45	4	77	27	2	25	1	0	8	0	1	1	0	0	1	147
	17	287	134	4	113	5	0	32	1	2	3	0	0	5	603
15:00	3	84	34	1	27	0	0	8	0	0	0	0	0	1	158
15:15	3	79	28	1	35	0	0	11	0	0	1	0	1	2	161
15:30	4	60	30	0	31	0	0	5	0	0	0	0	1	2	133
15:45	2	109	24	2	24	1	0	8	1	0	0	0	0	3	174
	12	332	116	4	117	1	0	32	1	0	1	0	2	8	626
16:00	2	77	28	1	23	1	0	2	1	0	1	0	0	0	136
16:15	2	56	33	0	30	0	0	11	0	1	0	1	0	2	136
16:30	3	68	35	0	27	0	0	3	0	0	1	0	0	1	138
16:45	10	58	39	2	22	1	0	10	0	1	1	0	0	3	147
	17	259	135	3	102	2	0	26	1	2	3	1	0	6	557
17:00	0	82	38	1	31	1	0	11	1	0	0	0	0	2	167
17:15	11	70	27	0	29	0	0	7	0	0	1	0	0	1	146
17:30	1	51	32	1	29	1	0	6	1	0	0	0	0	0	122
17:45	2	70	25	0	24	0	0	4	0	0	0	0	0	3	128
	14	273	122	2	113	2	0	28	2	0	1	0	0	6	563
18:00	7	45	27	1	38	4	0	12	0	0	0	0	1	0	135
18:15	2	55	26	1	22	0	0	6	2	0	0	1	0	0	115
18:30	0	60	27	2	17	1	0	2	0	0	0	0	0	0	109
18:45	3	48	26	0	19	0	0	6	0	0	0	0	0	1	103
	12	208	106	4	96	5	0	26	2	0	0	1	1	1	462
19:00	2	56	17	0	21	0	0	6	0	0	0	0	0	1	103
19:15	1	36	28	0	13	0	0	6	0	0	0	0	0	2	86
19:30	1	22	27	0	13	1	0	6	0	0	0	0	0	0	70
19:45	2	28	19	0	9	0	0	3	0	0	0	0	0	0	61
	6	142	91	0	56	1	0	21	0	0	0	0	0	3	320
20:00	0	23	9	0	10	0	0	1	1	0	0	0	0	0	44
20:15	0	31	24	0	11	0	0	3	1	0	0	0	0	0	70
20:30	0	32	9	1	12	0	0	2	1	0	0	0	0	0	57
20:45	0	20	7	1	13	0	0	0	0	0	0	0	0	0	41
	0	106	49	2	46	0	0	6	3	0	0	0	0	0	212
21:00	0	21	9	0	13	0	0	1	1	0	0	0	0	0	45
21:15	0	21	19	0	10	0	0	2	1	0	0	0	0	0	53
21:30	0	12	8	0	2	0	0	1	0	0	0	0	0	0	23
21:45	0	21	9	0	8	0	0	1	0	0	0	0	0	0	39
	0	75	45	0	33	0	0	5	2	0	0	0	0	0	160
22:00	0	14	11	0	1	0	0	0	0	0	0	0	0	0	26
22:15	0	10	2	0	6	0	0	0	0	0	0	0	0	0	18
22:30	0	5	8	0	2	0	0	0	0	0	0	0	0	0	15
22:45	0	4	6	0	3	0	0	0	0	0	0	0	0	0	13
	0	33	27	0	12	0	0	0	0	0	0	0	0	0	72
23:00	0	8	6	0	5	0	0	0	0	0	0	0	0	0	19
23:15	0	9	2	0	4	0	0	0	0	0	0	0	0	0	15
23:30	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
23:45	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
	0	29	14	0	12	0	0	0	0	0	0	0	0	0	55
Total	101	2301	1072	21	907	21	2	244	23	5	12	3	3	44	4759
Percent	2.1%	48.4%	22.5%	0.4%	19.1%	0.4%	0.0%	5.1%	0.5%	0.1%	0.3%	0.1%	0.1%	0.9%	
Grand Total	1010	14441	7179	219	5975	133	16	1631	327	50	50	29	30	387	31477
Percent	3.2%	45.9%	22.8%	0.7%	19.0%	0.4%	0.1%	5.2%	1.0%	0.2%	0.2%	0.1%	0.1%	1.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/25/19	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	5	1	1	3	0	0	0	0	0	0	0	0	0	10
01:00	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	0	0	1	0	0	1	1	0	0	0	0	0	5
	0	4	3	1	1	0	0	1	3	0	0	0	0	0	13
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	2	0	0	0	0	0	2	0	0	0	0	0	4
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	0	4	4	1	0	0	0	0	2	0	0	0	0	0	11
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	1	0	0	0	0	0	2	0	0	0	0	0	5
03:45	0	2	1	0	1	0	0	0	2	0	0	0	0	0	6
	0	5	2	0	1	0	0	0	5	0	0	0	0	0	13
04:00	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
04:15	0	1	1	1	0	0	0	1	2	0	0	0	0	0	6
04:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	0	3	0	4	1	0	0	0	0	0	0	0	0	8
	0	7	7	1	4	1	0	1	4	0	0	0	0	0	25
05:00	0	5	1	0	1	0	0	1	2	0	0	0	0	0	10
05:15	0	4	5	0	1	0	0	3	0	0	0	0	0	0	13
05:30	0	6	3	0	2	0	0	0	1	0	0	0	0	0	12
05:45	0	11	5	0	4	0	0	0	1	0	0	0	0	0	21
	0	26	14	0	8	0	0	4	4	0	0	0	0	0	56
06:00	0	11	8	2	7	0	0	1	4	0	0	0	0	0	33
06:15	0	9	11	2	3	0	0	0	1	0	0	0	0	0	26
06:30	0	12	12	0	8	2	0	2	2	0	0	0	0	0	38
06:45	0	17	11	2	7	0	0	3	2	0	0	0	0	0	42
	0	49	42	6	25	2	0	6	9	0	0	0	0	0	139
07:00	0	24	22	1	13	0	0	3	2	0	0	0	0	0	65
07:15	0	36	19	1	7	2	1	2	1	0	0	0	1	0	70
07:30	0	45	28	2	13	0	0	1	1	0	0	0	0	0	90
07:45	1	61	37	0	23	0	0	4	3	0	0	0	0	0	129
	1	166	106	4	56	2	1	10	7	0	0	0	1	0	354
08:00	2	34	48	3	22	0	1	2	4	0	0	0	1	1	118
08:15	1	40	33	0	17	3	1	4	1	0	0	0	0	2	102
08:30	1	45	23	1	12	1	1	1	2	0	0	0	0	1	88
08:45	1	44	27	3	19	1	0	6	0	1	0	0	2	3	107
	5	163	131	7	70	5	3	13	7	1	0	0	3	7	415
09:00	3	52	27	4	18	0	0	9	1	1	0	0	0	0	115
09:15	1	58	27	2	19	0	0	3	4	0	0	0	0	0	114
09:30	1	58	20	3	15	0	0	3	6	0	0	0	0	2	108
09:45	2	58	34	1	11	1	0	7	6	0	0	0	0	0	120
	7	226	108	10	63	1	0	22	17	1	0	0	0	2	457
10:00	5	65	32	0	11	0	1	1	2	0	0	0	0	3	120
10:15	0	66	35	0	12	3	1	9	3	0	0	0	0	1	130
10:30	2	60	31	3	18	2	1	4	1	0	0	0	0	1	123
10:45	0	76	38	0	16	2	0	5	0	0	0	0	0	0	137
	7	267	136	3	57	7	3	19	6	0	0	0	0	5	510
11:00	2	67	21	1	18	3	0	3	2	1	0	0	0	0	118
11:15	0	66	30	1	16	0	0	7	0	0	0	0	0	0	120
11:30	0	50	25	2	17	0	0	7	2	0	0	1	0	0	104
11:45	1	51	35	0	15	0	1	4	4	0	0	0	0	0	111
	3	234	111	4	66	3	1	21	8	1	0	1	0	0	453
Total	23	1156	665	38	354	21	8	97	72	3	0	1	4	14	2456
Percent	0.9%	47.1%	27.1%	1.5%	14.4%	0.9%	0.3%	3.9%	2.9%	0.1%	0.0%	0.0%	0.2%	0.6%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	67	39	2	19	2	0	3	2	1	0	0	1	0	137
12:15	0	60	26	0	18	2	0	4	2	0	0	0	0	0	112
12:30	1	63	27	0	15	2	0	9	0	0	0	0	0	0	117
12:45	0	62	25	0	17	3	0	5	2	1	0	0	0	1	116
	2	252	117	2	69	9	0	21	6	2	0	0	1	1	482
13:00	1	56	22	1	16	0	2	6	1	1	2	0	0	1	109
13:15	2	45	30	2	25	1	0	8	3	0	0	0	0	3	119
13:30	3	54	23	1	32	2	1	12	2	1	1	0	0	2	134
13:45	1	60	29	0	30	0	0	16	0	0	0	1	0	1	138
	7	215	104	4	103	3	3	42	6	2	3	1	0	7	500
14:00	3	65	32	3	21	0	1	4	5	0	1	0	1	4	140
14:15	0	65	18	3	29	0	1	11	2	1	1	0	0	2	133
14:30	0	66	37	2	19	1	0	15	1	1	0	0	0	1	143
14:45	3	51	34	1	22	1	0	8	2	0	0	0	0	1	123
	6	247	121	9	91	2	2	38	10	2	2	0	1	8	539
15:00	1	55	35	0	20	1	0	8	2	0	0	0	1	5	128
15:15	2	57	32	2	15	1	0	6	1	0	0	0	0	2	118
15:30	1	61	34	1	28	1	0	14	1	0	0	0	0	2	143
15:45	0	68	25	0	23	1	0	12	1	1	0	0	1	1	133
	4	241	126	3	86	4	0	40	5	1	0	0	2	10	522
16:00	1	63	38	2	32	1	0	12	2	0	0	0	2	2	155
16:15	1	76	37	5	30	1	0	14	2	0	0	0	0	3	169
16:30	1	58	25	2	29	1	0	9	0	2	0	0	0	3	130
16:45	2	69	21	3	27	1	0	11	2	0	0	0	1	3	140
	5	266	121	12	118	4	0	46	6	2	0	0	3	11	594
17:00	4	74	46	0	30	2	0	11	0	0	2	0	0	0	169
17:15	0	71	47	0	24	1	0	8	2	0	1	1	1	3	159
17:30	0	65	29	0	23	0	1	7	1	0	0	0	0	2	128
17:45	1	46	27	1	7	0	0	4	1	1	0	0	0	1	89
	5	256	149	1	84	3	1	30	4	1	3	1	1	6	545
18:00	0	60	26	1	19	2	0	2	1	0	0	0	0	1	112
18:15	2	64	25	1	32	3	0	6	2	0	0	0	0	3	138
18:30	1	29	22	0	20	0	0	3	1	0	0	0	0	0	76
18:45	0	33	14	0	13	0	0	4	1	0	0	0	0	1	66
	3	186	87	2	84	5	0	15	5	0	0	0	0	5	392
19:00	0	24	12	0	9	0	0	2	2	0	0	0	0	0	49
19:15	1	33	24	0	12	1	0	4	1	0	0	0	0	0	76
19:30	0	22	16	0	7	0	0	2	1	0	0	0	0	0	48
19:45	0	30	20	1	13	0	0	1	3	0	0	0	0	0	68
	1	109	72	1	41	1	0	9	7	0	0	0	0	0	241
20:00	0	20	13	0	11	0	0	2	1	0	0	0	0	1	48
20:15	0	29	5	0	11	0	0	0	1	0	0	0	0	0	46
20:30	1	25	14	0	9	0	0	0	1	0	0	0	0	0	50
20:45	0	14	14	0	9	0	0	3	0	0	0	0	0	0	40
	1	88	46	0	40	0	0	5	3	0	0	0	0	1	184
21:00	0	16	13	0	8	0	0	2	0	1	0	0	0	1	41
21:15	0	21	4	0	9	0	0	2	2	0	0	0	0	0	38
21:30	0	10	8	0	5	0	0	2	2	0	0	0	0	0	27
21:45	0	16	17	0	5	0	0	2	0	0	0	0	0	0	40
	0	63	42	0	27	0	0	8	4	1	0	0	0	1	146
22:00	0	19	3	0	10	0	0	1	0	0	0	0	0	0	33
22:15	0	12	8	0	4	0	0	0	0	0	0	0	0	0	24
22:30	0	11	4	0	7	0	0	1	1	0	0	0	0	0	24
22:45	0	8	8	0	3	0	0	0	0	0	0	0	0	0	19
	0	50	23	0	24	0	0	2	1	0	0	0	0	0	100
23:00	0	8	5	1	3	0	0	0	0	0	0	0	0	0	17
23:15	0	4	4	0	1	0	0	1	0	0	0	0	0	0	10
23:30	0	9	1	0	2	0	0	0	0	0	0	0	0	0	12
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	24	11	1	6	0	0	1	0	0	0	0	0	0	43
Total	34	1997	1019	35	773	31	6	257	57	11	8	2	8	50	4288
Percent	0.8%	46.6%	23.8%	0.8%	18.0%	0.7%	0.1%	6.0%	1.3%	0.3%	0.2%	0.0%	0.2%	1.2%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
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Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/26/19	0	6	4	0	1	0	0	1	0	0	0	0	0	0	12
00:15	0	3	1	0	2	0	0	1	0	0	0	0	0	0	7
00:30	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	13	7	0	4	0	0	3	0	0	0	0	0	0	27
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
01:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
01:45	0	1	0	0	2	0	0	0	1	0	0	0	0	0	4
	0	9	2	0	2	0	0	0	3	0	0	0	0	0	16
02:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	2	1	1	0	0	1	0	0	0	0	0	0	5
02:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
	0	7	3	2	3	0	0	1	0	0	0	0	0	0	16
03:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
03:15	0	3	0	0	0	0	0	1	1	0	0	0	0	0	5
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	4	0	0	0	0	0	1	1	0	0	0	0	0	6
	0	8	0	0	1	0	0	2	2	1	0	0	0	0	14
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
04:15	0	0	0	0	1	0	0	2	1	0	0	0	0	0	4
04:30	0	1	1	0	0	0	0	2	0	0	0	0	0	0	4
04:45	0	3	1	0	3	0	0	2	1	0	0	0	0	0	10
	0	5	2	0	4	0	0	6	3	0	0	0	0	0	20
05:00	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
05:15	0	3	4	0	2	0	0	0	1	0	0	0	0	0	10
05:30	0	1	6	1	0	0	0	0	1	0	0	0	0	0	9
05:45	0	9	6	1	7	0	0	0	0	0	0	0	0	0	23
	0	17	16	2	11	0	0	0	2	0	0	0	0	0	48
06:00	0	7	5	1	3	0	1	0	1	0	0	0	0	0	18
06:15	0	7	4	3	4	0	0	0	2	0	0	0	0	0	20
06:30	0	17	10	0	8	0	0	0	6	0	0	0	0	1	42
06:45	0	19	14	0	8	0	0	1	2	0	0	0	0	0	44
	0	50	33	4	23	0	1	1	11	0	0	0	0	1	124
07:00	0	16	10	0	3	0	0	2	0	1	0	0	0	0	32
07:15	0	37	15	3	10	0	0	3	3	0	0	0	0	1	72
07:30	2	31	22	3	14	2	0	2	4	0	0	0	1	0	81
07:45	1	53	27	0	28	0	0	6	1	0	0	0	0	1	117
	3	137	74	6	55	2	0	13	8	1	0	0	1	2	302
08:00	2	54	40	3	21	1	0	3	1	0	0	1	0	2	128
08:15	0	38	15	1	26	1	0	4	5	0	0	0	0	1	91
08:30	1	58	25	1	29	0	0	3	4	0	1	0	0	1	123
08:45	0	53	19	1	22	0	0	5	3	0	0	0	0	1	104
	3	203	99	6	98	2	0	15	13	0	1	1	0	5	446
09:00	1	46	15	0	16	0	0	10	0	0	0	0	0	2	90
09:15	0	60	18	0	22	0	0	5	2	0	1	0	0	0	108
09:30	2	58	24	2	28	0	0	9	1	0	0	0	0	3	127
09:45	0	58	24	1	14	1	0	11	3	0	0	0	0	2	114
	3	222	81	3	80	1	0	35	6	0	1	0	0	7	439
10:00	1	65	20	4	25	4	0	4	2	0	0	0	1	0	126
10:15	4	55	24	1	27	0	0	2	2	0	0	0	1	3	119
10:30	2	57	22	3	21	0	0	4	2	0	0	0	1	2	114
10:45	4	52	25	2	15	2	1	14	2	0	0	0	0	0	117
	11	229	91	10	88	6	1	24	8	0	0	0	3	5	476
11:00	3	56	30	2	28	0	0	9	2	2	0	0	0	3	135
11:15	1	42	32	1	22	0	0	4	6	2	1	0	1	3	115
11:30	4	70	26	1	25	0	0	6	2	0	0	0	0	2	136
11:45	9	67	23	0	17	2	0	10	0	0	1	0	0	3	132
	17	235	111	4	92	2	0	29	10	4	2	0	1	11	518
Total	37	1135	519	37	461	13	2	129	66	6	4	1	5	31	2446
Percent	1.5%	46.4%	21.2%	1.5%	18.8%	0.5%	0.1%	5.3%	2.7%	0.2%	0.2%	0.0%	0.2%	1.3%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	55	34	2	27	1	0	7	1	1	0	0	0	1	130
12:15	2	59	26	1	28	1	0	7	3	2	0	0	0	2	131
12:30	1	81	19	0	26	0	0	8	4	1	0	0	1	3	144
12:45	5	48	32	0	25	2	0	17	0	0	0	1	0	0	130
	9	243	111	3	106	4	0	39	8	4	0	1	1	6	535
13:00	2	77	23	0	28	0	0	12	2	0	1	0	0	4	149
13:15	4	58	30	0	29	0	0	16	1	0	0	0	1	3	142
13:30	2	78	39	1	30	0	0	9	4	5	1	1	0	7	177
13:45	5	81	33	1	28	0	1	16	2	0	1	0	1	2	171
	13	294	125	2	115	0	1	53	9	5	3	1	2	16	639
14:00	3	83	23	2	31	0	0	10	2	1	0	0	0	4	159
14:15	5	76	35	0	25	1	1	5	6	0	2	0	0	1	157
14:30	5	77	37	1	32	0	1	10	0	0	0	0	1	0	164
14:45	3	72	36	1	26	1	0	13	1	0	0	0	0	0	153
	16	308	131	4	114	2	2	38	9	1	2	0	1	5	633
15:00	6	70	30	2	20	1	1	14	1	0	1	0	0	0	146
15:15	4	55	25	0	45	0	0	12	2	0	0	0	0	1	144
15:30	1	85	26	1	26	1	0	9	1	0	1	0	1	0	152
15:45	3	92	23	2	31	4	0	13	1	0	0	0	0	1	170
	14	302	104	5	122	6	1	48	5	0	2	0	1	2	612
16:00	2	94	28	0	27	4	0	12	1	0	1	0	1	0	170
16:15	5	102	38	3	38	3	0	16	1	1	0	0	0	4	211
16:30	3	71	32	0	27	0	0	11	0	0	1	0	0	2	147
16:45	1	77	26	1	26	0	0	16	1	0	0	0	0	2	150
	11	344	124	4	118	7	0	55	3	1	2	0	1	8	678
17:00	0	68	41	2	26	0	0	11	1	1	1	0	0	2	153
17:15	4	68	19	1	15	0	0	10	0	1	0	0	0	1	119
17:30	2	58	23	0	25	0	0	7	0	0	0	0	0	2	117
17:45	3	62	41	2	33	0	0	9	0	1	0	0	0	4	155
	9	256	124	5	99	0	0	37	1	3	1	0	0	9	544
18:00	3	62	35	2	28	0	1	12	1	0	0	0	1	3	148
18:15	0	61	25	3	16	1	0	7	0	0	0	0	0	1	114
18:30	0	46	26	0	11	1	0	5	0	0	0	0	0	0	89
18:45	2	27	22	3	14	0	0	2	0	0	0	0	0	1	71
	5	196	108	8	69	2	1	26	1	0	0	0	1	5	422
19:00	0	46	23	0	26	1	0	3	3	0	0	1	0	0	103
19:15	0	50	18	1	14	1	1	1	1	0	0	0	0	0	87
19:30	1	27	8	0	16	0	0	1	0	0	0	0	0	0	53
19:45	1	32	17	1	12	0	0	1	1	0	0	0	0	0	65
	2	155	66	2	68	2	1	6	5	0	0	1	0	0	308
20:00	0	24	14	0	10	0	0	7	1	0	0	0	0	0	56
20:15	1	25	18	1	4	0	0	1	1	0	0	0	0	1	52
20:30	0	15	15	1	9	0	0	0	1	0	0	0	0	0	41
20:45	0	21	12	0	12	0	0	1	0	0	0	0	0	0	46
	1	85	59	2	35	0	0	9	3	0	0	0	0	1	195
21:00	0	23	16	0	11	0	0	2	0	0	0	0	1	0	53
21:15	0	20	13	0	6	0	0	1	1	0	0	0	0	0	41
21:30	0	21	8	0	7	0	0	2	0	0	0	0	0	0	38
21:45	0	29	8	0	9	0	0	1	0	0	0	0	0	0	47
	0	93	45	0	33	0	0	6	1	0	0	0	1	0	179
22:00	0	20	10	0	9	0	0	1	0	0	0	0	0	0	40
22:15	0	20	4	0	5	0	0	2	0	0	0	0	0	0	31
22:30	0	17	9	0	1	0	0	0	0	0	0	0	0	0	27
22:45	0	21	13	0	5	0	0	2	0	0	0	0	0	0	41
	0	78	36	0	20	0	0	5	0	0	0	0	0	0	139
23:00	1	8	9	0	4	0	0	0	0	0	0	0	0	0	22
23:15	0	7	3	0	4	0	0	0	1	0	0	0	0	0	15
23:30	0	8	6	1	3	0	0	2	0	0	0	0	0	0	20
23:45	0	10	4	0	3	0	0	1	0	0	0	0	0	0	18
	1	33	22	1	14	0	0	3	1	0	0	0	0	0	75
Total	81	2387	1055	36	913	23	6	325	46	14	10	3	8	52	4959
Percent	1.6%	48.1%	21.3%	0.7%	18.4%	0.5%	0.1%	6.6%	0.9%	0.3%	0.2%	0.1%	0.2%	1.0%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/27/19	1	13	4	0	0	0	0	0	0	0	0	0	0	0	18
00:15	0	4	3	0	0	0	0	1	0	0	0	0	0	0	8
00:30	0	2	6	0	0	0	0	0	0	0	0	0	0	0	8
00:45	1	7	4	0	0	0	0	0	1	0	0	0	0	0	13
	2	26	17	0	0	0	0	1	1	0	0	0	0	0	47
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	5	1	0	0	0	0	0	2	0	0	0	0	0	8
01:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
01:45	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
	0	15	2	0	0	0	0	1	3	0	0	0	0	0	21
02:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
02:15	0	2	0	0	3	0	0	0	1	0	0	0	0	0	6
02:30	0	5	4	0	0	0	0	1	0	0	0	0	0	0	10
02:45	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
	0	13	8	1	5	0	0	1	1	0	0	0	0	0	29
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	8	4	0	1	0	0	0	1	0	0	0	0	0	14
04:00	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
04:15	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
04:30	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
04:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	0	9	7	0	2	0	0	2	0	0	0	0	0	0	20
05:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
05:15	0	6	4	0	0	0	0	1	1	0	0	0	0	0	12
05:30	0	3	2	0	5	0	0	0	0	0	0	0	0	0	10
05:45	0	7	3	1	0	0	0	0	1	0	0	0	0	0	12
	0	19	11	1	6	0	0	1	2	0	0	0	0	0	40
06:00	0	8	10	0	4	0	0	0	1	0	0	0	0	0	23
06:15	0	12	4	0	3	0	0	1	0	0	0	0	0	0	20
06:30	0	16	11	1	6	0	0	1	3	0	0	0	1	0	39
06:45	0	13	8	1	5	0	0	1	0	0	0	0	0	0	28
	0	49	33	2	18	0	0	3	4	0	0	0	1	0	110
07:00	0	20	4	0	11	0	0	0	3	0	0	0	0	0	38
07:15	1	22	7	0	15	0	0	2	0	1	0	0	0	0	48
07:30	0	36	20	0	15	0	0	2	2	0	0	0	0	0	75
07:45	0	41	24	0	14	1	0	2	0	0	0	0	0	0	82
	1	119	55	0	55	1	0	6	5	1	0	0	0	0	243
08:00	1	43	32	0	9	1	0	2	1	0	0	0	0	2	91
08:15	0	56	23	0	14	0	0	5	0	0	0	0	0	0	98
08:30	1	54	28	0	16	0	0	6	0	0	0	0	0	4	109
08:45	3	69	32	1	21	0	0	4	1	0	1	0	0	2	134
	5	222	115	1	60	1	0	17	2	0	1	0	0	8	432
09:00	4	65	28	0	17	0	1	5	0	0	2	0	0	0	122
09:15	6	52	28	1	15	1	0	11	3	0	0	0	0	4	121
09:30	10	88	34	0	14	0	1	3	3	0	0	0	0	5	158
09:45	2	73	28	0	32	0	0	12	1	1	0	0	0	6	155
	22	278	118	1	78	1	2	31	7	1	2	0	0	15	556
10:00	4	84	33	2	17	0	0	7	2	0	0	0	0	2	151
10:15	4	79	33	1	20	1	0	7	2	0	0	0	1	3	151
10:30	2	91	36	3	20	0	0	9	1	0	1	0	1	1	165
10:45	3	81	35	2	27	0	0	8	2	0	0	1	0	4	163
	13	335	137	8	84	1	0	31	7	0	1	1	2	10	630
11:00	3	92	28	2	29	0	0	11	0	0	0	0	0	1	166
11:15	1	95	36	1	26	0	0	7	0	0	0	1	1	5	173
11:30	8	98	44	2	28	0	0	13	1	1	0	1	0	7	203
11:45	6	84	26	3	40	0	0	11	0	1	0	0	0	2	173
	18	369	134	8	123	0	0	42	1	2	0	2	1	15	715
Total	61	1462	641	22	432	4	2	136	34	4	4	3	4	48	2857
Percent	2.1%	51.2%	22.4%	0.8%	15.1%	0.1%	0.1%	4.8%	1.2%	0.1%	0.1%	0.1%	0.1%	1.7%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	5	87	36	2	23	1	0	13	2	1	1	0	0	3	174
12:15	3	84	33	0	28	1	0	14	2	1	0	0	0	2	168
12:30	2	80	37	4	24	0	0	13	4	0	0	0	0	7	171
12:45	4	93	26	1	29	2	0	12	2	1	1	0	0	4	175
	14	344	132	7	104	4	0	52	10	3	2	0	0	16	688
13:00	3	84	44	1	27	0	0	15	0	1	0	0	0	3	178
13:15	3	96	41	0	31	3	0	12	1	2	0	1	0	2	192
13:30	7	101	37	1	26	0	1	7	0	1	1	0	0	3	185
13:45	5	112	51	2	32	3	0	18	1	0	0	0	1	4	229
	18	393	173	4	116	6	1	52	2	4	1	1	1	12	784
14:00	3	102	40	0	27	2	1	8	2	1	0	0	0	2	188
14:15	9	98	41	0	22	0	0	11	1	2	0	0	1	2	187
14:30	9	97	42	1	21	3	1	7	0	2	0	0	0	6	189
14:45	3	105	38	1	25	0	0	14	1	0	1	0	0	3	191
	24	402	161	2	95	5	2	40	4	5	1	0	1	13	755
15:00	6	91	27	2	29	1	0	7	1	1	0	1	0	6	172
15:15	3	100	40	1	21	0	0	15	0	2	0	0	0	0	182
15:30	5	95	29	0	22	0	0	17	0	1	0	0	0	4	173
15:45	6	88	38	0	17	0	0	13	1	0	1	0	0	1	165
	20	374	134	3	89	1	0	52	2	4	1	1	0	11	692
16:00	6	87	36	1	20	1	1	13	0	0	0	0	0	3	168
16:15	2	89	24	0	26	3	0	20	0	1	0	0	0	3	168
16:30	8	87	25	0	20	0	1	6	1	0	1	0	0	2	151
16:45	5	73	29	0	20	0	0	8	0	1	1	0	0	1	138
	21	336	114	1	86	4	2	47	1	2	2	0	0	9	625
17:00	3	69	28	2	19	1	1	9	1	2	1	0	2	4	142
17:15	8	85	35	0	24	0	0	13	0	1	0	0	0	1	167
17:30	12	84	27	2	28	0	0	6	0	1	1	0	0	4	165
17:45	5	63	16	2	17	2	0	7	1	0	0	0	0	2	115
	28	301	106	6	88	3	1	35	2	4	2	0	2	11	589
18:00	6	69	25	1	16	2	0	7	1	0	1	0	0	2	130
18:15	4	66	24	0	23	0	0	6	3	1	0	0	0	2	129
18:30	6	57	24	3	25	0	0	6	0	0	1	0	0	4	126
18:45	7	77	23	0	26	0	0	4	1	1	1	0	1	1	142
	23	269	96	4	90	2	0	23	5	2	3	0	1	9	527
19:00	2	45	17	0	17	0	0	2	1	2	0	0	0	2	88
19:15	3	54	21	2	14	0	0	1	1	0	0	2	0	1	99
19:30	2	47	32	0	11	0	0	4	1	0	1	0	0	0	98
19:45	3	48	14	0	9	0	0	3	1	0	0	0	0	1	79
	10	194	84	2	51	0	0	10	4	2	1	2	0	4	364
20:00	0	54	20	1	10	0	0	2	2	0	0	0	0	1	90
20:15	0	37	25	0	9	0	0	2	0	0	0	0	0	0	73
20:30	0	47	21	1	13	1	0	3	0	0	0	0	0	1	87
20:45	1	38	12	0	10	0	0	3	1	0	0	0	0	0	65
	1	176	78	2	42	1	0	10	3	0	0	0	0	2	315
21:00	0	36	16	0	15	1	0	0	0	0	0	0	0	0	68
21:15	1	31	22	0	9	0	0	1	0	0	0	1	0	0	65
21:30	0	26	9	0	14	0	0	3	0	0	0	0	0	0	52
21:45	3	38	24	1	10	0	0	0	0	0	0	0	0	0	76
	4	131	71	1	48	1	0	4	0	0	0	1	0	0	261
22:00	1	22	10	1	7	0	0	3	0	0	0	0	0	0	44
22:15	0	22	9	0	9	0	0	1	0	0	0	0	0	0	41
22:30	0	17	14	0	8	0	0	0	1	0	0	0	0	0	40
22:45	0	22	7	0	5	0	0	0	1	0	0	0	0	0	35
	1	83	40	1	29	0	0	4	2	0	0	0	0	0	160
23:00	0	12	7	1	5	0	0	0	0	0	0	0	0	0	25
23:15	0	13	5	0	1	0	0	0	1	0	0	0	0	0	20
23:30	0	16	8	0	7	0	0	0	0	0	0	0	0	0	31
23:45	0	13	6	0	4	0	0	0	0	0	0	0	0	0	23
	0	54	26	1	17	0	0	0	1	0	0	0	0	0	99
Total	164	3057	1215	34	855	27	6	329	36	26	13	5	5	87	5859
Percent	2.8%	52.2%	20.7%	0.6%	14.6%	0.5%	0.1%	5.6%	0.6%	0.4%	0.2%	0.1%	0.1%	1.5%	

GRAM Traffic Counting, Inc.
3751 FM 1105, Bldg. A
Georgetown, Texas 78626
512-832-8650

Site Code: 7
Station ID:
US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/28/19	0	7	7	0	6	0	0	0	0	0	0	0	0	0	20
00:15	0	10	6	0	4	0	0	0	0	0	0	0	0	0	20
00:30	1	5	2	0	2	0	0	1	1	0	0	0	0	0	12
00:45	0	5	0	0	3	0	0	0	0	0	0	0	0	0	8
	1	27	15	0	15	0	0	1	1	0	0	0	0	0	60
01:00	0	3	1	1	3	0	0	1	1	0	0	0	0	0	10
01:15	0	8	6	0	2	0	0	0	0	0	0	0	0	0	16
01:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
01:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
	0	18	9	1	7	0	0	1	1	0	0	0	0	0	37
02:00	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
02:15	0	3	2	0	1	0	0	0	1	0	0	0	0	0	7
02:30	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
02:45	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
	0	11	9	1	4	0	0	0	1	0	0	0	0	0	26
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
	0	10	0	0	1	0	0	0	1	0	0	0	0	0	12
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
05:00	0	2	0	0	2	0	0	0	2	0	0	0	0	0	6
05:15	0	4	3	0	0	0	0	2	0	0	0	0	0	0	9
05:30	0	6	1	1	1	0	0	0	1	0	0	0	0	0	10
05:45	0	1	2	1	0	0	0	0	1	0	0	0	0	0	5
	0	13	6	2	3	0	0	2	4	0	0	0	0	0	30
06:00	0	5	6	2	5	0	0	1	0	0	0	0	0	0	19
06:15	0	5	3	1	6	0	0	0	0	0	0	0	0	0	15
06:30	0	11	5	0	2	0	0	1	0	0	0	0	0	0	19
06:45	0	12	14	0	5	0	0	2	1	0	0	0	0	0	34
	0	33	28	3	18	0	0	4	1	0	0	0	0	0	87
07:00	0	10	8	0	3	0	0	2	0	0	0	0	0	0	23
07:15	0	11	6	0	7	0	0	2	0	0	0	0	0	0	26
07:30	0	19	11	0	5	0	0	5	0	0	0	0	0	1	41
07:45	0	28	14	0	8	0	0	4	1	0	0	0	0	0	55
	0	68	39	0	23	0	0	13	1	0	0	0	0	1	145
08:00	0	41	19	2	7	0	0	3	0	0	0	0	0	1	73
08:15	3	35	30	1	12	0	0	3	0	0	0	0	0	0	84
08:30	5	48	20	1	7	0	0	4	2	0	0	0	0	4	91
08:45	2	61	22	0	11	0	0	5	0	0	2	0	0	0	103
	10	185	91	4	37	0	0	15	2	0	2	0	0	5	351
09:00	4	70	20	1	26	1	0	1	1	0	0	0	0	0	124
09:15	1	71	27	2	13	0	0	11	1	0	0	0	0	1	127
09:30	2	70	19	1	18	0	0	8	0	0	1	0	0	1	120
09:45	2	85	41	1	20	0	2	10	1	2	1	0	1	3	169
	9	296	107	5	77	1	2	30	3	2	2	0	1	5	540
10:00	1	83	29	3	19	0	0	17	0	0	1	0	0	0	153
10:15	2	106	40	0	22	1	0	12	1	1	1	1	1	0	188
10:30	5	105	53	1	27	2	0	14	0	0	3	0	1	3	214
10:45	6	107	29	1	35	0	1	22	3	2	2	1	0	6	215
	14	401	151	5	103	3	1	65	4	3	7	2	2	9	770
11:00	2	118	38	2	24	1	0	25	1	3	1	0	0	4	219
11:15	11	123	31	1	35	1	0	20	0	1	1	2	0	2	228
11:30	2	113	33	0	26	0	0	15	0	0	0	0	0	2	191
11:45	5	110	34	2	28	0	0	17	1	1	2	0	0	2	202
	20	464	136	5	113	2	0	77	2	5	4	2	0	10	840
Total	54	1534	594	26	402	6	3	208	21	10	15	4	3	30	2910
Percent	1.9%	52.7%	20.4%	0.9%	13.8%	0.2%	0.1%	7.1%	0.7%	0.3%	0.5%	0.1%	0.1%	1.0%	

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Site Code: 7
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US 290 - Westbound & Eastbound
east of Fredericksburg
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	117	38	0	32	2	0	22	2	2	2	0	0	2	220
12:15	8	128	52	2	26	0	1	18	0	2	2	0	0	3	242
12:30	2	94	40	0	38	0	1	12	1	0	1	0	1	3	193
12:45	12	128	38	0	28	3	1	14	1	0	0	0	0	4	229
	23	467	168	2	124	5	3	66	4	4	5	0	1	12	884
13:00	8	121	40	2	29	0	0	11	0	0	1	0	0	3	215
13:15	4	103	47	0	35	0	0	13	0	1	2	0	0	4	209
13:30	7	103	47	0	26	1	0	4	0	1	2	0	0	3	194
13:45	5	101	47	0	23	1	0	13	1	1	1	0	1	2	196
	24	428	181	2	113	2	0	41	1	3	6	0	1	12	814
14:00	5	96	37	1	27	1	0	11	1	0	0	0	0	2	181
14:15	1	96	36	1	30	0	1	12	1	0	0	0	0	3	181
14:30	8	84	40	1	17	0	1	15	1	2	1	1	1	2	174
14:45	5	88	30	1	18	0	0	16	2	0	0	0	1	5	166
	19	364	143	4	92	1	2	54	5	2	1	1	2	12	702
15:00	5	78	23	0	29	0	0	14	0	0	1	0	0	3	153
15:15	9	85	41	0	22	1	0	14	1	1	1	0	0	3	178
15:30	5	94	38	2	20	0	0	10	1	0	0	0	0	3	173
15:45	2	76	30	0	15	1	1	7	1	1	1	0	1	2	138
	21	333	132	2	86	2	1	45	3	2	3	0	1	11	642
16:00	5	74	28	0	20	0	0	13	1	0	0	0	0	2	143
16:15	1	75	30	2	20	0	0	3	1	0	0	0	0	1	133
16:30	3	79	20	0	19	0	0	10	0	1	0	0	0	3	135
16:45	1	68	24	0	20	2	0	17	0	1	0	0	0	3	136
	10	296	102	2	79	2	0	43	2	2	0	0	0	9	547
17:00	1	64	17	0	18	0	0	3	0	0	0	0	0	0	103
17:15	0	89	28	0	12	0	0	8	2	0	0	0	0	1	140
17:30	3	70	25	0	19	1	0	5	2	0	0	0	0	1	126
17:45	7	72	22	0	11	0	0	8	1	0	0	0	0	0	121
	11	295	92	0	60	1	0	24	5	0	0	0	0	2	490
18:00	1	58	19	0	6	0	0	6	1	0	0	0	0	0	91
18:15	0	52	22	0	21	1	0	6	1	0	0	0	0	1	104
18:30	3	45	23	0	9	1	0	2	3	0	0	0	0	1	87
18:45	1	51	19	1	11	0	0	9	1	0	0	0	0	0	93
	5	206	83	1	47	2	0	23	6	0	0	0	0	2	375
19:00	1	46	22	2	8	0	0	4	3	1	0	0	0	1	88
19:15	0	40	15	0	16	1	0	2	0	0	0	0	0	1	75
19:30	2	24	20	0	10	0	0	2	0	0	0	0	0	0	58
19:45	0	28	16	0	9	0	0	2	1	0	1	0	0	0	57
	3	138	73	2	43	1	0	10	4	1	1	0	0	2	278
20:00	0	35	16	0	8	0	0	1	2	0	0	0	0	0	62
20:15	0	22	17	0	3	0	0	1	0	0	0	0	0	0	43
20:30	0	25	13	1	5	0	0	5	0	0	0	0	0	1	50
20:45	0	16	20	0	10	0	0	0	2	0	0	0	0	1	49
	0	98	66	1	26	0	0	7	4	0	0	0	0	2	204
21:00	0	27	17	1	4	0	0	4	1	0	0	0	0	0	54
21:15	0	36	15	0	4	0	0	2	1	0	0	0	0	0	58
21:30	0	23	17	0	5	0	0	0	1	0	0	0	0	0	46
21:45	0	21	19	1	4	0	0	0	1	0	0	0	0	0	46
	0	107	68	2	17	0	0	6	4	0	0	0	0	0	204
22:00	0	14	10	0	8	0	0	1	1	0	0	0	0	0	34
22:15	0	11	3	0	12	0	0	1	1	0	0	0	0	1	29
22:30	0	23	7	0	4	0	0	0	1	0	0	0	0	0	35
22:45	0	15	6	0	3	0	0	0	0	0	0	0	0	0	24
	0	63	26	0	27	0	0	2	3	0	0	0	0	1	122
23:00	0	10	4	0	3	0	0	0	3	0	0	0	0	0	20
23:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	6	2	0	0	0	0	0	1	0	0	0	0	0	9
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	26	9	0	3	0	0	0	4	0	0	0	0	0	42
Total	116	2821	1143	18	717	16	6	321	45	14	16	1	5	65	5304
Percent	2.2%	53.2%	21.5%	0.3%	13.5%	0.3%	0.1%	6.1%	0.8%	0.3%	0.3%	0.0%	0.1%	1.2%	
Grand Total	570	15549	6851	246	4907	141	39	1802	377	88	70	20	42	377	31079
Percent	1.8%	50.0%	22.0%	0.8%	15.8%	0.5%	0.1%	5.8%	1.2%	0.3%	0.2%	0.1%	0.1%	1.2%	

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

APPENDIX B: MEDIUM TERM PROJECT COSTS

City of Fredericksburg

FEBRUARY 2020

Project Ranking Analysis Tool

Conceptual Level Project Cost Projection

Project Information: Frederick Rd Extension — Description: New Street — Arterial 64'

Name: Frederick Rd

Limits: RR 1631 to US 290

Construction of 58' Rural Arterial Street.

2" HMAC; 1 course surface treatment (asphalt with grade 4 aggregate); 10" Flexible Base

Exist. Classification:	none
Prop. Classification:	Major Arterial
Length (FT):	12,940
Width (FT):	58
Roadbeds (divided #):	1
Area (SY):	83,391
Parkway Width (FT):	8
Width of Median (FT):	0
Addtl.Pavement Area (%):	0%
Addtl.Pavement Area (SY):	0
Sidewalk Width (FT):	5
Sidewalks (#):	1

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	13	33,229	CY	$8.00	$265,829
	Earthwork/TopSoil	6	3,834	CY	$15.00	$57,511
	Subgrade Stabilization	0	0	CY	$3.00	$0
	Concrete Curb	n/a	0	LF	$20.00	$0
	Concrete Sidewalks	n/a	64,700	SF	$10.00	$647,000
	Asphalt (per course)	1	20,848	GAL	$10.00	$208,478
	Grade 4 aggregate	1	695	CY	$115.00	$79,916
	Grade 5 trap rock	0	0	CY	$135.00	$0
	HMAC	2	9,266	Ton	$150.00	$1,389,852
	Flexible Roadway Base	10	25,560	CY	$60.00	$1,533,630
					Street Construction Cost Subtotal:	$4,182,216

Major ROW Construction Component Allowances

	Description	*Notes*	*Allowance*	*Item Cost*
	Mobilization		10%	$418,222
	Drainage/Grading	Ditch grading, culverts	25%	$1,045,554
	Utility Adjustments	No relocations included	5%	$209,111
	Signs, Pavement Markings		5%	$209,111
	Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	$125,466
	Intersection Widenings	4 major intersections		$800,000
	Proposed Signals	3 signals		$950,000
	Bridge Section	Assumes 120' & 400' span bridges		$3,016,000
			Construction Allowances Subtotal:	$6,773,464
			Street & ROW Construction Allowances Subtotal:	$10,955,680

Capital Improvement Project (CIP) Allowances

	Description	*Notes*	*Allowance*	*Item Cost*
	Engineering / Surveying / Geotechnical		20%	$2,191,136
	Contingency		25%	$2,738,920
	ROW / Easement Acquisition	$20k/acre + 3 potential house ($300K)		$1,708,390
			CIP Allowances Subtotal:	$6,638,446

Project Cost Summary

	Item	*Notes*	*Item Cost*
	Roadway Construction Items		$4,182,216
	ROW Construction Items		$6,773,464
	Capital Improvement Costs		$6,638,446
		Grand Total:	$17,594,125

City of Fredericksburg

FEBRUARY 2020

Project Ranking Analysis Tool

Conceptual Level Project Cost Projection

Project Information: Friendship Ln Extension		Description: New Road	Rural Arterial 58
Name:	Friendship Ln		
Limits:	Tivydale Rd to US 87 N	Construction of 58' rural Arterial Street.	
Exist. Classification:	none	2" HMAC; 1 course surface treatment (asphalt with grade 4 aggregate); 10" Flexible Base	
Prop. Classification:	Arterial		
Length (FT):	19,900		
Width (FT):	58		
Roadbeds (divided #):	1		
Area (SY):	128,244		
Parkway Width (FT):	41		
Width of Median (FT):	0		
Addtl.Pavement Area (%):	0%		
Addtl.Pavement Area (SY):	0		
Sidewalk Width (FT):	5		
Sidewalks (#):	1		

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	13	51,101	CY	$8.00	$408,810
	Earthwork/TopSoil	6	30,219	CY	$15.00	$453,278
	Subgrade Stabilization	0	0	CY	$3.00	$0
	Concrete Curb	n/a	0	LF	$20.00	$0
	Concrete Sidewalks	n/a	99,500	SF	$10.00	$995,000
	Asphalt (per course)	1	76,947	GAL	$10.00	$769,467
	Grade 4 aggregate	1	1,069	CY	$115.00	$122,901
	Grade 5 trap rock	0	0	CY	$135.00	$0
	HMAC	2	14,249	Ton	$150.00	$2,137,407
	Flexible Roadway Base	10	39,309	CY	$60.00	$2,358,519
					Street Construction Cost Subtotal:	$7,245,381

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		10%	$724,538
Drainage/Grading	Ditch grading, culverts	25%	$1,811,345
Utility Adjustments	No relocations included	5%	$362,269
Signs, Pavement Markings		5%	$362,269
Landscaping (Grass, Trees, Restoration, E/S Controls)		5%	$362,269
Intersection Widenings	5 major intersections		$1,000,000
Proposed Signals	4 signals		$1,600,000
Bridge Section	Assumes 200' span		$1,160,000
		Construction Allowances Subtotal:	$7,382,691
		Street & ROW Construction Allowances Subtotal:	$14,628,072

Capital Improvement Project (CIP) Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Engineering / Surveying / Geotechnical		20%	$1,476,538
Contingency		25%	$3,657,017.94
ROW / Easement Acquisition	$15K/acre + 5 potential houses ($300K/h)		$2,437,781
		CIP Allowances Subtotal:	$7,571,337

Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$7,245,381
ROW Construction Items		$7,382,691
Capital Improvement Costs		$7,571,337
	Grand Total:	$22,199,408

City of Fredericksburg

FEBRUARY 2020

Project Ranking Analysis Tool

Conceptual Level Project Cost Projection

Project Information: Mulberry Extension — Description: New Road — Collector 44'

Name: Mulberry Extension

Limits: Mulberry St to US 290

Exist. Classification:	none
Prop. Classification:	Collector
Length (FT):	8,300
Width (FT):	44
Roadbeds (divided #):	1
Area (SY):	40,578
Parkway Width (FT):	8
Width of Median (FT):	0
Addtl.Pavement Area (%):	0%
Addtl.Pavement Area (SY):	0
Sidewalk Width (FT):	5
Sidewalks (#):	2

Construction of 44' Collector Street and 2-120' span bridges.

2 Course surface treatment (ashpalt with grade 4 aggregate 1st course, grade 5 trap rock second course); 8" Flexible Base

Assumes base 3 ft behind back of curb.

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	10	12,809	CY	$8.00	$102,469
	Earthwork/TopSoil	6	2,459	CY	$15.00	$36,889
	Subgrade Stabilization	0	0	CY	$3.00	$0
	Concrete Curb	n/a	16,600	LF	$20.00	$332,000
	Concrete Sidewalks	n/a	83,000	SF	$10.00	$830,000
	Asphalt (per course)	1	24,347	GAL	$10.00	$243,467
	Grade 4 aggregate	1	338	CY	$115.00	$38,887
	Grade 5 trap rock	1	338	CY	$135.00	$45,650
	HMAC	0	0	Ton	$150.00	$0
	Flexible Roadway Base	8	10,247	CY	$60.00	$614,815
					Street Construction Cost Subtotal:	$2,244,177

Major ROW Construction Component Allowances

	Description	*Notes*	*Allowance*	*Item Cost*
	Mobilization		10%	$224,418
	Drainage/Grading		10%	$224,418
	Utility Adjustments	Does not include relocations	5%	$112,209
	Signs, Pavement Markings		2%	$44,884
	Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	$67,325
	Intersection Widenings	3 major intersections		$600,000
	Bridge Structure	2-120' span assumed		$1,056,000
	Proposed Signals	3 signals needed		$1,200,000
			Construction Allowances Subtotal:	$2,329,253
			Street & ROW Construction Allowances Subtotal:	$4,573,430

Capital Improvement Project (CIP) Allowances

	Description	*Notes*	*Allowance*	*Item Cost*
	Engineering / Surveying / Geotechnical		20%	$914,686
	Contingency		25%	$1,143,357
	ROW / Easement Acquisition	Existing ROW accounted for, $35K/acre, $300K/h		$593,836
			CIP Allowances Subtotal:	$2,651,879

Project Cost Summary

	Item	*Notes*	*Item Cost*
	Roadway Construction Items		$2,244,177
	ROW Construction Items		$2,329,253
	Capital Improvement Costs		$2,651,879
		Grand Total:	$7,225,309

City of Fredericksburg

FEBRUARY 2020

Project Ranking Analysis Tool

Conceptual Level Project Cost Projection

Project Information: Post Oak Rd — Description: Widening — Collector 44'

Name: Post Oak Rd

Limits: Creek St to Windcrest St

Exist. Classification:	none
Prop. Classification:	Collector
Length (FT):	5,875
Width (FT):	44
Roadbeds (divided #):	1
Area (SY):	28,722
Parkway Width (FT):	8
Width of Median (FT):	0
Addtl.Pavement Area (%):	0%
Addtl.Pavement Area (SY):	0
Sidewalk Width (FT):	5
Sidewalks (#):	2

Complete street reconstruction of 28' street to 44' Collector Street with curb & sidewalk.

2 Course surface treatment (ashpalt with grade 4 aggregate 1st course, grade 5 trap rock second course); 8" Flexible Base

Assumes base 3 ft behind back of curb.

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	12	10,880	CY	$8.00	$87,037
	Earthwork/TopSoil	6	1,741	CY	$15.00	$26,111
	Subgrade Stabilization	0	0	CY	$3.00	$0
	Concrete Curb	n/a	11,750	LF	$20.00	$235,000
	Concrete Sidewalks	n/a	58,750	SF	$10.00	$587,500
	Asphalt (per course)	1	17,233	GAL	$10.00	$172,333
	Grade 4 aggregate	1	239	CY	$115.00	$27,525
	Grade 5 trap rock	1	239	CY	$135.00	$32,313
	HMAC	0	0	Ton	$150.00	$0
	Flexible Roadway Base	10	9,066	CY	$60.00	$543,981
					Street Construction Cost Subtotal:	$1,711,801

Major ROW Construction Component Allowances

	Description	*Notes*	*Allowance*	*Item Cost*
	Mobilization		10%	$171,180
	Drainage/Grading		10%	$171,180
	Utility Adjustments	Does not include relocations	5%	$85,590
	Signs, Pavement Markings		2%	$34,236
	Landscaping (Grass, Trees, Restoration, E/S Controls)		3%	$51,354
	Intersection Widenings	2 major intersections		$400,000
	Bridge Section	Assumes 120' span, 2 - 30' spans		$792,000
	Proposed Signals	2 signals needed		$800,000
			Construction Allowances Subtotal:	$1,705,540
			Street & ROW Construction Allowances Subtotal:	$3,417,341

Capital Improvement Project (CIP) Allowances

	Description	*Notes*	*Allowance*	*Item Cost*
	Engineering / Surveying / Geotechnical		20%	$683,468
	Contingency		25%	$854,335
	ROW / Easement Acquisition	ROW in Place, $200K/acre		$47,521
			CIP Allowances Subtotal:	$1,585,324

Project Cost Summary

	Item	*Notes*	*Item Cost*
	Roadway Construction Items		$1,711,801
	ROW Construction Items		$1,705,540
	Capital Improvement Costs		$1,585,324
		Grand Total:	$5,002,665

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

APPENDIX C: MEDIUM TERM PROJECT MEASURES OF EFFECTIVENESS

Adams

Direction	EB	WB	NB	SB	All
Total Delay (hr)	4	4	19	20	47
Stops (#)	759	820	3011	3283	7873
Average Speed (mph)	38	33	23	27	28
Total Travel Time (hr)	15	11	43	51	120
Distance Traveled (mi)	577	358	1007	1350	3292
Fuel Consumed (gal)	34	27	82	97	241
Fuel Economy (mpg)	16.8	13.0	12.3	13.9	13.7
Performance Index	6.0	6.3	27.5	29.1	68.8

Llano

Direction	EB	WB	NB	SB	All
Total Delay (hr)	0	0	3	9	12
Stops (#)	108	0	580	1026	1714
Average Speed (mph)	30	50	33	31	32
Total Travel Time (hr)	18	1	13	38	70
Distance Traveled (mi)	533	64	436	1174	2206
Fuel Consumed (gal)	23	2	22	56	103
Fuel Economy (mpg)	23.5	29.9	19.7	20.9	21.4
Performance Index	0.4	0.0	4.3	11.7	16.4

Main St

Direction	EB	WB	NB	SB	All
Total Delay (hr)	50	52	13	15	130
Stops (#)	6136	5656	2220	2500	16512
Average Speed (mph)	21	19	33	32	23
Total Travel Time (hr)	126	117	44	47	333
Distance Traveled (mi)	2607	2260	1444	1498	7809
Fuel Consumed (gal)	179	165	88	96	528
Fuel Economy (mpg)	14.6	13.7	16.4	15.7	14.8
Performance Index	66.7	67.8	18.7	22.4	175.7

Washington

Direction	NB	SB	All
Total Delay (hr)	26	17	42
Stops (#)	2494	1717	4211
Average Speed (mph)	24	30	27
Total Travel Time (hr)	58	43	101
Distance Traveled (mi)	1398	1286	2684
Fuel Consumed (gal)	108	84	192
Fuel Economy (mpg)	12.9	15.4	14.0
Performance Index	32.8	21.3	54.1

Network Totals

Number of Intersections	32
Total Delay (hr)	306
Stops (#)	37205
Average Speed (mph)	25
Total Travel Time (hr)	837
Distance Traveled (mi)	21116
Fuel Consumed (gal)	1365
Fuel Economy (mpg)	15.5
Performance Index	409.7

Adams

Direction	EB	WB	NB	SB	All
Total Delay (hr)	3	2	13	13	30
Stops (#)	575	426	2115	2060	5176
Average Speed (mph)	41	34	26	27	29
Total Travel Time (hr)	12	6	33	33	84
Distance Traveled (mi)	497	199	851	906	2454
Fuel Consumed (gal)	28	15	63	63	168
Fuel Economy (mpg)	17.8	13.6	13.5	14.5	14.6
Performance Index	4.1	3.2	19.0	18.3	44.6

Llano

Direction	EB	WB	NB	SB	All
Total Delay (hr)	0	0	3	13	16
Stops (#)	53	0	467	956	1476
Average Speed (mph)	30	50	30	27	29
Total Travel Time (hr)	14	1	11	40	65
Distance Traveled (mi)	413	70	319	1080	1881
Fuel Consumed (gal)	17	2	17	55	92
Fuel Economy (mpg)	23.8	29.9	18.7	19.5	20.4
Performance Index	0.2	0.0	4.0	15.8	20.1

Main St

Direction	EB	WB	NB	SB	All
Total Delay (hr)	50	71	13	17	151
Stops (#)	5860	6040	2344	2859	17103
Average Speed (mph)	22	18	34	33	23
Total Travel Time (hr)	135	144	48	53	380
Distance Traveled (mi)	2899	2537	1612	1751	8799
Fuel Consumed (gal)	192	193	97	112	594
Fuel Economy (mpg)	15.1	13.1	16.6	15.7	14.8
Performance Index	66.8	87.4	19.5	25.1	198.7

Washington

Direction	NB	SB	All
Total Delay (hr)	38	13	51
Stops (#)	2808	1480	4288
Average Speed (mph)	22	32	25
Total Travel Time (hr)	77	39	116
Distance Traveled (mi)	1683	1237	2920
Fuel Consumed (gal)	131	76	207
Fuel Economy (mpg)	12.9	16.2	14.1
Performance Index	45.4	17.5	62.9

Network Totals

Number of Intersections	32
Total Delay (hr)	323
Stops (#)	34139
Average Speed (mph)	25
Total Travel Time (hr)	844
Distance Traveled (mi)	20708
Fuel Consumed (gal)	1339
Fuel Economy (mpg)	15.5
Performance Index	418.1

Adams

Direction	EB	WB	NB	SB	All
Total Delay (hr)	3	3	20	20	47
Stops (#)	596	530	3198	3388	7712
Average Speed (mph)	40	36	23	27	28
Total Travel Time (hr)	15	11	45	52	123
Distance Traveled (mi)	599	396	1048	1388	3430
Fuel Consumed (gal)	31	22	86	99	238
Fuel Economy (mpg)	19.4	17.7	12.2	14.0	14.4
Performance Index	4.8	4.7	29.2	29.4	68.1

Llano

Direction	EB	WB	NB	SB	All
Total Delay (hr)	0	0	2	5	8
Stops (#)	108	0	463	700	1271
Average Speed (mph)	30	50	33	33	32
Total Travel Time (hr)	18	1	11	28	58
Distance Traveled (mi)	533	64	369	922	1887
Fuel Consumed (gal)	23	2	19	42	85
Fuel Economy (mpg)	23.5	29.9	19.9	22.0	22.1
Performance Index	0.4	0.0	3.7	7.1	11.2

Main St

Direction	EB	WB	NB	SB	All
Total Delay (hr)	49	48	13	15	125
Stops (#)	6247	5586	2220	2500	16553
Average Speed (mph)	21	20	33	32	24
Total Travel Time (hr)	125	112	44	47	328
Distance Traveled (mi)	2628	2268	1444	1498	7838
Fuel Consumed (gal)	179	162	88	96	525
Fuel Economy (mpg)	14.7	14.0	16.4	15.7	14.9
Performance Index	66.3	63.3	18.7	22.4	170.7

Washington

Direction	NB	SB	All
Total Delay (hr)	26	17	43
Stops (#)	2506	1730	4236
Average Speed (mph)	24	30	27
Total Travel Time (hr)	58	43	101
Distance Traveled (mi)	1398	1286	2684
Fuel Consumed (gal)	109	84	192
Fuel Economy (mpg)	12.9	15.3	14.0
Performance Index	32.9	21.4	54.3

Network Totals

Number of Intersections	32
Total Delay (hr)	306
Stops (#)	36807
Average Speed (mph)	25
Total Travel Time (hr)	831
Distance Traveled (mi)	20938
Fuel Consumed (gal)	1349
Fuel Economy (mpg)	15.5
Performance Index	408.7

Adams

Direction	EB	WB	NB	SB	All
Total Delay (hr)	2	2	14	13	31
Stops (#)	420	295	2255	2184	5154
Average Speed (mph)	43	37	25	27	29
Total Travel Time (hr)	12	6	35	35	88
Distance Traveled (mi)	519	233	884	943	2579
Fuel Consumed (gal)	25	13	66	65	169
Fuel Economy (mpg)	21.0	18.1	13.3	14.4	15.2
Performance Index	3.0	2.6	20.4	19.2	45.2

Llano

Direction	EB	WB	NB	SB	All
Total Delay (hr)	0	0	2	6	8
Stops (#)	53	0	318	628	999
Average Speed (mph)	30	50	29	31	31
Total Travel Time (hr)	14	1	8	26	49
Distance Traveled (mi)	413	70	230	798	1511
Fuel Consumed (gal)	17	2	12	38	70
Fuel Economy (mpg)	23.8	29.9	18.7	21.2	21.7
Performance Index	0.2	0.0	3.1	7.8	11.1

Main St

Direction	EB	WB	NB	SB	All
Total Delay (hr)	44	62	13	17	135
Stops (#)	5784	5751	2344	2859	16738
Average Speed (mph)	23	19	34	33	24
Total Travel Time (hr)	127	132	48	53	360
Distance Traveled (mi)	2887	2449	1612	1751	8699
Fuel Consumed (gal)	184	181	97	112	574
Fuel Economy (mpg)	15.7	13.5	16.6	15.7	15.2
Performance Index	59.6	77.5	19.5	25.1	181.7

Washington

Direction	NB	SB	All
Total Delay (hr)	38	13	51
Stops (#)	2808	1480	4288
Average Speed (mph)	22	32	25
Total Travel Time (hr)	77	39	116
Distance Traveled (mi)	1683	1237	2920
Fuel Consumed (gal)	131	76	207
Fuel Economy (mpg)	12.9	16.2	14.1
Performance Index	45.4	17.5	62.9

Network Totals

Number of Intersections	32
Total Delay (hr)	305
Stops (#)	33405
Average Speed (mph)	25
Total Travel Time (hr)	815
Distance Traveled (mi)	20338
Fuel Consumed (gal)	1301
Fuel Economy (mpg)	15.6
Performance Index	398.2

Adams

Direction	EB	WB	NB	SB	All
Total Delay (hr)	3	3	20	20	47
Stops (#)	596	530	3200	3392	7718
Average Speed (mph)	40	36	23	27	28
Total Travel Time (hr)	15	11	45	52	123
Distance Traveled (mi)	599	396	1048	1388	3430
Fuel Consumed (gal)	31	22	86	99	239
Fuel Economy (mpg)	19.4	17.7	12.1	14.0	14.4
Performance Index	4.8	4.7	29.2	29.6	68.3

Llano

Direction	EB	WB	NB	SB	All
Total Delay (hr)	0	0	2	6	9
Stops (#)	90	0	515	846	1451
Average Speed (mph)	30	50	33	33	32
Total Travel Time (hr)	16	1	12	32	61
Distance Traveled (mi)	472	35	401	1041	1949
Fuel Consumed (gal)	20	1	20	48	89
Fuel Economy (mpg)	23.6	29.9	19.9	21.6	21.8
Performance Index	0.4	0.0	3.9	8.6	12.9

Main St

Direction	EB	WB	NB	SB	All
Total Delay (hr)	50	50	10	14	123
Stops (#)	5990	5414	1896	2330	15630
Average Speed (mph)	21	20	34	33	24
Total Travel Time (hr)	128	116	38	44	326
Distance Traveled (mi)	2687	2341	1307	1440	7775
Fuel Consumed (gal)	181	164	77	90	512
Fuel Economy (mpg)	14.9	14.3	16.9	16.0	15.2
Performance Index	66.3	64.7	15.3	20.4	166.7

Washington

Direction	NB	SB	All
Total Delay (hr)	24	15	40
Stops (#)	2360	1617	3977
Average Speed (mph)	25	31	27
Total Travel Time (hr)	57	42	98
Distance Traveled (mi)	1398	1286	2684
Fuel Consumed (gal)	105	81	186
Fuel Economy (mpg)	13.4	15.8	14.4
Performance Index	31.0	19.9	50.8

Network Totals

Number of Intersections	32
Total Delay (hr)	310
Stops (#)	35707
Average Speed (mph)	25
Total Travel Time (hr)	835
Distance Traveled (mi)	20925
Fuel Consumed (gal)	1338
Fuel Economy (mpg)	15.6
Performance Index	409.3

Adams

Direction	EB	WB	NB	SB	All
Total Delay (hr)	2	2	14	13	31
Stops (#)	420	295	2255	2184	5154
Average Speed (mph)	43	37	25	27	29
Total Travel Time (hr)	12	6	35	35	88
Distance Traveled (mi)	519	233	884	943	2579
Fuel Consumed (gal)	25	13	66	65	169
Fuel Economy (mpg)	21.0	18.1	13.3	14.4	15.2
Performance Index	3.0	2.6	20.4	19.2	45.2

Llano

Direction	EB	WB	NB	SB	All
Total Delay (hr)	0	0	3	8	11
Stops (#)	45	0	402	790	1237
Average Speed (mph)	30	50	30	30	30
Total Travel Time (hr)	12	1	9	31	53
Distance Traveled (mi)	347	42	280	930	1600
Fuel Consumed (gal)	15	1	15	45	76
Fuel Economy (mpg)	23.8	29.9	18.7	20.6	21.0
Performance Index	0.2	0.0	3.6	10.4	14.2

Main St

Direction	EB	WB	NB	SB	All
Total Delay (hr)	43	65	11	15	134
Stops (#)	5360	5527	2049	2699	15635
Average Speed (mph)	23	18	34	33	24
Total Travel Time (hr)	129	138	42	50	359
Distance Traveled (mi)	2954	2548	1439	1686	8628
Fuel Consumed (gal)	184	184	85	106	560
Fuel Economy (mpg)	16.0	13.8	16.9	15.9	15.4
Performance Index	58.3	80.2	16.2	23.0	177.6

Washington

Direction	NB	SB	All
Total Delay (hr)	38	13	51
Stops (#)	2808	1480	4288
Average Speed (mph)	22	32	25
Total Travel Time (hr)	77	39	116
Distance Traveled (mi)	1683	1237	2920
Fuel Consumed (gal)	131	76	207
Fuel Economy (mpg)	12.9	16.2	14.1
Performance Index	45.4	17.5	62.9

Network Totals

Number of Intersections	32
Total Delay (hr)	306
Stops (#)	32395
Average Speed (mph)	25
Total Travel Time (hr)	817
Distance Traveled (mi)	20341
Fuel Consumed (gal)	1292
Fuel Economy (mpg)	15.7
Performance Index	396.0

Adams

Direction	EB	WB	NB	SB	All
Total Delay (hr)	3	3	18	19	43
Stops (#)	549	488	2895	3136	7068
Average Speed (mph)	40	36	23	27	28
Total Travel Time (hr)	14	10	41	48	114
Distance Traveled (mi)	556	371	974	1307	3208
Fuel Consumed (gal)	28	21	79	92	220
Fuel Economy (mpg)	19.5	17.9	12.4	14.1	14.6
Performance Index	4.3	4.3	26.4	27.4	62.4

Llano

Direction	EB	WB	NB	SB	All
Total Delay (hr)	0	0	3	8	11
Stops (#)	108	0	580	1026	1714
Average Speed (mph)	30	50	33	32	32
Total Travel Time (hr)	18	1	13	37	70
Distance Traveled (mi)	533	64	436	1174	2206
Fuel Consumed (gal)	23	2	22	56	103
Fuel Economy (mpg)	23.5	29.9	19.7	21.0	21.5
Performance Index	0.4	0.0	4.3	11.3	16.1

Main St

Direction	EB	WB	NB	SB	All
Total Delay (hr)	37	40	14	12	104
Stops (#)	4815	4621	1895	2073	13404
Average Speed (mph)	22	21	31	33	25
Total Travel Time (hr)	108	101	42	40	292
Distance Traveled (mi)	2434	2170	1314	1334	7252
Fuel Consumed (gal)	154	145	81	82	462
Fuel Economy (mpg)	15.8	15.0	16.3	16.2	15.7
Performance Index	50.8	53.0	19.0	18.2	141.0

Washington

Direction	NB	SB	All
Total Delay (hr)	39	15	54
Stops (#)	2185	1448	3633
Average Speed (mph)	18	29	22
Total Travel Time (hr)	67	37	104
Distance Traveled (mi)	1230	1091	2322
Fuel Consumed (gal)	107	73	180
Fuel Economy (mpg)	11.5	15.0	12.9
Performance Index	44.9	19.1	64.0

Network Totals

Number of Intersections	32
Total Delay (hr)	304
Stops (#)	32701
Average Speed (mph)	25
Total Travel Time (hr)	819
Distance Traveled (mi)	20477
Fuel Consumed (gal)	1290
Fuel Economy (mpg)	15.9
Performance Index	395.2

Adams

Direction	EB	WB	NB	SB	All
Total Delay (hr)	2	2	13	12	28
Stops (#)	388	264	2032	2017	4701
Average Speed (mph)	43	37	26	27	30
Total Travel Time (hr)	11	6	32	32	81
Distance Traveled (mi)	482	212	824	879	2398
Fuel Consumed (gal)	23	12	60	61	155
Fuel Economy (mpg)	21.0	18.3	13.7	14.5	15.4
Performance Index	2.7	2.3	18.2	17.8	41.0

Llano

Direction	EB	WB	NB	SB	All
Total Delay (hr)	0	0	3	13	16
Stops (#)	53	0	467	956	1476
Average Speed (mph)	30	50	30	27	29
Total Travel Time (hr)	14	1	11	40	65
Distance Traveled (mi)	413	70	319	1080	1881
Fuel Consumed (gal)	17	2	17	55	92
Fuel Economy (mpg)	23.8	29.9	18.7	19.5	20.4
Performance Index	0.2	0.0	4.0	15.8	20.1

Main St

Direction	EB	WB	NB	SB	All
Total Delay (hr)	33	54	19	13	118
Stops (#)	4390	4973	2097	2384	13844
Average Speed (mph)	24	19	29	34	25
Total Travel Time (hr)	110	121	50	45	327
Distance Traveled (mi)	2667	2359	1464	1549	8038
Fuel Consumed (gal)	158	165	93	95	511
Fuel Economy (mpg)	16.8	14.3	15.7	16.2	15.7
Performance Index	44.9	67.6	24.6	19.7	156.8

Washington

Direction	NB	SB	All
Total Delay (hr)	55	13	67
Stops (#)	2577	1305	3882
Average Speed (mph)	17	30	20
Total Travel Time (hr)	89	33	122
Distance Traveled (mi)	1482	1008	2490
Fuel Consumed (gal)	133	66	199
Fuel Economy (mpg)	11.2	15.3	12.5
Performance Index	61.7	16.5	78.2

Network Totals

Number of Intersections	32
Total Delay (hr)	310
Stops (#)	29909
Average Speed (mph)	25
Total Travel Time (hr)	810
Distance Traveled (mi)	19900
Fuel Consumed (gal)	1253
Fuel Economy (mpg)	15.9
Performance Index	393.1

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

APPENDIX D: SHORT TERM PROJECT MEASURES OF EFFECTIVENESS

Table 1 – 2025 PM Peak Hour

Intersection ID	Intersection	Do Nothing		Intersection Improvements		Do Nothing Queues (ft)		Intersection Improvement Queues (ft)		Critical Mvmts	Mitigations
		Delay	LOS	Delay	LOS	WBL	EBL	WBL	EBL		
1**	US 290 & US 87	24.7	C	24.8	C	----	----	----	----	SBL	Swap the NB 87 signal for a pedestrian hybrid beacon (PHB). Update signal timing. Add medians to direct traffic flow.
2	Main & Milam	***46.8***	***D***	***41.9***	***D***	23	M35	25	M65	NBL, SBR	Increase time to side streets from Main. Push stop bars back for truck turns.
3**	Main & Orange	5.7	A	5.4	A	7	M3	5	M3	NB/SB	Restripe Orange northbound and southbound left turn pockets.
4**	Main & Crockett	6.8	A	6.6	A	M4	M5	M0	M6	NB/SB	No improvements.
5**	Main & Adams	28.5	C	25.8	C	M#187	M15	M200	M19	NBL	Stripe outside through lane NB as right-turn only. Increase NB, SB, and WBL time. Operate NBL as lagging pm+pt. Push stop bars back for truck turns.
6**	Main & Llano	***43.9***	***D***	***36.7***	***D***	M18	137	M16	M#209	SBL, SBR, NB	Stripe a 100' centerline on the northbound approach. *Increase time to side streets.*
7**	Main & Lincoln	17.2	B	22.5	C	M6	M6	M9	M7	NB/SB	Stripe a 100' centerline on the northbound and southbound approaches. *Increase time to side streets.*
8**	Main & Washington	***80.5***	***F***	***39.4***	***D***	M119	M23	99	M22	NBT, EBR	Swap signal head for NBL to allow protected movement. Convert NB approach to have a left lane and a through-right lane. Remove SB approach. Stripe EB right turn bay and add EBR overlap.
9**	Main & Elk	31.0	C	18.3	B	8	M2	13	M3	SB	Add SBL and NBL lane. Swap signal head for SBL to allow lagging pm+pt movement, transferring time from Main.
10	Main & Olive	8.4	A	9.2	A	176*	#368*	4	40		Restripe EB and WB to add a left turn lane. Add a NBL and a SBR lane. Swap signal head for EBL to allow pm+pt.
11**	US 290 & Highway	18.9	B	22.0	C	#353*	188*	40	17	NBL, EBR	Restripe EB and WB to add a right turn lane. Restripe NB and SB to add a left turn lane. Whataburger driveway on Main RIRO.
12	US 290 & Walmart Driveway	9.9	A	9.9	A	16	11	16	11		No improvements.
13	US 290 & Friendship	22.1	C	12.6	B	#214	253*	#178	246*	EBR	Restripe EB to convert LT to shared left/right lane.

Intersection ID	Intersection	Do Nothing		Intersection Improvements		Do Nothing Queues (ft)		Intersection Improvement Queues (ft)		Critical Mvmts	Mitigations
		Delay	LOS	Delay	LOS	WBL	EBL	WBL	EBL		
14	US 290 & Heritage Hills	6.4	A	6.4	A	3	1	3	1		No improvements.
15	Llano & Austin	7.4	A	7.3	A	----	----	----	----		Restripe to create a WBR and an EBL lane.
16	Llano & Travis	11.6	B	10.3	B	----	----	----	----		Restripe to create a WBR and an EBL lane. Swap signal head for EBL to allow pt+pm.
17	Adams & San Antonio	9.6	A	16.4	B	----	----	----	----		Restripe to create a WBL and an EBL lane.
18	Adams & Creek	9.7	A	9.3	A	----	----	----	----		Restripe to create an EBL lane. Remove WB approach.
19	Adams & Ufer	10.0	B	10.2	B	----	----	----	----		No improvements.
20	Adams & Live Oak	17.0	B	8.4	A	----	----	----	----		Restripe to create an EBR lane.
21	Adams & Windcrest	14.3	B	16.2	B	----	----	----	----		Restripe add EBL lane. Swap signal head for EBL to allow pm+pt. Update eastern leg.
22	Adams & Highway	10.3	B	12.9	B	----	----	----	----		Restripe WB to have a left and a through/right lane. Swap signal head for WBL for pm+pt.
23	Adams & Milam	23.6	C	16.0	B	----	----	----	----	SBR	Restripe NB and SB to have a shared through/left lane and a right lane.
24	SH 16 & Friendship	19.0	B	17.5	B	----	----	----	----		Add pavement for a SBR turn.
25**	Washington & Highway	22.2	C	28.3	C	----	----	----	----	WB	Add EBL, WBL, NBL, and SBL lane. Update phasing to make NBL and SBL pm+pt. Fix drainage structures for improvements.
26	Washington & Friendship	***37.3***	***D***	***35.4***	***D***	----	----	----	----	EB/NB/ SB	No improvements.

**Calculated using HCM 2000 Methodology

*Delay is shown for the entire approach rather than the left turn alone;

- Volume Exceeds Capacity;

M – queue is metered by signal upstream of intersection

Italics: mitigation applicable to this peak hour only

Table 2 – 2025 Weekend Peak Hour

Intersection ID	Intersection	Do Nothing		Intersection Improvements		Do Nothing Queues (ft)		Intersection Improvement Queues (ft)		Critical Mvmts	Mitigations
		Delay	LOS	Delay	LOS	WBL	EBL	WBL	EBL		
1**	US 290 & US 87	31.0	C	30.7	C	----	----	----	----	SBL	*Increase green time for SBL.* Swap the NB 87 signal for a PHB. Add medians to direct traffic flow.
2	Main & Milam	***35.9***	***D***	***38.3***	***D***	18	M22	21	M41	NBL, NBR, SBL	Increase time to side streets from Main. Push stop bars back for truck turns.
3**	Main & Orange	3.7	A	3.9	A	3	M4	3	M4	NB/SB	Restripe Orange northbound and southbound left turn pockets.
4**	Main & Crockett	6.7	A	6.7	A	M4	M6	M4	M6	NB/SB	No improvements.
5**	Main & Adams	33.9	C	32.2	C	M#324	13	M#297	10	WBL, NB/SB	Stripe outside through lane NB as right-turn only. Increase NB, SB, and WBL time. Operate NBL as lagging pm+pt. Push stop bars back for truck turns.
6**	Main & Llano	***37.3***	***D***	***37.5***	***D***	M24	M#189	M23	M#161	EBL, SB	Stripe a 100' centerline on the northbound approach.
7**	Main & Lincoln	18.7	B	20.5	C	M15	M14	M16	M14	NB/SB	Stripe a 100' centerline on the northbound and southbound approaches.
8**	Main & Washington	***123.0***	***F***	34.0	C	M104	M14	M#169	M22	NB	Swap signal head for NBL to allow protected movement. Convert NB approach to have a left lane and a through-right lane. Remove SB approach. Stripe EB right turn bay and add EBR overlap. *Increase time to side streets.*
9**	Main & Elk	17.8	B	18.2	B	10	M7	12	M5	SB	Add SBL and NBL lane. Swap signal head for SBL to allow lagging pm+pt movement, transferring time from Main.
10	Main & Olive	8.1	A	10.4	B	221*	265*	#347	25		Restripe EB and WB to add a left turn lane. Add a NBL and a SBR lane. Swap signal head for EBL to allow pm+pt.
11**	US 290 & Highway	17.3	B	18.5	B	#441*	176*	26	8	EB	Restripe EB and WB to add a right turn lane. Restripe NB and SB to add a left turn lane. Whataburger driveway on Main RIRO.
12	US 290 & Walmart Driveway	17.0	B	17.2	B	16	#156	16	#151		No improvements.
13	US 290 & Friendship	***35.8***	***D***	14.1	B	169	215*	#209	330*	EBR	Restripe EB to convert LT to shared LT/RT lane.

Intersection ID	Intersection	Do Nothing		Intersection Improvements		Do Nothing Queues (ft)		Intersection Improvement Queues (ft)		Critical Mvmts	Mitigations
		Delay	LOS	Delay	LOS	WBL	EBL	WBL	EBL		
14	US 290 & Heritage Hills	7.1	A	7.1	A	3	5	3	4		No improvements.
15	Llano & Austin	8.6	A	8.5	A	----	----	----	----		Restripe to create a WBR and an EBL lane.
16	Llano & Travis	9.1	A	8.3	A	----	----	----	----		Restripe to create a WBR and an EBL lane. Swap signal head for EBL to allow pt+pm.
17	Adams & San Antonio	10.7	B	10.6	B	----	----	----	----		Restripe to create a WBL and an EBL lane.
18	Adams & Creek	9.4	A	9.3	A	----	----	----	----		Restripe to create an EBL lane. Remove WB approach.
19	Adams & Ufer	9.5	A	9.6	A	----	----	----	----	WBR	No improvements.
20	Adams & Live Oak	14.1	B	11.2	B	----	----	----	----	EB	Restripe to create an EBR lane.
21	Adams & Windcrest	11.5	B	13.6	B	----	----	----	----		Restripe add EBL lane. Swap signal head for EBL to allow pm+pt. Update eastern leg.
22	Adams & Highway	8.6	A	11.1	B	----	----	----	----		Restripe WB to have a left lane and a shared through/right lane. Swap signal head for WBL to allow pm+pt.
23	Adams & Milam	17.1	B	13.3	B	----	----	----	----	SBR	Restripe NB and SB to have a shared through/left lane and a right lane.
24	SH 16 & Friendship	17.3	B	16.9	B	----	----	----	----	EB/WB	Add pavement for a SBR turn.
25**	Washington & Highway	18.8	B	17.0	B	----	----	----	----	WB	Add EBL, WBL, NBL, and SBL lane. Update phasing to make NBL and SBL pm+pt. Fix drainage structures for improvements.
26	Washington & Friendship	***37.1***	***D***	***37.4***	***D***	----	----	----	----	EB/WB/ NB	No improvements.

**Calculated using HCM 2000 Methodology

*Delay is shown for the entire approach rather than the left turn alone;

- Volume Exceeds Capacity;

M – queue is metered by signal upstream of intersection

Italics: mitigation applicable to this peak hour only

Table 3 – 2025 PM Network MOE's

Measure	Before Mitigations	After Mitigations
	ALL	ALL
Travel Delay (hr)	383	320
Stops (#)	36739	36840
Average Speed (mph)	23	25
Total Travel Time (hr)	923	860

Table 4 – 2025 Weekend Network MOE's

Measure	Before Mitigations	After Mitigations
	ALL	ALL
Travel Delay (hr)	432	334
Stops (#)	33905	33834
Average Speed (mph)	22	24
Total Travel Time (hr)	951	853

Table 5 – 2025 PM Adams MOE's

Measure	Before Mitigations					After Mitigations				
	EB	WB	NB	SB	ALL	EB	WB	NB	SB	ALL
Travel Delay (hr)	4	4	24	22	54	3	3	19	19	44
Stops (#)	619	561	3035	3586	7801	596	530	3071	3302	7499
Average Speed (mph)	37	34	22	26	26	40	36	24	28	29
Total Travel Time (hr)	16	12	46	54	130	15	11	44	50	120

Table 6 – 2025 Weekend Adams MOE's

Measure	Before Mitigations					After Mitigations				
	EB	WB	NB	SB	ALL	EB	WB	NB	SB	ALL
Travel Delay (hr)	2	2	14	13	30	2	2	14	13	31
Stops (#)	467	306	2268	2192	5233	420	295	2255	2188	5158
Average Speed (mph)	42	36	26	28	29	43	37	25	27	29
Total Travel Time (hr)	12	6	34	34	88	12	6	35	35	88

Table 7 – 2025 PM Llano MOE's

Measure	Before Mitigations					After Mitigations				
	EB	WB	NB	SB	ALL	EB	WB	NB	SB	ALL
Travel Delay (hr)	0	0	4	22	26	0	0	3	9	12
Stops (#)	108	0	666	1125	1899	108	0	580	1026	1714
Average Speed (mph)	30	50	30	23	26	30	50	33	31	32
Total Travel Time (hr)	18	1	15	51	85	18	1	13	38	70

Table 8 – 2025 Weekend Llano MOE's

Measure	Before Mitigations					After Mitigations				
	EB	WB	NB	SB	ALL	EB	WB	NB	SB	ALL
Travel Delay (hr)	0	0	3	14	17	0	0	3	13	16
Stops (#)	53	0	510	1034	1597	53	0	467	956	1476
Average Speed (mph)	30	50	29	27	28	30	50	30	27	29
Total Travel Time (hr)	14	1	11	40	66	14	1	11	40	65

Table 9 – 2025 PM Main MOE's

Measure	Before Mitigations					After Mitigations				
	EB	WB	NB	SB	ALL	EB	WB	NB	SB	ALL
Travel Delay (hr)	53	40	16	12	121	52	53	13	15	133
Stops (#)	6090	5016	2264	2301	15671	6182	5804	2220	2500	16706
Average Speed (mph)	21	22	30	34	24	21	20	33	32	24
Total Travel Time (hr)	132	108	47	44	331	131	122	44	47	344

Table 10 – 2025 Weekend Main MOE's

Measure	Before Mitigations					After Mitigations				
	EB	WB	NB	SB	ALL	EB	WB	NB	SB	ALL
Travel Delay (hr)	46	60	18	15	138	46	73	11	15	146
Stops (#)	5579	5287	2334	2337	15537	5582	6026	1955	2460	16023
Average Speed (mph)	23	20	29	32	23	23	18	33	32	23
Total Travel Time (hr)	133	136	48	45	363	134	149	42	45	371

Table 11 – 2025 PM Washington MOE's

Measure	Before Mitigations					After Mitigations				
	EB	WB	NB	SB	ALL	EB	WB	NB	SB	ALL
Travel Delay (hr)	----	----	57	17	74	----	----	24	15	40
Stops (#)	----	----	2597	1766	4363	----	----	2360	1617	3977
Average Speed (mph)	----	----	16	30	20	----	----	25	31	27
Total Travel Time (hr)	----	----	90	44	134	----	----	57	42	98

Table 12 – 2025 Weekend Washington MOE's

Measure	Before Mitigations					After Mitigations				
	EB	WB	NB	SB	ALL	EB	WB	NB	SB	ALL
Travel Delay (hr)	----	----	136	14	151	----	----	38	13	51
Stops (#)	----	----	2952	1599	4551	----	----	2808	1480	4288
Average Speed (mph)	----	----	10	31	14	----	----	22	32	25
Total Travel Time (hr)	----	----	176	41	216	----	----	77	39	116

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

APPENDIX E: SHORT TERM PROJECT COSTS

Table 1: Intersection Improvement Summary

Number	Intersection	Cost of Improvement	Description
1	US 290 at US 87	$29,900	Swap the NB 87 signal for a PHB. Increase green time for SBL during weekend peak. Add medians to direct traffic flow.
2	Main at Milam	$12,500	Increase side street time. Push stop bars back for truck turns.
3	Main at Orange	$10,000	Restripe Orange NB and SB left turn pockets.
4	Main at Crockett	$0	No improvements.
5	Main at Adams	$7,500	Stripe NB outside through lane as right only. Increase NB, SB, and WBL time. Operate NBL as lagging pm+pt. Push stop bars back for truck turns.
6	Main at Llano	$7,500	Stripe a 100' centerline on the NB approach. Increase side street time during PM peak.
7	Main at Lincoln	$12,500	Stripe a 100' centerline on the NB and SB approaches. Increase side street time during PM peak.
8	Main at Washington	$27,500	Swap signal head for NBL to allow protected movement. Convert NB approach to have a left lane and a through-right lane. Remove SB approach. Stripe EB right turn bay and add EBR overlap. Increase side street time during weekend peak.
9	Main at Elk	$22,500	Add SBL and NBL lane. Swap signal head for SBL to allow lagging pm+pt movement, transferring time from Main.
10	Main at Olive	$30,000	Add EBL, WBL, NBL, and SBL. Swap signal head for EBL to allow pm+pt.
11	US 290 at Highway	$28,775	Add EBR, WBR, NBL, and SBL. Whataburger driveway to Main becomes RIRO.
12	US 290 at Walmart	$0	No improvements.
13	US 290 at Friendship	$5,000	Restripe EBL to convert to shared left/right lane.
14	US 290 at Heritage Hills	$0	No improvements.
15	Llano at Austin	$10,000	Restripe to create a WBR and an EBL lane.
16	Llano at Travis	$20,000	Restripe to create a WBR and an EBL lane. Swap signal head for EBL to allow pt+pm.
17	Adams at San Antonio	$10,000	Restripe to create a WBL and an EBL lane.
18	Adams at Creek	$10,000	Restripe to create an EBL lane. Remove WB approach.
19	Adams at Ufer	$0	No improvements.
20	Adams at Live Oak	$5,000	Restripe to create an EBR lane.
21	SH 16 at Windcrest	$39,338	Restripe to add EBL. Swap EBL signal head to allow pm+pt. Update eastern leg of intersection for better traffic flow.
22	SH 16 at Highway	$15,000	Restripe WB to have a left and a through/right lane. Swap signal head for WBL for pm+pt.

Number	Intersection	Cost of Improvement	Description
23	SH 16 at Milam	$10,000	Restripe NB and SB to have a shared through/left and a right lane.
24	SH 16 at Friendship	$139,167	Add pavement for a SBR turn.
25	Washington at Highway	$61,838	Restripe all approaches to add EBL, WBL, NBL, and SBL lane. Update phasing to make NBL and SBL pm+pt. Change drainage structures to do other improvements.
26	Washington at Friendship	$0	No improvements.

ENGINEER'S OPINION OF ESTIMATED CONSTRUCTION COSTS

Fredericksburg TIS

PREPARED FOR:
PREPARED BY: KIMLEY-HORN AND ASSOCIATES, INC

DATE: 2/18/2020

DESCRIPTION	UNIT	ESTIMATED QUANTITY	PRICE PER UNIT	AMOUNT
SH 16 @ FRIENDSHIP				
EMBANKMENT	CY	50	$ 55.00	$ 2,750.00
REMOVE STAB BASE AND ASPH PAV (6" - 20")	SY	41	$ 8.00	$ 328.00
REMOVING CONC (CURB AND GUTTER)	LF	115	$ 10.00	$ 1,150.00
REMOVE CONC (RIPRAP)	SY	42	$ 20.00	$ 840.00
REMOVE CONC (SIDEWALKS)	SY	80	$ 20.00	$ 1,600.00
2" HMA TY D	SY	220	$ 20.00	$ 4,400.00
4" HMA TY B	SY	220	$ 35.00	$ 7,700.00
8" FL BS	SY	364	$ 25.00	$ 9,100.00
CONC SIDEWALKS (4")	SY	64	$ 85.00	$ 5,440.00
CONC CURB & GUTTER (TY II)	LF	99	$ 20.00	$ 1,980.00
CONC CURB & GUTTER (SLOTTED)	LF	250	$ 35.00	$ 8,750.00
DITCH REGRADING	LS	1	$ 15,000.00	$ 15,000.00
SW3P	LS	1	$ 5,000.00	$ 5,000.00
SIGN/PAVMENT MARKINGS	LS	1	$ 5,000.00	$ 5,000.00
TCP	MO	3	$ 5,000.00	$ 15,000.00
MOBILIZATION	LS	1	$ 10,924.94	$ 10,924.94
TOTAL BID ITEMS COST				$ 94,962.94
ENGINEER'S COST				$ 18,992.59
CONTINGENCY				$ 25,211.40
TOTAL RIGHT TURN LANE				$ 139,166.93
US 290 @ US 87				
REMOVE STAB BASE AND ASPH PAV (6" - 20")	SY	34	$ 25.00	$ 850.00
CONC MEDIAN	SY	25	$ 150.00	$ 3,750.00
TCP	MO	1	$ 5,000.00	$ 5,000.00
MOBILIZATION	LS	1	$ 2,500.00	$ 2,500.00
TOTAL BID ITEMS COST				$ 12,100.00
ENGINEER'S COST				$ 2,420.00
CONTINGENCY				$ 2,880.00
TOTAL MEDIAN ADDITIONS				$ 17,400.00
US 290 @ GOEHMANN AND HIGHWAY				
REMOVING CONC (DRIVEWAYS)	SY	18	$ 50.00	$ 900.00
CONC MEDIAN	SY	15	$ 150.00	$ 2,250.00
TCP	MO	1	$ 1,500.00	$ 1,500.00
MOBILIZATION	LS	1	$ 1,500.00	$ 1,500.00
TOTAL BID ITEMS COST				$ 6,150.00
ENGINEER'S COST				$ 1,230.00
CONTINGENCY				$ 1,395.00
TOTAL MEDIAN ADDITIONS				$ 8,775.00
MILAM @ AUSTIN				
CONC CURB & GUTTER (SLOTTED)	LF	99	$ 35.00	$ 3,465.00
REFL PAV MRK TY I (W)24"(100MIL)	LF	427	$ 9.25	$ 3,949.75
REFL PAV MRK TY I (W)12"(100MIL)	LF	465	$ 2.50	$ 1,162.50
TCP	MO	1	$ 5,000.00	$ 5,000.00
MOBILIZATION	LS	1	$ 2,500.00	$ 2,500.00
TOTAL BID ITEMS COST				$ 16,077.25
ENGINEER'S COST				$ 3,215.45
CONTINGENCY				$ 4,073.18
TOTAL CURB AND STRIPING IMPROVEMENTS				$ 23,365.88

ENGINEER'S OPINION OF ESTIMATED CONSTRUCTION COSTS

Fredericksburg TIS

PREPARED FOR:
PREPARED BY: KIMLEY-HORN AND ASSOCIATES, INC

DATE: 2/18/2020

DESCRIPTION	UNIT	ESTIMATED QUANTITY	PRICE PER UNIT	AMOUNT
WASHINTON @ HIGHWAY				
REMOVE STR (SET)	EA	1	$ 3,500.00	$ 3,500.00
CMP (GAL STL 36 IN)	LF	8	$ 300.00	$ 2,400.00
SET (TY I) (36 IN))6:1)	EA	1	$ 4,500.00	$ 4,500.00
STRIPING BRK	LF	1514	$ 1.50	$ 2,271.00
STRIPING SOLID	LF	3277	$ 2.00	$ 6,554.00
TCP	MO	1	$ 5,000.00	$ 5,000.00
MOBILIZATION	LS	1	$ 2,500.00	$ 2,500.00
TOTAL BID ITEMS COST				$ 26,725.00
ENGINEER'S COST				$ 5,345.00
CONTINGENCY				$ 7,267.50
TOTAL DRAINAGE AND STRIPING IMPROVEMENTS				$ 39,337.50
WASHINTON @ WALNUT				
REMOVE CONC (MEDIAN)	SY	22	$ 40.00	$ 880.00
REMOVING CONC (CURB AND GUTTER)	LF	123	$ 10.00	$ 1,230.00
REMOVE STAB BASE AND ASPH PAV (6" - 20")	SY	824	$ 8.00	$ 6,592.00
CONC MEDIAN	SY	756	$ 90.00	$ 68,040.00
CONC CURB & GUTTER (TY II)	LF	256	$ 20.00	$ 5,120.00
CONC CURB & GUTTER (SLOTTED)	LF	67	$ 35.00	$ 2,345.00
DRIVEWAYS (CONC)	SY	103	$ 85.00	$ 8,755.00
STRIPING BRK	LF	4094	$ 1.50	$ 6,141.00
STRIPING SOLID	LF	2644	$ 2.00	$ 5,288.00
TCP	MO	2	$ 5,000.00	$ 10,000.00
MOBILIZATION	LS	1	$ 2,500.00	$ 2,500.00
TOTAL BID ITEMS COST				$ 119,678.00
ENGINEER'S COST				$ 23,935.60
CONTINGENCY				$ 34,317.30
TOTAL MEDIAN AND STRIPING IMPROVEMENTS				$ 177,930.90
ADAMS @ WINDCREST				
REMOVE STAB BASE AND ASPH PAV (6" - 20")	SY	103	$ 15.00	$ 1,545.00
REMOVING CONC (CURB AND GUTTER)	LF	111	$ 10.00	$ 1,110.00
CONC MEDIAN	SY	73	$ 90.00	$ 6,570.00
TCP	MO	1	$ 5,000.00	$ 5,000.00
MOBILIZATION	LS	1	$ 2,500.00	$ 2,500.00
TOTAL BID ITEMS COST				$ 16,725.00
ENGINEER'S COST				$ 3,345.00
CONTINGENCY				$ 4,267.50
TOTAL MEDIAN IMPROVEMENTS				$ 24,337.50

Total Project cost does not include preliminary engineering or technical services, utility relocations, acquisition of right-of-way, or construction engineering and administration.

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

APPENDIX F: SHORT TERM PROJECTS MEMO (5-21-2020)

DRAFT
FREDERICKSBURG SHORT TERM TRANSPORTATION PROJECTS MEMO

MAY 21, 2020

Prepared By:

Kimley»Horn

SHORT TERM PROJECTS SUMMARY

As part of the Transportation Projects Traffic Impact Study (TIS), Kimley-Horn was tasked with identifying, evaluating, and recommending short term projects that can help enhance operations and safety on the transportation system in Fredericksburg. The purpose of this memo is to break out projects by type and assumed need for engineering design. Project types include the following: 1) Minor Pavement Markings & Signs, 2) Signal Timing and Phasing Adjustments, 3) Designed Intersection Improvements, 4) Designed Striping and Signs, 5) Designed Structural Improvements. Generally, project types 1 and 2 should be able to be performed without detailed design and may potentially be done by TxDOT without involvement by the City on existing contracts. Items 3 through 5 will likely require engineered plans and review and approval by TxDOT. Funding of improvements and design is yet to be determined, but this memo helps to identify possible cost sharing measures and responsibilities between the City of Fredericksburg and TxDOT as well as estimated planning level costs of design and construction, which would be adjusted during actual design.

The following Table 1 illustrates each project type with approximate engineering costs (if detailed design is needed) and estimated implementation costs.

Table 1 – Estimated Planning Level Costs by Project Type

Project Type	Project Subtype	Estimated Engineering Costs	Estimated Implementation Costs
1) Minor Pavement Markings & Signs	Stop Bar Relocation	n/a[1]	$10,000
	Lane Assignment	n/a[1]	$70,000
2) Signal Timing and Phasing Adjustments	n/a	n/a[1]	$10,000
3) Designed Intersection Improvements	n/a	$30,000 to $40,000	$85,000 to $95,000
4) Designed Striping and Signs	n/a	$35,000	$150,000
5) Designed Structural Improvements	Operational	$75,000 to $90,000	$355,000 to $370,000
	TOTAL COSTS	**$140,000 to $165,000**	**$660,000 to $685,000[2]**
		GRAND TOTAL	**$810,000[2]**

[1]To be determined in coordination with TxDOT if design is necessary

[2]Assumes striping project on US 290 in project Type 4 moves forward, reducing project costs at Olive and Main and US 290 at Highway by $20,000 combined.

It is assumed that projects would proceed forward as one set of plans to minimize the amount of required TxDOT coordination and approvals for various projects and to minimize engineering costs. The remainder of this memo provides specific detail for location of short-term improvements by project type for further discussion of implementation cost sharing with TxDOT.

1. MINOR PAVEMENT MARKINGS & SIGNS PROJECTS

Generally, projects that are categorized as this project type are minor pavement markings adjustments totaling no more than 200 to 300 linear feet of pavement markings. These may need to be evaluated on a

case-by-case basis if these can be done without design, as some locations may require resurfacing to ensure that pavement scarring from removal of old pavement markings doesn't cause driver confusion.

The following locations include moving stop bars back by up to 30' at the referenced intersections to accommodate turning truck conflicts. These improvements are estimated to cost approximately $2,500 to implement per approach per location, for a planning level estimated total of **$10,000**. Intersections recommended for new striping and signs include:

- Main at Milam (x2)
- Main at Adams (x2)

The following locations include adjusting lane assignment striping and centerline striping that repurposes existing pavement space without requiring modification to existing signal head faces but may require a mast arm lane assignment sign associated with the restriping at an existing signal. These improvements are estimated to cost approximately $5,000 per approach, per location, for a planning level estimated total of **$70,000**. Intersections recommended for new striping and signs with no signal adjustments include:

- Main at Orange (x2)
- Main at Llano (x2)
- Main at Lincoln (x2)
- US 290 at Friendship
- Llano at Austin (x2)
- Adams at San Antonio (x2)
- Adams at Live Oak
- SH 16 at Milam (x2)

2. SIGNAL TIMING & PHASING ADJUSTMENTS

Generally, projects that are categorized as this project type do not impact existing signal infrastructure and are simply changing existing timing or phasing of signals. Examples of this are utilizing existing signal heads with turn signal indications during a time of day when they are currently turned off or not in use or adjusting minimum green times to better accommodate movements anticipated to have higher demand. This project type could be implemented separately as part of an ongoing program of citywide signal retiming every 3 years based on changes in demand.

The following locations show signal timing adjustments that do not include other design for intersection improvements or structural improvements and are estimated to cost $2,500 per location for a total of **$10,000**:

- Main at Milam
- Main at Adams
- Main at Llano
- Main at Lincoln

3. DESIGNED INTERSECTION IMPROVEMENTS

Generally, projects that are categorized as this project type include adjustments to signal equipment as a threshold for inclusion. Intersections that include structural improvements such as new pavement or median design are not included in this project type. Additional striping, signal timing implementation, and any other non-structural improvements are also incorporated in the cost of each intersection. Approximate costs are provided for each intersection below with a brief description of all improvements associated with intersection design.

- Main at Washington – includes adding a right turn lane eastbound in existing pavement space (which may require removal of some parking), making Washington St one way northbound north

of Main Street, removing signal arm in the southbound direction, adding one-way signage at the intersection, and adding a right-turn overlap signal indication and phase eastbound – total cost estimated to be **$27,500**

- Main at Elk – includes restriping northbound and southbound Elk to include a left turn lane in each direction, and adding a signal head and phase for southbound protected left turns – total cost estimated to be **$22,500**
- Main at Olive[A] - includes restriping of all 4 approaches to the intersection for left turn lanes and lane reassignment and adding a signal head and phase for a protected eastbound left turn – total cost estimated to be **$30,000**
- Llano at Travis – includes restriping eastbound and westbound approaches for turn lanes and adding a signal head and phase for protected-permissive eastbound left turns – total cost estimated to be **$20,000**
- Adams at Creek – includes restriping of eastbound and westbound approaches, removal of the westbound traffic signal arm and signage for one-way operation – total cost estimated to be **$10,000**
- SH 16 at Highway – includes restriping of the westbound Highway Street approach for different lane assignment and adding a signal head and phase for a protected-permissive westbound left turns – total cost estimated to be **$15,000**

The total cost for engineering design for these projects is estimated to be roughly **$30,000 to $40,000,** and total construction implementation cost is estimated to be roughly **$85,000 to $95,000** for a total cost of **$125,000**.

[A] **Note:** if the designed striping and signs project on US 290 moves forward, the overall cost for Main at Olive is **reduced by $10,000** and the total cost for construction implementation is also **reduced by $10,000**.

4. DESIGNED STRIPING AND SIGNS

This category is reserved for a more substantial signing and markings project that would involve re-striping on US 290 for more than one block length. Two projects are included in this category:

- East of Baron Creek to US 290 at Cristol Dr for a length of approximately 0.75 miles – the existing 62’ pavement section would change from a 4-lane undivided roadway to a 5-lane undivided roadway with a center Two-Way Left Turn Lane (TWLTL). The total cost for engineering design on this project is estimated to be roughly **$20,000** and total construction implementation cost is estimated to be roughly **$100,000.**
- Milam St to Elk Street for approximately 0.91 miles – the existing pavement section would be restriped to remove the 6’ painted median along this stretch of US 290 as contemplated in the Transportation Master Plan from 2017. At a posted speed of 30 mph and with a 5-6’ shifting taper, the length for tapers to the center of the roadway could be approximately 40’ behind the end of queuing space for left turns off US 290 at signalized intersections. This may further enhance compliance with the posted speed limit through lateral shifts and eliminate perception of the painted median as a center turn lane. Further, by moving the inside lanes further away from angled parking, vehicles in outside lanes can avoid conflict with longer vehicles parked in stalls. The total cost for engineering design on this project is estimated to be roughly **$15,000** and total construction implementation cost is estimated to be roughly **$50,000.**

5. DESIGNED STRUCTURAL IMPROVEMENTS

Generally, projects that are categorized as this project type include asphalt or concrete construction at the project location as a threshold for inclusion. Intersections that include signal infrastructure upgrades without structural improvements are not included in this project type. Additional striping, signal timing implementation, and any other non-structural improvements are also incorporated in the cost of each intersection. Approximate costs are provided for each intersection below with a brief description of all improvements associated with intersection design.

- US 290 W at US 87 N (The "Y") – includes median construction and modification for access control in conjunction with pavement markings for navigation through the intersection. – total cost estimated to be **$17,500**.
- US 290 at Highway[B] – this project includes restriping all 4 approaches to the intersection for new lane assignments, retiming the signal to allow for permissive-protected left turn operations on the northbound and southbound approaches and construction of a "porkchop" median island at the Whataburger driveway to restrict turns to right-in, right-out only – total cost estimated to be **$27,500**
- SH 16 at Windcrest – this project includes restriping eastbound Windcrest for a left turn lane and adding a signal head that allows for protected left turns eastbound. In addition, this project includes making modifications to the roadway alignment through curb and striping modifications on the westbound Windcrest approach to make the intersection more intuitive to drivers – total cost estimated to be **$36,000**
- SH at Friendship – this project includes addition of a southbound right turn lane from SH 16 onto Tivydale Rd (FM 2093) – total cost estimated to be **$120,000**
- Washington (US 87) at Highway – this project includes restriping to add left turn lanes on all approaches to the intersection, updating signal phasing for permissive-protected left turns on northbound and southbound Washington with existing equipment, and adjusting the drainage feature on the east side of the intersection to improve safety for errant vehicles – total cost estimated to be **$60,000**
- Washington (US 87) at Walnut and Granite – This project is an access management project for approximately 0.15 miles along Washington Ave (US 87) to restripe the roadway as a 5 lane undivided roadway and adjust access from adjacent properties through the use of medians – total cost estimated to be **$154,000**
- Milam at Austin[C] – This project includes installation of an all-way stop, which meets warrants per analysis in the TIS, and addition of high visibility crosswalks, stop bars and a jigsaw curb at intersection corners to guide vehicles around exposed drainage inlets in the roadway – total cost estimated to be **$30,000**

The total cost for engineering design for these projects is estimated to be roughly **$75,000 to $90,000,** and total construction implementation cost is estimated to be roughly **$355,000 to $370,000** for a total cost of **$455,000**.

[B] **Note:** if the designed striping and signs project on US 290 moves forward, the overall cost for US 290 at Highway is **reduced by $10,000** and the total cost for construction implementation is also **reduced by $10,000**.

[C] **Note:** if the jigsaw curbs are removed from this project scope, the overall cost for Milam at Austin is **reduced by $10,000** and the total cost for construction implementation is also **reduced by $10,000**. This project would also change types to at Type 1 – Minor Pavement Markings and Signs project.

APPENDIX G: PUBLIC INPUT OPPORTUNITIES

PROJECT PURPOSE AND NEED

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

The City of Fredericksburg is conducting a Traffic Impact Study (TIS) to assess transportation projects that provide a benefit to local residents that use roadways in the City and County. With the growth of Fredericksburg and increasing congestion, the City is seeking to identify projects that provide both short term quick wins, longer term reduction in traffic through new connections, and improved safety conditions at several locations in the City. ***This Open House seeks feedback from local residents on potential transportation solutions to help inform a potential transportation bond in the future.*** Additional opportunities for feedback will occur before any recommendations are made.

PROJECT PARTNERSHIPS

The City of Fredericksburg is in discussions with the Texas Department of Transportation (TxDOT) and Gillespie County regarding potential shared funding of transportation projects. The projects presented in this study are intended to benefit local citizens of both the City and County to relieve current and anticipated traffic congestion from growth. All sources of funding are being explored to leverage funding that may come from a potential bond election in the future for transportation projects.

PROJECT 1: POST OAK EXTENSION

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

PROJECT OVERVIEW

The Post Oak extension project would extend first from Creek to Bowie to connect to Cherry Street, then widen and reconstruct Post Oak from Bowie to Windcrest and remove the one way load restricted bridges. The extents of this proposed extension / widening follow the 2017 TMP.

PROJECT BENEFITS

It is assumed that this extension would relieve 10% of traffic turning between Adams and Main and 25% of traffic turning between Milam and Main as well as at between Milam at SH 16. This project serves as an alternate route to Milam and Adams Street.

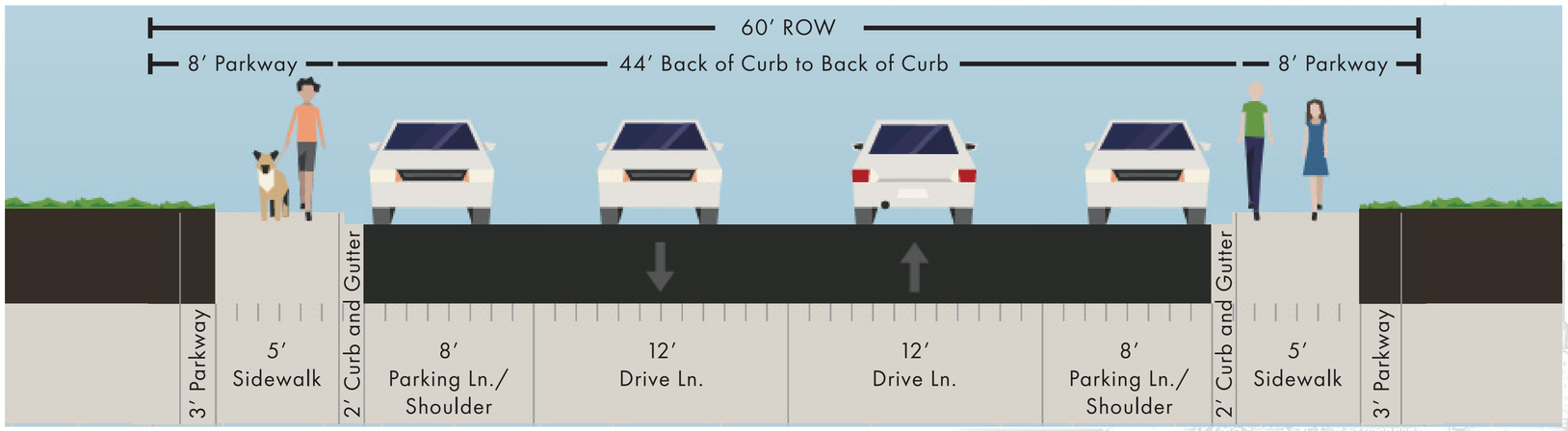
3.9 BENEFIT/COST RATIO
over 20 years

REDUCED CONGESTION:
375 VEHICLES
TAKEN OFF EXISTING ROADS *(DURING WEEKDAY AFTERNOON PEAK TRAFFIC)*

ANTICIPATED 2040 DAILY TRAFFIC:
6,700 TO 8,800 VEHICLES PER DAY

RECOMMENDED CROSS SECTION

Subject to change.



PROJECT 2: MULBERRY EXTENSION

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

PROJECT OVERVIEW

The Mulberry extension project is an updated version of the earlier Morse extension project from the 2017 TMP, modified to minimize residential disturbance, but still use existing Right-of-Way. The extension would extend from Mulberry Street to US 290 (near intersection with N Eagle St). This project will include intersection improvements at N Eagle.

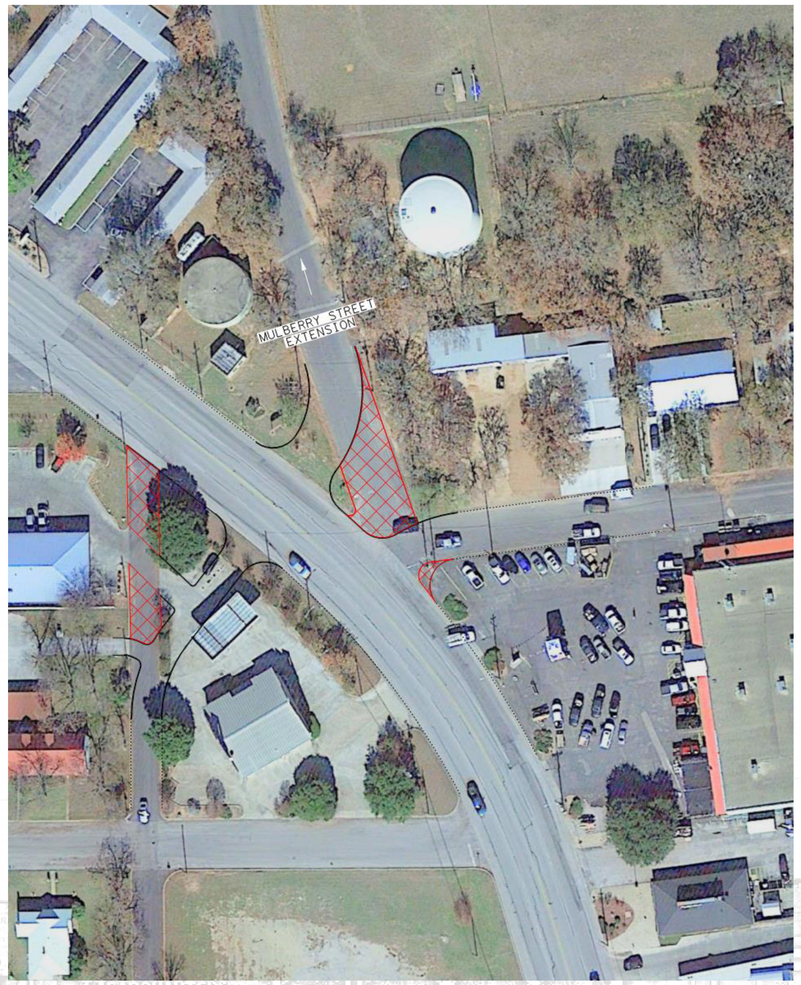
PROJECT BENEFITS

It is assumed that this extension would relieve 50% of traffic turning between Llano and Main; 25% of traffic turning left off Llano between Austin and Travis; and 25% of traffic turning right along Main between Lincoln and Olive. This route could also serve as an alternate emergency route to cross Baron's creek for Main Street.

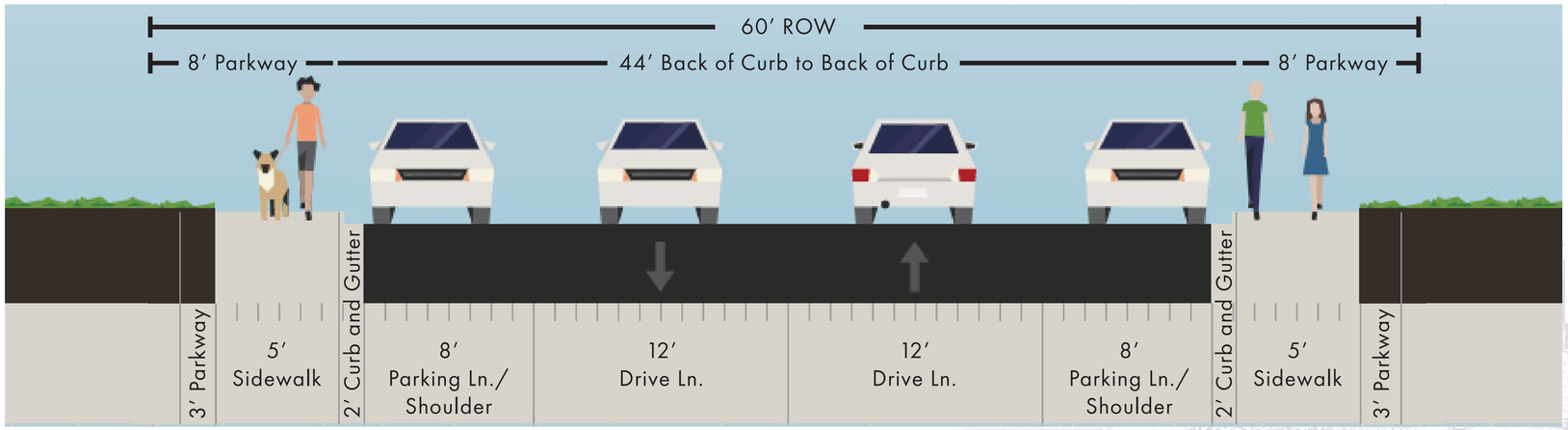
3.8 BENEFIT/COST RATIO
over 20 years

REDUCED CONGESTION:
400 VEHICLES
TAKEN OFF EXISTING ROADS *(DURING WEEKDAY AFTERNOON PEAK TRAFFIC)*

ANTICIPATED 2040 DAILY TRAFFIC:
6,700 VEHICLES PER DAY



RECOMMENDED CROSS SECTION *Subject to change.*



PROJECT 3: FREDERICK EXTENSION

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

PROJECT OVERVIEW

The Frederick extension project would extend first from RR 1631 to US 290 East, then from SH 16 (Llano) to RR 1631. The alignment follows the 2017 TMP.

PROJECT BENEFITS

It is assumed that this extension would relieve 25% of traffic turning between Llano and Main; 15% of traffic turning left along Llano between Austin and Mulberry; and 15% of traffic turning right along Main between Lincoln and Goehmann. The benefits of the Frederick extension are similar to the Mulberry extension, but slightly less traffic is anticipated to shift to this route due to its longer path and being further outside the City center. The return on investment is also lower due to the higher cost of this project.

1.8 BENEFIT/COST RATIO
over 20 years

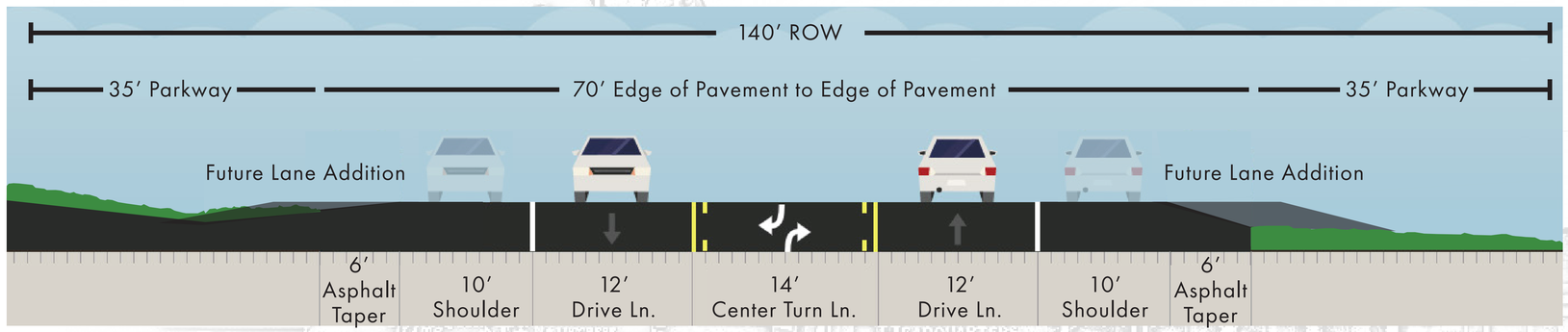
REDUCED CONGESTION:
325 VEHICLES
TAKEN OFF EXISTING ROADS *(DURING WEEKDAY AFTERNOON PEAK TRAFFIC)*

ANTICIPATED 2040 DAILY TRAFFIC:
6,000 VEHICLES PER DAY

It is anticipated that some of Frederick Rd. may be built as part of future development since this roadway is on the Thoroughfare Plan.

RECOMMENDED CROSS SECTION

Subject to change.



PROJECT 4: INNER LOOP EXTENSION

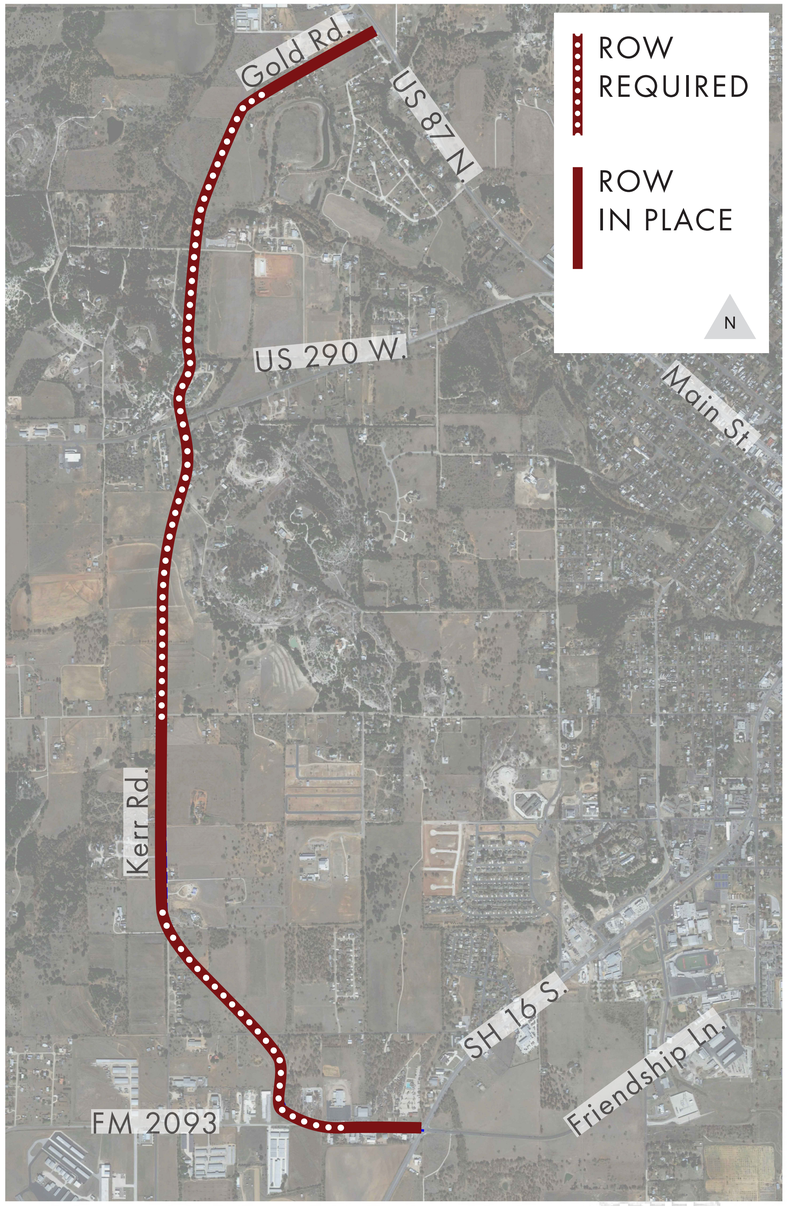
FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

PROJECT OVERVIEW

The Inner Loop project (a.k.a. "Interim Relief Route" or "Friendship Extension") would extend from SH 16 to US 87 North. The alignment follows a study from 2015 and differs slightly from the TxDOT technically preferred route. This route requires significantly less Right-of-Way (140' compared to 250' to 400' from TxDOT) and attempts to minimize disruption to properties.

PROJECT BENEFITS

It is assumed that this extension would reroute 20% of traffic traveling to downtown at Friendship and US 290; 20% of traffic heading west at the intersection of Washington and Main; and a portion of traffic turning at Adams and Main. The benefits of the Inner Loop project are similar to the Post Oak Extension, but the benefit is likely to be for more regional traffic than local traffic from this project. The return on investment is lower than Post Oak Extension due to the higher cost of this project.



1.6 BENEFIT/COST RATIO
over 20 years

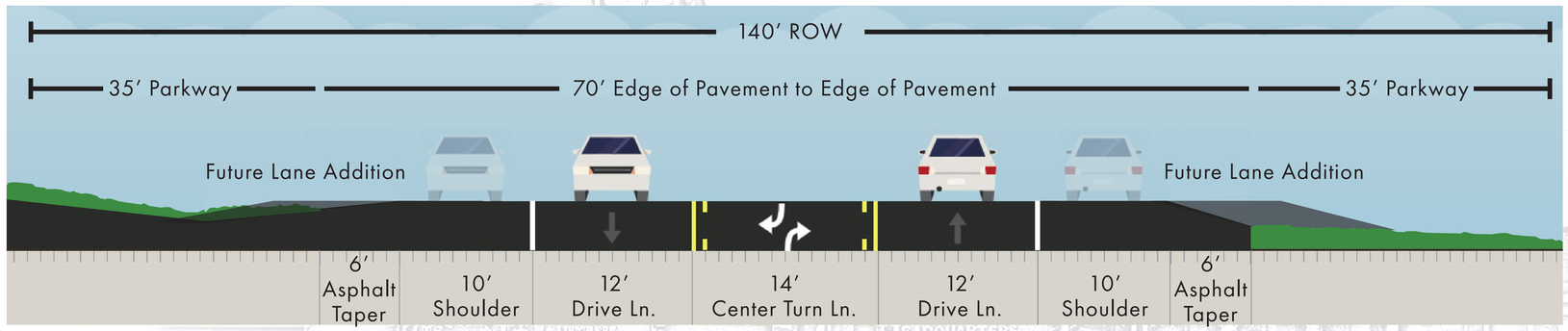
REDUCED CONGESTION:
350 VEHICLES
TAKEN OFF EXISTING ROADS *(DURING WEEKDAY AFTERNOON PEAK TRAFFIC)*

ANTICIPATED 2040 DAILY TRAFFIC:
5,700 VEHICLES PER DAY

It is anticipated that the benefit of this project would be to shift regional traffic off of Main St. onto Friendship Ln. and Inner Loop.

RECOMMENDED CROSS SECTION

Subject to change.



NEW CONNECTION COSTS

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

COST CONSIDERATIONS

For each extension project, several items were included to ensure that the project cost covers an "all-in" amount. The following were included in the total costs presented:

Construction of roadway cross section

Bridges over floodplains

Acquisition of new **Right-of-Way** (most projects use some existing Right-of-Way)

Widened roads at intersections for **turn lanes**

Engineering **design costs**

New traffic signals at major intersections and new connection endpoints

BENEFIT-COST ANALYSIS

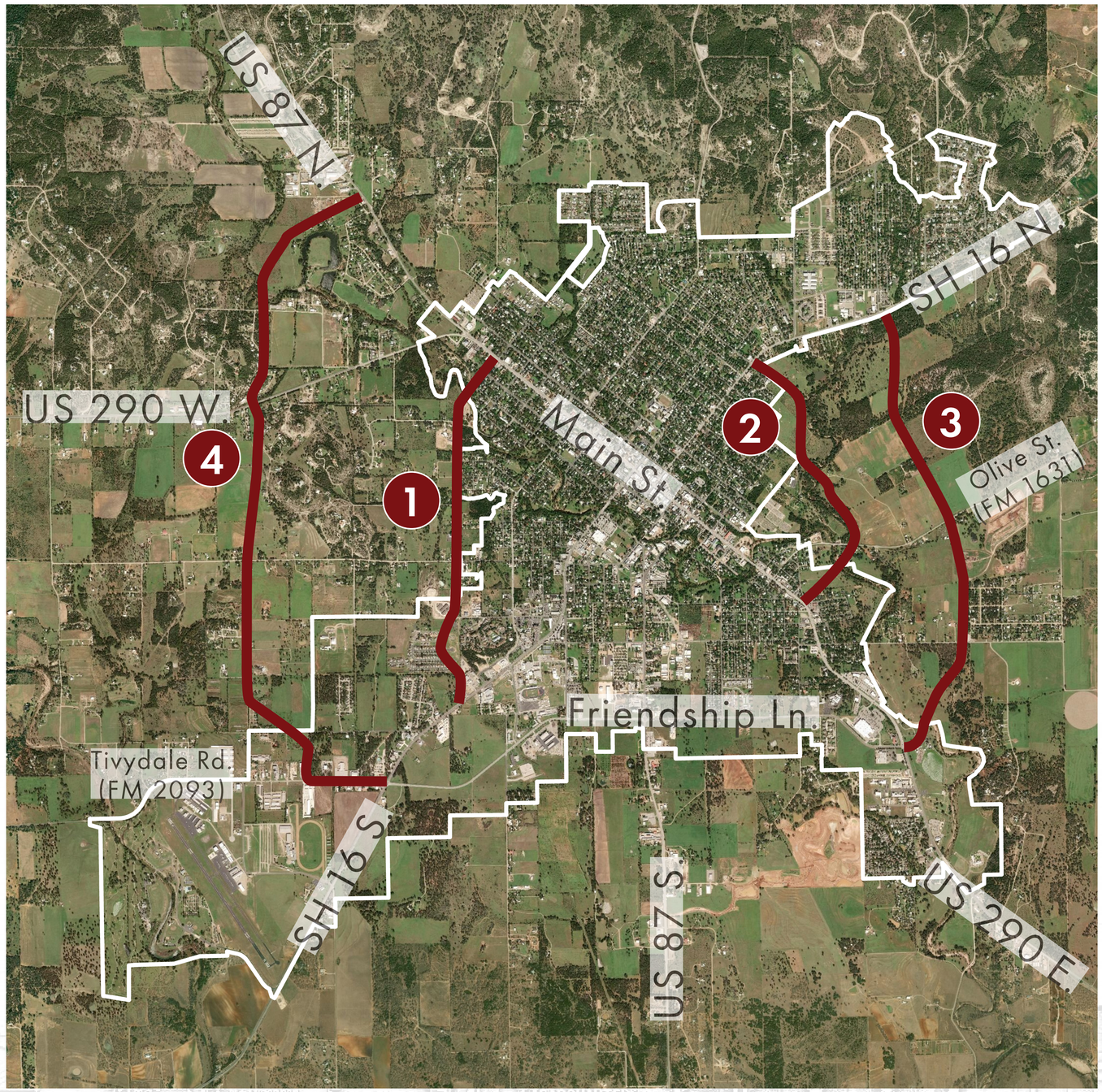
To determine a value of benefit for each of these projects, a method developed by the Texas Transportation Institute was used. Delay savings were calculated for an entire year and multiplied by a value of time of $20/hour. In addition, fuel savings were calculated from the traffic model and gas costs were assumed to be an average of $3.00 per gallon. The annual benefit was calculated for a 20-year period to match the 2040 study year for traffic volumes, which matches the typical life cycle of a road.

MID TO LONG TERM PROJECT RANKING

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

The new connection projects are presented in order of the benefit-cost ratios presented on the project information boards. Place up to 3 arrows on the board to vote moving a specific project up or down in the order presented.

PROJECT	BENEFIT-COST RATIO	VOTE UP OR DOWN
1 Post Oak Extension	3.9	
2 Mulberry Extension	3.8	
3 Frederick Extension	1.8	
4 Inner Loop (Interim Relief Route)	1.6	



SHORT TERM PROJECTS INFORMATION

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

The following presents the improvements identified, benefits of improvements, and associated cost at each study intersection. These are short term, low hanging fruit improvements that have a high return on investment and can solve immediate issues.

1. US 290 W at US 87 N ("The Y")

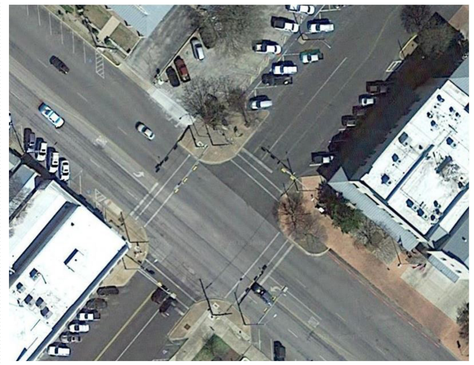
Improvements	**1.** Change out signal arm for ped crossing to Pedestrian Hybrid Beacon (safer) **2.** Update signal timing **3.** Median improvements.
Benefits	Safer crossing for pedestrians, better traffic flow, and easier to navigate intersection
Cost	$27,500

2. Main at Milam

Improvements	**1.** Update signal timing **2.** Pull back stop bars
Benefits	Less delay on Milam, easier for trucks to turn
Cost	$12,500

3. Main at Orange

Improvements	**1.** Restripe for left turns on Orange
Benefits	Allows right turners to not be blocked by left turners
Cost	$10,000



4. Main at Crockett

No Improvements

5. Main at Adams

Improvements	**1.** Change northbound Adams lane assignment **2.** Update signal timings **3.** Use left turn arrow on northbound Adams **4.** Move back stop bars
Benefits	Helps left and right turners have less delay and allows trucks to turn easier at intersection
Cost	$7,500

6. Main at Llano

Improvements	**1.** Add centerline stripe on northbound Llano **2.** Add signs and striping for southbound Llano lane assignment **3.** Update signal timings
Benefits	Removes confusion for southbound travel (throughs and lefts) and improves delay for Llano
Cost	$7,500

7. Main at Lincoln

Improvements	**1.** Add centerline stripe on Lincoln **2.** Update signal timing
Benefits	Clears up lane assignments and reduces delay on Lincoln
Cost	$12,500

8. Main at Washington

Improvements	**1.** Add right turn lane eastbound **2.** Make Washington one-way northbound north of Main **3.** Update signal timings and add right turn arrow eastbound
Benefits	Helps with northbound lefts, eastbound rights, and generally delays at intersection (worst in City).
Cost	$27,500

9. Main at Elk

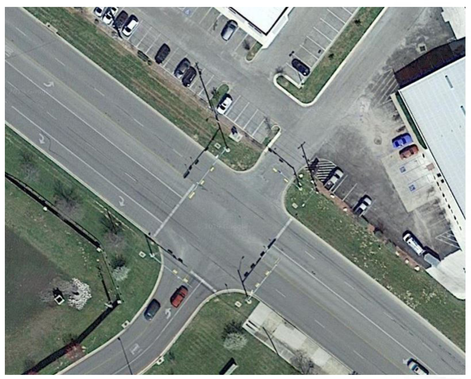
Improvements	**1.** Add left turns on Elk **2.** Add protected left turn for Elk southbound onto Main
Benefits	Improves southbound Elk significantly
Cost	$22,500

10. Main at Olive / FM 1631

Improvements	**1.** Restripe Main for left turns **2.** Restripe Olive for left turns **3.** Left turn arrow eastbound Main to Olive
Benefits	Helps alleviate queues and delays for turns at this intersection
Cost	$30,000

11. US 290 at Highway

Improvements	**1.** Restripe US 290 for left turns, update signal timing **2.** Restripe Highway for right turn lanes **3.** Add curbed island for Whataburger exit onto US 290
Benefits	Helps alleviate queues and delays for turns at this intersection. Helps with safety issue for people turning left into and out of Whataburger from US 290
Cost	$27,500

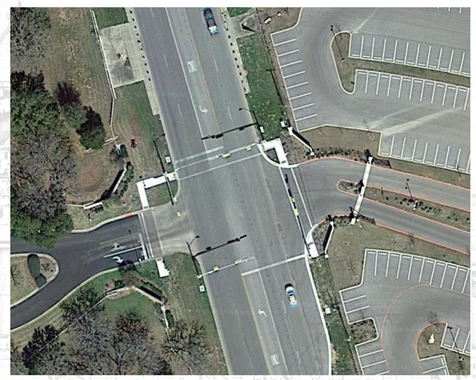


12. US 290 at Walmart

No Improvements

13. US 290 at Friendship

Improvements	**1.** Restripe eastbound Friendship to allow for dual right turns
Benefits	Helps with right turn queue build-up from Friendship
Cost	$5,000



14. US 290 at Heritage Hills

No Improvements

15. Llano at Austin

Improvements	**1.** Create westbound right turn lane **2.** Create eastbound left turn lane
Benefits	Helps with turning movements and queues during school peak traffic
Cost	$10,000

SHORT TERM PROJECTS INFORMATION

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

16. Llano at Travis

Improvements	**1.** Create westbound right turn lane **2.** Create eastbound left turn lane **3.** Add left turn arrow for eastbound Llano
Benefits	Helps with turning movements and queues during school peak traffic
Cost	$20,000

17. Adams at San Antonio

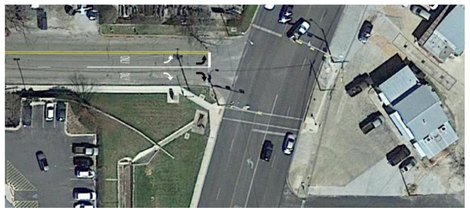
Improvements	**1.** Create westbound left turn lane **2.** Create eastbound left turn lane
Benefits	Helps with turning movements and queues
Cost	$10,000

18. Adams at Creek

Improvements	**1.** Convert east side of Creek to one-way
Benefits	Helps with traffic flow in City
Cost	$10,000

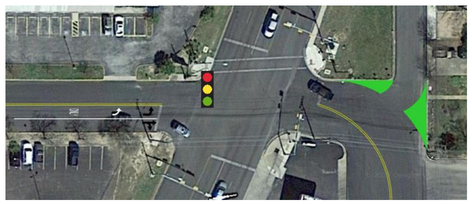
19. Adams at Ufer

No Improvements



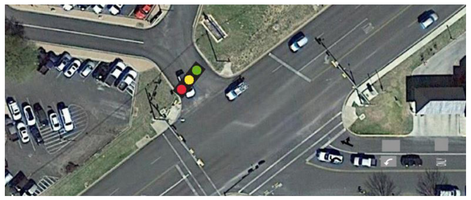
20. Adams at Live Oak

Improvements	**1.** Restripe for left and right turn eastbound
Benefits	Helps with delay and queues on eastbound Live Oak
Cost	$5,000



21. SH 16 at Windcrest

Improvements	**1.** Restripe for eastbound left turn lane and add eastbound left turn arrow **2.** Modify Windcrest east of intersection
Benefits	Helps eastbound delay and queuing and removes safety concerns with irregular intersection east of intersection
Cost	$36,000

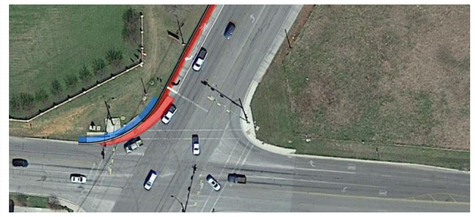


22. SH 16 at Highway

Improvements	**1.** Restripe westbound approach for left turn lane and add left turn arrow westbound
Benefits	Helps with turning movements and queues during peak traffic
Cost	$15,000

23. SH 16 at Milam

Improvements	**1.** Restripe Milam approaches for right turns
Benefits	Helps with turning movements and queues
Cost	$10,000

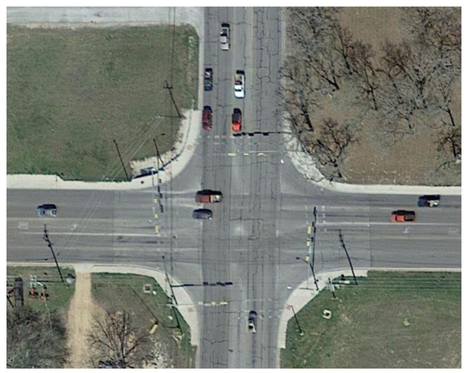


24. SH 16 at Friendship

Improvements	**1.** Add right turn lane onto Tivydale from SH 16
Benefits	Creates capacity for heavy turn movement
Cost	$120,000

25. Washington at Highway

Improvements	**1.** Add left turns on all approaches **2.** Update signal timing for left turns **3.** Fix drainage features
Benefits	Helps with delays and queueing at intersection. Helps with safety challenge from drainage feature on east side of intersection
Cost	$56,500



26. Washington at Friendship

No Improvements

27. Washington at Walnut and Granite

Improvements	**1.** Access Management through use of islands and restriping for center turn lane in this general area
Benefits	Much safer for visibility, reduces conflicts.
Cost	$154,000

28. Milam at Austin

Improvements	**1.** Convert to stop control on Milam and Austin **2.** Add jigsaw curb at intersection corners to ensure vehicles don't hit drainage features **3.** Add crosswalks
Benefits	High crash history (7 in 2019) correctible by a multi-way stop. Other safety benefits
Cost	$30,000

29. Main at Eagle

Improvements	**1.** Re-align intersection to remove angle and conflicts with Oak Haven **2.** (If Mulberry Extension built) Add signal
Benefits	Much safer for visibility, reduces conflicts.
Cost	$150,000 ($550,000 with signal)

30. SH 16 at Post Oak

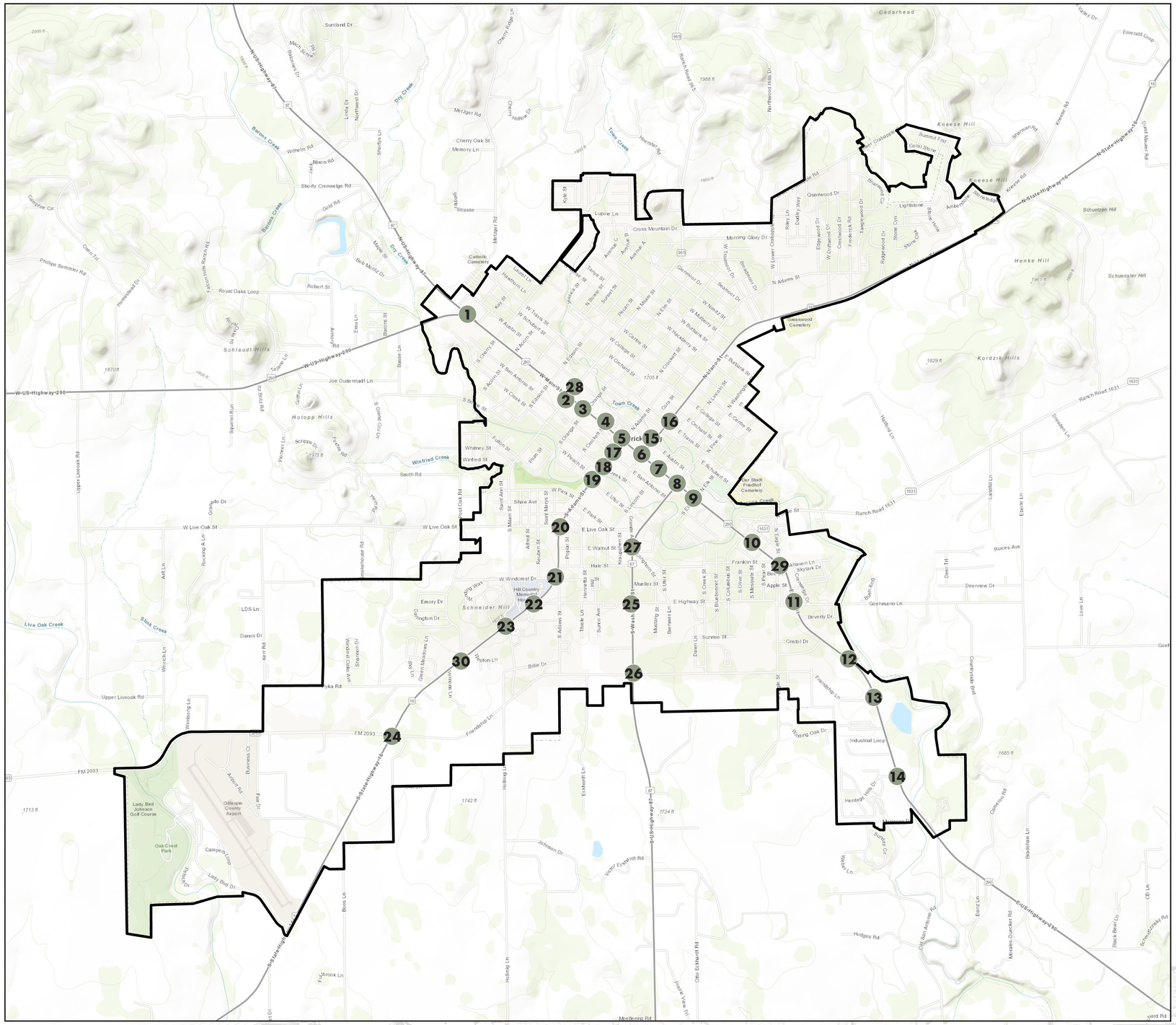
Improvements	**1.** Re-align intersection to remove angle **2.** (If Post Oak Extension built) Add signal
Benefits	Much safer for visibility, reduces conflicts.
Cost	$75,000 ($475,000 with signal)

SHORT TERM PROJECT RANKING

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

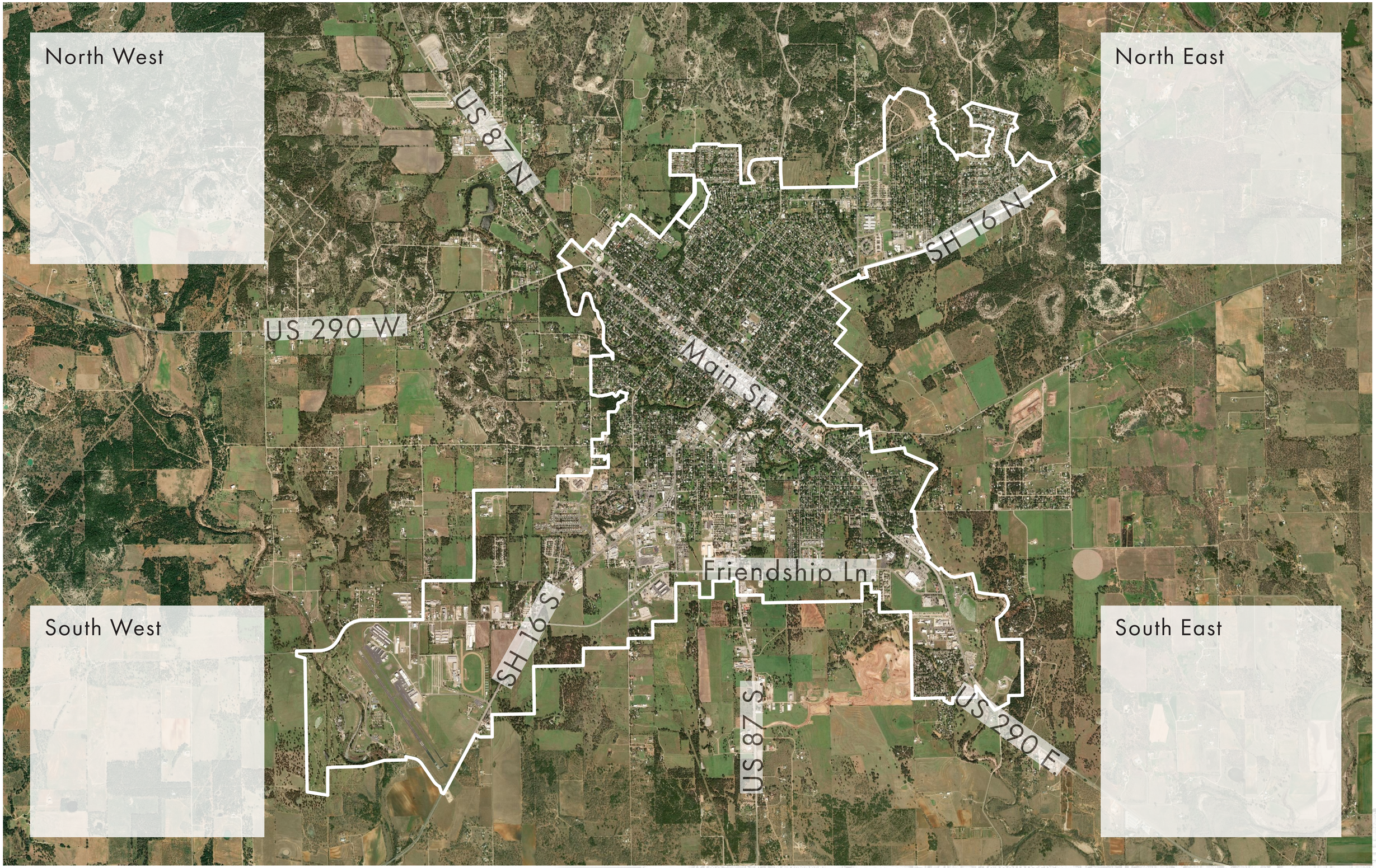
The intersection projects are presented with number identifiers that match project information board. Place stickers corresponding with key on board for 1st, 2nd, and 3rd highest priority projects.

	1st	2nd	3rd
1. US 290 W at US 87 N ("The Y")			
2. Main at Milam			
3. Main at Orange			
4. Main at Crockett			
5. Main at Adams			
6. Main at Llano			
7. Main at Lincoln			
8. Main at Washington			
9. Main at Elk			
10. Main at Olive / FM 1631			
11. US 290 at Highway			
12. US 290 at Walmart			
13. US 290 at Friendship			
14. US 290 at Heritage Hills			
15. Llano at Austin			
16. Llano at Travis			
17. Adams at San Antonio			
18. Adams at Creek			
19. Adams at Ufer			
20. Adams at Live Oak			
21. SH 16 at Windcrest			
22. SH 16 at Highway			
23. SH 16 at Milam			
24. SH 16 at Friendship			
25. Washington at Highway			
26. Washington at Friendship			
27. Washington at Walnut and Granite			
28. Milam at Austin			
29. Main at Eagle			
30. SH 16 at Post Oak			



WHERE DO YOU LIVE?

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY



PROJECT SCHEDULE

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

This project will have several additional opportunities for feedback. Please leave comments on the comment cards provided or e-mail the City with your comments at FBGTransportationProjects@fbgtx.org. Project partnerships for funding are being explored over the next several months and presentations will be made to City Council for input at a later date prior to finalizing the report or development of a potential bond.

Nov. 2019	Jan. 2020	Feb. 2020	Spring 2020	TBD	Ongoing
Study begins	Open House	Feedback opportunities	Funding discussions	Final report	Funding discussions
			Council workshop		

FREDERICKSBURG TRANSPORTATION PROJECTS OPEN HOUSE SURVEY

Fredericksburg Transportation Projects Study

Gillespie County Law Enforcement Center

January 28, 2020

Thank you for taking the time to complete this survey and share your thoughts. This survey is intended to document residents input to the Fredericksburg Transportation Projects Traffic Impact Study (TIS). The TIS assesses four (4) new connection projects and twenty-eight (28) intersection safety and operational improvement projects. The projects presented in this study are intended to benefit local citizens of both the City and County to relieve current congestion and anticipated traffic congestion from growth. All sources of funding are being explored.

This survey is two-sided. Please complete both sides.

Respondent Information
Please provide as much information as you are comfortable sharing. Address information will not be used for unsolicited mailing, contacting, or identification, unless you give permission. This information is solely used to provide a regional context to comments provided.

Name: _____

Street Address: _____ **ZIP Code:** _____

City: _____ **County:** _____ **State:** _____

Email: _____

Rank the following projects in priority order for medium- to long-term new connection projects. Write a number 1-4 in the blank next to each project to indicate its ranking (1 as highest – 4 as lowest). Provide a number for every option and use each number only once. *Listed order has no implied ranking.* Print outs of each extension option should be available nearby for your reference.

_____ Inner Loop Extension (formerly Friendship Extension or Interim Relief Route)

_____ Mulberry Extension

_____ Post Oak Extension

_____ Frederick Extension

OPTIONAL: Provide comments below describing the thought process behind your ranking.

Verbal and written comments regarding the Fredericksburg Transportation Projects Study are requested. These comments will be read and taken into account for project planning and incorporated into the plan report. Please visit http://www.fbgtx.org/TRANSPORTATION for a link to an online interactive map feedback tool and survey.

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

Place an "X" by <u>up to three</u> intersections from the list below that are the highest priority to you for safety or operational improvements or which you have the biggest concerns about (28 total options). *Numbers are for map reference only and have no implied ranking.* A print out of the reference map should be available nearby for your reference.

___ 1. US 290 at US 87 ("The Y")
___ 2. Main at Milam
___ 3. Main at Orange
___ 4. Main at Crockett
___ 5. Main at Adams
___ 6. Main at Llano
___ 7. Main at Lincoln
___ 8. Main at Washington
___ 9. Main at Elk
___ 10. Main at Olive
___ 11. US 290 at Highway
___ 12. US 290 at Walmart
___ 13. US 290 at Friendship
___ 14. US 290 at Heritage Hills
___ 15. Llano at Austin
___ 16. Llano at Travis
___ 17. Adams at San Antonio
___ 18. Adams at Creek
___ 19. Adams at Ufer
___ 20. Adams at Live Oak
___ 21. SH 16 at Windcrest
___ 22. SH 16 at Highway
___ 23. SH 16 at Milam
___ 24. SH 16 at Friendship
___ 25. Washington at Highway
___ 26. Washington at Friendship
___ 27. Washington at Walnut
___ 28. Milam at Austin

OPTIONAL: Provide comments below describing why you chose these intersection projects or provide comments about projects you which are concerning to you.

OPTIONAL: Are there any transportation projects not presented that you would like us to know about?

OPTIONAL: Do you have any other comments related to the Transportation Projects Traffic Impact Study?

Verbal and written comments regarding the Fredericksburg Transportation Projects Study are requested. These comments will be read and taken into account for project planning and incorporated into the plan report. Please visit http://www.fbgtx.org/TRANSPORTATION for a link to an online interactive map feedback tool and survey.

OPEN HOUSE COMMENT CARD

Fredericksburg Transportation Projects Study

Gillespie County Law Enforcement Center

January 28, 2020

Name: _____

Address: _____

Phone: _____

Comment:

Verbal and written comments regarding the Fredericksburg Transportation Projects Study are requested. These comments will be read and taken into account for project planning and incorporated into the plan report. Please visit http://www.fbgtx.org/TRANSPORTATION for a link to an online interactive map feedback tool and survey.

OPEN HOUSE COMMENT CARD

Fredericksburg Transportation Projects Study

Gillespie County Law Enforcement Center

January 28, 2020

Name: _____

Address: _____

Phone: _____

Comment:

Verbal and written comments regarding the Fredericksburg Transportation Projects Study are requested. These comments will be read and taken into account for project planning and incorporated into the plan report. Please visit http://www.fbgtx.org/TRANSPORTATION for a link to an online interactive map feedback tool and survey.

FREDERICKSBURG
TRANSPORTATION PROJECTS STUDY

OPEN HOUSE OVERVIEW

PROJECT PURPOSE

The City of Fredericksburg is conducting a Traffic Impact Study (TIS) to assess transportation projects that provide a benefit to local residents that use roadways in the City and County. The projects presented in this study are intended to benefit local citizens of both the City and County to relieve current and anticipated traffic congestion from growth. All sources of funding are being explored to leverage funding that may come from a potential bond election in the future for transportation projects.

PROJECT INFORMATION

The first set of boards ***(look for the "1" icon on the back of this page)*** describes the scope of the projects being evaluated. Four (4) new connection projects are presented with details on observed benefits to the local transportation network, the proposed roadway section, and rough alignment for each new connection. Project costs are reflected based on the project details on a separate board that compares each project with the major scopes of work.

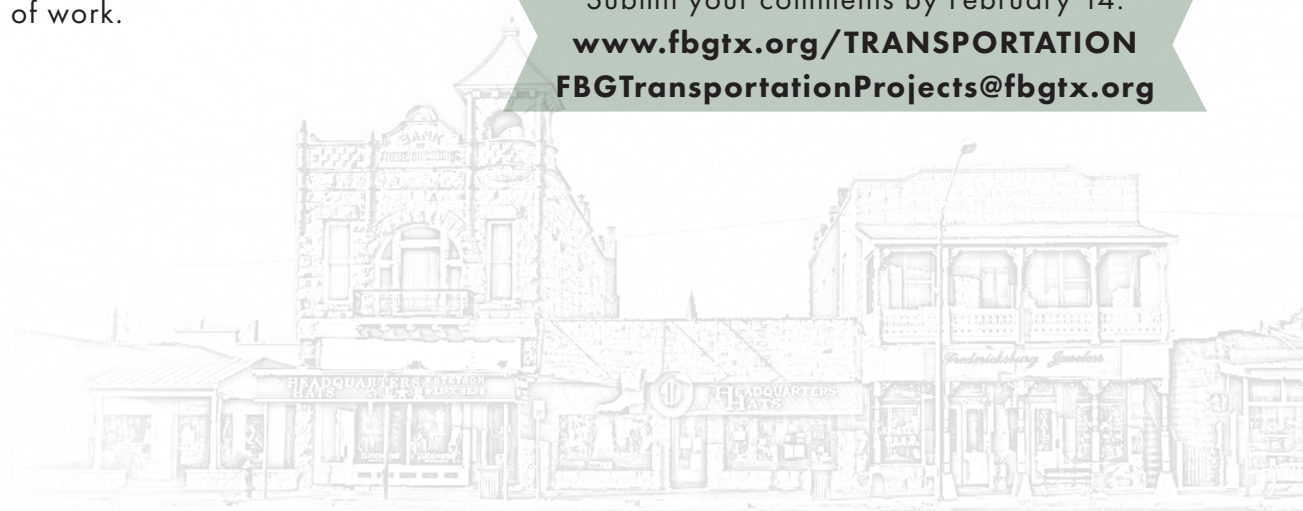
PROJECT RANKING ACTIVITY

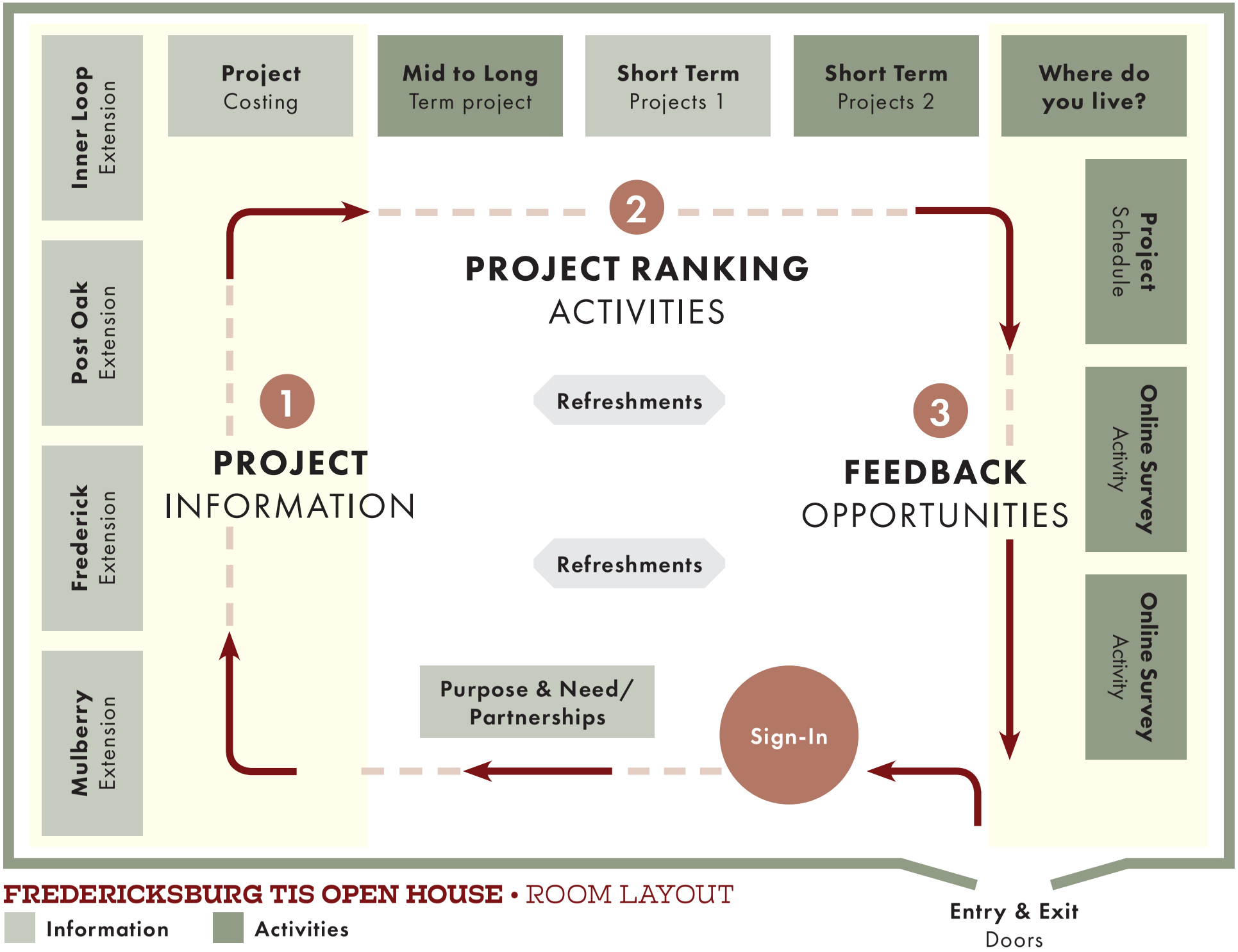
The second set of boards ***(look for the "2" icon on the back of this page)*** includes activities for ranking the new connection projects presented in Section 1. In addition, several intersection safety projects and operational improvement projects have been identified and detailed as part of an activity where attendees select their 1st, 2nd, and 3rd priority intersection projects.

ADDITIONAL FEEDBACK

In the third section ***(look for the "3" icon on the back of this page)***, participants will have the opportunity to fill out a survey online with computers set-up on tables or by filling out a paper version. Comment Cards will also be available at this location for feedback. Take home flyers will also be available by the project schedule board for additional opportunities for feedback and tracking project updates via the project website.

Submit your comments by February 14:
www.fbgtx.org/TRANSPORTATION
FBGTransportationProjects@fbgtx.org





FREDERICKSBURG TIS OPEN HOUSE • ROOM LAYOUT

Information Activities