Road Maintenance, Traffic Program

INTRA-DEPARTMENT MEMORANDUM

Date: February 18, 2016

TO: Steven M. Manilla, Executive Manager

FROM: David Greear, P.E., Engineering Division Manager

Attached for your review is the Fiscal Year (FY) 2016 High Collision Locations Report. Included is an Executive Summary, tables and figures comparing and illustrating the collision locations, individual reports on each site, providing short-term and long-term recommendations for improvements, and collision diagrams with tabular data.

Approximately 7,452 traffic collisions occurring on County maintained roads were investigated by Travis County law enforcement in FY 2013, FY 2014, and FY 2015. A total of 182 collisions took place at the top ten locations in the three year period.

Significantly, three of the high collision locations (accounting for 52 collisions) were along one segment of Wells Branch Parkway. Three locations, Wells Branch Parkway at Thermal Dr., Wells Branch Parkway at Owen Tech Blvd., and /Howard Ln. at McNeil-Round Rock Rd. appeared on the last high collision report in 2008.

Also, six of the top ten high collision locations were in Precinct 2 and two locations were in Precinct 4. One each in Precinct 1 and Precinct 3 were in the top ten.

Special credit and many thanks go to Scott Lambert for locating the top collision locations and identifying the reported collisions. David Greear, Brian Burk, Amer Gilani, and Jaime Mancillas evaluated collision reports, visited sites, and determined the proposed improvements.

If you have any questions, please let me know.

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FY 2016 High Collision Locations Report

Prepared by:

TNR Road Maintenance, Traffic Program

January 2016

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FY 2016 High Collision Locations Report

Executive Summary:

The ten intersections along Travis County maintained roads with the highest number of collisions in FY 2013, 2014, and 2015 are identified in this report. In addition, some intersections with collisions reported within as much as two-tenths of a mile (<1000 feet) of an intersection may be included. Based on the findings, short-term and long-term recommendations were developed for proposed improvements.

Tables 1 – 3 summarize the top ten high collision locations, number of collisions, accident rates, and precinct.

Table 1: Intersections with High Number of Collisions

ID	Location	Collision Reports [1]	Precinct
1	Howard Ln. at McNeil-Round Rock Rd.	38	2
2	McNeil Dr. at Maverick Way E/W	27	2
3	Wells Branch Pkwy. at Thermal Dr.	20	2
4	Wells Branch Pkwy. at Owen Tech Blvd.	19	2
5	McKinney Falls at William Cannon Dr.	18	2
6	Southwest Pkwy. at Barton Creek Blvd.	17	3
7	Wells Branch Pkwy. at Surrender Ave.	13	2
8	Thaxton Rd. at Sassman Rd.	12	4
9	McKinney Falls Pkwy. at Thaxton Rd.	10	4
10	Blake-Manor Rd. at Taylor Ln.	8	1
Total		**182**	

1 – TxDOT CRIS accident reports investigated by Travis County law enforcement.

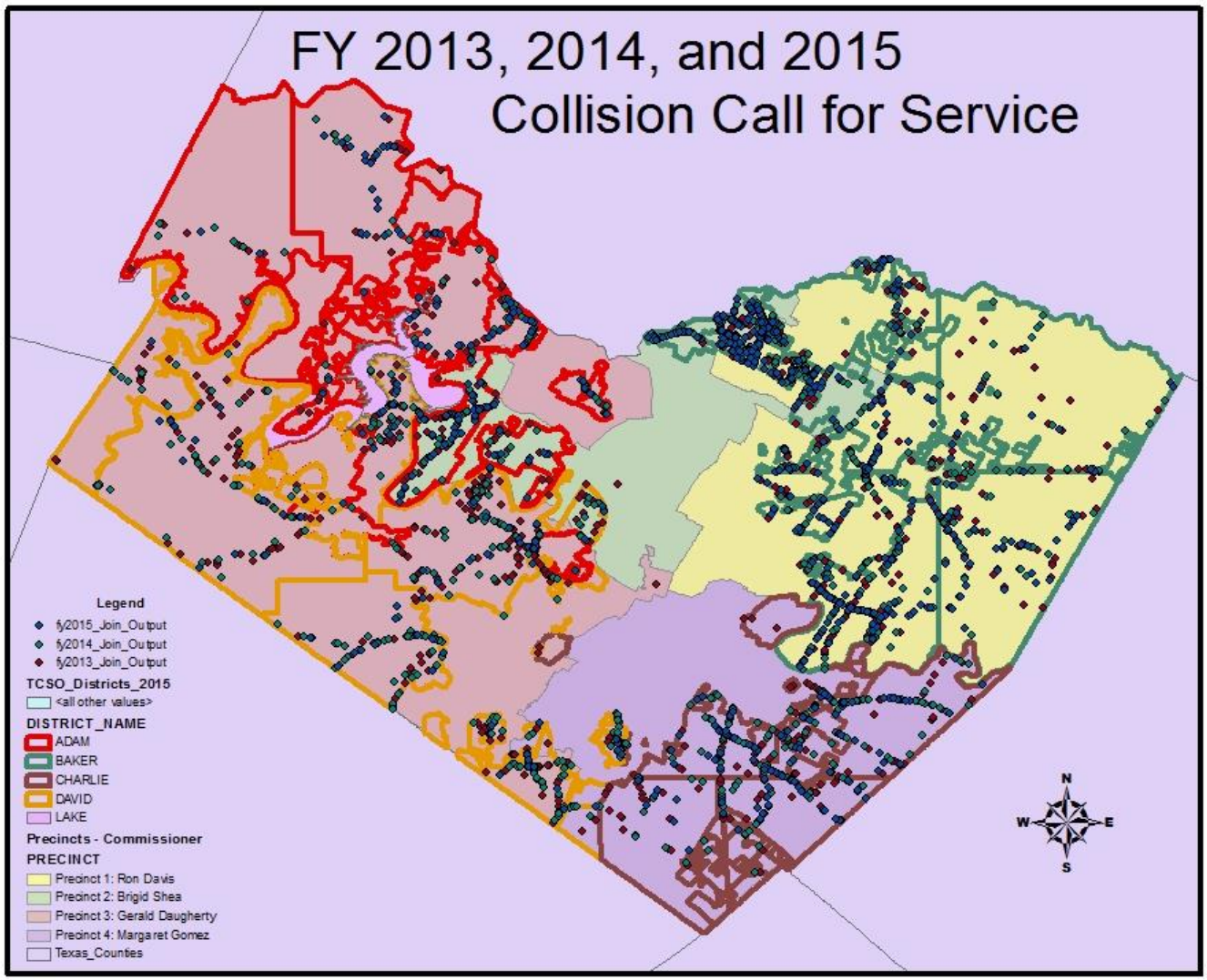
Table 2: Summary of High Collision Locations by Precinct

Precinct	High Accident Locations	Collisions Reported
1	1	8
2	6	135
3	1	17
4	2	22
Total	**10**	**182**

Table 3: Total Collisions by Travis County Precinct

Pct	Collision Calls for Service[2]				Lane-miles		
	FY 2013	FY 2014	FY 2015	Total	Lane-Miles	Collision Rate [1]	Rates as % of Total Calls Rate
1	750	881	841	2,473	897.99	0.92	99%
2	496	394	337	1,229	352.37	1.16	125%
3	849	962	426	2,240	1078.25	0.69	74%
4	517	570	321	1412	310.02	1.52	163%
Total Calls	**2,612**	**2,807**	**1,925**	**7,354**	**2,638.63**	**0.93**	**100%**
Total Reports	**2,366**	**2,334**	**2,752**	**7,452**	**2,638.63**	**0.94**	**101%**

1. Yearly Calls for Service, Collision, per Lane-Mile
2. Total Calls for Service filtered for Call Type most likely to result in report


FY 2013, 2014, and 2015
Collision Call for Service
Legend
fy2015_Join_Output
fy2014_Join_Output
fy2013_Join_Output
TCSO_Districts_2015
<all other values>
DISTRICT_NAME
ADAM
BAKER
CHARLIE
DAVID
LAKE
Precincts - Commissioner
PRECINCT
Precinct 1: Ron Davis
Precinct 2: Brigid Shea
Precinct 3: Gerald Daugherty
Precinct 4: Margaret Gomez
Texas_Counties
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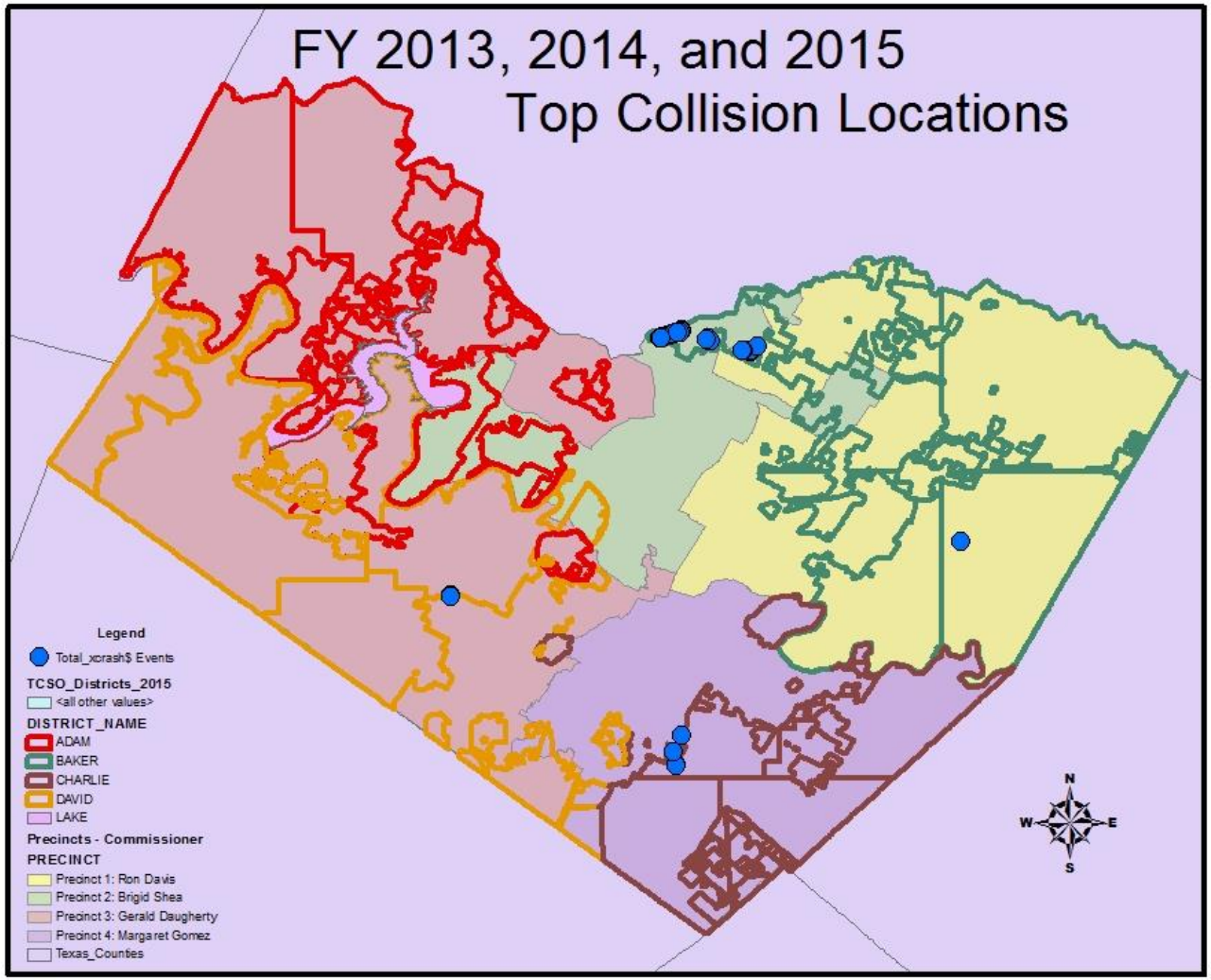
FY 2013, 2014, and 2015
Top Collision Locations
Legend
Total_xcrash$ Events
TCSO_Districts_2015
<all other values>
DISTRICT_NAME
ADAM
BAKER
CHARLIE
DAVID
LAKE
Precincts - Commissioner
PRECINCT
Precinct 1: Ron Davis
Precinct 2: Brigid Shea
Precinct 3: Gerald Daugherty
Precinct 4: Margaret Gomez
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FY 2016 High Collision Locations Study

Objective:

The objective of this report is to identify the ten locations within the Travis County jurisdiction with the highest number of reported collisions during the last three years and to recommend short-term and long-term improvements for each site.

Scope:

Due to timing of the report, the scope of the study is limited to collisions investigated by Travis County law enforcement on roadways accepted for County maintenance in fiscal years 2013, 2014, and 2015. The scope does not include roads within the City of Austin and other incorporated municipalities, nor the State Highway System (Farm-to-Market Roads, Ranch-to-Market Roads, and State or Federal Highways).

Site Identification Process:

The Texas Transportation Code 550.062 authorizes a Texas law enforcement officer to make a written report of an accident investigation. Texas Transportation Code 550.064 authorizes the Texas Department of Transportation (TxDOT) to furnish accident report forms.

TxDOT has developed the Crash Records Information System (CRIS) to capture, store, and output data to produce accident reports. CRIS data includes geographical locations of each collision, including Geographical Positioning System coordinates, and investigator. Travis County Transportation and Natural Resources (TNR) traffic engineering staff are the first non-law enforcement entity in the State of Texas to complete the required training and granted access to create, manage, or analyze CRIS accident reports.

Travis County TNR traffic engineering personnel queried CRIS and mapped the highest collision sites during the past calendar years. The intersections were identified and sorted to reveal the ten intersections with the highest number of collisions. Once the top ten intersections were identified, written collision reports from each location for complete fiscal years 2013, 2014, and 2015 were collected and analyzed for the circumstances surrounding each collision.

Not all collisions result in a law enforcement investigation. The Texas Transportation Code 550.041 authorizes investigation by a peace officer when notified of an accident involving injury, death, or property damage to an extent of at least $1,000. Accidents not meeting this criteria are not obtained from CRIS or included in this report.

Collision diagrams for each intersection were developed using available collision reports. The intersection diagrams were used to identify patterns and factors contributing to the collisions.

Each of the top ten locations was visited to collect information regarding road geometry, traffic operations, signs, pavement markings, obstructions that limit sight distances, pavement surface conditions, and any other factors that might contribute to the collisions.

Field data and collision diagrams were used to identify any deficiencies at each location and to aid in determining short-term and long-term improvements. Cost estimates have been prepared and are included for all proposed improvements.

Collision Rates:

Collision rates can be calculated to evaluate relative safety compared to other similar roadways, segments, or intersections. The United States Department of Transportation Federal Highway Administration (FHWA) has developed a document to provide data collection and analysis techniques to improve the safety of local rural roads. This document titled, *Road Safety Information Analysis, A Manual for Local Rural Road Owners*, FHWA, January 2011, has been referenced for collision rate formulas.

For short roadway lengths, a spot or intersection collision rate is expressed as collisions per million entering vehicles. Another collision rate that can be used when vehicle volume is unknown or difficult to obtain is expressed as collisions per mile.

For this report, collisions per mile and collisions per million entering vehicles are used. The formulas for calculating these rates are shown below.

$$Rmile = \frac{C}{NxL}$$

where

R_{mile} = Rate of yearly collisions per lane-mile of roadway.
C = Total number of collisions in the study period.
N = Number of years of data
L = Lane-miles of roadway (typically center-line miles x number of travel lanes).

and

$$Rmev = \frac{1{,}000{,}000\ x\ C}{365\ x\ N\ x\ V}$$

where

R_{mev} = Rate of yearly collisions per million entering vehicles.
C = Total number of intersection collisions in the study period.
N = Number of years of data.
V = Daily traffic volume entering the intersection.

TxDOT CRIS does not provide accident reports by Travis County precinct. In order to provide a collision rate compared by precinct, Travis County law enforcement dispatch data was requested from Travis County personnel at the Austin/Travis County Combined, Transportation, Emergency, and Communications Center (CTECC). All calls for service in Travis County are dispatched and assigned a call type from CTECC.

Not all calls for service will result in an accident report. Therefore, calls for service are filtered for call types that most likely result in an accident investigation and report. In addition, not all calls for service are geo-located when initiated. For those calls, the precinct location was estimated based on Travis County Sheriff District dispatched.

The collisions per million entering vehicles rate requires knowing the traffic volume at the intersection. This data is not usually readily available for county roads. However, TxDOT produces a roadway inventory, including county roads and average daily traffic (ADT) estimates, as part of the Highway Performance Monitoring System (HPMS) program. This inventory, known as Roadway Highway Inventory Network Offload (RHiNO) is available as a geodatabase from a TxDOT web page. The 2014 RHiNO geodatabase was updated 10/02/2015 and includes ADT collected from 2010.

Roadway center-line data was obtained from Travis County Road Mileage Maintained by Precinct report dated 12/4/2015. Most Travis County maintained roads are two lanes. Additional lane-miles for roadways exceeding two lanes were obtained from the TxDOT county road inventory (CRI) dated March 2015.

County-wide Recommendations:

Analysis of individual locations revealed opportunities for broader strategic County-wide recommendations for consideration. These County-wide programs can be tailored to emphasize select related transportation issues such as support for autonomous vehicles, driverless vehicles, Vision Zero, etc.

1. Corridor Level Analysis Program:

   Many times collisions will happen along a corridor with shortly spaced intersections either signalized or un-signalized. In either case, simply looking at a few high collisions locations may overlook other factors influencing an entire corridor. In this report, Wells Branch Pkwy. and Howard Ln. are examples of corridors that may benefit from an additional corridor safety analysis. This program could be scheduled every 3-5 years and executed under a professional services contract or a smaller Inter-agency agreement with a University. Planning level costs may range between $75,000 and $300,000 over 12 – 24 months.

2. County-wide Signal Operation Analysis Program:

Several locations in this report included signalized intersections. Some proposed short term improvements included reviewing signal timing and/or phasing. While Travis County maintains programs for signal installation and simple maintenance, there is no program to regularly periodically optimize signal timing and phasing. Such a program could optimize operation before it turns into a constituent complaint or collision. Regularly periodically acquiring expertise needed through a professional services contract every 3-5 years could range in cost from $200,000 to $300,000. Implementation of improvements resulting from the analysis could be executed through existing signal maintenance contracts.

Cost Estimating Methods:

Travis County TNR uses the following three-tiered approach to cost estimating, which is based on the size, type, and the scope of the effort used in arriving at the recommendations and the cost estimates for all projects.

1. Planning Level:

At this level, much of the analysis is based on numerous technical assumptions. Unit costs are derived generically from past projects of similar scope. Site visits at all locations and detailed analysis may not have been done. A contingency of 30% to 50% is added to these cost estimates.

2. Feasibility Level:

For a feasibility study, more in-depth analysis, preliminary field surveys and cost estimates are performed. A contingency of 20% to 30% is added to the estimated cost. Feasibility level cost analyses are done prior to the Commissioners' Court entering into financial commitments, such as long-term bonds or certificates of obligation.

3. Engineering Estimate Level:

Detailed field surveys, design plans and specifications are prepared and material quantities and unit costs are determined for the entire project. A contingency of 10% to 20% is added to the estimated cost. Engineering level cost estimates are done prior to advertising for construction bids.

Planning Level cost estimates were used in this report. They are not intended for use as Engineering Estimates for bidding purposes.

Summary of High Collision Locations

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Summary of High Collision Locations - FY 2013, 2014, and 2015

1. Howard Ln. at McNeil-Round Rock Rd.

38 written collision reports

7 rear end	16 out of control
0 right angle	0 head-on
13 left turn	0 fixed object
2 side swipe	0 backing
Short-term Improvements: $7,000	Long-term Improvements: $500,000

2. McNeil Dr. at Maverick Way E/W.

27 written collision reports

20 rear end	2 out of control
1 right angle	0 head-on
3 left turn	0 fixed object
1 side swipe	0 backing
Short-term Improvements: $7,000	Long-term Improvements: $2,000,000

3. Wells Branch Pkwy. at Thermal Dr.

20 written collision reports

10 rear end	5 out of control
2 right angle	1 head-on
2 left turn	0 fixed object
0 side swipe	0 backing
Short-term Improvements: $20,000	Long-term Improvements: Note 1

4. Wells Branch Pkwy. at Owen Tech Blvd.

19 written collision reports

0 rear end	0 out of control
5 right angle	0 head-on
13 left turn	0 fixed object
1 side swipe	0 backing
Short-term Improvements: $5,000	Long-term Improvements: Note 1

5. McKinney Falls at William Cannon Dr.

18 written collision reports

6 rear end	4 out of control
1 right angle	1 head-on
5 left turn	0 fixed object
1 side swipe	0 backing
Short-term Improvements: $0	Long-term Improvements: $500,000

6. Southwest Pkwy. at Barton Creek Blvd.

17 written collision reports

4 rear end	2 out of control
0 right angle	0 head-on
11 left turn	0 fixed object
0 side swipe	0 backing
Short-term Improvements: $7,000	Long-term Improvements: $2,000,000

7. Wells Branch Pkwy. at Surrender Ave.

13 written collision reports

3 rear end	1 out of control
1 right angle	0 head-on
5 left turn	0 fixed object
3 side swipe	0 backing
Short-term Improvements: $20,000	Long-term Improvements: Note 1

8. Thaxton Rd. at Sassman Rd.

12 written collision reports

0 rear end	11 out of control
0 right angle	0 head-on
1 left turn	0 fixed object
0 side swipe	0 backing
Short-term Improvements: $3,000	Long-term Improvements: $25,000

9. McKinney Falls Pkwy. at Thaxton Rd.

10 written collision reports

0 rear end	0 out of control
10 right angle	0 head-on
0 left turn	0 fixed object
0 side swipe	0 backing
Short-term Improvements: $2,000	Long-term Improvements: $25,000

10. Blake-Manor Rd. at Taylor Ln.

8 written collision reports

0 rear end	0 out of control
7 right angle	0 head-on
0 left turn	0 fixed object
1 side swipe	0 backing
Short-term Improvements: $2,000	Long-term Improvements: $25,000

Note 1: Cost to re-align Wells Branch Parkway as recommended for Locations 3, 4, and 7: $20,000,000

Individual Problem Identification/Recommended Improvements

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PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: Howard Ln. **Limits:** at McNeil-Round Rock Rd.

Precinct: 2 **Traffic Count:** 15,190 ADT **Collision Rate$_{mev}$:** 2.29

Number of Injuries: 23 **Number of Fatalities:** 0

Problem Identification: This intersection was previously reported high in 2008.
Highest accident type is single vehicle out of control followed by left turn.
Nearly 1/3 of highest type of accidents and all accidents happened in construction zone.
Most single vehicle out of control accidents occur east of the intersection.
Nearly all left turn accidents attempted on permissive signal; protected phase available.
Heavy EB left turn movement in PM.
Several investigation data miscoded for intersection. Inconsistent identification.

Recommended Short-Term Improvements:
Construction, including lane reductions, completed first weekend May 2015.
Monitor signal operation to ensure McNeil EB protected phase is operating efficiently.
Consult with City of Austin for signal operation improvements.
Monitor lane markings east of intersection. Refresh as necessary.
Observe that street name signs are installed. Consider larger font.

Recommended Long-Term Improvements:
Adjust timing of signal phases as traffic pattern changes.
Lengthen EB left turn bay.
Consider widening and construction of EB dual left turns if saturated.
Provide illumination east of intersection.

Phasing of Improvements:
Try lengthening left turn bay before considering dual left turns.
Study traffic patterns to consider an alternate route to relieve left turn demand.

Comments:
Construction completion and signal coordination in FY 15 appears to have reduced the accident rate. Continue to monitor intersection.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: McNeil Dr. **Limits:** at Maverick Way E/W

Precinct: 2 **Traffic Count:** 15,190 ADT **Collision Rate$_{mev}$:** 1.62

Number of Injuries: 14 **Number of Fatalities:** 0

Problem Identification: Previously identified in 2008.
Highest accident type is rear-end; nearly 75%; teen driver involved in 25%.
Failed to control speed contributing factor in 60% of rear-end type.
Nearly 50% rear-end type occur between 3-6 pm.
Construction zone involved in 1/3 of all accidents.
Left turn demand at McNeil-Round Rock Rd. queues into area.
Several investigation data miscoded for intersection. Inconsistent identification.

Recommended Short-Term Improvements:
Construction, including lane reductions, completed in May 2015.
Consider installing signal ahead signs.
Consult with City of Austin concerning signal operation.
Observe that street name signs are installed. Consider larger font.

Recommended Long-Term Improvements:
Adjust timing of signal phases as traffic pattern changes.
Consider widening and construction of EB dual left turns if saturated.
Consider reliever road serving northern RRISD property.

Phasing of Improvements:
N/A

Comments:
Construction completion and signal coordination appeared improve accident rate by FY15;
Accidents half of FY14 occurrence.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: Wells Branch Pkwy **Limits:** at Thermal Dr

Precinct: 2 **Traffic Count:** 32,500 ADT **Collision Rate$_{mev}$:** 0.56

Number of Injuries: 14 **Number of Fatalities:** 0

Problem Identification

The majority of collisions were either rear-end or fixed object collisions. Almost half of the accidents took place at night. The reasons for these accidents may be the visibility, drivers' inattention or failing to yield right-of-way.

Recommended Short-Term Improvements:

Re-stripe faded pavement markings and median noses, and install traffic buttons.
Remove or trim tree branches for better signal head visibility for northbound traffic on Thermal Drive.
Upgrade existing street lights luminaire and/or installing additional street lights.
Prohibit eastbound to westbound unprotected U-Turn movement by installing No U-Turn signs.
Install newer crosswalk design to provide safe pedestrian crossing and to obtain driver's attention.
Implement signal infrastructure upgrades such as VIVIDs and APS.
Continue to evaluate the effectiveness of these improvements.

Recommended Long-Term Improvements:

Flatten steep bump at the intersection of south Thermal Drive approach and Wells Branch Parkway.
Widen and realign Wells Branch Parkway with the addition of bike lanes, indented bus bays and intersection turn bays to streamline vehicular traffic movements.

Phasing of Improvements:

All improvements must be done incrementally. First do short-term improvements and then evaluate for long-term improvements.

Comments:

Wells Branch Parkway is a heavily traveled east-west arterial, which provides connection between Mopac and IH 35. There is a growing need for vehicular capacity increase on Wells Branch Parkway to accommodate passenger cars, trucks, buses and bicyclists.

The existing landscaping adjacent to Wells Branch Parkway and on central medians needs continuous grooming to provide adequate sight distance and better visibility to improve the safety conditions for all road users.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: Wells Branch Pkwy **Limits:** at Owen Tech Blvd

Precinct: 2 **Traffic Count:** 32,500 ADT **Collision Rate$_{mev}$:** 0.53

Number of Injuries: 10 **Number of Fatalities:** 0

Problem Identification
Collisions were primarily right angle collisions involving vehicles attempting to enter or cross Wells Branch Parkway from Owen Tech Boulevard or the opposing private driveway. The reasons for these accidents may be drivers' inattention and failing to yield right-of-way.

Recommended Short-Term Improvements:
Re-stripe faded pavement markings and median noses, and install traffic buttons.
Remove or trim trees and shrubs on Wells Branch Parkway.
Install newer crosswalk design to provide safe pedestrian crossing and to obtain driver's attention.
Prohibit northbound to southbound unprotected U-Turn movement by installing No U-Turn Signs.
Install No-Parking signs on Owen Tech in the vicinity of the intersection.
Repair alligator cracks on Wells Branch Parkway west approach.
Continue to evaluate the effectiveness of these improvements.

Recommended Long-Term Improvements:
Widen and realign Wells Branch Parkway with the addition of bike lanes, indented bus bays and intersection turn bays to streamline vehicular traffic movements.

Phasing of Improvements:
All improvements must be done incrementally. First do short-term improvements and then evaluate for long-term improvements.

Comments:
The construction of the warranted traffic signal is expected to be complete by June 2016.

Wells Branch Parkway is a heavily traveled east-west arterial, which provides connection between Mopac and IH 35. There is a growing need for vehicular capacity increase on Wells Branch Parkway to accommodate passenger cars, trucks, buses and bicyclists.

The existing landscaping adjacent to Wells Branch Parkway and on central medians needs continuous grooming to provide adequate sight distance and better visibility to improve the safety conditions for all road users.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: McKinney Falls **Limits:** at William Cannon Dr.

Precinct: 2 **Traffic Count:** 9,090 ADT **Collision Rate$_{mev}$:** 1.81

Number of Injuries: 15 **Number of Fatalities:** 0

Problem Identification:
No single crash type or contributing factor seems to stand out.
Over 70% of crashes occur between noon and mid-night.
Almost half of crashes involve the EB William Cannon Dr. movement contributing factor.

Recommended Short-Term Improvements:
This intersection is the western terminus of an active project extending William Cannon Dr. The intersection lane assignments will change with the completion of the construction.

Recommended Long-Term Improvements:
Monitor intersection operation after active construction is complete.
Addition of right turn lanes on William Cannon may become necessary as traffic patterns respond to changes in development.

Phasing of Improvements:
N/A

Comments:
Construction in the vicinity, but not currently in roadway. Eminent construction project activity will involve widening, striping, and signing this intersection.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: Southwest Pkwy **Limits:** at Barton Creek Blvd

Precinct: 3 **Traffic Count:** 21,420 ADT **Collision Rate$_{mev}$:** 0.73

Number of Injuries: 7 **Number of Fatalities:** 0

Problem Identification:
The highest accident type is Left Turns failing to yield ROW (50%) followed by rear ends (25%).
Nearly all left turn accidents happened on a permissive left turn signal for east and west bound Southwest Parkway.
Nearly all accidents happened during daytime and on dry pavement. Southwest Parkway is a 6-lane divided roadway with a speed limit of 55mph. Barton Creek Boulevard is a 2 lane undivided roadway with a speed limit of 35mph.

Recommended Short-Term Improvements:
Remove permissive left turns for east and west bound Southwest Parkway. Create a protected left turn phase only.
Install back plates on signal heads to increase visibility.
Refresh pavement markings for all approaches.

Recommended Long-Term Improvements:
Repave Southwest Parkway to improve friction qualities of pavement.
Reconstruct east and west bound left turn lanes to shift traffic further towards opposing lanes, thus eliminating approaching left turns from obstructing views.

Phasing of Improvements:
1.) Remove permissive left turns
2.) Restripe lane lines and stop bars
3.) Install back plates on signal heads
4.) Evaluate effectiveness and consider long-term improvements.

Comments:
None.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: Wells Branch Pkwy **Limits:** at Surrender Ave

Precinct: 2 **Traffic Count:** 28,230 ADT **Collision Rate$_{mev}$:** 0.42

Number of Injuries: 4 **Number of Fatalities:** 0

Problem Identification

There were four right angle, three rear end and two side swipes collisions. The primary reasons for these accidents may be drivers' inattention and failing to yield right-of-way.

Recommended Short-Term Improvements:

Re-stripe faded pavement markings and median noses, and install traffic buttons.
Install newer crosswalk design to provide safe pedestrian crossing and to obtain driver's attention.
Install pavement marking arrows and/or signs to facilitate orderly vehicular movements on the south approach.
Implement signal infrastructure upgrades such as VIVIDs and APS.
Retime traffic signals to ensure appropriate min/max green times especially on minor approaches.
Continue to evaluate the effectiveness of these improvements.

Recommended Long-Term Improvements:

Flatten steep bump at the intersection of north Surrender Avenue approach and Wells Branch Parkway.
Widen and realign Wells Branch Parkway with the addition of bike lanes, indented bus bays and intersection turn bays to streamline vehicular traffic movements.

Phasing of Improvements:

All improvements must be done incrementally. First do short-term improvements and then evaluate for long-term improvements.

Comments:

Wells Branch Parkway is a heavily traveled east-west arterial, which provides connection between Mopac and IH 35. There is a growing need for vehicular capacity increase on Wells Branch Parkway to accommodate passenger cars, buses, trucks and bicyclists.

The existing landscaping adjacent to Wells Branch Parkway and on central medians needs continuous grooming to provide adequate sight distance and better visibility to improve the safety conditions for all road users.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: Thaxton Rd **Limits:** at Sassman Rd.

Precinct: 4 **Traffic Count:** 2,100 ADT **Collision Rate$_{mev}$:** 5.22

Number of Injuries: 1 **Number of Fatalities:** 0

Problem Identification:
The overall majority of accidents appear to be single vehicle collisions on the through lanes entering a three leg radial intersection, at excessive speeds.

Recommended Short-Term Improvements:
Installation of chevrons to accompany the existing large arrow boards, and confirm the existing road geometry, at both approaches, is recommended. New warning signs to replace weathered and older signs having less than desired retro-reflectivity should also help.
Replace all older and missing raised pavement markers, at all approaches. Continue to evaluate of monitor accident reports.

Recommended Long-Term Improvements:
Re-align intersection legs to create typical 90 degree approaches.

Phasing of Improvements:
N/A

Comments:
There is only one right angle, and no tangent lane continuity, and vehicles approach from long tangent segments of rural roadway at excessive speeds, and lose control. The north and southbound approaches are Thaxton Road and are the through travel lanes, with Sassman Road being the westbound approach and having a Yield Sign for traffic control. Current warning signage (and advisory speed plaques) on both approaches of Thaxton Road, and Large Arrow Board signs appear to be adequate, as does the striping and condition of the Raised Pavement Markers. Failure to heed or a disregard signs by motorists is suspected. Alcohol may also be a contributing factor. Restricted visibility and sight distance do not appear to be problems to motorists at these intersection approaches.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: McKinney Falls Pkwy. **Limits:** at Thaxton Rd.

Precinct: 4 **Traffic Count:** 2,100 ADT **Collision Rate$_{mev}$:** 4.35

Number of Injuries: 6 **Number of Fatalities:** 0

Problem Identification:
Vehicles at the minor road approach are failing to yield the right-of-way to the major road motor traffic. South and east bound accidents account for 9 out of 10 collisions for the previous 3 fiscal years. Limited sight visibility from the minor road approach may the primary cause, due to road geometry. High speeds on the major road approach (SB McKinney Falls Parkway) may also be a factor.

Recommended Short-Term Improvements:
Provide an additional or over-sized warning sign, at both approaches of the major roadway.
Provide advisory speed plaques with warning signs.
Review existing speed limits for possible reduction.

Recommended Long-Term Improvements:
Re-design the intersection to increase sight visibility and provide 90 degree intersecting geometry.

Phasing of Improvements:
N/A

Comments:
All advance warning signage appears to be adequate, in good repair. This is a re-aligned / re-designed "T" intersection with non-perpendicular road geometry, where the primary through travel lanes are: A southbound McKinney Falls Parkway with a current speed limit of 55 MPH, (along a horizontal & vertical curve approach) which transitions to a northbound Thaxton Road signed for 45 MPH; and is intersected by the minor road (within the curve) – the remaining segment of Thaxton Road. This "T" intersection includes and encompasses said horizontal and vertical curves, road geometry, which may affect visibility & restrict sight distance, and may be a major contributing factor, per reported collision reports.

PROBLEM IDENTIFICATION/RECOMMENDED IMPROVEMENTS

Road Name: Blake-Manor Rd **Limits:** at Taylor Ln.

Precinct: 1 **Traffic Count:** 3,270 ADT **Collision Rate$_{mev}$:** 2.234

Number of Injuries: 0 **Number of Fatalities:** 0

Problem Identification:
Vehicles at the minor road approach are failing to yield the right-of-way to the major road. There does not appear to be any restricted or obstructed views, visibility, except for the southwest bound minor road approach when looking northwest. This is likely due to the unusual non-perpendicular road geometry, and occasional excessive roadside vegetation overgrowth. A possible misperception from motorists on the minor roads (that) this intersection is an all way stop, due to similar road conditions, environment for all four approaches. Another possible misperception may be the approach speeds on the major roads, as viewed by the motorists on the minor roads. The speeds are typical for these type of rural roadways.

Recommended Short-Term Improvements:
Installation of "Cross Traffic Does Not Stop" warning signs under the existing stop signs at both minor road approaches. New stop line marking (re-striping).
Continue to mow and clear any roadside vegetation on both sides of the southeast bound approach leg.
Consider advisory speed plaques to accompany the existing (crossroad) warning signs on the major road approaches.

Recommended Long-Term Improvements:
Evaluate intersection for possible all-way stop and/or traffic signal.

Phasing of Improvements:

Comments:
A four leg intersection with non-perpendicular horizontal road geometry, on a largely flat grade at all approaches. All existing regulatory & warning signage appear to be appropriate and in good repair. Of note: two accident reports state collisions took place in "fog" conditions, weather.

Collision Diagrams and Tabular Data

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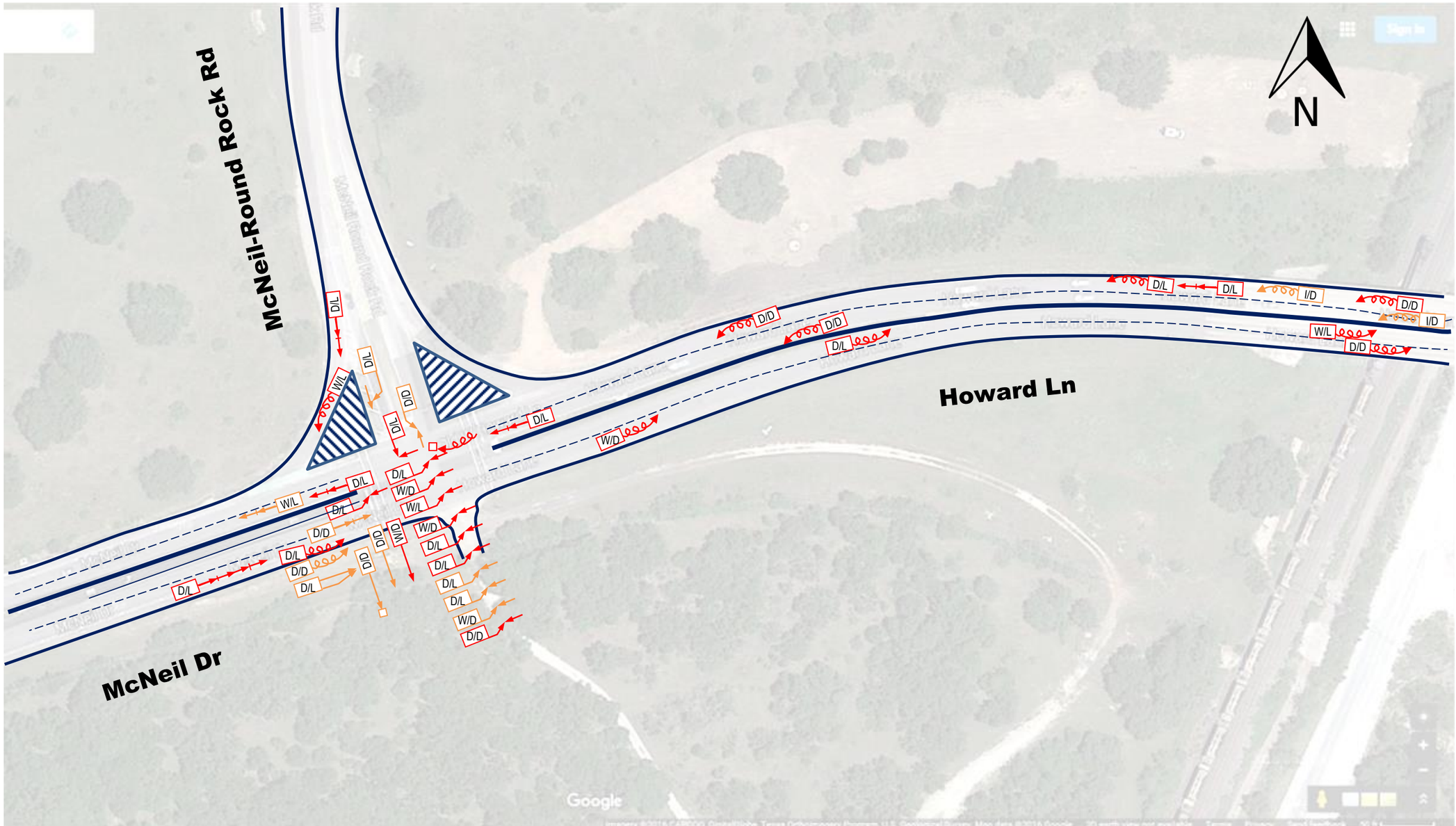

Howard Ln at McNeil-Round Rock Rd

01/05/2015

LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

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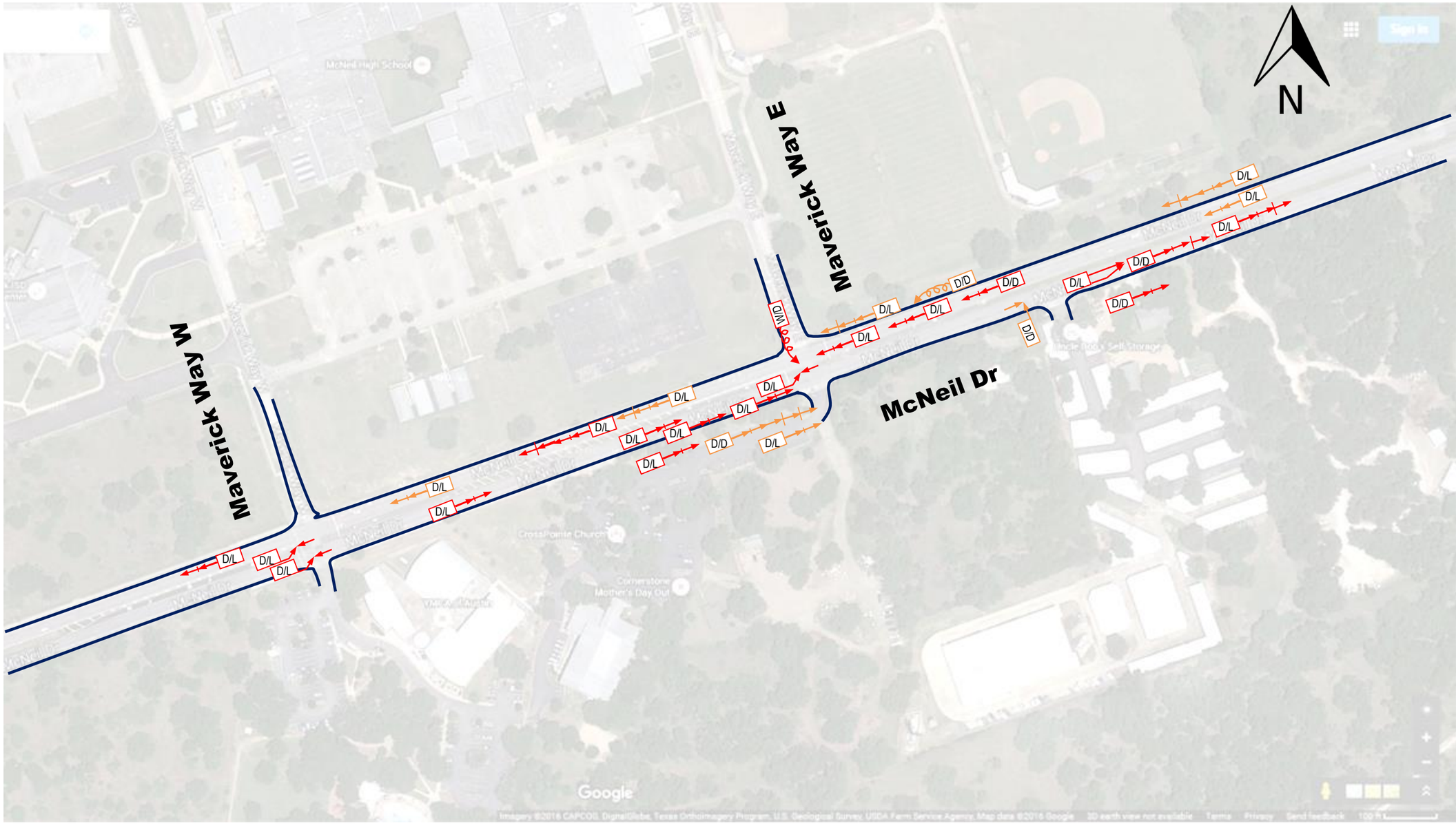
DESIGNED BY:
TITLE:
DATE
BY
REVISION
No.

Howard Ln at McNeil-Round Rock Rd

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	12968755	20121106	1715	1 = Dry	1 = Daylight	1 = Clear	5400	Howard Ln	McNeil Rd	200 FT E	2	Rear End	1	22 = Failed to Control Speed	WB
13	13047696	20121227	2335	2 = Wet	2 = Dark, Not Lighted	3 = Rain	13900	McNeil Rd	McNeil Dr	422 FT E	1	Out of Control	0	22 = Failed to Control Speed	EB, teen
13	13051523	20121228	1335	1 = Dry	1 = Daylight	1 = Clear	4300	Howard Ln	McNeil-Merriltown Rd	at	1	Out of Control	0	2 = Animal on Road - Wild	EB
13	13072639	20130104	1931	2 = Wet	3 = Dark, Lighted	3 = Rain	5400	Howard Ln	McNeil Rd	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	EB, Both YEL
13	13113357	20130205	2018	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5400	Howard Ln	McNeil Rd	40 FT E	1	Out of Control	1	45 = Had Been Drinking	WB
13	13160347	20130308	1433	2 = Wet	1 = Daylight	2 = Cloudy	5700	McNeil Rd	McNeil Dr	10 FT N	1	Out of Control	0	60 = Unsafe Speed	SB
13	13183429	20130319	1210	1 = Dry	1 = Daylight	1 = Clear	5000	Howard Ln	McNeil Rd	at	2	Left Turn	3	37 = Failed to Yield ROW – Turning Left	EB, no protect?
13	13217801	20130413	1651	1 = Dry	1 = Daylight	1 = Clear	5400	Howard Ln	McNeil Rd	641 FT E	1	Out of Control	2	22 = Failed to Control Speed	EB, motorcycle
13	13223439	20130417	044	2 = Wet	3 = Dark, Lighted	3 = Rain	5400	Howard Ln	McNeil Dr	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	EB, YEL flash left
13	13268495	20130503	1111	1 = Dry	1 = Daylight	1 = Clear	4400	Howard Ln	McNeil Rd	at	2	Left Turn	1	20 = Driver Inattention	SB, permissive
13	13300879	20130503	1049	1 = Dry	1 = Daylight	1 = Clear	4400	Howard Ln	Merriltown Rd	20 FT W	2	Rear End	0	20 = Driver Inattention	WB, involved in previous
13	13302178	20130605	040	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5400	Howard Ln	McMeil Rd	920 FT E	1	Out of Control	0	61 = Speeding – (Over Limit)	EB
13	13352888	20130704	454	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5400	Howard Ln	McNeil Rd	945 FT E	1	Out of Control	0	20 = Driver Inattention	WB
13	13440219	20130909	1603	1 = Dry	1 = Daylight	2 = Cloudy	13600	McNeil Rd	McNeil Dr	at	4	Rear End	0	98 = Other (Explain in Narrative)	EB
14	13513745	20131024	1805	1 = Dry	1 = Daylight	1 = Clear	13620	McNeil Rd	McNeil Dr	20 FT N	2	Rear End		98 = Other (Explain in Narrative)	SB
14	13595860	20131031	1738	1 = Dry	1 = Daylight	1 = Clear	4600	Howard Ln	McNeil-Merriltown Rd	730 FT E	1	Out of Control	0	2 = Animal on Road - Wild	WB
14	13635892	20140109	035	2 = Wet	2 = Dark, Not Lighted	3 = Rain	5543	Howard Ln	McNeil Rd	at	1	Out of Control	0	68 = Under Influence – Drug	SB
14	13707595	20140115	1040	1 = Dry	1 = Daylight	1 = Clear	5500	Howard Ln	McNeil Rd	at	3	Left Turn	3	37 = Failed to Yield ROW – Turning Left	EB, permissive
14	13713962	20140302	1553	2 = Wet	1 = Daylight	3 = Rain	5110	McNeil Dr	McNeil Rd	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	EB, permissive
14	13742475	20140316	2357	1 = Dry	2 = Dark, Not Lighted	1 = Clear	13700	McNeil Rd	Howard Ln	417 FT N	1	Out of Control	1	22 = Failed to Control Speed	WB
14	13792426	20140418	1500	1 = Dry	1 = Daylight	1 = Clear		Howard Ln	McNeil-Round Rock Rd	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	EB, permissive
14	13821122	20140507	546	1 = Dry	3 = Dark, Lighted	2 = Cloudy	5100	McNeil Dr	McNeil Rd	at	2	Left Turn	0	16 = Disregard Stop Sign or Light	SB, flash Y/R
14	13883754	20140615	332	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5400	Howard Ln	McNeil Rd	at	1	Out of Control	0	19 = Distraction in Vehicle	SB
14	13893032	20140622	2215	1 = Dry	3 = Dark, Lighted	1 = Clear	5115	McNeil Dr	McNeil Rd	50 FT NE	1	Out of Control	0	45 = Had Been Drinking	SB
14	13895474	20140621	444	1 = Dry	3 = Dark, Lighted	1 = Clear	5400	Howard Ln	McNeil Rd	at	2	Rear End	1	67 = Under Influence – Alcohol	EB
14	13924840	20140714	539	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5100	McNeil Dr	Howard Ln	50 FT W	1	Out of Control	1	98 = Other (Explain in Narrative)	EB, motorcycle
14	13918753	20140707	1420	1 = Dry	1 = Daylight	1 = Clear	5400	Howard Ln	McNeil Dr	at	2	Left Turn	2	37 = Failed to Yield ROW – Turning Left	EB, permissive
14	13935006	20140714	908	1 = Dry	1 = Daylight	1 = Clear	5400	Howard Ln	McNeil-Round Rock Rd	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	EB, permissive
15	14069082	20141015	1617	1 = Dry	1 = Daylight	1 = Clear	5400	Howard Ln	McNeil Rd	968 FT E	2	Rear End	3	22 = Failed to Control Speed	WB
15	14089498	20141023	1430	1 = Dry	1 = Daylight	1 = Clear	5100	McNeil Dr	McNeil Rd	at	2	Side Swipe	0	53 = Overtake and Pass Insufficient Clearance	SB
15	14237002	20150123	749	2 = Wet	1 = Daylight	3 = Rain	5100	McNeil Dr	McNeil Rd	100 FT W	2	Rear End	1	22 = Failed to Control Speed	WB
15	14255922	20150203	1801	2 = Wet	1 = Daylight	2 = Cloudy	5400	Howard Ln	McNeil Rd	916 FT E	1	Out of Control	0	60 = Unsafe Speed	EB
15	14308444	20150228	617	6 = Ice	2 = Dark, Not Lighted	4 = Sleet/Hail	5350	Howard Ln	McNeil Rd	925 FT E	1	Out of Control	0	41 = Faulty Evasive Action	WB
15	14309186	20150228	617	6 = Ice	2 = Dark, Not Lighted	4 = Sleet/Hail	5350	Howard Ln	McNeil Rd	965 FT E	1	Out of Control	0	22 = Failed to Control Speed	WB
15	14487785	20150529	741	1 = Dry	1 = Daylight	1 = Clear	5444	Howard Ln	McNeil Rd	at	2	Left Turn	0	16 = Disregard Stop Sign or Light	WB, flash
15	14392452	20150414	1715	1 = Dry	1 = Daylight	1 = Clear	5100	McNeil Dr	McNeil Rd	at	2	Side Swipe	0	20 = Driver Inattention	EB
15	14450064	20150523	2300	2 = Wet	3 = Dark, Lighted	3 = Rain	5100	McNeil Dr	McNeil Rd	at	2	Left Turn	1	98 = Other (Explain in Narrative)	EB, fail stop
15	14501269	20150605	2310	1 = Dry	3 = Dark, Lighted	1 = Clear	5100	McNeil Dr	McNeil Rd	at	2	Left Turn	2	66 = Turned when Unsafe	EB, permissive



McNeil Dr at McNeil High School

01/05/2016

LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

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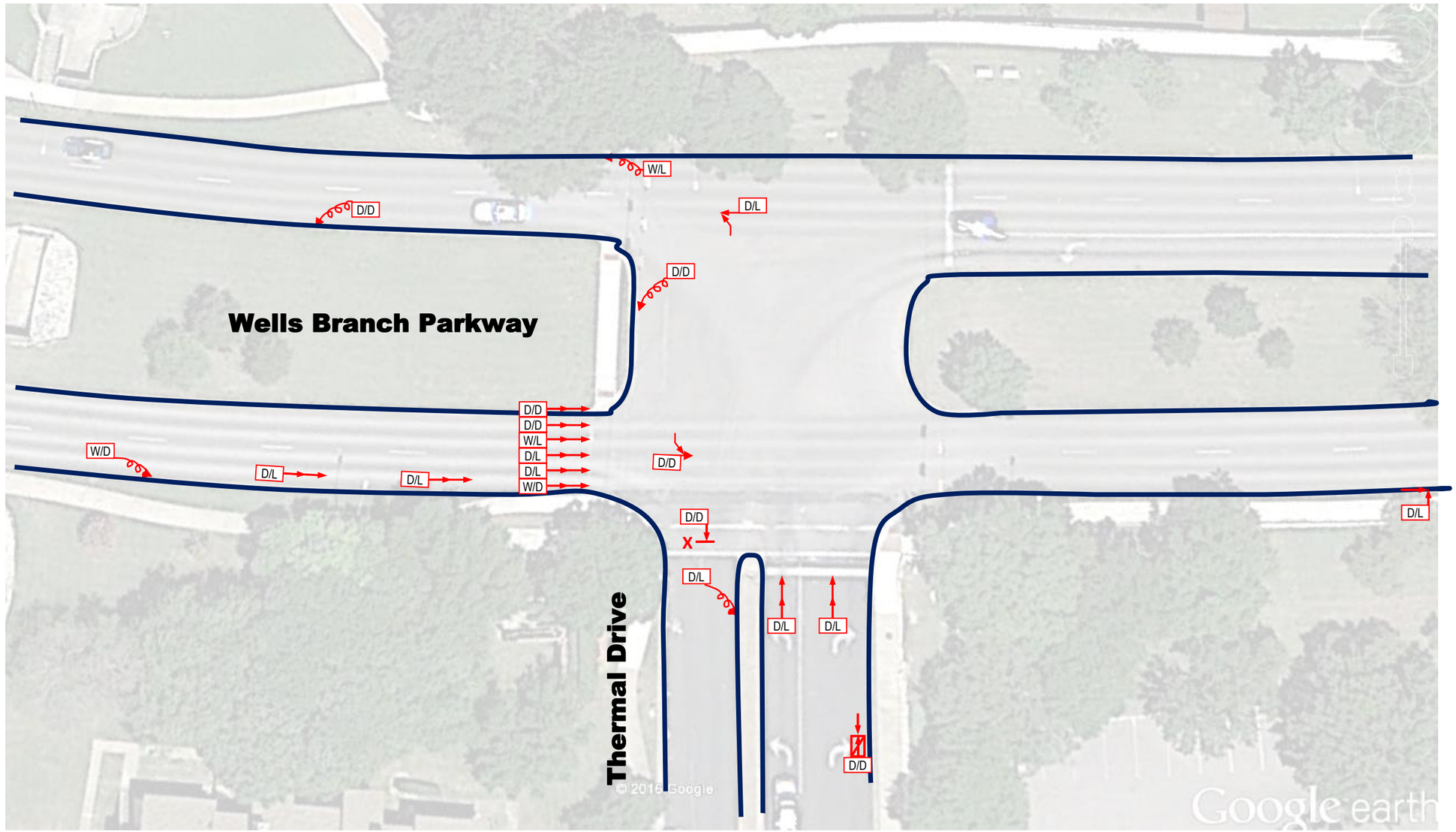
No.

McNeil Dr. at Maverick Way E/W

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	12942211	20121022	1210	1 = Dry	1 = Daylight	1 = Clear	5700	McNeil Dr	McNeil-Round Rock Rd	20 FT SW	2	Rear End	1	22 = Failed to Control Speed	EB
13	12978859	20121112	1725	1 = Dry	1 = Daylight	1 = Clear	5500	McNeil Dr	McNeil Rd	910 FT W	3	Rear End	0	22 = Failed to Control Speed	WB
13	13143848	20130226	1634	1 = Dry	1 = Daylight	1 = Clear	5700	McNeil Rd	Parmer Ln	0.6 mi E	4	Rear End	1	22 = Failed to Control Speed	WB
13	13261723	20130510	1625	1 = Dry	1 = Daylight	1 = Clear	5700	McNeil Dr	McNeil	0.75 mi SW	2	Rear End	1	20 = Driver Inattention	WB
13	13306352	20130606	1430	1 = Dry	1 = Daylight	1 = Clear	5500	McNeil Dr	McNeil Rd	0.2 mi W	2	Side Swipe	1	4 = Changed Lane when Unsafe	EB
13	13412927	20130819	243	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5700	McNeil Dr	McNeil Rd	0.4 mi W	2	Rear End	1	45 = Had Been Drinking	WB
13	13475775	20130926	1656	1 = Dry	1 = Daylight	1 = Clear	5720	McNeil Rd	Howard Ln	0.5 mi E	2	Rear End	0	41 = Faulty Evasive Action	WB, school bus
14	13487040	20131010	837	1 = Dry	1 = Daylight	2 = Cloudy	5800	McNeil Rd	734	0.08 mi E	2	Left Turn	0	33 = Failed to Yield ROW – Open Intersection	EB, ymca
14	13562411	20131116	022	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5500	McNeil Dr	McNeil Rd	713 FT W	2	Rear End	2	67 = Under Influence – Alcohol	EB
14	13714937	20140303	824	1 = Dry	1 = Daylight	1 = Clear	5800	McNeil Dr	Maverick Way	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	EB, teen
14	13727748	20140305	1810	1 = Dry	1 = Daylight	1 = Clear	5700	McNeil Dr	McNeil Rd	0.25 mi S	2	Rear End	0	22 = Failed to Control Speed	EB, teen
14	13820361	20140502	1445	1 = Dry	1 = Daylight	1 = Clear		McNeil Dr	Maverick Way	at	2	Left Turn	3	37 = Failed to Yield ROW – Turning Left	EB, teen
14	13837110	20150516	910	1 = Dry	1 = Daylight	1 = Clear	5700	McNeil Rd	Parmer Ln	400 FT E	2	Rear End	0	22 = Failed to Control Speed	EB, teens
14	13841078	20140519	1613	1 = Dry	1 = Daylight	1 = Clear	5500	McNeil Dr	McNeil Rd	0.37 mi SW	3	Rear End	1	22 = Failed to Control Speed	EB, teens
14	13883563	20140607	2100	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5720	McNeil Dr	McNeil Rd	0.39 mi W	5	Rear End	1	60 = Unsafe Speed	EB
14	13965630	20140811	100	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5700	McNeil Rd	Parmer Ln	0.3 mi E	1	Out of Control	0	45 = Had Been Drinking	WB
14	13977596	20140709	907	1 = Dry	1 = Daylight	1 = Clear	5500	McNeil Dr	McNeil Rd	850 FT W	2	Rear End	0	22 = Failed to Control Speed	WB, teens
14	13999213	20140902	1646	1 = Dry	1 = Daylight	1 = Clear	5800	McNeil Dr	Parmer Ln	0.69 mi E	2	Rear End	1	22 = Failed to Control Speed	WB
14	14042768	20140929	1714	1 = Dry	1 = Daylight	1 = Clear	5800	McNeil Dr	Parmer Ln	1000 FT E	2	Rear End	1	22 = Failed to Control Speed	EB, teens
14	14045171	20140930	1820	1 = Dry	1 = Daylight	1 = Clear	5700	McNeil Dr	McNeil Rd	1000 FT E	2	Rear End	0	22 = Failed to Control Speed	EB
15	14054199	20141007	645	1 = Dry	2 = Dark, Not Lighted	1 = Clear	5541	McNeil Dr	McNeil Rd	0.5 mi W	2	Right Angle	0	34 = Failed to Yield ROW – Private Drive	EB
15	14215923	20150109	1444	1 = Dry	1 = Daylight	2 = Cloudy	5700	McNeil Dr	McNeil Rd	0.25 mi W	3	Rear End	0	22 = Failed to Control Speed	WB
15	14245638	20150128	1748	1 = Dry	1 = Daylight	1 = Clear	5500	McNeil Dr	McNeil Rd	751 FT W	3	Rear End	0	48 = Impaired Visibility (Explain in Narrative)	WB
15	14316236	20150304	1752	2 = Wet	6 = Dusk	3 = Rain	5720	McNeil Dr	McNeil Dr	0.5 mi E	1	Out of Control	0	20 = Driver Inattention	SB, teen
15	14344866	20150326	920	1 = Dry	1 = Daylight	2 = Cloudy	5700	McNeil Rd	McNeil-Round Rock Rd	0.1 mi W	2	Rear End	0	22 = Failed to Control Speed	EB
15	14486432	20150501	813	1 = Dry	1 = Daylight	1 = Clear	5500	McNeil Dr	McNeil Rd	1000 FT W	4	Rear End	0	20 = Driver Inattention	WB
15	14497352	20150603	1330	1 = Dry	1 = Daylight	1 = Clear	5800	McNeil Dr	734	800 FT E	2	Rear End	0	22 = Failed to Control Speed	WB, teen

Orange = Construction



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LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

Wells Branch Parkway at Thermal Drive Intersection

02/01/2016

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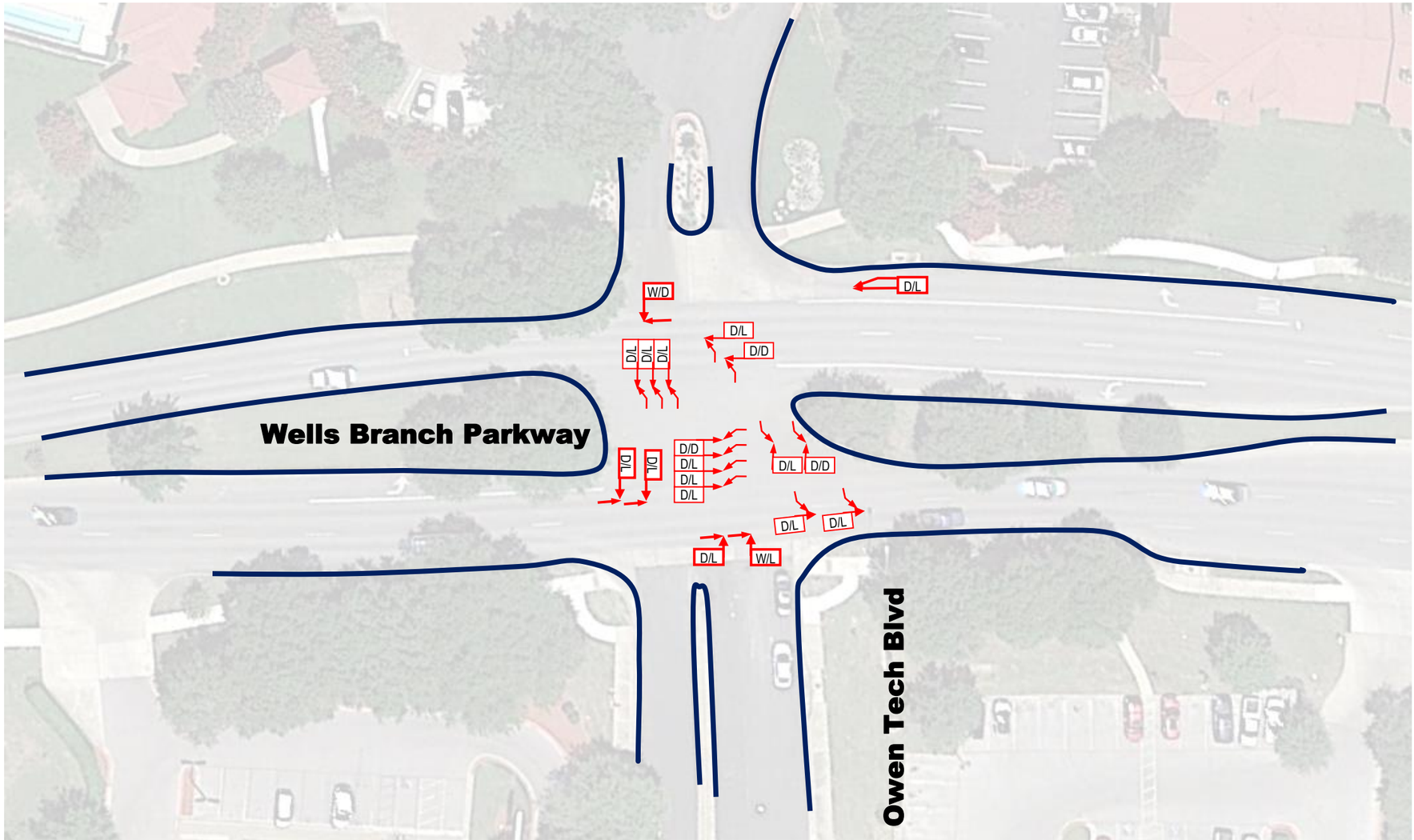
TITLE:

No	REVISION	BY	DATE

Wells Branch Pkwy at Thermal Dr

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	13127095	20130215	7:10	1 = Dry	1 = Daylight	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	20' W	2	Rear End	1	22 = Failed to Control Speed	Both Vehicles were traveling EB
13	13152164	20130304	8:54	1 = Dry	1 = Daylight	1 = Clear	14100	Thermal Drive	Wells Branch Parkway	at	3	Rear End	1	22 = Failed to Control Speed	All Vehicles were traveling NB
13	13193416	20130326	2:51	1 = Dry	3 = Dark, Lighted	1 = Clear	14100	Thermal Drive	Wells Branch Parkway	170' S	3	Head On	0	71 = Wrong Way – One Way Road	Hit and Run, EB to SB RT Vehicle went on the wrong
13	13271056	20130513	15:40	1 = Dry	1 = Daylight	1 = Clear	14100	Thermal Drive	Wells Branch Parkway	10' S	2	Rear End	1	22 = Failed to Control Speed	NB Vehicle Hit a Stopped Vehicle from behind
13	13273564	20130518	15:30	1 = Dry	1 = Daylight	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	50' W	2	Rear End	1	22 = Failed to Control Speed	DWI, EB Vehicle Hit a Stopped Vehicle from
13	13422254	20130827	10:20	2 = Wet	1 = Daylight	3 = Rain	1800	Wells Branch Parkway	Thermal Drive	20' W	1	Out of Control	0	60 = Unsafe Speed	Single Vehicle accident, NB to WB LT Vehicle skid and
14	13525792	20131031	8:01	2 = Wet	1 = Daylight	3 = Rain	1800	Wells Branch Parkway	Thermal Drive	at	2	Rear End	1	22 = Failed to Control Speed	Both Vehicles were traveling EB
14	13571500	20131130	19:47	1 = Dry	3 = Dark, Lighted	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	at	2	Left Turn	4	15 = Disregard Stop and Go Signal	Hit and Run, EB Vehicle hit WB to SB LT Vehicle,
14	13581641	20131205	13:20	1 = Dry	1 = Daylight	2 = Cloudy	1800	Wells Branch Parkway	Thermal Drive	at	2	Left Turn	0	15 = Disregard Stop and Go Signal	WB Vehicle ran the red light and hit a NB to WB
14	13584334	20131130	22:11	1 = Dry	3 = Dark, Lighted	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	50' W	1	Out of Control	0	67 = Under Influence – Alcohol	Single Vehicle accident, WB Vehilcle lost control
14	13597098	20131213	18:56	2 = Wet	3 = Dark, Lighted	3 = Rain	1800	Wells Branch Parkway	Thermal Drive	100'W	1	Out of Control	0	22 = Failed to Control Speed	Single Vehicle accident, EB Vehilcle lost control and
14	13706687	20140225	6:50	2 = Wet	5 = Dawn	6 = Fog	1800	Wells Branch Parkway	Thermal Drive	at	2	Rear End	0	22 = Failed to Control Speed	Both Vehicles were traveling EB
14	13754929	20140326	18:25	1 = Dry	1 = Daylight	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	at	3	Rear End	1	20 = Driver Inattention	3 Vehicle Accident, EB Vehicle rear-ended a
14	13762506	20140331	18:08	1 = Dry	1 = Daylight	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	at	2	Rear End	0	44 = Followed Too Closely	Both Vehicles were traveling EB
14	13942760	20140725	15:33	1 = Dry	1 = Daylight	1 = Clear	1801	Wells Branch Parkway	Thermal Drive	at	2	Right Angle	1	20 = Driver Inattention	Vehicle hit a bycycle
15	14324962	20150314	22:12	1 = Dry	3 = Dark, Lighted	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	at	2	Rear End	0	22 = Failed to Control Speed	Both Vehicles were traveling EB
15	14425168	20150425	2:07	1 = Dry	3 = Dark, Lighted	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	at	1	Out of Control	1	60 = Unsafe Speed	Single Vehicle accident, WB Vehilcle lost control
15	14461293	20150531	21:31	1 = Dry	3 = Dark, Lighted	1 = Clear	1819	Wells Branch Parkway	Thermal Drive	at	2	Right Angle	1	20 = Driver Inattention	EB to SB RT Vehicle hit a pedestrian
15	14517805	20150704	21:47	1 = Dry	3 = Dark, Lighted	1 = Clear	1800	Wells Branch Parkway	Thermal Drive	at	2	Rear End	0	20 = Driver Inattention	Hit and Run, Both Vehicles were traveling EB
15	14553694	20150726	11:45	1 = Dry	1 = Daylight	1 = Clear	14100	Wells Branch Parkway	Thermal Drive	at	1	Out of Control	1	60 = Unsafe Speed	EB to SB RT Motor Cycle lost control and hit the



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LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

Wells Branch Parkway at Owen Tech Boulevard Intersection

02/01/2016

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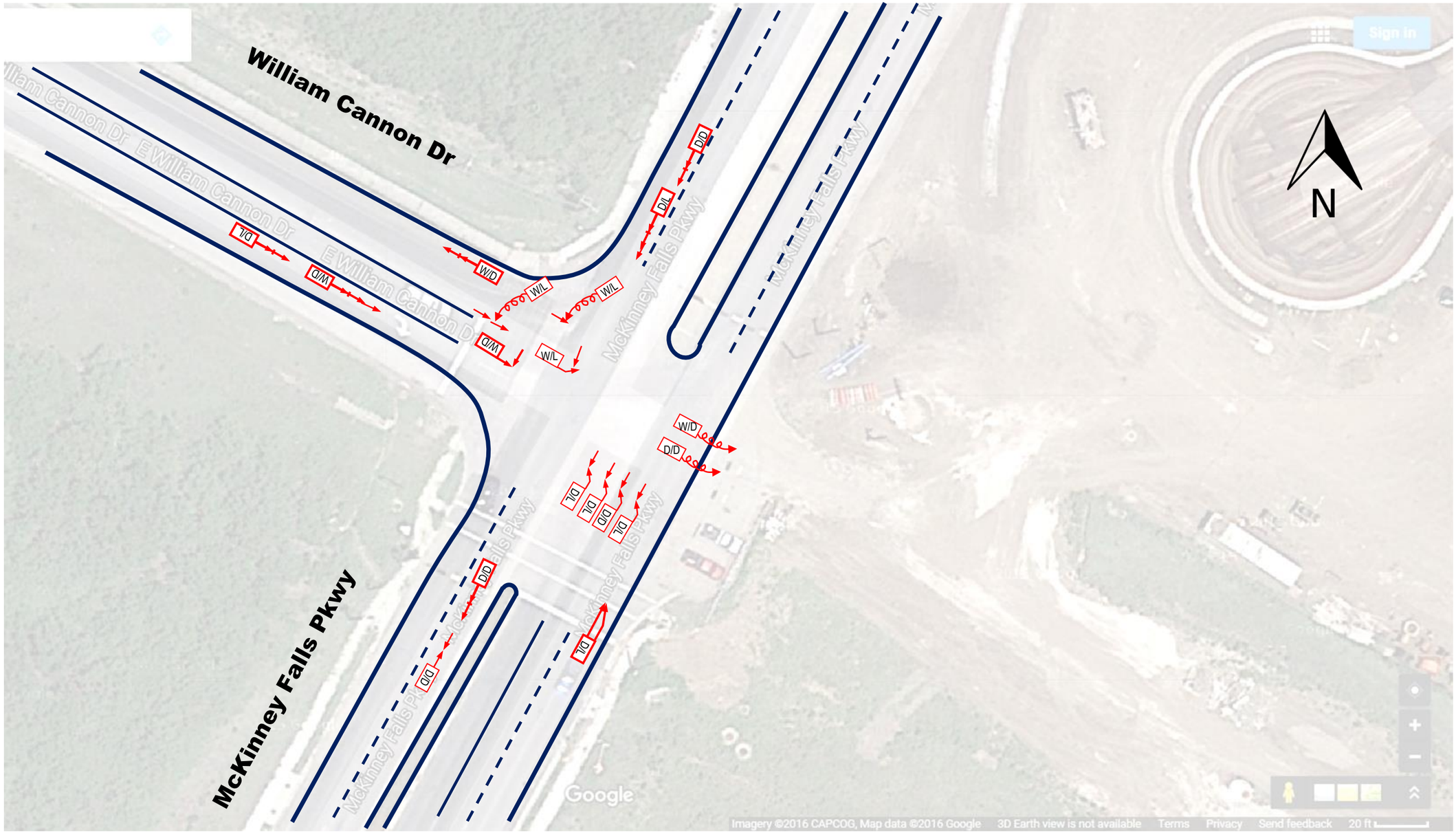
TITLE:

No.	REVISION	BY	DATE

Wells Branch Pkwy at Owen Tech Dr

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	12953361	20121025	15:32	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	3	33 = Failed to Yield ROW – Open Intersection	No DL
13	13229019	20130420	9:05	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Right Angle	0	20 = Driver Inattention	EB Vehicle hit NB to WB LT Vehicle
13	13304065	20130606	16:54	1 = Dry	1 = Daylight	1 = Clear	1600	Wells Branch Parkway	Owen Tech Boulevard	at	2	Side Swipe	0	73 = Road Rage	Case of Road Rage
13	13328459	20130622	18:39	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	2	34 = Failed to Yield ROW – Private Drive	SB Thru Vehicle hit NB to WB LT Vehicle
13	13349323	20130708	11:13	2 = Wet	1 = Daylight	3 = Rain	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	NB Vehicle Hit EB Thru Vehicle
13	13418385	20130826	9:00	1 = Dry	1 = Daylight	2 = Cloudy	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Right Angle	0	33 = Failed to Yield ROW – Open Intersection	SB Thru Vehicle Hit EB Thru Vehicle
13	13430213	20130829	14:09	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	0	34 = Failed to Yield ROW – Private Drive	SB Thru Vehicle Hit EB Thru Vehicle
13	13448707	20130914	20:14	1 = Dry	3 = Dark, Lighted	2 = Cloudy	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	1	33 = Failed to Yield ROW – Open Intersection	WB to SB LT Vehicle hit an EB Thru Vehicle
14	13593951	20131212	12:11	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	0	34 = Failed to Yield ROW – Private Drive	SB to EB LT Vehicle hit NB to WB LT Vehicle, Hit and Run, NO DL
14	13608178	20131127	9:20	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	3	Left Turn	0	37 = Failed to Yield ROW – Turning Left	
14	13692573	20140214	8:00	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	WB to SB LT Vehicle hit an EB Thru Vehicle
14	13775760	20140408	14:22	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Right Angle	2	33 = Failed to Yield ROW – Open Intersection	No DL, No Insurance, SB Thru Vehicle Hit EB Thru Vehicle
14	13806414	20140425	18:56	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	WB to SB LT Vehicle hit an EB Thru Vehicle, Expired DL
14	13847045	20140520	20:32	1 = Dry	2 = Dark, Not Lighted	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	0	20 = Driver Inattention	WB to EB UT Vehicle was hit by NB to WB LT Vehicle
14	13970334	20140811	14:59	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	1	33 = Failed to Yield ROW – Open Intersection	WB Thru Vehicle Hit NB to WB LT Vehile, DWI
14	13985292	20140824	9:53	1 = Dry	1 = Daylight	1 = Clear	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	1	37 = Failed to Yield ROW – Turning Left	WB Thru Vehicle Hit by SB to EB LT Vehile, DWI
14	14039439	20140918	20:30	2 = Wet	3 = Dark, Lighted	3 = Rain	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Right Angle	0	34 = Failed to Yield ROW – Private Drive	WB Thru Vehicle Hit by SB Thru Vehile
15	14055878	20141006	20:17	1 = Dry	3 = Dark, Lighted	1 = Clear	1750	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	0	20 = Driver Inattention	Hit and Run, WB Thru Vehicle was hit by NB to WB LT Vehicle
15	14084525	20141023	7:00	1 = Dry	1 = Daylight	2 = Cloudy	1700	Wells Branch Parkway	Owen Tech Boulevard	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	NB to WB LT Vehicle Hit by SB Thru Vehicle



McKinney Falls Pkwy at William Cannon Dr.

01/22/2016

LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

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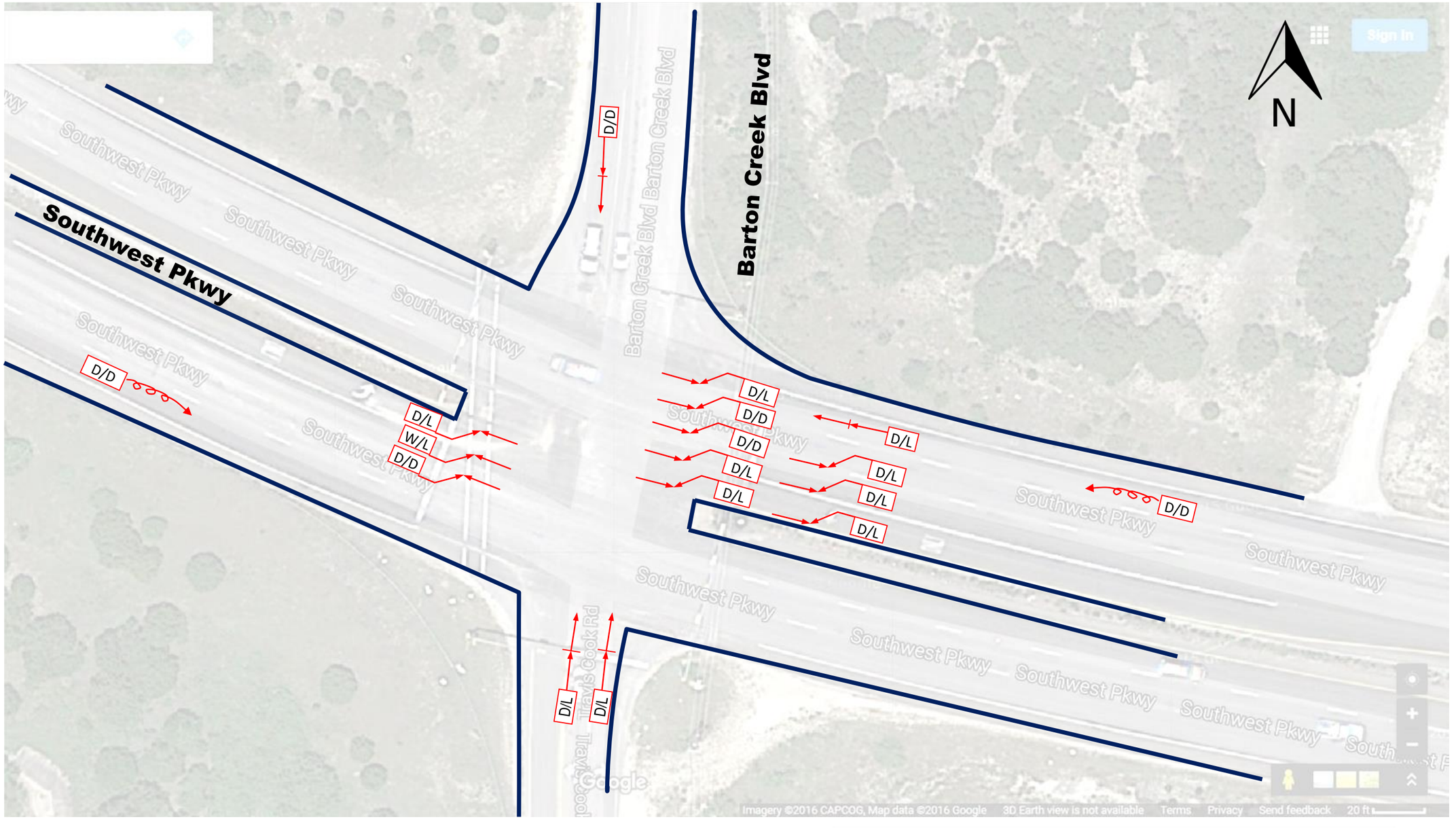
McKinney Falls Pkwy at William Cannon Dr

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	12911518	20120916	1903	2 = Wet	1 = Daylight	3 = Rain		E William Cannon Dr	McKinney Falls Pkwy	at	2	Left Turn	1	15 = Disregard Stop and Go Signal	WB
13	13081912	20121231	2217	2 = Wet	4 = Dark, Unknown Lighting	3 = Rain		E William Cannon Dr	McKinney Falls Pkwy	at	2	Rear End	0	45 = Had Been Drinking	EB, teen
13	13216764	20130405	1955	1 = Dry	1 = Daylight	1 = Clear	7200	McKinney Falls Pkwy	E William Cannon Dr	60 FT N	3	Rear End	1	67 = Under Influence – Alcohol	EB
13	13334836	20130626	1734	1 = Dry	1 = Daylight	1 = Clear	7200	McKinney Falls Pkwy	E William Cannon Dr	at	3	Left Turn	1	29 = Failed to Stop at Proper Place	EB, Both YEL
13	13440334	20130909	1558	2 = Wet	1 = Daylight	3 = Rain	7180	McKinney Falls Pkwy	E William Cannon Dr	50 FT N	3	Out of Control	0	22 = Failed to Control Speed	WB
14	13662122	20140127	2334	2 = Wet	2 = Dark, Not Lighted	3 = Rain	7100	McKinney Falls Pkwy	E William Cannon Dr	at	1	Out of Control	1	22 = Failed to Control Speed	SB
14	13790115	20140409	1727	1 = Dry	1 = Daylight	1 = Clear	7000	McKinney Falls Pkwy	William Cannon Dr	at	2	Left Turn	3	37 = Failed to Yield ROW – Turning Left	EB, no protect?
14	13793482	20140420	530	1 = Dry	3 = Dark, Lighted	2 = Cloudy	7000	E William Cannon Dr	McKinney Falls Pkwy	at	1	Out of Control	0	40 = Fatigued or Asleep	EB, motorcycle
14	13887698	20140614	2324	1 = Dry	2 = Dark, Not Lighted	1 = Clear	7100	McKinney Falls Pkwy	E William Cannon Dr	at	2	Left Turn	0	33 = Failed to Yield ROW – Open Intersection	EB, YEL flash left
15	14051476	20141001	711	1 = Dry	1 = Daylight	1 = Clear	7300	McKinney Falls Pkwy	William Cannon Dr	at	2	Left Turn	1	37 = Failed to Yield ROW – Turning Left	SB, permissive
15	14084229	20141022	1910	2 = Wet	2 = Dark, Not Lighted	1 = Clear	7000	E William Cannon Dr	McKinney Falls Pkwy	25 FT W	3	Rear End	0	44 = Followed Too Closely	WB, involved in previous
15	14142604	20141124	2024	1 = Dry	2 = Dark, Not Lighted	1 = Clear	7302	McKinney Falls Pkwy	E William Cannon Dr	50 FT SW	2	Head On	2	45 = Had Been Drinking	EB
15	14227189	20150116	2050	1 = Dry	2 = Dark, Not Lighted	1 = Clear	7300	McKinney Falls Pkwy	E William Cannon Dr	at	2	Rear End	2	33 = Failed to Yield ROW – Open Intersection	WB
15	14381346	20150409	1609	2 = Wet	1 = Daylight	2 = Cloudy	7000	E William Cannon Dr	McKinney Falls Pkwy	at	2	Out of Control	0	64 = Turned Improperly – Wide Right	EB
15	14448840	20150522	509	2 = Wet	3 = Dark, Lighted	3 = Rain	7200	McKinney Falls Pkwy	William Cannon Dr	at	2	Right Angle	1	40 = Fatigued or Asleep	SB
15	14575913	20150804	813	1 = Dry	1 = Daylight	1 = Clear	7000	E William Cannon Dr	McKinney Falls Pkwy	40 FT W	2	Rear End	1	20 = Driver Inattention	WB
15	14604711	20150825	1511	1 = Dry	1 = Daylight	1 = Clear	7300	McKinney Falls Pkwy	E William Cannon Dr	at	2	Side Swipe	0	23 = Failed to Drive in Single Lane	SB
15	14610603	20150829	208	1 = Dry	3 = Dark, Lighted	1 = Clear	7300	McKinney Falls Pkwy	E William Cannon Dr	at	2	Rear End	1	45 = Had Been Drinking	EB, permissive



Southwest Pkwy at Barton Creek Blvd

12/31/2015

LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

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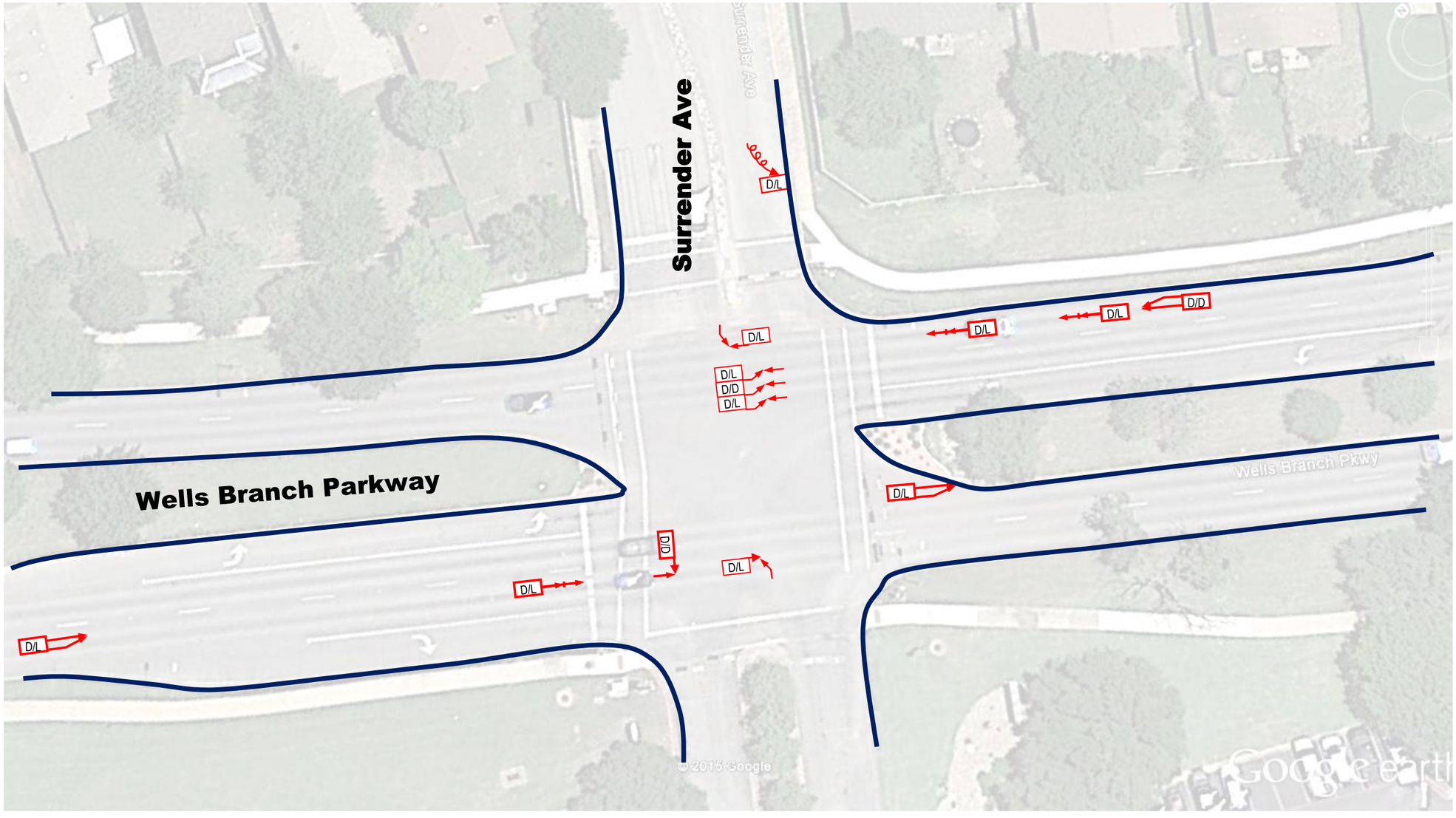
Southwest Pkwy at Barton Creek Blvd

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	12998455	20121126	1645	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	
13	13389499	20130621	203	1 = Dry	3 = Dark, Lighted	1 = Clear		Southwest Pkwy	Barton Creek Blvd		1	Out of Control	0	19 = Distraction in Vehicle	
13	13474598	20130921	2355	1 = Dry	3 = Dark, Lighted	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Rear End	0	22 = Failed to Control Speed	20 = Driver Inattention
14	13657066	20140119	1130	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Rear End	0	22 = Failed to Control Speed	
14	13725060	20140307	2000	1 = Dry	3 = Dark, Lighted	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	1	37 = Failed to Yield ROW – Turning Left	20 = Driver Inattention
14	13755858	20140325	1329	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	2	37 = Failed to Yield ROW – Turning Left	
14	13786253	20140411	730	2 = Wet	1 = Daylight	3 = Rain		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	1	37 = Failed to Yield ROW – Turning Left	
14	13948282	20140729	2133	1 = Dry	3 = Dark, Lighted	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	
14	14037368	20140925	1855	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Rear End	0	20 = Driver Inattention	22 = Failed to Control Speed
14	14050052	20140928	013	1 = Dry	3 = Dark, Lighted	1 = Clear		Southwest Pkwy	Barton Creek Blvd		1	Out of Control	0	67 = Under Influence – Alcohol	
15	14050761	20141003	1520	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	
15	14056897	20141006	1516	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	
15	14127178	20141117	1248	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	
15	14285883	20150219	1833	1 = Dry	3 = Dark, Lighted	1 = Clear		Southwest Pkwy	Barton Creek Blvd		3	Left Turn	1	37 = Failed to Yield ROW – Turning Left	
15	14358853	20150402	820	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Rear End	0	22 = Failed to Control Speed	
15	14370597	20150409	1628	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	
15	14583788	20150811	1830	1 = Dry	1 = Daylight	1 = Clear		Southwest Pkwy	Barton Creek Blvd		2	Left Turn	2	37 = Failed to Yield ROW – Turning Left	



Wells Branch Parkway at Surrender Avenue Intersection

02/01/2016

LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

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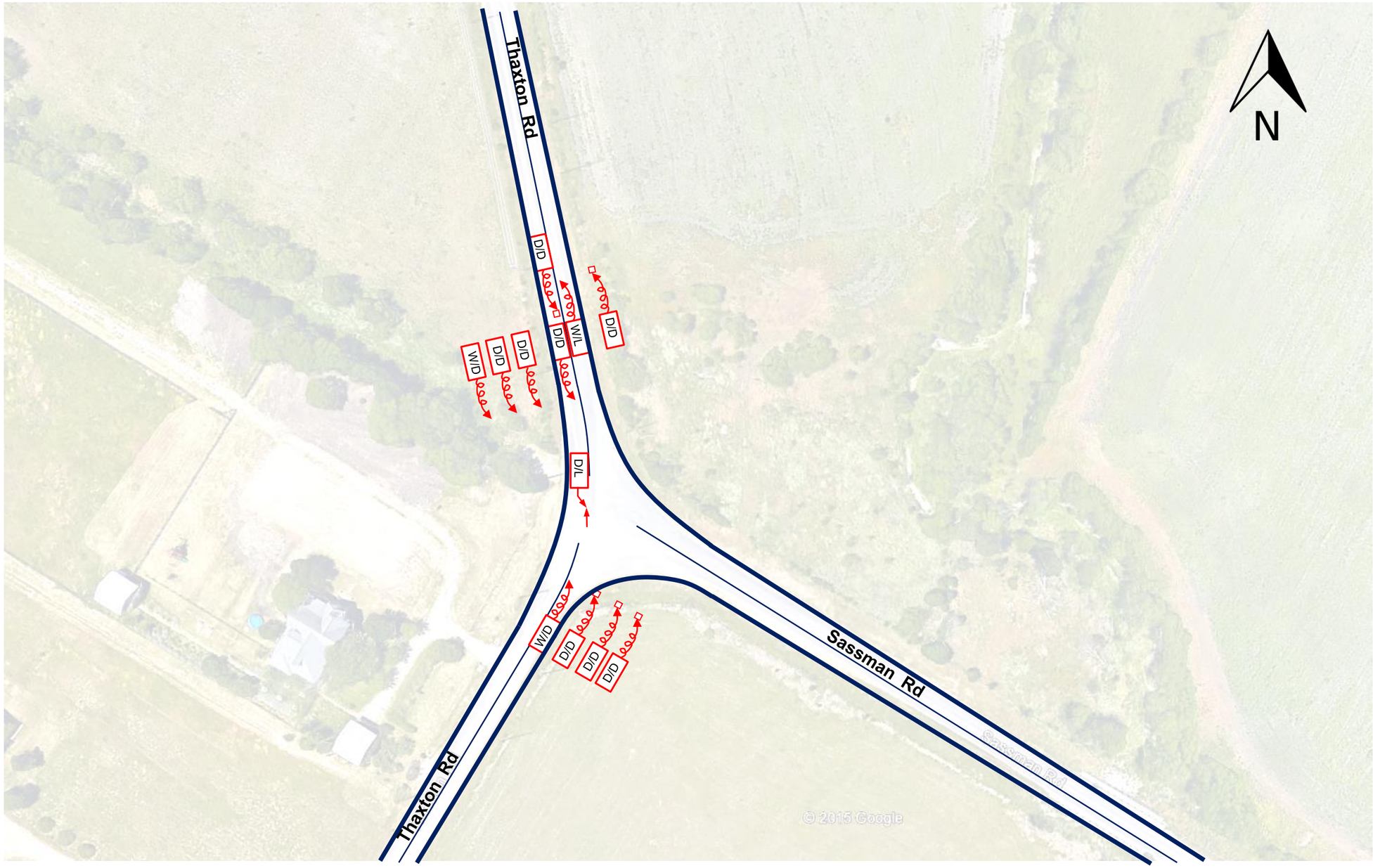
Wells Branch Pkwy at Surrender Dr

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	13100893	20130129	20:16	1 = Dry	3 = Dark, Lighted	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	at	2	Left Turn	0	15 = Disregard Stop and Go Signal	WB Vehicle did not stop at Redlight and hit EB to NB LT Vehicle
13	13147509	20130228	17:26	1 = Dry	1 = Daylight	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	40' E	2	Rear End	0	22 = Failed to Control Speed	WB Vehicle Hit a RT Vehicle from behind [20=Driver Inattention]
13	13235962	20130424	14:19	1 = Dry	1 = Daylight	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	at	2	Rear End	2	22 = Failed to Control Speed	EB Vehicle Hit a RT Vehicle from behind
13	13316400	20130608	18:35	1 = Dry	1 = Daylight	2 = Cloudy	2000	Wells Branch Parkway	Surrender Avenue	at	2	Side Swipe	0	4 = Changed Lane when Unsafe	Both Vehicles were traveling EB
14	13728848	20140310	14:41	1 = Dry	1 = Daylight	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	at	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	EB-NB LT Vehicle (making a Permitted LT) hit a thru WB Vehicle
14	13774227	20140401	17:15	1 = Dry	1 = Daylight	1 = Clear	2100	Surrender Avenue	Wells Branch Parkway	50' N	2	Out of Control	0	3 = Backed without Safety	Driving wrong way, Hit a parked vehicle during backing
14	13808071	20140428	20:32	1 = Dry	6 = Dusk	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	at	2	Right Angle	0	16 = Disregard Stop Sign or Light	Hit and Run, SB Thru Vehicle Ran Red Light and Hit EB Thru Vehicle
14	13880627	20140613	10:02	1 = Dry	1 = Daylight	1 = Clear	2300	Wells Branch Parkway	Surrender Avenue	at	2	Left Turn	0	16 = Disregard Stop Sign or Light	WB Vehicle ran a redlight and Hit a LT Vehicle (going EB to NB)
14	13977233	20140816	21:00	1 = Dry	3 = Dark, Lighted	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	100' E	2	Side Swipe	0	61 = Speeding – (Over Limit)	Both Vehicles were traveling WB, Possession of Drugs
15	14222898	20150106	16:22	1 = Dry	1 = Daylight	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	at	2	Left Turn	0	16 = Disregard Stop Sign or Light	EB Thru Vehicle Hit a NB to WB LT Vehicles
15	14529537	20150712	13:50	1 = Dry	1 = Daylight	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	150' W	2	Side Swipe	0	4 = Changed Lane when Unsafe	Both Vehicles were traveling EB
15	14531911	20150609	19:10	1 = Dry	1 = Daylight	1 = Clear	2013	Wells Branch Parkway	Surrender Avenue	75' E	2	Rear End	0	4 = Changed Lane when Unsafe	EB Vehicle Hit a Parked Vehicle from behind
15	14561048	20150729	14:48	1 = Dry	1 = Daylight	1 = Clear	2000	Wells Branch Parkway	Surrender Avenue	at	2	Left Turn	2	15 = Disregard Stop and Go Signal	WB Vehicle did not stop at Redlight and hit SB to EB LT Vehicle



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Thaxton Road at Sassman road

01/05/2016

LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

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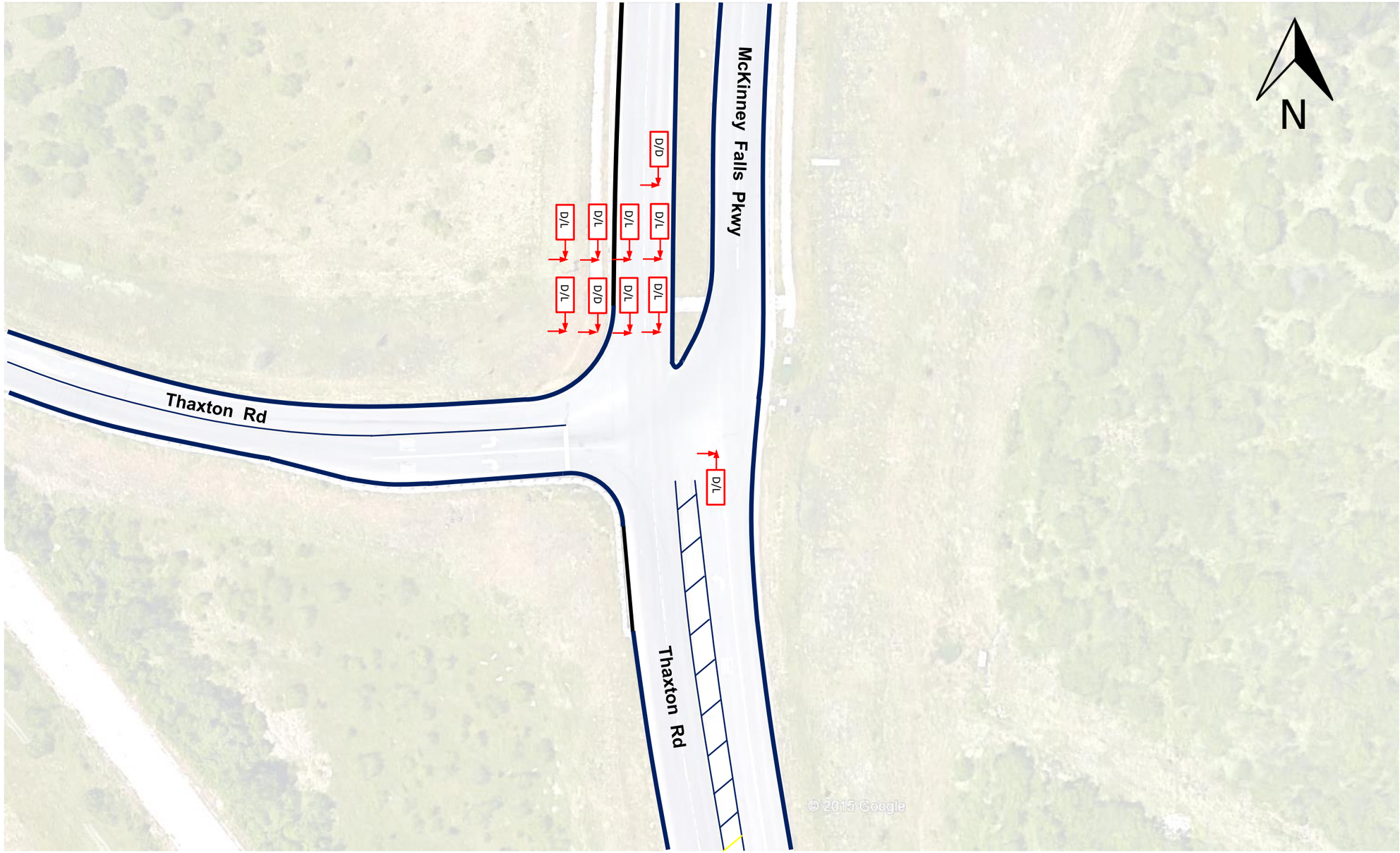
Thaxton Rd at Sassman Rd

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	13029457	20121207	307	1 = Dry	3 = Dark, Lighted	1 = Clear	8900	Thaxton Rd	Sassman Rd	Intersection	1	Out of Control	0	41 = Faulty Evasive Action	& 45 = Had Been Drinking
13	13060663	20130106	2056	1 = Dry	2 = Dark, Not Lighted	1 = Clear	8900	Thaxton Rd	Sassman Rd	Intersection	1	Out of Control	0	22 = Failed to Control Speed	& 45 = Had Been Drinking
13	13138780	20130222	2323	1 = Dry	2 = Dark, Not Lighted	1 = Clear	8900	Thaxton Rd	Sassman Rd	50 FT S	1	Out of Control	0	22 = Failed to Control Speed	& 20 = Driver Inattention
13	13218253	20130414	332	1 = Dry	2 = Dark, Not Lighted	1 = Clear	8900	Thaxton Rd	Sassman Rd	Intersection	1	Out of Control	0	22 = Failed to Control Speed	& 45 = Had Been Drinking
13	13394762	20130807	1426	1 = Dry	1 = Daylight	1 = Clear	8900	Thaxton Rd	Sassman Rd	Intersection	2	Left Turn	0	37 = Failed to Yield ROW – Turning Left	
14	13833346	20140514	737	2 = Wet	2 = Dark, Not Lighted	3 = Rain	8900	Thaxton Rd	Sassman Rd	Intersection	1	Out of Control	0	17 = Disregard Turn Marks at Intersection	& 20 = Driver Inattention, 22 = Fail. To Control Sp.
14	13903507	20140629	717	1 = Dry	2 = Dark, Not Lighted	1 = Clear	8900	Thaxton Rd	Sassman Rd	Intersection	1	Out of Control	0	60 = Unsafe Speed	
14	13946101	20140728	237	1 = Dry	2 = Dark, Not Lighted	1 = Clear	8900	Thaxton Rd	Sassman Rd	Intersection	1	Out of Control	0		
15	14097971	20141031	700	2 = Wet	2 = Dark, Not Lighted	3 = Rain	8900	Thaxton Rd	Sassman Rd	Intersection	1	Out of Control	0	22 = Failed to Control Speed	
15	14247235	20140129	729	2 = Wet	1 = Daylight	2 = Cloudy	8800	Thaxton Rd	Sassman Rd	193 FT N	1	Out of Control	0	60 = Unsafe Speed	
15	14275828	20140215	035	1 = Dry	2 = Dark, Not Lighted	1 = Clear	8800	Thaxton Rd	Sassman Rd	154 FT N	1	Out of Control	0	41 = Faulty Evasive Action	
15	14576740	20150802	411	1 = Dry	2 = Dark, Not Lighted	1 = Clear	9000	Thaxton Rd	Sassman Rd	Intersection	1	Out of Control	1	67 = Under Influence – Alcohol	



LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

McKinney Falls Parkway at Thaxton Road

01/05/2016

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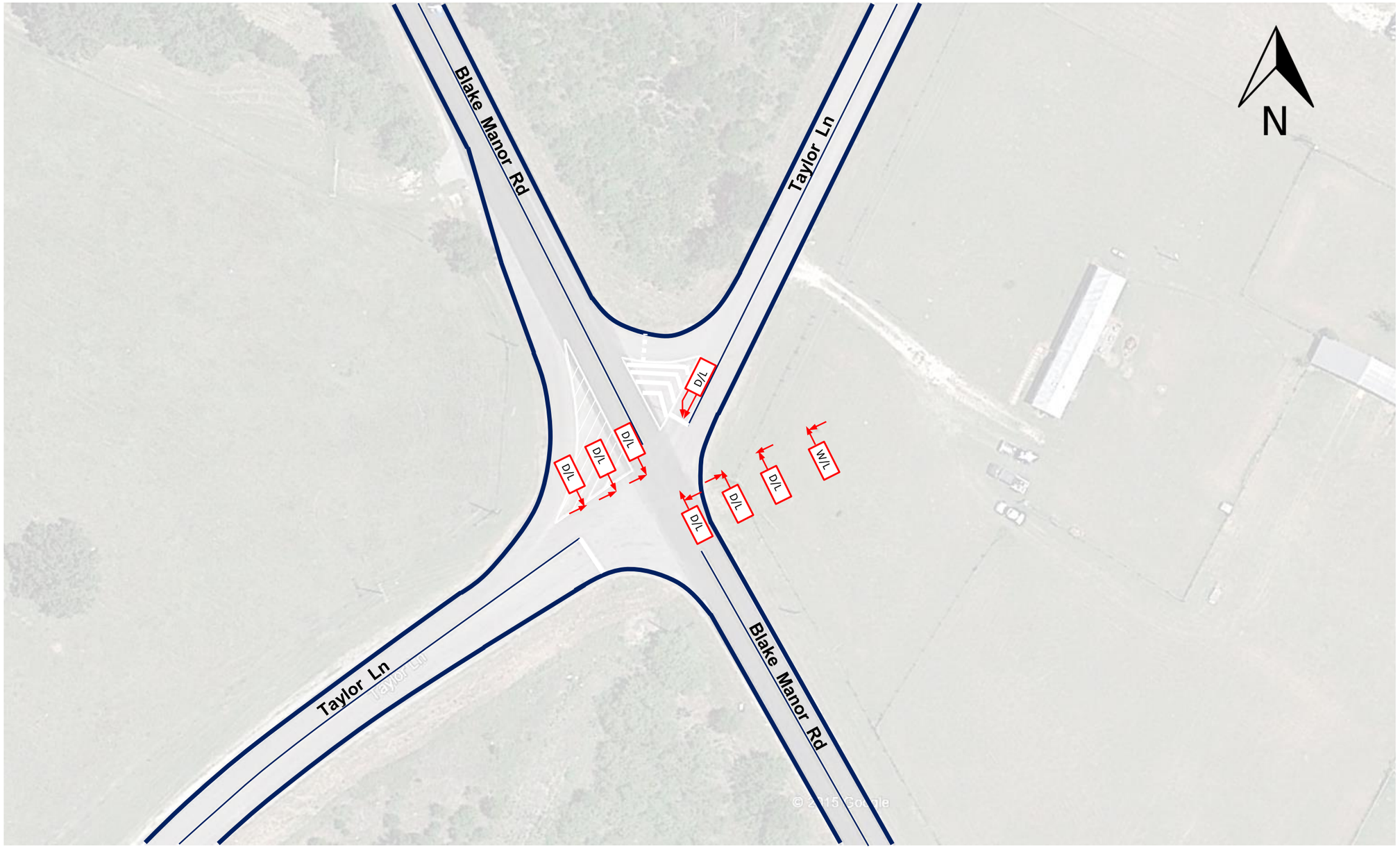
McKinney Falls Pkwy at Thaxton Rd

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	13306394	20130608	1844	1 = Dry	1 = Daylight	1 = Clear	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	& 66 = Turned When Unsafe
13	13569973	20131127	1450	1 = Dry	1 = Daylight	1 = Clear	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	
13	13571681	20130816	1521	1 = Dry	1 = Daylight	1 = Clear	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	0	16 = Disregard Stop Sign or Light	
14	13689470	20140214	1309	1 = Dry	1 = Daylight	1 = Clear	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	
15	14084729	20141022	1858	1 = Dry	1 = Daylight	1 = Clear	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	& 20 = Driver Inattention
15	14176511	20141216	1759	1 = Dry	2 = Dark, Not Lighted	2 = Cloudy	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	4	35 = Failed to Yield ROW – Stop Sign	
15	14374163	20150409	743	1 = Dry	1 = Daylight	1 = Clear	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	
15	14421638	20150507	1730	1 = Dry	1 = Daylight	2 = Cloudy	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	1	35 = Failed to Yield ROW – Stop Sign	
15	14485266	20150509	1145	1 = Dry	1 = Daylight	1 = Clear	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	
15	14490026	20150616	1030	1 = Dry	1 = Daylight	2 = Cloudy	8000	McKinney Falls Pkwy	Thaxton Rd	Intersection	2	Right Angle	1	35 = Failed to Yield ROW – Stop Sign	



Blake Manor Road at Taylor Lane

01/05/2016

LEGEND		
SYMBOLS	**TYPES OF COLLISIONS**	**SURFACE/LIGHT**
Moving Vehicle	Rear End	D/L – Dry/Light
Backing Vehicle	Head On	D/D – Dry/Dark
Non-Involved Vehicle	Side Swipe	W/L – Wet/Light
Pedestrain	Out of Control	W/D – Wet/Dark
Parked Vehicle	Left Turn	
Fixed Object	Right Angle	

TRAVIS COUNTY, TEXAS
TRANSPORTATION and NATURAL RESOURCES DEPARTMENT
MAILING ADDRESS
P.O. BOX 1748
AUSTIN, TEXAS 78767
(512) 854-9383 FAX: (512) 854-4626

IFB*
PRECINCT:
SCALE
VERT:
HORIZ:

DRAWN BY:
DESIGNED BY:
TITLE:

No.	REVISION	BY	DATE

Blake-Manor Rd at Taylor Ln

FY	Crash ID	Crash Date YYYYMMDD	Crash Time 2400	Surface Conditions	Light Conditions	Weather Conditions	Block	Roadway	Intersection Reference	Location	Vehicles Involved	Accident Type	Injured	Contributing Factors	Comments
13	13004538	20121129	725	1 = Dry	1 = Daylight	6 = Fog	18300	Blake Manor Rd	Taylor Ln	Intersection	2	Right Angle	0	16 = Disregard Stop Sign or Light	& 22 + Failure to Control Speed
13	13271165	20130516	1628	1 = Dry	1 = Daylight	1 = Clear	18300	Blake Manor Rd	Taylor Ln	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	
14	13500444	20131020	1210	1 = Dry	1 = Daylight	1 = Clear	18300	Blake Manor Rd	Taylor Ln	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	
14	13713344	20140301	800	2 = Wet	1 = Daylight	6 = Fog	18300	Blake Manor Rd	Taylor Ln	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	
14	13726624	20140309	1619	1 = Dry	1 = Daylight	2 = Cloudy	18300	Blake Manor Rd	Taylor Ln	Intersection	2	Side Swipe	0	22 = Failed to Control Speed	& 28 = Failed to Signal
14	13793501	20140420	1138	1 = Dry	1 = Daylight	1 = Clear	18300	Blake Manor Rd	Taylor Ln	Intersection	2	Right Angle	0	16 = Disregard Stop Sign or Light	
14	13933677	20140718	2003	1 = Dry	1 = Daylight	2 = Cloudy	18300	Blake Manor Rd	Taylor Ln	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	& 48 = Impaired Visibility
15	14495635	20150619	1135	2 = Wet	1 = Daylight	3 = Rain	18300	Blake Manor Rd	Taylor Ln	Intersection	2	Right Angle	0	35 = Failed to Yield ROW – Stop Sign	

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